

Latitude 38

VOLUME 483 September 2017

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Alegre: Happy, Joyful

PHOTO BY KRISTEN SOETEBIER



*Alegre**

Congratulations to Chris Klein and the crew of *Alegre*, winner of this year's Santana 22 nationals.

The Santana was designed by the late Bay Area naval architect, Gary Mull, over 40 years ago, and has passed the test of time as an ongoing one-design racing class, as well as a fine day-sailer for San Francisco Bay.

Pineapple Sails was also started more than 40 years ago and is proud to be the sailmaker for Chris Klein's *Alegre*. Working diligently within the strict class rules, we developed sails that match the boat's unique characteristics while maximizing performance.

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Cover: The Hughes 48 *Iolani* demonstrates the pleasant lighting and conditions of sailing up Raccoon Strait into Belvedere Cove.

Photo: Latitude/John

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1977-2017 – 40TH ANNIVERSARY

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

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2012 BENETEAU OCEANIS 37 \$134,500 – GREAT VALUE!

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BENETEAU 41, 2015	\$245,000
WYLIE CUSTOM 39, 1985.....	\$64,500
HUNTER 380, 2000	\$55,000
ERICSON 38-200, 1989.....	\$55,000
OCEANIS 37, 2012	\$134,500
BENETEAU 373, 2006	\$110,000
HUNTER 36, 2005	\$99,500
FIRST 36.7, 2003.....	\$85,000
ISLANDER YACHTS 36, 1977	\$33,900
FIRST 35, 2015.....	\$249,000
CATALINA 350, 2008	\$130,000
OCEANIS 352, 1999	\$68,500
BENETEAU 331, 2001	\$59,500
OCEANIS 31, 2014	INQUIRE
OCEANIS 31, 2013	\$115,000
FIRST 20, 2017	\$55,600

POWER BROKERAGE

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GRAN TURISMO 44, 2015.....	\$429,000
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REGAL 3780, 2001	\$141,500
BAYLINER 325, 2005.....	\$69,900
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Latitude 38

"we go where the wind blows"

**1977-2017
40TH
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47' Catalina 470 Tall Rig, 2006.....	REDUCED 279,500
44' Catalina 440, 2007	SOLD
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35' Bristol 35.5, 1987	NEW LISTING 59,000
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CALENDAR

Non-Race

Sept. 1, 1987 — Tom from San Francisco wrote a Letter entitled The "Marvelousness" of the Crew List, published in Volume 05 of *Latitude 34* (no, that's not a typo): "I'm sitting here in Cafe Haliewa on Oahu contemplating the marvelousness of the Cruising Crew List you publish each year. You see, your last issue put me in touch with the owner of a Herreshoff 55. We just completed a 6,500-mile journey from Mobile, Alabama to Honolulu via the Panama Canal.

"I'd sailed San Francisco Bay but never the ocean. What with the 20 foot waves and 45 knot winds we encountered five days out of Honolulu and learning about celestial navigation (our SatNav broke), I've become hooked!"

Sept. 2 — 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.

Sept. 2, 9, 23, 30, Oct. 14 — Afternoon adventure sails aboard the historic scow schooner *Alma*, Hyde St. Pier, S.F. \$20-\$40. David, (415) 447-5000 or www.nps.gov/safr.

Sept. 2-4 — Showcase of maritime artisans & shipbuilding heritage, Tall Ship Tent, Sausalito, 10 a.m.-5 p.m. Educational activities, treasure hunt. Info, www.educationaltallship.org.

Sept. 2-30 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Sept. 3-24 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Sept. 4 — Go for a Monday sail on Labor Day.

Sept. 6 — Go for a Wednesday sail under the full moon.

Sept. 6 — Cruising Mexico Seminar, Spaulding Marine Center, Sausalito, 4-6 p.m. Door prizes. Free. Dick, 011 52 (322) 226-6728 or Geronimo, 011 52 (669) 916-3468.

Sept. 6 — *Latitude 38* Fall Crew List Party, Spaulding Marine Center, Sausalito, 6:15-9 p.m. \$7 cash; free for 2017 Baja Ha-Ha skippers & first mates. Info, (415) 383-8200 ext. 0 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Sept. 6-27 — Wednesday Yachting Luncheon Series, St-FYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Sept. 6-27 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Sept. 7-10 — Yacht Fest, Marina Village, Alameda. New & used power & sailboats, boat rides, food, music, exhibitors, seminars. Free. Info, (510) 521-6213 or www.yachtfest.net.

Sept. 8 — R2AK Blazer Party, Northwest Maritime Center, Port Townsend, WA, 6-8 p.m. Racers will be awarded thrift-store blazers. \$30 includes "a free drink and a handful of food." Info, www.r2ak.com.

Sept. 8-10 — Wooden Boat Festival, Port Townsend, WA. Tall ships, paddleboards, kayaks, tugboats and everything in between. Demonstrations, presentations, plays, music, dancing, food. Info, (360) 385-9910 or www.nwmaritime.org.

Sept. 9 — Gordie Nash's Fiberglass & Composites Workshop, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 donation suggested; RSVP recommended, (415) 332-3179. Info, www.spauldingcenter.org.

Sept. 9 — Rock the Dock, Golden Gate YC, San Francisco, 6-10 p.m. Food, music, dancing, raffle prizes; donated beer & wine; no-host bar. A fundraiser for the Leukemia & Lymphoma Society. \$75. Tickets, www.ggyc.com/events.

Sept. 9-10 — Pittsburg Seafood & Music Festival, Pittsburg Marina, 1-5 p.m. Food vendors, beer & sports pavilion, wine

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46' J/BOATS J/46 2000
295,000 Contact: San Diego



46' TARTAN 4600 2004
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41' TARTAN 4100 1996
174,000 Contact: Alameda



40' HANSE 400 2009
179,950 Contact: San Diego



38' ALERION Express 38 2006
224,950 Contact: San Diego



36' J/BOATS J/111 2012
224,000 Contact: San Diego



32' PACIFIC SEACRAFT 32 1997
110,000 Contact: Alameda



28' BRISTOL Chnl Cutter 2003
149,000 Contact: Alameda



42' SABRE 42 Flybridge 2002
350,000 Contact: Alameda



38' PALM BEACH AVALON 2002
264,000 Contact: San Diego



32' HALVERSON GOURMET CRUISER
159,000 Contact: San Diego

ADDITIONAL USED SAIL...

1980 51' FORMOSA	139.5k
1968 50' COLUMBIA 50	54k
2001 40' J/120	SOLD
1999 40' J/120	SOLD
2013 38' HANSE 385	246k
2006 38' SABRE 386	195k
2001 38' BENETEAU 381	82.5k
1993 38' EXPRESS 38 Turbo	89.9k
1993 37' HUNTER 37.5	59.9k
1985 37' BENETEAU 375	59.9k
1983 33' NAUTICAT 33	88K
2013 23' J/70	47.9k

ADDITIONAL USED POWER...

2001 55' COMPASS 55	SOLD
2015 41' BACK COVE 41	SOLD
1989 41' HATTERAS 41	99k
2009 40' TIARA 3900 Open	379k
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2014 31' TIARA 3100 Coronet	SOLD
2009 30' RAIDER RIB 300hp	69k
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Sept. 10-16 — SoCal Ta-Ta V cruising rally, from Santa Barbara to Catalina, with stops at Santa Cruz Island, Channel Islands Harbor and Paradise Cove. Info, www.socaltata.com.

Sept. 11, 1992 — Hurricane Iniki, one of the most damaging storms in recent history, strikes the Hawaiian Islands.

Sept. 14, Oct. 12 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

Sept. 14-17 — Boats Afloat Show, Lake Union, Seattle, WA. More than 200 new & used boats, plus gadgets, services and gear. Info, (206) 748-0012 or www.boatsafloatshow.com.

Sept. 16 — Petaluma River Craft Beer Festival, 1-5 p.m. Local brews & food tasting, live music. \$40 (\$20 for designated drivers). Info, www.petalumarivercraftbeerfest.org.

Sept. 16 — A San Diego native and winner of four America's Cup campaigns, Dennis Conner turns 75.

Sept. 20 — Matthew James talks about his book *Collecting Evolution: The Galapagos Expedition that Vindicated Darwin*. At Spaulding Marine Center, Sausalito, 6:30-8:30 p.m. Info, (415) 332-3179 or www.spauldingcenter.org.

Sept. 20, 1971 — Singlehander Leonard Delmas fell overboard off his 34-ft sailboat *Another Girl* in San Francisco Bay, was towed for four hours while clinging to the mainsheet, and lived to tell the tale after the boat drove ashore.

Sept. 22 — Autumnal Equinox.

Sept. 23 — Blue Room Lecture: The Schooner *Fayaway* and Herman Melville's Persistent Connections with San Francisco Bay. San Francisco Maritime Museum, 1 p.m. Free. Info, (415) 447-5000 or www.nps.gov/sqfr.

Sept. 23 — Take a Veteran Sailing, Stockton Sailing Club, 10 a.m.-3 p.m. Info, (209) 652-7627 or www.stocktonsc.org.

Sept. 23-24 — 25th Women's Sailing Seminar, IYC. Classroom & on-the-water workshops, basic to advanced. \$260 before Sept. 2; \$275 thereafter; includes continental breakfasts, lunches, instruction, swag, prizes and a binder of class materials. Info, www.womenssailingseminar.com.

Sept. 24 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Sept. 29-Oct. 1 — Northern California Westsail Rendezvous, Marina Bay, Richmond. For past, present and future Westsailors. Info, www.westsail.org/event-2506482.

Oct. 1 — The Love Plane, Golden Gate Bridge. Boats, windsurfers, kites are invited to help celebrate the 50th anniversary of the Summer of Love. Fly flags of flowers, hearts and peace signs. Antenna Theater, www.antenna-theater.org.

Oct. 2-9 — San Francisco Fleet Week, with air shows, parade of ships, ship tours, Marina Green Festival Center, high school bands, K-9 heroes. Info, www.fleetweeksf.org.

Oct. 7 — Redwood City Port Fest, 10 a.m.-3 p.m. Sailboat rides for kids & teens, harbor tours, live bands, arts & crafts, food vendors. Free admission. Info, www.rwcportfest.com.

Oct. 14 — Call of the Sea Fall Gala, Bay Model Visitors Center, Sausalito, 5-9 p.m. Auction, dockside tours of *Matthew Turner & Seaward*. Info, www.callofthesea.org.

Oct. 29-Nov. 11 — Baja Ha-Ha XXIV cruising rally, San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Racing

Aug. 27-Sept. 1 — International Folkboat Regatta hosted by CYC. Info, www.sfbayfolkboats.org.

Sept. 1-2 — Windjammers Race from San Francisco to Santa Cruz. SCYC, www.scyc.org.



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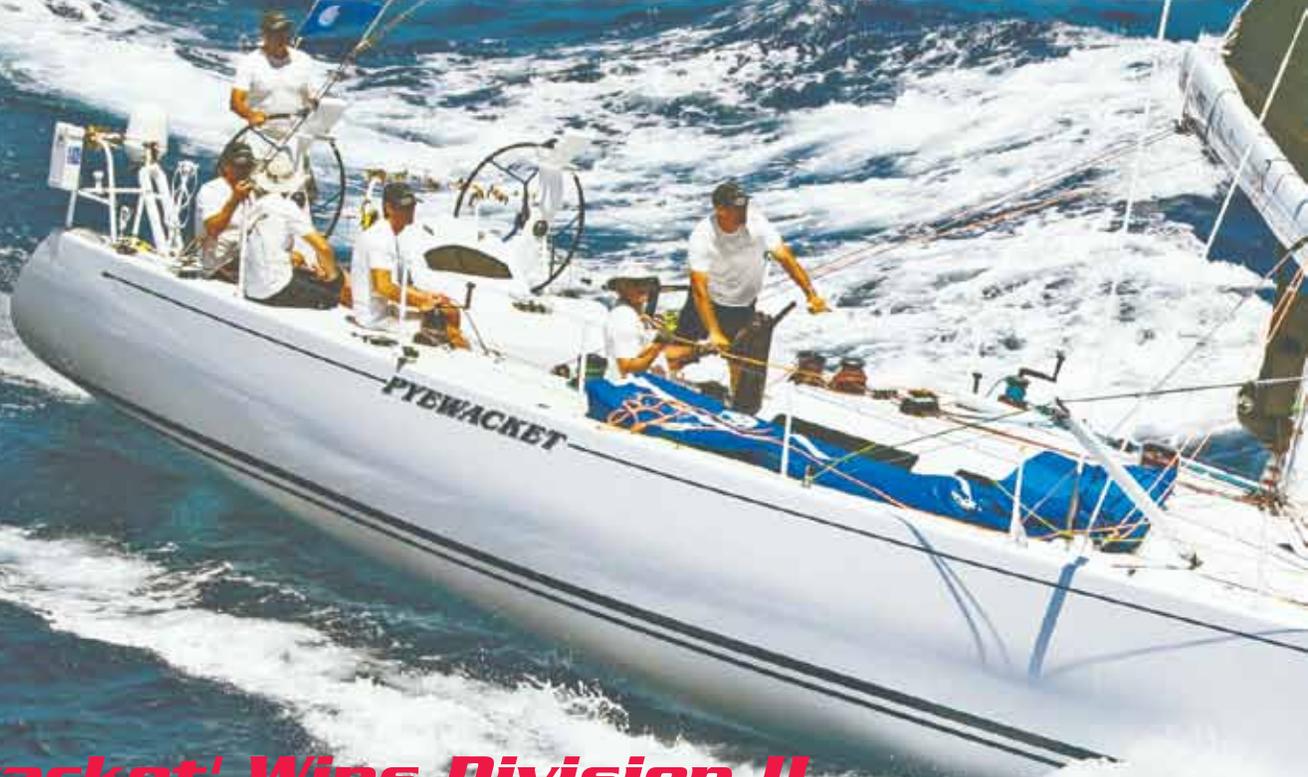
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Sept. 1-4 — Labor Day Regatta on Tomales Bay. SRSC, www.santarosasailingclub.org.

Sept. 2 — Jazz Cup from the Central Bay to Benicia. SBYC/BenYC, www.southbeachyachtclub.org.

Sept. 2 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Sept. 2, 30 — CBRA Races. YRA, www.yra.org.

Sept. 2-3 — Redwood Regatta, Big Lagoon. Free camping & launching. Humboldt YC, www.humboldtyachtclub.org.

Sept. 2-3 — San Francisco Pelican Races out of Marshall Beach on Tomales Bay. Fleet 1, www.sfpelicanfleet1.com.

Sept. 2-3 — BAYS #5 youth regatta run by EYC at Treasure Island. Info, www.bayarea-youthsailing.com.

Sept. 2-3 — Labor Day Regatta, Stillwater Cove, Pebble Beach. Stillwater YC, www.sycpb.org.

Sept. 3-4 — Veeder Cup, a match-race challenge between Carmel and Monterey clubs. MPYC, www.mpyc.org.

Sept. 4 — Laser/Opti Sail-Off. HMBYC, www.hmbyc.org.

Sept. 9 — South Bay Interclub Series wraps up. Info, www.jibeset.net.

Sept. 9 — OYRA Junior Waterhouse, run by RYC. YRA, www.yra.org.

Sept. 9 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 9 — Barth Team Race/Interclub Challenge between SeqYC and CPYC. SeqYC, www.sequoiayc.org.

Sept. 9 — Cal Cup Windsurfing Race Series. BYC, www.berkeleyyc.org.

Sept. 9, Oct. 7 — Fall Series. SSC, www.stocktonsc.org.

Sept. 9, Oct. 14 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Sept. 9, Oct. 14 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.

Sept. 9-10 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 9-10 — Multihull Regatta. RYC, www.richmondyc.org.

Sept. 9-10 — West Marine Fun Regatta/Mini-Boat Regatta for juniors. SCYC, www.scyc.org.

Sept. 9-10 — Tahoe Laser Championships on Stampede Reservoir. Tahoe YC, www.tahoeyc.com.

Sept. 9-10 — Perpetual Regatta on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Sept. 10 — El Toro Stampede hosted by RYC. Info, www.eltoroyra.org.

Sept. 10 — Commodore's Cup. EYC, www.encinal.org.

Sept. 10 — Fall 1, 2 & 3 One Design/Luke's Regatta. MPYC, www.mpyc.org.

Sept. 10, 17, 24, Oct. 1 — Governor's Cup Series on Folsom Lake. FLYC, www.flyc.org.

Sept. 10, Oct. 1 — Port San Luis Small Boat Cup & Avila Cup Series, Avila Beach. San Luis YC, www.slyc.org.

Sept. 14-17 — Rolex Big Boat Series, hosted by StFYC. Entry deadline is Sept. 6. Info, www.rolexbigboatseries.com.

Sept. 15-21 — International Six Metre Worlds hosted by Royal Vancouver YC, BC, celebrating Canada's 150th anniversary. Info, www.6mvancouver2017.com.

Sept. 16 — Half Moon Bay Race for single- and double-handers. SSS, www.sfbaysss.org.

Sept. 16 — Fall One Design #2. SCYC, www.scyc.org.

Sept. 16, Oct. 7 — Summer Series #4 & #5. SeqYC, www.sequoiayc.org.

Sept. 16-17 — Melges 24 PCCs. SCYC, www.scyc.org.

Sept. 16-17 — Easom Founders/Etchells Pre-Worlds. SFYC, www.sfy.org.

Sept. 17 — Small Boat Races. EYC, www.encinal.org.

Sept. 17 — Baxter-Judson Series Race #6. PresYC, www.presidioryachtclub.org.

Sept. 17 — Late Summer Race on South Lake Tahoe.

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LTWYC, www.tahoewindjammers.com.

Sept. 17, Oct. 1 — Fall Series Races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Sept. 17, Oct. 1, 15 — Fall Tomales Bay Race Series. SRSC, www.santarosasailingclub.org.

Sept. 17-18 — Bart's Bash SF Bay. GGYC, www.ggyc.org.

Sept. 22-24 — San Diego J/Fest celebrates 40 years of J/Boats with racing for all types of J/Boats, plus anniversary and Back to '77 parties. Info, www.sdy.org.

Sept. 22-24 — Cal 20 Class Championship at Cabrillo Beach YC, San Pedro. Info, www.cal20.org.

Sept. 22-30 — Etchells Worlds. SFYC, www.sfy.org.

Sept. 23 — Commodore's Cup & Singlehanded/Doublehanded #5. SeqYC, www.sequoiaayc.org.

Sept. 23 — Joe Logan Regatta for Mercurys. StFYC, www.stfy.com.

Sept. 23 — North Bay Series #6. VYC, www.vyc.org.

Sept. 23 — Vice Commodore's Cup in Half Moon Bay. HMBYC, www.hmbyc.org.

Sept. 23 — Jack & Jill. SCYC, www.scyc.org.

Sept. 23 — San Francisco Pelican Races out of Marina Bay Yacht Harbor, Richmond. Info, www.sfpelicanfleet1.com.

Sept. 23-24 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 23-24 — Herb Meyer Regatta for Hansa Class Liberty and 303 and RS Tera (Junior Invitational). BAADS, www.baads.org.

Sept. 24 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 24 — Fall 3 Distance Race. MPYC, www.mpyc.org.

Sept. 24 — Fannette Island Race on South Lake Tahoe.

LTWYC, www.tahoewindjammers.com.

Sept. 26 — Catalina Regatta. SCYC, www.scyc.org.

Sept. 29-Oct. 1 — Pac52 Cup. StFYC, www.stfy.com.

Sept. 29-Oct. 1 — Moth North Americans on South San Diego Bay. SDYC, www.sdy.org/mothna.

Sept. 30 — Shorthanded Races. TYC, www.tyc.org.

Sept. 30 — Champions Race on the Carquinez Strait. BenYC, www.beniciayachtclub.com.

Sept. 30 — PCISA High School Regatta. HMBYC, www.hmbyc.org.

Sept. 30 — Paisano Race, a fun dinghy race from Lover's Point to Del Monte Beach. Participants 21 and over have to check in at the Tanker and pick up wine, which must be finished before the race ends. MPYC, www.mpyc.org.

Sept. 30-Oct. 1 — YRA Season Closer hosted by CYC. Info, www.yra.org.

Sept. 30-Oct. 1 — Mercury PCCs at LAYC in San Pedro. Info, www.layc.org or www.mercury-sail.com.

Oct. 1, 8, 15, 22, 29 — Berkeley Chowder Series. Info, www.berkeleyyc.org.

Oct. 5-8 — A-Cat North Americans on South San Diego Bay. SDYC, www.sdy.org/acetna.

Oct. 6-8 — Sportboat Invitational Regatta. RYC, www.richmondyc.org.

Oct. 7 — Islander 36 Nationals, hosted by GGYC. Info, www.islander36.org.

Oct. 7 — Jerry O'Grady Singlehanded Race, non-spinnaker. CPYC, www.cpyc.com.

Oct. 7 — Auxiliary Cup. SFYC, www.sfy.org.

Oct. 7 — Champion of Champions. BVBC, www.bvbc.org.

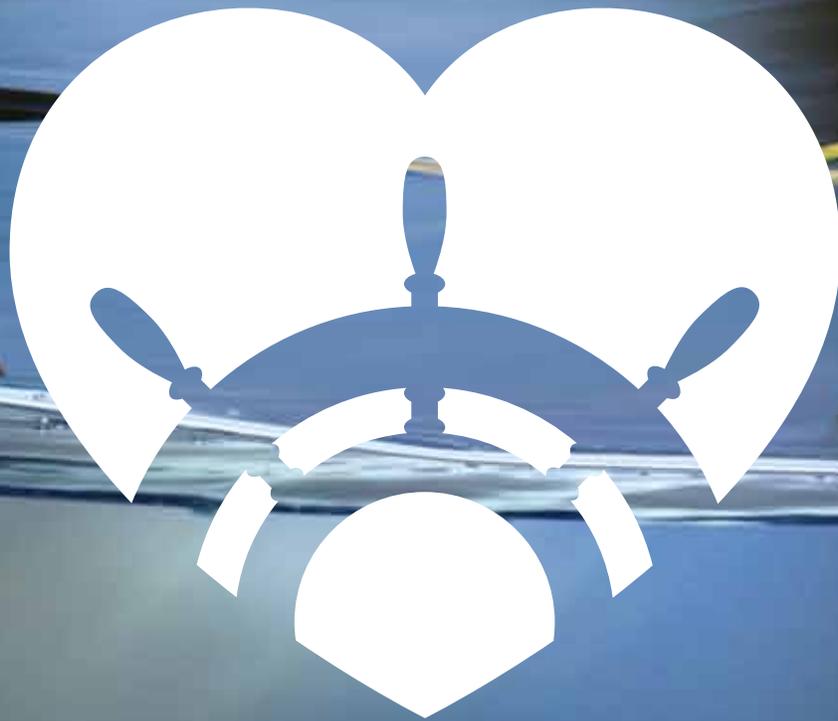
Oct. 7-8 — Hobie Regatta. MPYC, www.mpyc.org.

Oct. 8 — Fall 4 & 5 PHRF. MPYC, www.mpyc.org.

Oct. 8 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 12-14 — Fall International Six Metre Regatta. StFYC, www.stfy.com.

Oct. 14 — YRA Championship Regatta, hosted by BYC.



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CALENDAR

YRA, www.yra.org.

Oct. 14 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 14 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 14 — Twin Island Race #3, around Angel Island and Alcatraz. SYC, www.sausalitoyachtclub.org.

Oct. 14 — Joan Storer Regatta. TYC, www.tyc.org.

Oct. 14 — Corkscrew Slough Regatta for El Toros, hosted by SeqYC in Redwood City. Larry, (650) 888-2324, or www.eltoroyra.org.

Oct. 14 — Shorteez Regatta (for PHRF 180+). CPYC, www.cpyc.com.

Oct. 14 — South Bay Champs. SeqYC, www.sequoiayc.org.

Oct. 14 — Champion of Champions. VYC, www.vyc.org.

Oct. 14 — Intraclub Race #4. RYC, www.richmondyc.org.

Oct. 14-15 — Fall Classic. SFYC, www.sfyyc.org.

Oct. 14-15 — Sea Otter Regatta for high school sailors in FJs. MPYC, www.mpyc.org.

Oct. 21-22 — Leukemia Cup Regatta, a fundraiser hosted by SFYC. Info, www.leukemiacup.org/gba or www.sfyyc.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 9/8, 9/22. Info, www.bbyc.org or (510) 865-2511.

BAY VIEW BC — Fall Monday Night Madness: 9/4, 9/18, 9/25 (makeup). Info, www.bvbc.org.

BENICIA YC — Every Thursday night through 9/28. Dan, (707) 319-5706 or www.beniciayachtclub.com.

BERKELEY YC — Every Friday night through 9/29. Info, www.berkeleyyc.org.

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

COYOTE POINT YC — Every Wednesday night through 10/4. Info, (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday night Summer Twilight Series: 9/8. Info, www.encinal.org.

HP SAILING CLUB — Wednesday night races through October at Stevens Creek Reservoir, Cupertino. Paul, paulz@iee.org.

HALF MOON BAY YC — Friday night races: 9/1, 9/15, 9/29, 10/13, 10/27. Info, www.hmbyc.org.

ISLAND YC — Fridays. Spring Island Nights: 9/15. Info, www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/11. Info, www.tahoeWindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through 9/28. Steve, (916) 952-4481 or www.lwsailing.org.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night May-September. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/20. Family Fun Dinghy Series, Friday night, 9/1. Info, www.mpyc.org.

RICHMOND YC — Wednesday nights: 9/6, 9/20, 9/27. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Thursday Night Kite Series: 9/7, 9/21. Friday Night Windsurfing: 9/8, 9/22. Graham, (415) 655-7756, racing@stfyyc.com or www.stfyyc.com.

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

SANTA CRUZ YC — Wet Wednesdays through 11/1. Info, www.scyc.org.

SAUSALITO YC — Tuesday night Summer Sunset Series: 9/5, 9/19. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/4.



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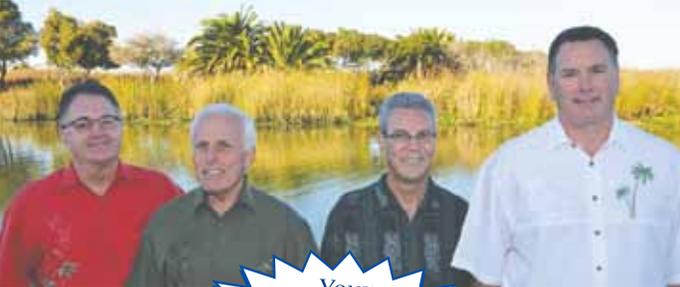
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TREASURE ISLAND SAILING CENTER — Vanguard 15 races every Thursday night through 9/7. Team racing every Tuesday night through 10/31. Info, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/27. Dave, (925) 580-1499 or www.vyc.org.

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

September Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
9/02Sat	0345/0.4	1048/4.7	1544/2.7	2138/5.8
9/03Sun	0422/0.3	1120/4.9	1622/2.5	2222/5.9
9/04Mon	0456/0.1	1149/5.0	1658/2.2	2305/6.0
		HIGH	LOW	HIGH
9/09Sat	0206/5.4	0749/1.0	1429/5.9	2026/0.9
9/10Sun	0302/5.0	0832/1.5	1509/5.9	2122/0.7
	LOW	HIGH	LOW	HIGH
9/16Sat	0300/-0.1	1004/5.2	1509/2.3	2114/6.2
9/17Sun	0350/-0.2	1047/5.4	1602/1.9	2211/6.2
	HIGH	LOW	HIGH	LOW
9/23Sat	0217/5.1	0748/1.6	1415/5.6	2027/0.8
9/24Sun	0308/4.8	0828/2.1	1449/5.5	2114/0.8
	LOW	HIGH	LOW	HIGH
9/30Sat	0212/0.8	0926/4.7	1441/2.7	2018/5.1
10/01Sun	0257/0.6	0959/4.9	1523/2.3	2112/5.3

September Weekend Currents

date/day	slack	max	slack	max
9/02Sat	1200	0124/1.3E	0536	0836/2.4F
	2306	1406/1.2E	1654	2012/2.0F
9/03Sun	1230	0206/1.4E	0612	0912/2.6F
		1448/1.3E	1742	2054/2.2F
		2354		
9/04Mon	1300	0248/1.6E	0648	0948/2.8F
		1530/1.5E	1824	2142/2.5F
9/09Sat	0936	0042/3.2F	0336	0618/1.9E
		1300/3.4F	1542	1818/2.5E
		2206		
9/10Sun	1012	0130/3.1F	0424	0700/1.7E
	2254	1342/3.3F	1618	1900/2.6E
9/16Sat	1100	0030/1.9E	0430	0736/3.1F
	2236	1336/1.6E	1648	1942/2.7F
9/17Sun	1142	0136/2.0E	0530	0830/3.4F
	2336	1430/1.8E	1754	2042/3.0F
9/23Sat	0942	0054/3.2F	0412	0648/1.6E
	2248	1248/3.2F	1542	1842/2.2E
9/24Sun	1012	0142/2.9F	0506	0736/1.3E
	2324	1330/2.8F	1618	1906/2.0E
9/30Sat	0336	0712/2.2F	1048	1300/1.1E
	1548	1848/1.4F	2142	
10/01Sun	1118	0054/1.1E	0424	0754/2.4F
	2242	1342/1.3E	1642	1942/1.8F



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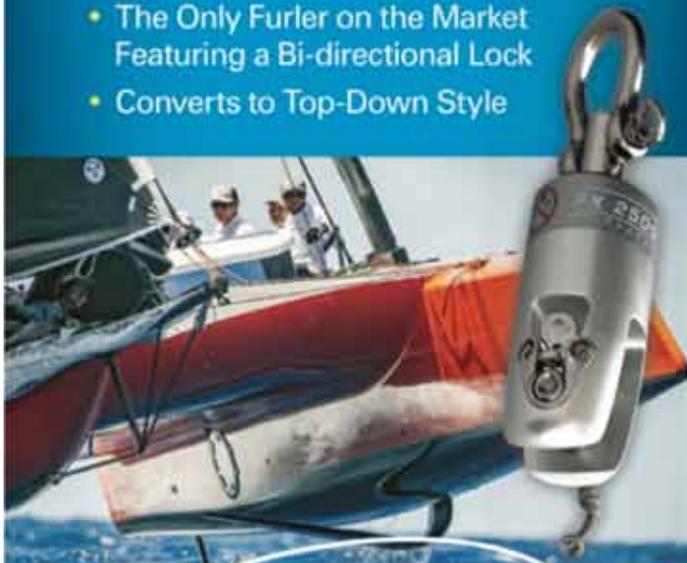


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LETTERS

↑↓ AMONG ALL-TIME INFLUENTIAL YACHTS

I loved August's cover photo of the Bill Lee-designed and built Lee 67 *Merlin*. She looks fabulous heading for the Transpac finish line off Diamond Head. Despite being 40 years old, she finished third in class and ninth in fleet, beating all but one other similar sled on elapsed time. Incredible for such an old design! I couldn't be happier for visionary Bill Lee, who owns the boat once again, and for *Merlin*.



BILL LEE YACHTS

Bill at the helm of 'Merlin' 40 years ago.

I wonder how many younger sailors, even Northern California sailors, realize what a historic yacht *Merlin* is. She was the first big ultralight sled, and a heretical design in that she was so light and built not to correct out in races but rather to take line honors. There were a lot of skeptics, but Lee and *Merlin* not only proved them wrong but launched an entire movement that eventually influenced almost all of yacht design. Naturally, this included all the boats in Lee's Santa Cruz line from the 27 to the Santa Cruz 70, but also competing lines such as the Olsons, and eventually yacht design all over the world.

It's subjective, of course, but I'd put *Merlin* right up there with *Dorada* and *Imp* in terms of all-time influential yachts. All hail the Wizard and *Merlin*!

Ed Richter
San Diego

Ed — We at Latitude are just as happy as you about Merlin's performance in the Transpac.

It might be argued that the 62-ft John Spencer design Infidel, built in New Zealand in 1964, which later became much more famous as Ragtime, was the first sled. She is a long, light, very narrow hard-chined yacht. She was quite successful, including in the Transpac, but unlike Merlin, which was built 13 years later, she didn't start a movement.

We know exactly how old Merlin is because her launch was featured in the first issue of Latitude. In the second issue we covered Bill Lee singlehanding Merlin in the first Singlehanded Farallones Race. It was a ballsy thing for Bill to do, because at the time singlehanding any size boat was considered to be extremely dangerous; because Merlin was still untested in rough conditions; and because gale-force winds knocked about 85% of the starters out of the race.

One of the conditions of Lee's entering Merlin in that inaugural Singlehanded Farallones Race was that somebody come aboard and help him drop the sails at the finish line, which back then was in the Oakland Estuary. As fate would have it, the Wanderer was the person appointed to help Bill.



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After we got the sails down, we went down to the nav station so Bill could calculate his average speed coming back from the Farallones. As we recall, he and Merlin averaged 14 knots, and that was with several reefs in the main and flying only a small jib. It was a historic moment that we only came to appreciate years later. — rs

was a historic moment that we only came to appreciate years later. — rs

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- Mike Balfany

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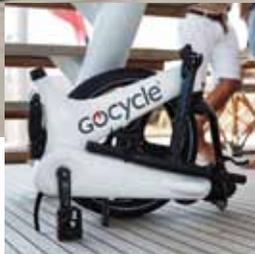
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LETTERS

⇅ ANCHORING 101

I wasn't at Drake's Bay when *California Condor* went aground in the middle of the night while at anchor, as reported in the August 16 *Lectronic*. I've run a charter boat in the British Virgins for years now, although I have spent my share of time on San Francisco Bay and up at Drake's Bay. But the request for comments as to how the other boats managed not to go aground begs the question.

1) The crew on *Condor* probably didn't use a suitable



LARRY BASKIN

**'California Condor' hard aground on fortu-
nately soft sand in Drake's Bay.**

anchor. A Fortress is an excellent anchor — providing it digs in and the boat doesn't swing. Digging in can be the hard part, because a Fortress is made out of aluminum and is very light. I am guessing *Condor's* anchor weighed no more than 15 lbs, which wouldn't be enough to penetrate sea grass or kelp. It generally takes at least 35 or 40 pounds of anchor to do that, which for a Fortress would be impossibly huge. So, for starters, I'm guessing the wrong type and size anchor was used for the conditions.

It also helps if the anchor is a design that tolerates swinging. The Spade, Rocna and Bruce type anchors come to mind. So *Condor* started with an inappropriate anchor type, sized quite small and light. Then she rafted to two other boats, and as I read it, expected all three to stay put on the small, for the circumstances, Fortress.

2) No doubt *Condor* has a GPS, and no doubt it has an anchor alarm. It is always appropriate to set this alarm, even more so when there is any doubt as to whether an anchor might drag.

3) There is a good chance that *Condor's* depthsounder had a shallow depth alarm. If they had one and it was properly set, the alarm would have gone off before they grounded.

So as far as I'm concerned, it boils down to Anchoring 101, and a little realism, not magic or wishful thinking. Thankfully, the damage was slight, but disregard of the fundamentals of anchoring can easily lead to much worse. Consider it a cheap lesson.

Tim Schaaf
Jetstream, Leopard 45
Roadtown, Tortola, BVI

Tim — The crew on *Condor* are very experienced, so we suspect it was a case of complacency, not ignorance.

Yes, anchor size does matter. If *Condor* had had a Fortress FX-125 anchor, like the one on *Profligate*, we don't think they would have dragged. Unfortunately, the FX-125 weighs 70 pounds, is 56 inches long, and is 45 inches wide, so it really wouldn't fit on a mid-size racing boat. — rs

Readers — For more on the Drake's Bay Race and some of the fleet's resulting snafus, see our feature on pages 82-85 of this issue. — cw

⇅ PHONE AND DATA AT THE CHANNEL ISLANDS

Latitude asked if anybody gets Internet at the Channel Islands. My Jeanneau 36 *Mojo* lives in Santa Barbara and we make regular trips out to the Channel Islands. My phone is on the AT&T network, although I don't use AT&T. It's com-



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LETTERS

plicated, so don't ask.

I think there may be an AT&T tower on Santa Cruz Island, as I get very good reception at Smugglers on the east end of Santa Cruz Island, and I get some reception at the Forney's Cove on the west end. There's generally some signal all down the front side, meaning the north shore, of Santa Cruz Island. There's little to no signal on the back side of the island.

I've gotten decent reception at Bechers Bay on Santa Rosa Island. I don't know if the signal is coming from Santa Cruz or the mainland.

I haven't had the chance to test the signal on San Miguel Island, but I don't expect there would be any.

I have an app that maps the location of the tower that I'm on. The next time I'm out at Santa Cruz Island I'll use it to figure out where the signal is coming from.

In contrast to the Wanderer's experience, I've had terrible reception on Catalina, particularly at Avalon, where I was just last week. There's always a signal, but you often can't get any service during the day when day-trippers and/or cruise ships are in town and people are overloading the network. There's generally a bit better signal in the evenings.

Two Harbors has better service. It's not fast, but it is reliable. I suspect that cruisers coming down the coast in the fall will have better experience at Catalina when the island is a lot less busy. In any case, if you want really fast service all you have to do is sail a mile or so offshore of Catalina. Your phone will pick up service off the mainland.

David Kramer
Mojo, Jeanneau 36i
Santa Barbara

Readers — Several other responses about phone and Internet service can be found in this month's Cruise Notes on pages 126-127. — rs

↑↓ THE PROBLEM WITH THE HUMAN RACE

Shauna and I keep our Gulfstar 50 *Spirit* at Channel Islands Harbor in Oxnard and frequently cruise three of the outer Channel Islands — Santa Cruz, Santa Rosa and San Miguel — frequently. We look forward to the 'forced' checking-out/dropping-out from the 'idiocracy' of the fast-paced, instant-gratification world so many of us live in. So as far as we're concerned, thank goodness the outer islands lack Internet. It weeds out the people who otherwise would be clogging up the beautiful anchorages.

If I were with the Wanderer now, and he repeated his claim

that, "If it were up to us, there would be high-speed Internet access all over the world. After all, it should be a basic human right up there with shelter and food," my response would be "What the hell?!" And I'd call B.S. on it.



LATITUDE/RICHARD

When Avalon is packed with boats and day-trippers, the Internet is very slow.

The problem with the human race is that people are too connected in the digital realm, and not connected enough with nature and being alone with themselves. I don't mean isolationism, but rather being present with your loved one, friends or family — or self — and not distracted by texting, posting, etc., but being present in the place that you're at.

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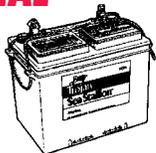
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LETTERS

May the outer Channel Islands never have Internet! All one really needs is a VHF and some WX radio reception. Heck, there is already the Pacific Missile Test Range and major drones — yep, I've seen 'em. — out there at the islands. How much more technology do you need?

Tom Varley of Tom Varley & the Sundogs
 Spirit, Gulfstar 50
 Channel Islands

Tom — Back in 1943 Abraham Maslow wrote an influential paper on the basic human needs. The critical needs he identified were self-actualization, esteem, love/belonging, safety, and psychological well-being.



LATITUDE /CHRIS

Pizza. The fulfillment of essential human needs would not be complete without it.

The Wanderer's list of Basic Human Rights was a send-up. But we do notice that you responded to it by email. We're also noting that apparently there already is Internet service at parts of Santa Cruz and Santa Rosa. — rs

↑↓ WE HAVE THEM ALL, BUT STILL . . .

We were very sorry to hear about the loss of the Leopard 46 *Tanda Malaika* on a reef off Huahine last month. According to the owners, they hit a reef that wasn't marked on their Navionics chart — although others report that even the old Navionics charts show the reef.

On our Deerfoot 62 *Moonshadow* we have Garmin chart-plotters, Navionics charts on our iPads, various electronic charting available through the iNavX iPad app, three iPad apps that utilize Google Earth and/or Bing Satellite imagery, paper charts and radar.

All the navigation products are very accurate — at times. But in the South Pacific in particular, we've also found that they sometimes disagree. And sometimes all of the charting products are laughably inaccurate.

In Fiji, which has many reefs, we found that the satellite imagery-based navigation apps were indispensable. But they have their limits, too, such as clouds over the route you are planning to take.

The tragic end of *Tanda Malaika's* passage to Huahine reminded us of our passage to that island last year. We had plotted a route that kept us outside the 300-ft depth contours, but as our GPS track in the accompanying graphic shows, we had to make an abrupt turn to port to give us more sea room around the reef that juts out from Huahine's western shore.

We only did this after my son asked if we weren't getting a bit close the surf line. We looked up, and to our horror found that we were only about 900 feet from the surf — and headed toward it! Had it been nighttime, we almost certainly would have ended up on that reef.

Despite all of our resources mentioned above, we had be-



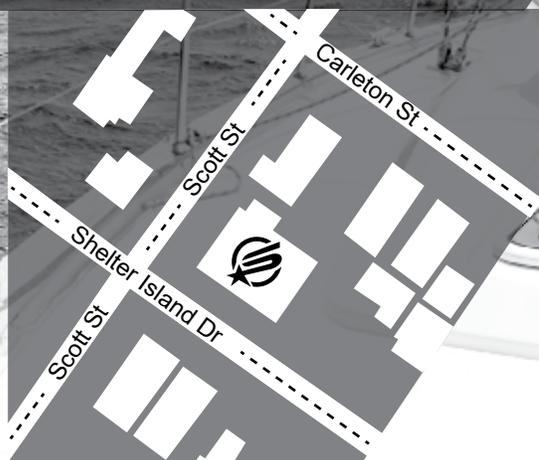
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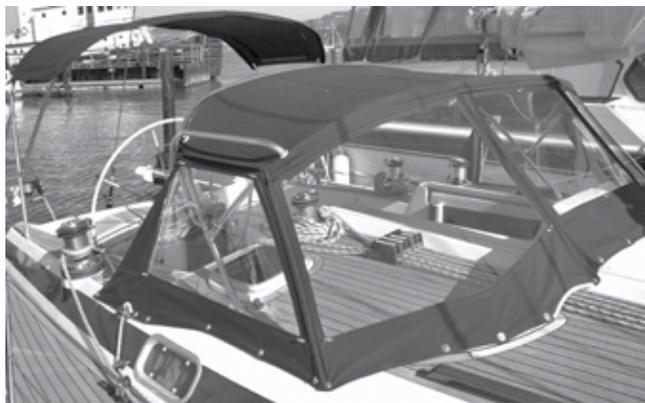
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LETTERS

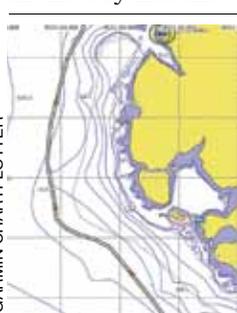
come a bit complacent, relying only on the Garmin chartplotter to plan the course for this passage. As the accompanying images show, Garmin shows depth contours of 200, 328, and over 600 feet — in the same area where we found 10-ft breakers!

To their credit, Garmin placed a thin dotted line where the reef exists, but users of the product only learn the meaning of the dotted line by hovering the cursor over the line, which then calls up the warning "Danger Line."

How Garmin gets away with showing those deep depth contours inside the reef is beyond us. Our Navionics electronic charting does a better job of showing the reef, but we didn't crosscheck the route for this passage, using only the Garmin. But we wonder if this might not be the same place where *Tanda Malaika* came to grief.

Two important reminders on this subject:

First, many chartplotters will only show important hazards below a certain zoom level, so it is important to routinely zoom all the way into the closest scale, then back out.



GARMIN CHARTPLOTTER

Second, the water on these reefs is not very deep, not like the massive acreage of somewhat deep whitewater you typically find along California's coastal surf spots. Viewed from seaward, the huge waves breaking on reefs are blue, and do not look like surf until you're really, really close or actually in them. And once you're in the shallow water of these reefs, it's almost impossible to get off.

Finally, let me share some advice I learned back in 1971 from the legendary South Pacific skipper Omer Darr upon our arrival at Huahine aboard the 58-ft gaff schooner *Fairweather*: Never approach South Pacific Islands at night!

Omer was an extremely experienced and respected schooner captain who'd made scores of trips to the South Pacific aboard big schooners such as *Te Vega* and *Wanderer*. When we arrived at Huahine before dawn, Omer had us heave *Fairweather* to well offshore. So aboard *Moonshadow*, we always plan our departures to arrive after at places like that at sunrise. If we arrive at a destination too early, we'll heave to rather than push on into an unknown anchorage.

P.S. While we're departing Fiji for Vanuatu tonight, and then on to New Caledonia and Australia, we're still looking forward to doing another Baja Ha-Ha one of these days.

John and Deb Rogers
Moonshadow, Deerfoot 62
San Diego



MOONSHADOW

'Moonshadow' was headed for the reef.

Readers — Unfortunately, we cannot reproduce the Garmin chartplotter chart in enough detail to show the dotted line of danger going through an area of what's indicated to be very deep water. — rs

NO CHARTS CAN BE TRUSTED OUTRIGHT

I don't know any more about the Ventura-based Leopard 46 cat *Tanda Malaika's* going onto the reef near Huahine than was reported on their website, so I won't speculate on it. But as my wife and I are cruising with our three children on our

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LETTERS

family boat/home, it was sad for us to read about the Govatos family — four children — losing their family boat/home.

We have been cruising in Polynesia, Melanesia, and Micronesia since the 2014 Puddle Jump. We're certainly not 'old salts' at cruising, but as a former engineering officer in the Royal Canadian Air Force, I tend to be a bit analytical.

While I cannot speak to the particular incident, I suspect the case of *Tanda Malaika* was not so much a Navionics issue, but rather an electronic charting issue in general. We use both C-Map and Navionics, and neither can be trusted outright just because they show up on a computer screen. The S-57 ENC charts are well beyond our budget, but I doubt would be any better outside the commercial routes.

Our experience is that the following problems arise outside the United States and Canada:

1) Datum error. While the features on the chart may be geometrically correct relative to one another, all of the features may be offset by up to several miles. In our experience, this has been the most common issue.

2) Missing data. Sometimes features are simply not shown on the chart.

3) Incorrect data. Sometimes the data is simply not correct, even if plotted in the correct location. For example, in one of the atolls of the Tuomotus, all the bommies were plotted as being 16 feet below chart datum. In reality, some are significantly less deep and would cause problems if you tried to sail over one.

4) Scaling. This was one of the lead factors for *Vestas* going on the reef in the around-the-world Volvo Race. I would not be surprised if scaling wasn't also a factor in some cruising yacht groundings, too. For as one scrolls to a lower scale, you do not always lose data in a linear way, but whole features — such as an entire atoll — can disappear from view. This is worse if you're working from a small screen.

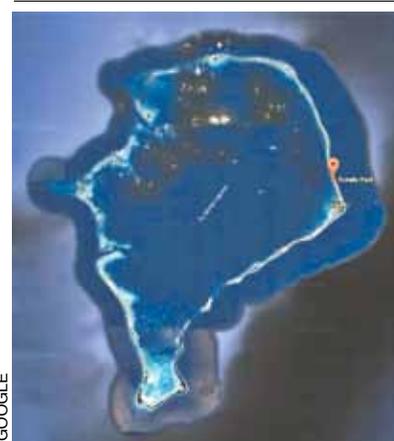
If you start with what one of my former bosses called a 'healthy level of skepticism' for charts, you can identify areas of higher risk along your intended route. These risks can then be mitigated somewhat by:

1) Mark 1 Eyeball.

In other words, choosing to pass through the high-risk areas with good light behind you and with crew positioned where they can spot the shoals. This is obviously very limiting, as there are only so many hours of good light, the clouds may thwart your good planning, and the manning requirement ruins any watch rotation.

2) Satellite imagery.

There are various ways to use satellite imagery



GOOGLE

A Google Maps view of Tuvalu.

when offline. I wrote a blog post about it awhile ago after meeting so many boats in the yard in Fiji that had smacked into reefs. Again, this is not a panacea, as it requires advance planning when you do have Internet, and there are some gaps in the data. For example, we found a reef in Tuvalu that did not show on Google, Bing or Nokia.

There are various tools for using satellite imagery, including SAS Planet, Ovitel Maps, and GEKAP/OpenCPN. We

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LETTERS

personally use SAS Planet to review any intended route and potential ports of refuge prior to heading out. It can also be used to fine-tune where to drop anchor in areas where you may otherwise find it too tight.

3) Radar is unlikely to help you avoid reefs directly, as they either have no radar return or, if there are breaking waves or maybe a bit of reef above the sea, a minimal return. However, if there is higher land that presents a clearly identifiable signature, you can use the radar to estimate the chart datum offsets for that local area. We use radar as part of our standard operating procedure if we are rounding an island at night, to ensure we are standing off a sufficient distance.

There is nothing new here, but hopefully a reminder for those out here in the South Pacific.

Max Shaw and Family
Fluenta, Stevens 47
Halifax, Nova Scotia

Readers — Max has promised to send a letter explaining how to use satellite imagery to help in navigation. For a preview, go to <http://sv-fluenta.blogspot.com/2016/11/using-satellite-imagery-to-assist.html>. — rs

↑↓ ELECTRONIC CHARTS COME WITH WARNINGS

Do not all electronic navigation apps, upon start-up, have a warning that states: "The rules of prudent navigation say that one should never rely on a single source of information, but instead reference multiple chart systems operating simultaneously at different zoom levels, plus radar, echo sounder, and proper planning with things like Sailing Directions, etc.?" Actually, this is a quote from Navionics' website.

I would add that paper charts should also be carried, especially in less-traveled areas. According to the Navionics website, only about 10% of the Earth is accurately charted, which is a smaller percentage than of the moon or even Mars!

So once again, a dubiously or questionably — probably both — prepared sailor loses his boat, almost his life and those of his family, because someone suggested that world cruising was within his skill set. I wonder where he got that idea?

I have heard professional mariners say that electronic navigation has 'ruined' cruising. Having a couple hundred thousand sea miles, I share that view. I think a lot of the problem is that boat brokers and certain media portray cruising as a walk in the park.

Now if only someone would provide me — via a GoFundMe account — with a new boat, so I can get on with this charade.

Captain Dane Faber
Wafi, Island 28
La Paz/Sausalito

Capt. Dane — You may be the exception, but it is generally recognized that 'to err is human'. In a previous letter, John and Debbie Rogers, who are very experienced and careful offshore sailors, and who have all the navigation tools you could want, reported they nearly went onto the same reef at Huahine that Tanda Malaika did. Shit happens.

You would be wrong to assume that professional mariners don't make mistakes. In 40 years of publishing Latitude, we can't count the number of times when professional mariners made stupid mistakes. An aircraft carrier going aground off Alameda, container ships hitting various bridges in the Bay despite having pilots aboard, big yachts getting the tops of their masts clipped off by bridges that were too low, full charter boats being run aground at Fort Point and Point Loma — the



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LETTERS

list goes on and on.

We've also reported on countless instances of amateurs, often with very little experience and minimum equipment, enjoying trouble-free, multi-year circumnavigations.



UNKNOWN

Negligent professionals cost the lives of 32 on the 'Costa Concordia'.

All of life is a risk, of course, even walking across the street. To be sure, sailing off-shore and/or among poorly charted islands is a greater than normal risk. Nonetheless, a lot of people, ourselves included, embrace such calculated risks, knowing that perhaps the biggest risk of all is not taking any risks.

Electronic navigation has "ruined cruising"? Maybe you and other professionals could explain exactly what you mean by that, because it's rather vague.

We understand that GoFundMe projects offend a lot of members of older generations. But the world changes, and a lot of younger folks don't see anything wrong with it.

⇅ DIFFERENT DEVICE, DIFFERENT CHART?

I was just catching up on 'Lectronic when I came across the piece on the Leopard 46 that was lost on Huahine. You may already be aware of this, but there is an interesting thread on this subject on www.cruisersforum.com (see www.cruisersforum.com/forums/f90/leopard-46-lost-in-french-polynesia-stunning-rescue-pictures-188429-17.html). In posts 247 and 250, Evans Starzinger shows that the chart of the southern end of Huahine on the tablet/phone app differs quite a bit from the chart on the web app. Specifically, the reef that *Tanda Malaika* hit is not shown on the tablet/phone app.

Earlier in the thread, others demonstrate that the Navionics charts are pretty spot-on and correlate well with satellite imagery.

Mike Reed
Rum Doxy, 46-ft custom cat
Santa Barbara

Mike — For reasons we can't explain, others, such as Jason Shell of the catamaran *Two Fish*, claim that the reef that the catamaran hit does show up on their Navionics iPad. Maybe it was a scaling error. In any event, the skipper of *Tanda Malaika* was using Navionics on a chartplotter. — rs

⇅ CHARTS OF LORETO AND ALTATA

One doesn't have to go as far as the South Pacific for issues with the accuracy of Navionics charts. For example, for several years SEMAR has made detailed charts of Loreto and Altata available, yet Navionics has not updated their charts. C-MAP has.

David and Michelle Stapells
Pelagia, Sceptre 41
Vancouver, BC

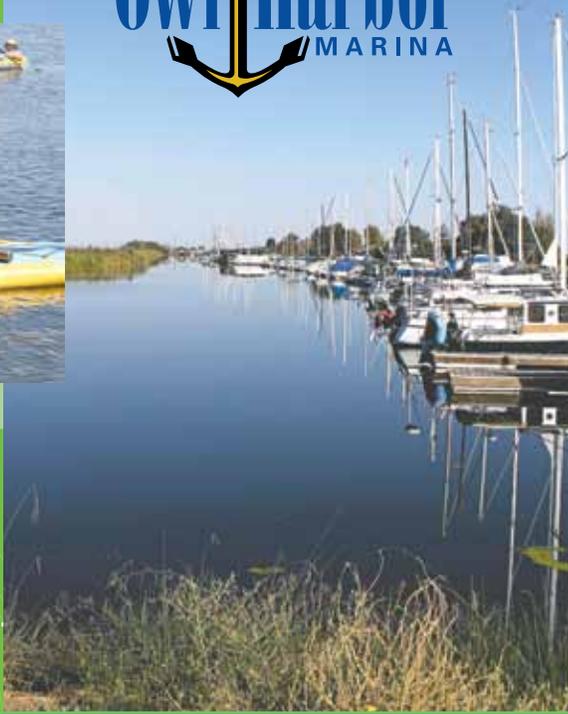
David and Michelle — There are errors in the Navionics charts of Mexico. But to be honest, we don't know of any completely accurate charts of Mexico. Fortunately, compared to other places in the world, there are relatively few hazards. It's also fortunate that the cruising guides to Mexico publish accurate GPS coordinates at critical locations. — rs

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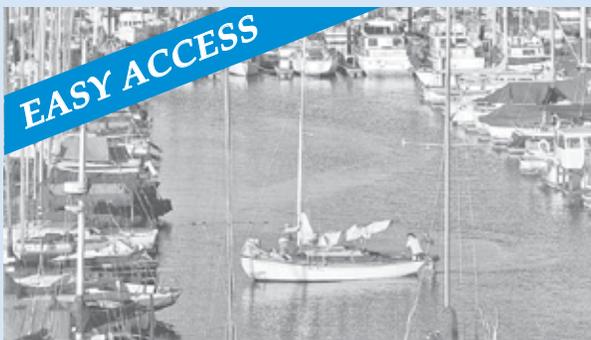
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⇓ **FRANCE HAS DONE AWAY WITH THE GUILLOTINE**

The loss of *Tanda Malaikais* a sad, sad story. But I think it was piss poor seamanship to enter a difficult, and to the skipper unknown, location at night. You have got to wonder how stupid this decision was with four children and a wife aboard, not to mention the damage to the reef. Too bad France has done away with the guillotine.

Klaus Kutz
Sea Otter, Freedom 30
Alameda

Klaus — Not only do we think your letter is uncommonly nasty, it's riddled with errors. For example, there are lots of places — most of the United States, Canada and Europe — where electronic charts and paper charts are almost always very accurate. Although in the case of electronic charts, you

do have to know how to read them and understand the nuances. Secondly, the Govatos family wasn't "entering" anywhere, they were going along a coastline. How could they have gone aground? We refer you to John and Debbie Rogers' letter earlier in this section.

FRENCH HISTORICAL SOCIETY



Marie Antoinette going to the guillotine. The French are such barbarians.

As has been pointed out, the loss of *Tanda Malaika* can probably be attributed to less than perfectly prudent seamanship, but your comment about the guillotine is completely out of line. But in an off-the-subject but interesting historical note, the guillotine remained France's standard method of judicial execution until capital punishment was banned in 1981. The last person to be executed in France was Hamida Djandoubi, who was guillotined on September 10, 1977. — rs

⇓ **TRUST, BUT VERIFY**

It was with sadness that I read about the loss of *Tanda Malaika* on a reef at Huahine. It reminded me of a similar incident where a very capable friend relied exclusively on electronics for navigation. He later recalled an old tried and true adage, "Trust, but verify." He now carries a full set of paper charts in addition to electronic charts.

John McNeill
Yankee, 1906 53-ft Stone schooner
San Francisco/Petaluma

John — "Trust but verify" is a phrase that was made famous by President Reagan in 1987 after signing the INF Treaty with Russian Premier Mikhail Gorbachev. The irony is that the phrase is actually a famous Russian proverb.

When it comes to navigation, the Wanderer prefers 'Doubt, doubt again, then proceed with extreme caution', using all possible tools — electronic charts, depthsounder, radar, vision, Google Earth, smell and anything else.

As electronic charts are almost entirely based on paper chart data, some of it ancient, we've never understood why some mariners think paper charts are so important. The only advantage we can see is that you can make notes on paper charts when you get navigation tips from fellow cruisers, and electronic charts do have a few nuances.

As we're sure most readers are aware, the US government

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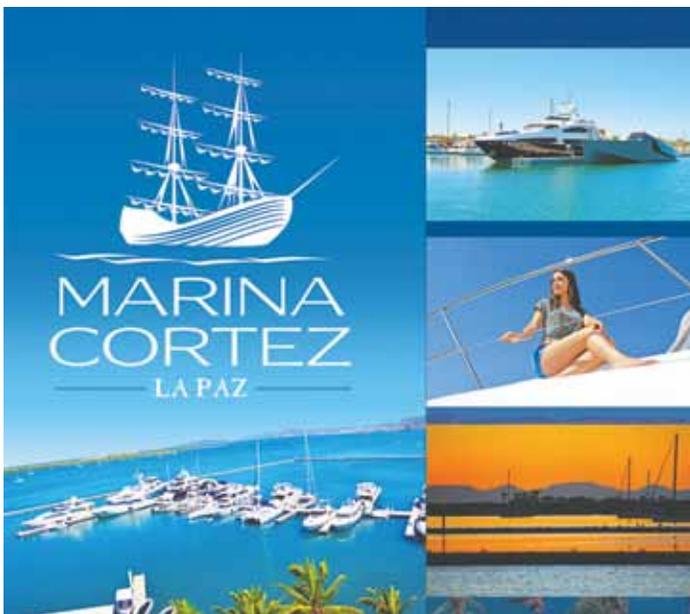
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LETTERS

stopped printing nautical charts on paper because the market for them all but disappeared, although such charts are still available on demand. — rs

↑↓ **OUR NAVIONICS HAVE BEEN REASONABLY ACCURATE**

We have sailed from Victoria, Canada, to Mexico, the Marquesas, the Tuamotos, the Societies — including Huahine — Niue, Tonga, Fiji and New Zealand. In general, and particularly in French Polynesia, our Navionics charts have been reasonably accurate. They show the occasional non-existent island, but when checked against radar and satellite overlays, they are normally accurate.

Like all other electronic charts, Navionics charts are *not*, however, great when navigating among the reefs in Fiji, and thus satellite overlays can be very helpful. But in our experience, all the islands and most reefs are clearly marked on Navionics charts.

We are familiar with the location where the Leopard 46 went onto the reef at Huahine. I feel very sorry for the family, but the reef is clearly and accurately shown on our up-to-date Navionics charts for iPad. I gather that the boat hit the reef in darkness, and that they'd been very close to the island. It is very important to stand well off all obstructions in the South Pacific, unless you have clear visibility. At night, we always give ourselves 2-5 miles clearance to allow for chart inaccuracies.

We have updated our charts regularly, which is important, on both the MFD and iPad. However, even our 2011 version of Navionics on our C80 chartplotter seemed very accurate in French Polynesia. It certainly showed the reef in question off Huahine, so when we went by at night, we stood several miles off for safety.

Ted Simper
Roundabout II, Moody 40
Edmonton, AB



Navionics chart.



Google Earth.

Ted — Your letter brings up the critical matter of expectations. On the one hand, you say the Navionics charts have been "reasonably accurate" in the South Pacific, yet you also report that you stay 2-5 miles off islands at night because of "chart inaccuracies." That might seem to be a contradiction, but we assume it's all about expectations. You expect the charts to be accurate to within yards in the United States and Canada, but you don't expect anywhere near that accuracy in the poorly charted South Pacific. It's the assumption that we also make.

The folks on the *Voyage 43 Quixotic* in Fiji sent us the two accompanying graphics, one of the Navionics chart and one of the same area using Google Earth. We'll let everyone decide for themselves if the Navionics falls in their realm of "reasonably accurate."

We're sorry to have devoted so much space to this topic, but we felt the subject justified it. — rs

↑↓ **EPIRBs VERSUS TWO-WAY SATELLITE MESSENGERS**

I was the captain of the J/120 that was sunk by a whale in the first leg of the 2009 Baja Ha-Ha. My crew and I had

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LETTERS

to set off our EPIRB and get into the liferaft. Based on my experience and the comments of the Coast Guard, I would like to express an opinion on whether or not the InReach is a good substitute for an EPIRB, something the Wanderer has suggested.

Although I adore the Garmin InReach — and all the other modern tools mariners have to communicate with the world from at sea — the Coast Guard told me that my crew and I would not be alive had it not been for the EPIRB. They told me that the little EPIRB, when set off, provides them with so much information. They also told me that they will "go to Timbuktu" for anyone who sets off an EPIRB.

The Coasties also told me they would rather mariners set off EPIRBs too early rather than too late or not at all. "If you're a mariner who thinks things are going bad, turn on your EPIRB, and we'll gladly fly over you," they said. "If there is nothing wrong and you wave at us and say, 'Oops, my bad, everything is good,' we don't mind." They say at the very least it's good training for them, and they will be happy it was just a false alarm.

I was told that our rescue was one of just 7% that were "textbook," meaning all of us were rescued alive, that we'd had the proper equipment — EPIRB, PFDs, liferaft, VHF radio — and we didn't freak out. According to the Coast Guard, something is not 'textbook' in 93% of their rescue attempts. For example, someone died, they didn't find somebody, the victim(s) didn't have a PFD or radio, or something like that.

The Wanderer is correct; it was frustrating as hell for us in the liferaft that EPIRBs don't have two-way communication capability, and thus we had no idea if our call for help had been heard or when help might come. But my two cents is that while I love all the new technology, I would still have the EPIRB good and ready, because it's an EPIRB that will bring the good ol' Coast Guard, even if we're at "Timbuktu," to save us.

P.S. I'm so happy the Wanderer still thinks of me!

Captain Eugenie Russell
Sayulita, Mexico

Capt. Eugenie — We think of you all the time, and remember what a professional job you did for your crew in the crisis situation following the sinking of your boat.

As we recall, you had pulled into Ensenada to fix a bad alternator or something, so were a day or more behind the bulk of the Ha-Ha fleet, and thus nobody in the fleet was in VHF

range. So the Coasties may well have been correct in telling you that were it not for the EPIRB, you probably wouldn't have survived.

But you're reading a little too much into the Coasties' statement, as in 2009 the EPIRB was the only such satellite-based SOS signaling device available. It wasn't until a year later that DeLorme introduced what has now become the Garmin InReach, a two-way messaging device that uses satellites to send



GARMIN

The InReach was not yet available in 2009.

calls for help and other messages, and to receive responses. That was using the Globalstar satellite system, which has some severe geographical limitations. The DeLorme, now Garmin InReach, eventually moved on to the superior Iridium satellite

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LETTERS

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What difference would it have made if you'd had a Garmin InReach as opposed to an EPIRB back in 2009? While it's true that it would have taken a few more minutes for the Coast Guard, which receives EPIRB signals directly, to get your distress call via the GEOS system used by InReach, your InReach distress call would have not only also indicated your exact location, but it would have allowed you to report the nature of your emergency, how many crew were aboard, whether any of you were injured, what kind of flares and radio equipment you had, and so forth.

On the Coast Guard's end, they could have informed you that your distress call had been received, that a helicopter was on the way, and when the helicopter was expected to arrive. We can only imagine what that would have done for the morale of you and your crew in the liferaft, who, as darkness fell, had no idea if anybody had heard your distress call and/or was coming.

To each their own, but if we had to choose between an EPIRB and an InReach, we'd happily have the rescue take a few minutes longer in order for us to precisely describe our emergency and situation, and, very importantly, know if our call for help had been heard and when help was going to arrive. We think it's also very beneficial to the Coast Guard to know in advance the nature of any emergency they are responding to.

And, Eugenie, think about your friend the Grand Poobah. We had to spend the better part of an afternoon and night worrying ourselves sick about you and your crew, knowing only that you had set off your EPIRB. Had you had an InReach, you could have sent us a message saying



The InReach 'bread crumbs' for Profligate's recent Baja Bash.

that you and your crew were in a raft and safe, then that the Coast Guard helicopter had arrived, and finally when you were safe back on the ground in San Diego. Heck, from inside the liferaft you could have posted details of the entire experience on Facebook so none of your family or friends had to worry unduly either.

Just so nobody is mistaken, based on our conversations with SAR personnel in Alameda and Boston, the Coast Guard will not make any less of an effort to save someone because a call for help came from a device other than an EPIRB. If they have reason to believe, from no matter what source, that you're in danger, they will do all that is humanly possible to save you. Although to be honest, if someone has an emergency in Timbuktu, rather than respond themselves, the Coast Guard would contact emergency responders in Mali, such as they are.

As we reported last month, GEOS, which handles the emergency communications between those in distress and the Coast Guard and other rescue agencies, is not some rinky-dink outfit. Based out of Houston, they have infrastructure hubs in San Jose, Detroit, Los Angeles, New York, London, Paris, Marrakesh and Perth. Since they were founded less than 10 years ago, they have been instrumental in more than 19,000 rescue attempts. Each rescue attempt is summarized on their web page. To date, most GEOS-assisted rescues have been of hikers, off-road vehicle operators, aviators and such. There have been marine-related rescues too, but not as many because almost every offshore boat already has an EPIRB.

The best of all worlds, of course, is to have both an EPIRB



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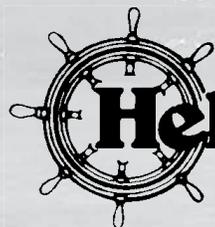
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LETTERS

and something like an InReach — if not an Iridium sat phone, too. In the big scheme of outfitting a boat for a cruise, the first two devices don't cost all that much. But still, if we were on a strict budget and could only afford one, we'd always get the InReach because of its two-way communication capability.— rs

⇅ YOU REALLY NEED A THIRD ARM

At some point in your boat-owning career, it's likely that you'll have to tension the belt(s) on your engine. If the belt(s) are hard to get at, and you used some kind of lever to pry



things apart to create the proper amount of tension, you realize you really need a third arm and third hand to maintain the tension while you tighten the bolt.

Jim didn't know the name of the mystery tool, or where to buy one.

It turns out there is a tool to make the job easy. I've had one for a long time, but never had a chance to use it until last month on Katherine II, a friend's boat. It worked great. I wish I knew the name of it and where you could get one.

Jim 'Twinger' Tantillo
Fairfield

Readers — 'Twinger', one of our favorite Baja Ha-Ha crew on Profligate, later reported that Jeff Berman of Catalina 36 Fleet #9 discovered the device is called a Belt-Jack BJ10 by SUPCO. It can be found online with Amazon and a few others. MSC had the lowest price of \$22.85. — rs

⇅ THE THINGAMAJIG IS A BELT-TENSIONING JACK

What Twinger was referring to is a simple yet ingenious little tool that allows you to easily make belt adjustments part of your regular maintenance routine. Once you have one of these little babies you will never go back to the pry-bar method. They come in different sizes, so you should measure the span on your engine before purchasing.

I bought my 'belt-tensioning jack' at www.msdirect.com/product/details/35438209.

P.S. See you on the SoCal Ta-Ta!

Scott Stephens
Santana, Catana 411
Channel Islands

⇅ THEY MUST BE FREE TO ROTATE

While you can buy ready-made versions of a tool to tighten fan/pulley belts, I/we conjured up our own back in the late 1960s. It's just a turnbuckle with jaw ends, fitted with small blocks of hardwood, held in place between the sides of the jaws with the clevis pin. The outer surfaces of the blocks are shaped to match the curves of the fittings that need tightening — in our case the alternator case.

To use, one simply selects a small turnbuckle that will fit between the opposing fittings — with the blocks of course — when the ends are retracted. By extending the turnbuckle ends, one can adjust the tension on the belt. Do not place the turnbuckle between the pulley wheels themselves, of course, as they must be free to rotate slightly as one adjusts the belt tension.

I still have our original fan-belt tightener from the '60s in



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-Ellen Massey Leonard, Circumnavigator, Blogger at GoneFloatAbout.com

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LETTERS

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↑↓ ARE THEY WORTH IT?

The belt-tensioner devices are worth every penny!

David Moore
Brother Goose, North American 40
Monterey

↑↓ FIND THE MATERIALS AT THE HARDWARE STORE

You can make your own belt tensioner, as it's basically a long nut with a bolt at each end. You can find the materials at most hardware stores. But when using one, be careful not to tighten the belt too much. If you do, the bearings and water pumps will wear out too quickly.

Clark Tabor
Itchy Feet, Yorktown 41
Rosario, Orcas Island, WA

↑↓ BUILT-IN BELT TENSIONERS

I think Arlo Nish, who built the Wylie 65 ketch *Saga* and sailed her around the world with his family twice, did these devices one better. When we bought *Saga*, we found that all the brackets that are normally used to adjust and hold belt tension had been replaced with turnbuckles! Some of the turnbuckles had a few modifications, to make them look like the bracket between the top of the motor and the alternator in your photo (which I've copied below). But adjusting tension and changing a belt was a breeze!

Ever since, as I replaced belts on *Saga* and now replace them on the schooner *Mayan*, I replace the brackets with a turnbuckle so I don't have to use tools to adjust the tension.

Beau Vrolyk
Mayan, 74-ft schooner
Santa Cruz

↑↓ DON'T GET SCREWED IN THE CURRENCY EXCHANGE

When I did the Baja Bash north in July, I bought 80 gallons of diesel in Turtle Bay from the concession on the pier. I was charged the equivalent of \$10/gallon.

I paid in pesos or it would have been more expensive, as they were using a 13-to-1 exchange rate. The official exchange rate was more like 18 to 1.

I understand the concept of supply and demand, but in my 25 years of traveling Mexico, I have never been gouged anywhere near this badly.

I figure I could almost save money by buying a fuel bladder and avoid stopping at Turtle Bay at all.

Hans Petermann
Vamonos

Hans — You're not the first person to report the extremely high prices being charged in Turtle Bay this summer.

Here's a tip for all southbound cruisers. Always pay in pesos whenever possible, or you'll often pay an extra 10 to 20% for stuff. And when they ask if you want your credit card bill in dollars or pesos, always choose pesos, or you get screwed in the currency exchange. — rs

↑↓ OUR TIP FOR ENRIQUE: REASONABLE PRICES

I want to thank the Grand Poobah and others for the wonderful job making last year's Baja Ha-Ha such a great event. I hope to do another one someday.

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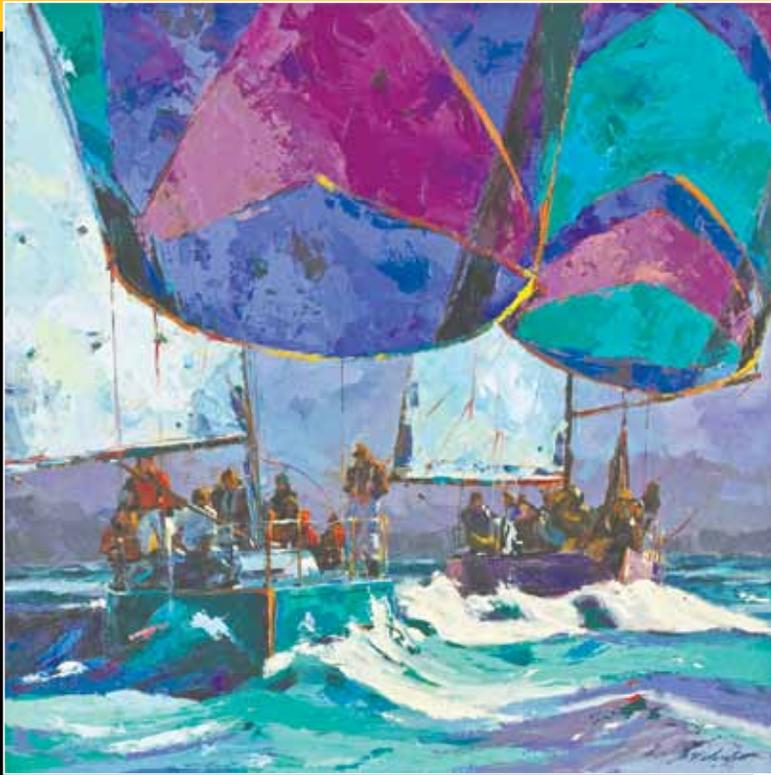
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LETTERS

But I want to give everyone a heads-up on what Enrique in Turtle Bay has been charging boats for fuel on the Baja Bash. I've bought fuel in Turtle Bay for years, and usually paid the national rate, plus an additional \$1/gallon or so more because Turtle Bay is so remote. And I tipped.

But on my way north this summer, Enrique charged me 35 pesos per liter, or about \$8 per gallon. I opted for just 100 liters, about 25 gallons. But when he came to deliver it, he had a huge jug that he said was 135 liters. And he said he had to pump it all into my boat because he didn't have any way to measure a lesser amount.



LATITUDE / RICHARD

The fuel dock in Turtle Bay is at the end of the pier. Observe carefully.

I told him that in that case I just wanted to have my five 5-gallon jugs filled. Well, he barely had enough fuel in his supposed 135-liter tank to fill the five 5-gallon jugs, which could only take 95 liters. To top it off, he asked me for a tip!

I got a little nervous about having enough fuel, so I walked up the hill in town to the Pemex station, where I bought five gallons at 17 pesos a liter. When I walked down the pier to go to my boat, I was stopped by Enrique, who told me that I wasn't allowed to bring 'outside' fuel on 'his' dock. I apologized for not knowing the custom, and he let me pass.

Next time I come north, I'm going to carry a few more gallons so I don't have to stop in Turtle Bay at all.

Leonard Lee
Mi Casa, Hunter 40 Legend
San Diego

Leonard — It's hard to tell if Enrique will try to charge the same when the Ha-Ha comes through in early November. Just in case, we plan to start the Ha-Ha with full tanks, and if we use the engine, run it at a fuel-sipping low rpm. We don't like getting gouged either.

In years past, Ha-Ha boats have been good about sharing fuel with boats that are running low. We think that spirit will prevail.

By the way, the Wanderer would like to apologize for blundering the conversion rate between liters and gallons in the 'Lectronic Latitude version of your letter. It was his fault alone. The following letter explains. — rs

↑↓ MATH CONFUSION

I think there is a little math confusion in the latest 'Lectronic. By my count, five gallons is about 19 liters, so five jugs at 5 gallons would be about 95 liters.

Julie Martinelli
Voyager, Catalina 470
Baja Ha-Ha Class of 2010
La Paz, Mexico

Readers — Now that the Wanderer has been corrected in math by a woman, who may or may not be biologically less suited for doing math than males, his potential career in the Silicon Valley likely went up in smoke. — rs

↑↓ THEY'LL PICK YOU UP IN THE PANGA

As I mentioned last month, a good alternative to Enrique's

LETTERS

charging very high prices for fuel in Turtle Bay for boats doing the Baja Bash are Shari and Juan at Bahia Asunción, which is about 52 miles south of Turtle Bay and only a few miles out of the way. It's an option assuming the wind is out of the north or the northwest, as it normally is. It's not an option in southerly or southwesterly winds.

For \$20 US someone will pick you up in the *panga* and take you to town and the Pemex. They'll also stop at the market for provisions and a restaurant for lunch.

Shari and Juan are nice people, and Asunción is truly a fun little town. Shari can be reached on VHF 16 as Sirena or phoned at +52 1 (615) 160-0289. The wind picks up there in the afternoon so transferring fuel in the middle of the afternoon is a little dicey. Juan prefers to do things in the morning when there isn't any wind.

Allison Lehman
Kingfisher, Sabre 426
Point Richmond

↑↓ DONATIONS WOULD TAKE THE FUN OUT OF IT

The repairs to my 38-ft authentic Polynesian catamaran *Manu Lele*, which was hit and badly damaged, probably by a fishing boat, here in Terengganu, Malaysia, are going a little slowly. Like sailing, the project is going to take patience and persistence.

There has been a snafu with the friend preparing the cedar planking in the States, but that will get done.

My next obstacle was going to be that the cost of shipping a 7-ft by 6-in by 6-in, 30-lb package by FedEx or DHL was going to be too much for my small budget. Fortunately, I've become aware of a package forwarding service called *www.myus.com*, which gets greatly reduced rates from FedEx and DHL. So instead of the shipping costing \$500, it might be as little as \$120.

The forwarding service told me that it's illegal to export lumber unless it's kiln dried or heat treated. I find that a little hard to believe, but the cedar being sent to me will be kiln dried anyway.

After my request for alternative methods of shipping the lumber was published in *Latitude*, I got several helpful responses. One was from a woman who had a special account at her workplace that she would let me use. It was an interesting idea, but she needed payment through PayPal, and PayPal refuses to do business with me. Apparently just because I'm in Malaysia.

I appreciate the offer of financial support from the Wanderer and a couple of *Latitude* readers, but I'll be able to afford the wood, shipping and repairs myself. Plus, if I accepted donations, it would dilute the self-sufficiency concept of my adventure.

Plus, it's something of a sport and lifestyle enhancer to have to figure out ways to get things done within my means, which are 1/10th of the poverty rate in the United States. Accepting donations would be taking the fun out of it, sort of like using a motor to enter a harbor instead of doing it under sail.

I enjoy surprising people by telling them I cruise my own yacht internationally because it's better than living under a bridge in the United States. And now look, I live on a boat *and* under a bridge, as the boatyard I'm in is located under a bridge.

Glenn Tieman
Manu Lele, 38-ft Polynesian catamaran
Terengganu, Malaysia

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LETTERS

Readers — We've often written that Glenn Tieman is perhaps the most thrifty cruiser in the world. He says he's cruising on 1/10th of the poverty threshold in the United States, which the US government claims is just over \$12,000 for a single person living in the 48 contiguous states. Which means that if Tieman is not exaggerating, and he's not prone to that, he's cruising



GLENN TIEMAN

on about \$1,200 a year. If you're skeptical, on his first cruise he lived on \$360 a year for the first seven years. And looking at it from another angle, he built his 38-ft catamaran for, if we remember correctly, \$14,000.

As we've written before, we're huge fans of Tieman and his cruising style. Not to disrespect members of the GoFundMe generation, we admire Tieman's creed of self-sufficiency, and were not surprised when he declined donations.

Nonetheless, a Latitude tip of the hat to those who offered to chip in to help him financially — among them "long time Latitude fan" David Martin, Douglas Nicholson, and Mark Wheelers in La Paz. Also Kristen Soetebier, who offered to use her company's shipping discount. Well done! — rs

⇕ WOOD SHIPPED DUTY-FREE

I'm writing in response to the 'Lectronic item asking for shipping options on sending 30 pounds of wood from the United States to Malaysia.

When my wife Annette and I were rebuilding our catamaran in Thailand and Malaysia over a five-year period, we shipped a lot of materials from the States via a consolidator called NEX. They use FedEx and DHL among other shipping companies, but charge a lot less because they consolidate shipments and thus get volume discounts.

I plugged in the numbers for Tieman's wood on their website, and the charges ranged from \$188 with delivery in 16 days on up to \$270 with delivery in three days. The website for NEX is www.shipnexus.com.

If Glenn can get the wood shipped to duty-free Langkawi, he can avoid customs fees.

I remember seeing and admiring Glenn's catat Smuggler's on Santa Cruz Island shortly after he launched her. Here's to hoping he gets her back in the water soon.

Mike and Annette Reed
Rum Doxy, 46-ft cat
Santa Barbara/Sea of Cortez

Readers — Many of you will remember that Mike and Annette bought a wreck of a 46-ft cat in Phuket, Thailand, and spent five years redesigning and rebuilding her before sailing her back to the States. They've most recently been cruising her in the northern Sea of Cortez. — rs

⇕ SAILING WITH A CAPTAIN BLIGH

I will not be the subject of shouted demands or verbal abuse. I'm eager to learn and to get better, but I'm doing this for fun, and if it's not fun, I'm not doing it.

Great skippers stay calm no matter what's happening. They give instructions clearly, and understand that sometimes they'll be misunderstood. If things go wrong they remember

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LETTERS

that they're the ones ultimately responsible for the boat, its crew and its performance. They know that maintaining crew confidence and morale are more important than unleashing invective on the poor sod who just caught an override on the tack, or the unfortunate foredeck hand who just wrapped the chute.

Great skippers make sure the crew knows what the plan is — how the boat is going to attack a particular course in the prevailing conditions — and what that means for crewmembers. They set things up in advance, get people in position, and make sure that everyone is calm and focused. The operative phrase is "Play fast but don't hurry." Great skippers know that they're far more powerful as cheerleaders than they are as critics. Most of all, great skippers express gratitude for the chance to be out on the water and go fast with friends. They know that the real reward here is the team spirit they can evoke on the water.

Bob Schilling
Long Beach

⇕ **EVERYTHING'S FINE, AS LONG AS WE'RE IN LAST**

I briefly raced with Captain Bligh when I lived in San Francisco. He was a pretty normal guy on land, and out on the racecourse he was usually in last place and fairly laid-back. We were generally last because the crew were all new to each other. I discovered the reason for that when we weren't in last place. If there was even a single boat behind us Captain Bligh transformed into Mr. Hyde.

As it turns out, if a crewmember makes a mistake or is confused, incessantly yelling at them and cursing them out *doesn't* make things better! I moved off that boat pretty quickly as did most of the other crew. Successful racing programs keep their crew for years. When boats turn over crew regularly, there's usually a problem at the back of the boat.

David Kramer
Mojo, Jeanneau 36i
Santa Barbara

⇕ **ME, MYSELF AND BLIGH**

I fear that I may be one of those Captain Bligh types. I think most consider me fairly amiable and easy enough to get along with on land. But I fear once on the racecourse I may become a bit tyrannical. I begin to swear at the crew with the foul mouth of a sailor, and I often threaten to keelhaul the lot of them. The foredeck crew gets the worst of it. Once when he blew the spinnaker douse I threatened to send him shrimping with the sail. Oh and those lazy folks lounging on the rail? They get an earful, with a vocabulary that would make even a salty dog blush.

The funny thing is, since I am usually singlehanded it seems to have little effect.

Tony Bourque
Now & Zen, Newport 30 II
Point Richmond

⇕ **HONEY, YOU SHRANK MY BOAT**

In your article about Kim Desenberg in the August issue you referred to *Bloom County* as a Mancebo 24. She was designed and built by Dave Mancebo to be a maxi MORA at 30-ft 11.5-in. I did some of the work myself: chainplates, rudder bearings, some cabinet work, etc. My son Mark and I, with a bunch of great friends, Kim included, raced and cruised her with much success.

Confusion might have come from the earlier boat Dave built with John Dukak which was 25 feet. Also a great boat

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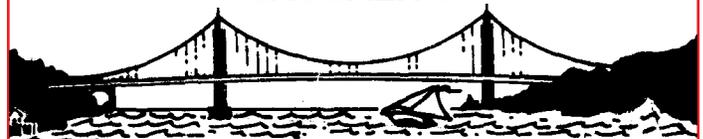
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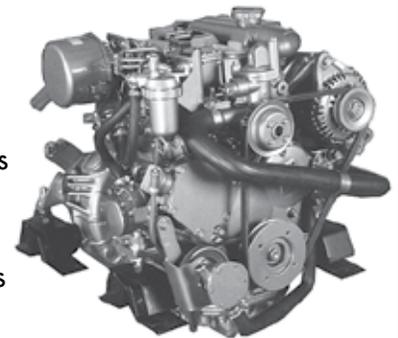


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LETTERS

that we once chartered for a San Francisco to San Diego race before Dave built *Bloom County* for us. I think this has been converted to a cat rig by Wylie Design.



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The sloop-rigged 'Bloom County', as seen in last year's Jazz Cup to Benicia.

We no longer own *Bloom County* but she was replaced by *Outland*, a 23-ft daggerboard Santana, which we cruised in Lake Tahoe for almost 20 years. She is now in Alameda and being enjoyed by Mark, his two kids, and friends.

I appreciate *Latitude's* attention to facts and I didn't want you to be misunderstood. I've been reading *Latitude 38* since its beginning. Please keep up the good work.

Carl Ondry
Roseville



PAUL KAMEN

'Critical Mass', the heavily modified Mancebo 24, sports a wishbone boom.

I appreciate *Latitude's* attention to facts and I didn't want you to be misunderstood. I've been reading *Latitude 38* since its beginning. Please keep up the good work.

Carl — We apologize for the error; we are familiar with both of those Dave Mancebo-designed boats and should have been more careful. John Dukat remodeled the smaller of the two, adding the cat rig. She is based at Richmond YC and often — but not always — races under the name Critical Mass. Bloom County is actively raced by Marinites Charles James, his son Elliott and their friend Jon Stewart. — cw

↑↓ LIT UP IN STEALTH MODE?

Your *Lectronic Latitude* article titled *Seriously? Another Navy Collision?* on August 21 about US Navy warships' identification and avoidance raised questions I have often thought about, usually while on night watches. It makes sense that they don't use AIS, but how would we see them? I assume they mostly use stealth technology, so radar won't be very useful. Are they lit up? I'd be curious about others' encounters with warships at sea.

Cliff Smith
Carola, Young Sun 35
Point San Pablo



ROXANNE FAIRBAIRN

Beer can series provide a great opportunity to introduce friends to racing.

↑↓ A BEER CAN RACE BEFORE THE SEASON ENDS

As a very longtime reader of your magazine and looking forward to the three-time-weekly *Lectronic Latitude* posts, I have liked reading and seeing stories such as the one about the Sausalito Tuesday night beer cans. There is so much going on in the

LETTERS

Bay weekly it's good to dive in on one event and share it with the readers; keep it up! I might even bring *Free Spirit* over for a race before the season ends. Tiburon YC beer can racing, which I crew in most Friday nights, is sadly done for the year.

Greg Clausen
Free Spirit, Beneteau Oceanis 390
 Tiburon

Greg — We are fortunate indeed to have an 'embedded reporter,' contributor Pat Broderick, sailing in the SYC beer cans, and to have access to Roxanne Fairbairn's scenic sailing photos. View more at <https://roxshots.smugmug.com>. — cw

CRUISING ON A WINDSURFER

I started windsurfing in the '80s, even did the Olympic trials in Long Beach prior to the '84 Games. Kinda moved on to other sailboats for 30 years, but got back into it the last few years, and thoroughly enjoy it again.

The equipment is dramatically more modern than anything I remembered, which does indeed make it easier and lighter and faster and more fun. I don't do the short-board jumping/surfing/foiling thing; I have a long board and enjoy cruising. I do hope they develop a foil system for long boards; that would be interesting.

A little more coverage in the magazine would be nice, perhaps on equipment, tactics, good places to sail, etc., rather than just race results. Maybe Max Ebb and Lee Helm could do a primer to re-introduce readers to the possibilities.

David Kory
 Ambassador, Beneteau 51.5
 Richmond

David — It seems like you've moved into and out of windsurfing in exactly the same way the sport itself has

moved into and out of relevance over the last several decades — and into, then mostly out of the pages of Latitude. As editors, we walk a delicate line between wanting to expand our coverage without alienating our base. We're wary of chasing every



LATITUDE / TIM

new trend that comes along (although this 'foiling' thing seems to be kind of a big deal). But we also want to acknowledge that windsurfing has been around since the '70s, and has seen tremendous progression in the last 15 years in terms of gear, and especially in terms of performance.

We will keep our finger on the pulse of what sailors are doing around the Bay — th

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

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

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

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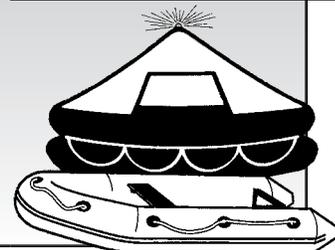
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LOOSE LIPS

"Well, sailing around the world is terribly simple from a navigation point of view. You leave Britain, turn left, go down till you reach Cape Town, turn left, go around to Cape Horn, turn left, go up the Atlantic, smell fish and chips and turn right. And there's England." — Sir William Robert Patrick "Robin" Knox-Johnston

Thanks to everyone who wrote in for the August Caption Contest. Here's your winner (coming to us via *Latitude*), as well as the top ten entries:



LATITUDE / LADONNA

"A cat, trying to be a dog, looking for a fire hydrant." — Gary Green

"I think 'flatter is faster' was referring to the hull(s), not the rigging." — Jim Adams

"Fred, I told you the beer cooler has to sit *amidships* for a reason." — Will Lowe

"Just five more degrees and we will be able to sail under the Park Street Bridge." — Roger England

"Keep pedaling Bruce, the foil is only halfway down!" — David Hume

"You try climbing up the tramp while holding the tiller." — Mark Wheelles

"We're raising hull again!" — Steve Hodges

"OK, now that my right ear is clear, let's try to get the water out of my left ear." — Robert Sherry

"Two 'Oh Shits' and you are off the tiller. It's the Law." — Dan Larson

"C'mon, rub my belly." — Mark Erdrich

"Self driving America's Cup boats: The wave of the future." — Beau Vrolyk

You might have noticed a certain 301-ft tallship missing from the San Francisco Maritime National Historical Park. *Balclutha* has been in Alameda for regular maintenance, including a fresh coat of paint on her steel-plated hull, repairs to the poop deck and removal and inspection of her yards. *Balclutha* is also having a wheelchair lift installed that will "be fitted into a shelterdeck hatch, making the ship's cargo hold (and 'Cargo Is King' exhibit) much more accessible to Park visitors with mobility issues," a Park press release said.

"A ship in port is safe, but that's not what ships are built for." — Grace Hopper, US Navy Rear Admiral

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Passage Report - 32 Days - Namibia to Trinidad

"We were getting slammed by waves on the beam, over and over. It kept blowing at 30-35 knots and 'James' just kept on working, 24 hours a day for days on end... Who says windvanes can't steer a heavy boat even when it's offset on the stern. Not us!!! Thanks for making a great piece of equipment." - SV Zephyr, Liberty 458

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LOOSE LIPS



JORDI ARBUS

"Who says America's Cup technology doesn't trickle down? Getting the sail in at the bottom of windward/leeward courses is a problem on a shorthanded Wyliecat. So, I came up with a low-cost solution after watching bikers make Team New Zealand go fast in Bermuda. The good news is that since they are not technically 'sailors' they don't add to the crew list, so we can still single- and doublehand. Each mark rounding costs a six pack, but heck, that's cheap compared to electric winches. I've had to enlarge the head holding tank, but those extra 15 seconds per rounding get me closer to Gordie, Bob and those pesky J/88s." — Patrick Broderick

Ever wonder where Raccoon Strait got its name? During the Ice Age, when the sea level was much lower and San Francisco Bay was a grassy valley, Raccoon Strait was the path of the Sacramento and San Joaquin rivers on their way to the ocean. Several eons later in 1814, the HMS *Raccoon* — a 26-gun British warship — was damaged off the coast of Oregon, but managed to limp into San Francisco Bay in March. Over the course of six days, the ship was repaired on the beach at Ayala Cove on the northern portion of Angel Island, right by the present-day ferry boat dock. While making repairs, the crew of the *Raccoon* named to the strait separating Ayala Cove from Tiburon.

Once the plastic boat manufacturing capital of the world, California's sailboat production has dried up like a steel town in the Rust Belt. But Westerly Marine in Santa Ana, one of the few prominent facilities still remaining, has recently partnered with the New York Yacht Club and Melges Sailboats to produce 20 IC37s for the Rolex New York Yacht Club Invitational Cup. The NYYC said this new boat — which was selected from 18 entries from the world's top yacht designers — has widespread interest from sailors around the world.

"Tooling is already underway at Westerly Marine, with the first boat scheduled to hit the water this coming winter," a NYYC press release said. "Westerly was selected after a world-wide search. The company, which was founded in 1970 by co-owners Lynn Bowser and Steve Lee, has built numerous high-performance sailboats, including TP52s, America's Cup Class monohulls and offshore catamarans."

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LOOSE LIPS

After one of our readers asked, "Have you ever had glacial ice in your whiskey?" we received a few unexpected anecdotes. Tim Errington and Donna Singmaster were on board the *Prince*



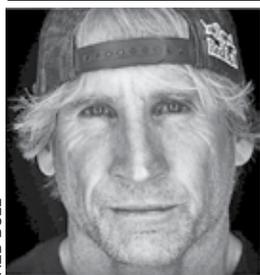
TIM ERRINGTON / DONNA SINGMASTER

Albert II in Paradise Bay, Antarctica, in December 2009, and snapped a photo of their gin and tonics. "We grabbed the ice while exploring Paradise Bay in Zodiacs," Tom wrote. "Our guide guessed it was likely 100 years old. As it melted it released CO2 adding a nice bit of extra fizz."

Robby Naish, who was one of the first professional windsurfers before there was such a thing, has been inducted into the National Sailing Hall of Fame. Naish went on to form his own windsurfing sail company, which has become a multi-million-dollar empire that also produces kites and standup paddleboards, and is leading the charge in the foiling revolution.

Robert Staunton Naish, now 54, was born in La Jolla, CA. His father Rick Naish, a surfer, shaper and sailor, moved his family to Hawaii when Robby was five, according to Red Bull, one of Naish's sponsors. Naish won his first world overall championship at age 13, and would win three more titles in the '70s, before he turned pro. "In 1983 and again in 1984, he swept all four Pro World Tour titles — waveriding, slalom, overall and championships — and won the overall every year through 1987 to contribute to his grand total of 24 world windsurfing crowns," Red Bull said. "I was never the best," Naish explained in a YouTube video. "But I was always one of the best."

In the '90s, Naish helped pioneer a new sport that would come to be known as kitesurfing. In the early 2000s, surfing was swept by a new trend: Stand-up paddle boards. Ever the waterman (or all-around ocean athlete), Naish was soon ripping into long, reeling waves with his board and paddle. Naish sails, kites and surfing became ubiquitous in water sports, and the soft-spoken Robby turned his talent and love for all things water into a powerful brand. And windsurfing — the sport that started it all for Naish — is seeing a new era of progression with foils, which have opened up opportunities for more light-wind sailing and small-wave surfing.



RED BULL

On another YouTube video, Naish said: "I think sports like windsurfing challenge you individually and bring you into nature — it challenges you mentally, it challenges you physically, and it gives you a real sense of satisfaction, because you're accomplishing something, just by yourself."

This year's National Sailing Hall of Fame inductees also include Olympic Soling sailor Bill Bentsen, 5.5 World Champion and yacht designer Ray Hunt, boatbuilder Clark Mills, who designed the Optimist, two-time Tornado Olympic Silver Medalist Randy Smyth (whose expertise as a catamaran sailor led to work on major motion pictures) and America's Cup sailor and North Sails magnate Tom Whidden.



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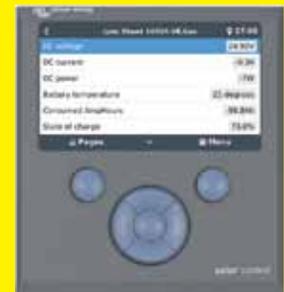
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the socratic method

You never know when you might catch a circumnavigator passing through town. We happened to meet up with Jeanne Socrates in Sausalito at the end of July, on board her Najad 380 (38-ft sloop) *Nereida*. The almost 75-year-old Socrates, who has graced the pages of *Latitude* many times before — was headed to Port Townsend, then eventually on to British Columbia in preparation for yet another solo, nonstop, unassisted circumnavigation attempt this fall. If she's successful, Socrates will become the oldest person to accomplish the feat. She holds a Guinness World Record for becoming the oldest *woman* to sail singlehanded around the world at 70 years old in 2013.

But Socrates missed the oldest *person* mark by a narrow margin. It's a record still held by Japanese sailor Minoru Saito — he was 71 when he went around the world alone (unassisted and nonstop) in 2005. "I should have waited a year, because I would have got the oldest person record," Socrates said. "I missed it by a few months, because I came in before my 71st birthday. But I was tired of just sitting around in Mexico."



LATITUDE / LADONNA

Socrates set off last year from Victoria, Canada, for a go at the record, but was stymied by the once-in-a-century winter that ravaged the West Coast. In October 2016, Socrates was off the coast of Oregon and heading south when a storm ran her down. "I knew it was coming, and I thought I was going to keep ahead of it. But I couldn't make any speed because the wind died. I got caught, so that was bad. I had 55 to 60 knots of wind, and had to put out my series drogue in pretty big seas."

Socrates said she tried again in November, but still caught bad weather. She got as far south as San Diego when she had problems with her solar and wind systems. "And it was getting too late in the year — I was missing the summer down in the Southern Ocean. And anyway, if you do a circumnavigation to do a world record, you have to go a certain distance, and I was too far south. We'll see what happens this year. If I'm lucky I'll get away. Well, I hope I do."

Circumnavigators — especially one as committed as Socrates has been for the last several years — are simply on a different frequency. While our memory banks are filled with day sails around the Bay and maybe the occasional ocean crossing, Socrates tells stories about the entire planet: A wave that knocked her down off Cape Horn (see the *Latitude* Interview from July 2016), that time her boat was struck by lightning in the Atlantic, that time she was caught in the same storm off Tasmania as Jessica Watson (the youngest person to sail solo and unassisted around the world). It's difficult, if not impossible, to pick from her many adventures.

"Well that's my problem now. Everyone asks, where's the book? And I say, well, I've actually got *too much* to put in one book." But Socrates said she hopes to one day write a long narrative of her extensive adventures. One tidbit that struck us was that Socrates didn't start sailing until later in life.

"I first set foot on a dinghy in France when I was 48. I did dinghy sailing and then windsurfing, which I really liked. Then came a chance to do a yachting course, which was a bit of knots, a bit of cooking, a bit of steering, tides, weather — a little bit of everything. It was a really

continued on outside column of next sightings page

fall crew list party

Latitude 38's Fall Crew List Party will undergo a change of longitude when it moves from Alameda to Sausalito this year. For decades, we called this event the 'Mexico-Only' party, but we decided to be more inclusive this year. Oh, for sure, this is the place to go if you're looking for crew or a berth on the Baja Ha-Ha, but if you just want to go for a sail on San Francisco Bay, come and connect with your next sailing adventure at this event.

The historic Spaulding Marine Center on Gate 5 Road will host our gathering on Wednesday, September 6. The Spaulding crew will pour no-host beer, wine and non-alcoholic beverages, with profits going to benefit the center's edu-

Main photo and inset, Jeanne Socrates waves and gives a thumbs up after completing the Singlehanded TransPac in 2006.



on september 6

cational programs.

The *Latitude* crew will assemble a buffet of appetizers, plus we'll have door prizes, color-coded name tags and a sailing slideshow, and we'll bring logowear to sell.

Baja Ha-Ha sponsors that will be on hand to answer questions include Inflatable Boat Specialists, Satellite Phone Store, Novamar Insurance, Paradise Village Marina, Marina El Cid, Marina de La Cruz, Marina Riviera Nayarit and more. Our old friend Sal Sanchez from Sal's Inflatable Services will 'blow up' a liferaft right in the middle of the party, and everyone will have a chance to crawl in and try it out.

continued in middle column of next sightings page

socrates — continued

good basic course. That was 1994. By 1997, my husband and I took early retirement and got our boat."

We often find ourselves asking hardcore sailors — particularly the singlehanders — why? Why go around the world alone? Why chase records? "Well I figured, what the hell. I thought, 'if I'm going to do it and sail all of those miles, why not go for a record? Why not get my name on the list?' I figured, I'll just do it for the challenge of it."

Socrates said that while many people enjoy cruising, they're not necessarily crazy about long ocean crossings. "But I love it. And then being somewhere like the Southern Ocean is just amazing. You've got all the albatrosses down there, and there's just no one around for thousands of miles, literally. It's just you and the ocean and that's it.

After a few days in Sausalito, Socrates — who was also waiting for a break in the 25-plus-knot breezes forecast for the first part of her trip to Washington — said she was more than ready to cast off and head north. "I'm really looking forward to doing some sailing," she said. "It's been a while."

— tim



LATITUDE / LADONNA

SIGHTINGS

a tale of the transpac

"For my 50th birthday, I wanted to do something challenging and outside my routine, and support my newfound passion for sailing," writes Greg Winters, a healthcare sales executive from Marin County. Greg signed up for the 'Transpac', to help return *J/World's Hula Girl*, the sailing school's Santa Cruz 50, from July's Transpac race. Paul Martson served as the professional captain and coach for the delivery from Honolulu to Alameda. Additional crew for the 2,800-mile passage were Brad Platt, Greg Leja, Luke McConnel and Rick Briggs, a trauma and heart surgeon — and Tennessee State Senator. Most of the crew had significant experience; Winters was the greenhorn, having started sailing seriously in the spring of 2016, "primarily crewing on Bob Bloom's *J/35 Jarlen* in Friday night races and completing ASA 101 and 103 through Modern Sailing in Sausalito."

SC50 #7, *Hula Girl* was built in 1980. "In 2008, Wayne Zittel, owner of *J/World West*, purchased the boat from Paul Cayard," explained Greg. "*Hula Girl* went through a major refit in 2013 that included a new carbon-fiber boom and mast, the latter being three

continued on outside column of next sightings page

fall crew list party

You'll also encounter seasoned Mexico cruisers willing to dispense friendly advice and encouragement. You'll even spot the Grand Poobah of the Baja Ha-Ha himself and Doña de Mallorca in the crowd.

The party will be preceded by Dick Markie's Mexico Cruising Seminar. Not only is this seminar free to attend, but the first 100 attendees will get a free *cerveza!* The seminar will run from 4 to 6 p.m. and the party will follow from 6:15 to 9 p.m. The party is not free; we'll be collecting \$7 (cash only) at the door to cover our costs. We're giving folks 25 and under a break and only charging them \$5 (bring ID).

Cruisers in transit can anchor out



ALL PHOTOS COURTESY GREG WINTERS

— continued

in Richardson Bay and dinghy in, as Spaulding has a small dinghy dock, or reserve a slip at a nearby marina.

If you're coming by land, please do not park in the Clipper Yacht Harbor parking lot. Before 6 p.m. use nearby street parking. After 6 p.m. other local business lots will be available. See the *Latitude 38* Crew List Party Web page for details.

For more about parking and other info on the party, and to learn about our free online Crew Lists, check out www.latitude38.com/crewlist/Crew.html. See www.spauldingcenter.org for more info about the new location.

There's no need to RSVP — just show up and start mingling! See you there.

— chris



Shades of orange in the Transbac. Spread: Aboard 'Hula Girl' with the diminutive storm trysail flying in place of the shredded main. Inset: A lifeboat in the middle of the Pacific.



Greg at chow time aboard 'Hula Girl'.

transbac — continued

feet taller than standard SC50 rigging.

"With \$835 of groceries, 145 gallons of diesel and a surprisingly basic release form, we motored out of Honolulu on Monday morning, July 24, under light conditions. Hurricane Fernanda, which had reached a Category 4 about 1,000 miles from Hilo, had been dissipating and by Monday morning was a remnant low about 75 miles north of Oahu. As we rounded Diamond Head, we had our first wind. We were using a 95% jib and the return mainsail, 75% of the area of the main *Hula Girl* used in the Transpac. As we entered Molokai Channel, conditions continued to build, and we double-reefed three hours into our trip. By mid-day we were sailing through a choppy 5- to 10-ft sea, winds were 15-22 knots from the east, and *Hula Girl* was making 9-11 knots on a reach. This was a thrilling experience. The SC50 is prone to significant pounding when sailing upwind in medium and heavy seas. Any easterly heading resulted in boat- and bone-shaking crashes, so we were sailing due north toward Alaska. *Hula Girl* does not have a dodger or bimini, so we were totally exposed to the elements. Getting around the boat was challenging. Crew asked Paul whether things would calm down as the sun set, and his answer was, 'We're basically going to have these conditions for the next three days,' which proved correct."

Right after the first night's dinner, Winters was in the galley. "We hit a gust or a wave, or both, and I went flying to the leeward side of the boat, T-boning the chart table with my ribcage. I felt like I'd just been tackled by a linebacker. Dr. Briggs didn't seem concerned by my condition, and I joined the crew in the cockpit, moving a lot slower than five minutes earlier."

Hula Girl ran a two-hour-on, four-hour-off watch schedule with two people in the cockpit at all times. The on-watch crew split helm time, so everyone was getting four hours at the helm, two of which were at night. "The first couple nights of helming a 50-ft racing yacht through sporty seas was a bucket-list experience. I'll never forget my first watch on the second night: a bright, starry sky, calming seas, sail trim dialed in, making 11 knots. Every cell was focused on the instrument panel on the mast, trying to sail as high as possible without slapping the bow.

"When making 10 knots in moderate seas, *Hula Girl* is not quiet; 10 knots above deck seems like 40 below deck, and I was not able to get any sleep since starting the passage 36 hours earlier. My bunk was right below the cockpit — I'm talking 18 inches. At about 2:30 a.m., it started to rain and I could hear the pressure building.

"About 10 minutes after we entered a squall, I heard a substantial thud. The watch team called for Paul, whose bunk was below mine. He rushed up, then called for all hands on deck. I geared up and got into the cockpit. I saw an image I will not soon forget: Our main was shredded, torn in four places — 400 miles north of Honolulu and 2,400 miles to San Francisco. We had had two accidental jibes in 27 knots of wind. We spent the next hour in total darkness getting the main down, then returned to our heading — due north.

"Our only backup was a storm trysail — I'm thinking there's no way we're sailing another 2,200 miles with a sail that was about the size of a Cal 20 main. The amazing thing was that we got *Hula Girl* back up to 8 knots in 15 knots of wind."

Although no one on *Hula Girl's* crew got seasick, Greg reports that he didn't get any REM sleep until the third night of the passage. On Friday the 28th, the crew spotted their first vessel since leaving Hawaii. "As we got closer, we realized it wasn't a ship; it was an enclosed, international-orange lifeboat. This was quite exciting for the crew. We checked the AIS — nothing. She was marked "Asian Empire" and the roof was covered with lots of bird poop, leading us to believe she had been at sea for quite some time. We

continued on outside column of next sightings page

transbac — continued

verbally hailed the boat, but never got closer than 200 yards. It wasn't until we got home that we discovered that *Asian Empire* was a Korean-flagged car carrier that caught fire in 2014, was abandoned, and drifted off Japan for several days before being towed in and salvaged."

On the fifth day, *Hula Girl* reached the North Pacific High and began motorsailing. "The boat flattened and the sea became docile. The Pacific looked like a giant lake. We took our first showers, and the meals improved. On our sixth day, we decided to revisit our main. We had an extensive repair kit. Greg Leja took the lead and we had four to five crew on the sail at a time hand-stitching the Dacron and Kevlar tape. On day 7, we had our midway party. We stopped the boat, and I went for a swim in the middle of the Pacific. The water was warm and clear. After about 100 man-hours of work, just as we emerged from the top of the High, we had our main back up. For the next couple days, we had great reaching. Wind was 15-20 knots with 3- to 6-ft waves. *Hula Girl* easily made 10 knots for long periods, and we knocked down several 250-mile days."

On the early morning of their 10th day, around 3 a.m., the crew were motoring through a calm patch. "I was in my bunk when I heard the cadence of the diesel change, and a high-temperature alarm sounded. The next afternoon, we sent a GoPro overboard and saw that our prop had been thoroughly fouled with polypropylene rope and fishing net. Greg Leja went overboard with mask and fins and quickly cleared the prop.

"At about 500 miles offshore, the water and sky started to feel more like Northern California and less like Hawaii. We lost the squalls and flying fish that were common when we started. We did start to see more dolphins and, at one point, had a pod of approximately 100 dolphins in a feeding frenzy 50 yards abeam. We also had a couple cool escort runs — all, of course, caught on our GoPro. By 400 miles, we picked up a marine layer that would make San Francisco proud.

"On Sunday, August 6, at 9:17 p.m., we passed under the Golden Gate, marking a 13.5-day passage. I learned a lot about myself: I don't easily get seasick; I don't wig out from being confined to 400 square feet for two weeks; I can join a team of perfect strangers, doing something hard, and come out friends at the end." To view Greg's video on YouTube, search for "Greg Winters Hula Girl."

We'll have another tale of the 'Transbac' in the next issue of *Latitude 38*.

— chris

hawaiian chieftain gets a facelift

When the Washington-based square riggers *Hawaiian Chieftain* and *Lady Washington* return to the Bay next month for their annual educational programs, charters, and mock sea battles, you might notice something a little, well, 'fresher' about the *Chieftain*. That's because this familiar face is getting a facelift!

As you read this, the nearly 30-year-old ship will have completed the first part of a three-year, three-phase restoration and modernization at the Port Townsend Shipyard. But not in the way many of you are likely now envisioning, with sawdust flying, planks steaming and caulking hammers tinkering oakum into miles of seams. For those of you who don't already know: *Hawaiian Chieftain* might look the part of a 19th-Century coastal trader, but her hull, deck and mainmast are steel (the latter even doubles as the exhaust pipe for her twin Volvo diesels). So while some woodworking is on the docket, most of the major stuff will involve cutting, grinding and welding.

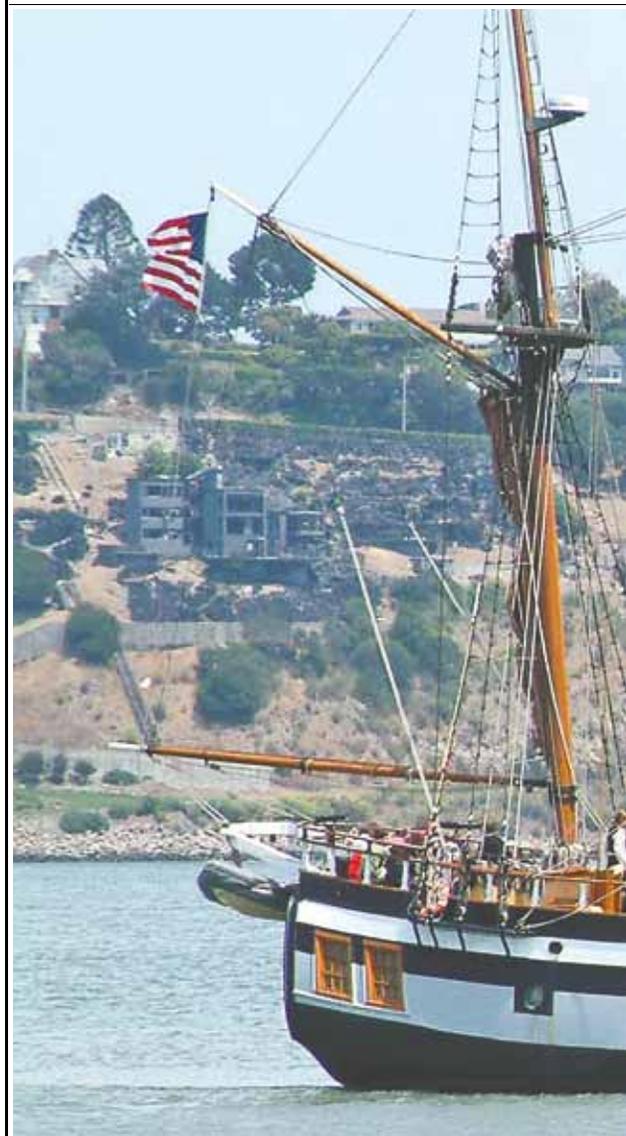
Phase I, which started in July and ended last month, included the replacement of both propellers, propeller shafts and the anchor

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the west coast's most

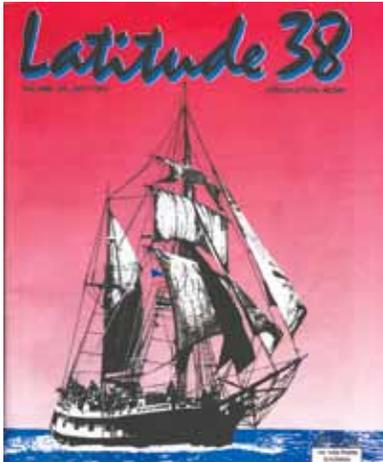
The *Hawaiian Chieftain* and the *Lady Washington* are homeported at the Grays Harbor Historical Seaport facilities in Aberdeen, WA. But they only spend about two weeks a year there.

"We are the West Coast's most active tallships, so we spend virtually all year traveling," says Operations Director Caitlin Stanton. Together, the ships serve more than 70,000 people annually in Washington, Oregon and California, doing educational sails with K-12 schoolkids, local charters and daysails — as well as their incredibly popular mock sea battles, firing cannons at each other or 'shore batteries' such as the old fort on Angel Island. For more on the restoration project, including how you can help; the tentative schedule for the ships' arrival and activities in the Bay



active tallships

Area; or the *Hawaiian Chieftain* herself, see www.historicalseaport.com. —jr

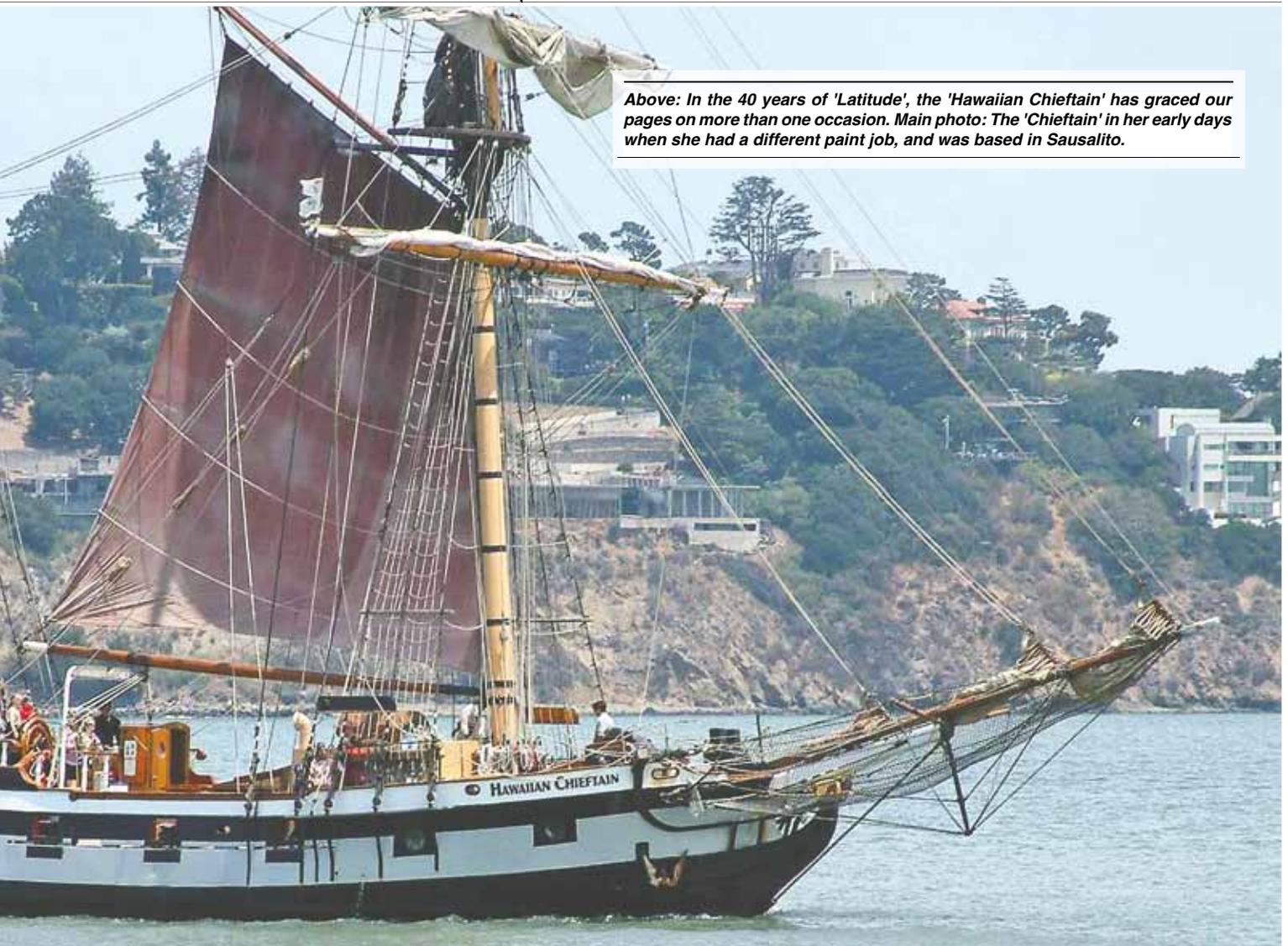


chieftain — continued

windlass. Phases II (Dec. 2017- June 2018) and III (summer 2018-summer 2019) will see a whole new navigational suite installed, new sails, new running rigging, even a new figurehead and color scheme yet to be unveiled. Total cost will be slightly more than \$200,000, and the Gray's Harbor Historical Seaport, which runs both ships, is reaching out to *Chieftain* fans for help, either financial or in sweat equity. Volunteers, whether skilled in the maritime trades (shipwrights, welders, woodworkers, etc.) or not, are actively being sought for Phases II and III.

Hawaiian Chieftain was designed by naval architect Raymond Richards and built in Lahaina, Maui, in 1987-1988. The original owner, Laurence Dorcy, took her cruising to the South Seas, and we have to imagine the 65-ft LOD (103-ft LOA) gaff topsail ketch must have made some pretty impressive entrances to ports she visited. She crossed the Pacific to San Francisco, where she spent several years chartering out of Sausalito. She was sold in the fall of 2004 to an outfit in Massachusetts, who no sooner got her there (and renamed her *Spirit of Larinda*) than that project fell apart. GHHS bought her in 2005 and brought her back around to the Left Coast.

—jr



Above: In the 40 years of *'Latitude'*, the *'Hawaiian Chieftain'* has graced our pages on more than one occasion. Main photo: The *'Chieftain'* in her early days when she had a different paint job, and was based in Sausalito.

windsurfers skeptical about baylands

Waterfront development projects have been the bane of existence for sailors throughout the Bay Area recently, but windsurfers say they will be most impacted by Brisbane Baylands. Proposed plans for the 684-acre project includes 4,400 units of housing and 7 million square feet of commercial space.

Controversy over the development, which is awaiting approval by the Brisbane City Council, centers primarily over the number of proposed housing units, but windsurfing enthusiasts have been lobbying the planning department for years over concerns about the impact new high-rises built close to the waterfront will have on wind speeds.

"Even a 5% wind speed reduction at Candlestick will likely result in a 20% decrease in number of sailable days per year, while a 10% decrease will likely cause a 40% decrease in the number of sailable days per year," says Bill Robberson, president of the San Francisco Boardsports Association. "Essentially, we have to simply make sure

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a brief editorial about

If you live and sail in the Bay Area, it's hard to ignore the housing shortage, as well as the surprising lack of access to the water. We're not against development, but we're concerned if new housing cuts off or reduces what is already limited access to the Bay.

The Baylands project proposes bringing 4,400 more homes closer to the South Bay. We hope these types of developments don't just provide views of the Bay, but also provide a means to enjoy the Bay itself, whether in the form of launch ramps, trailer and boat storage or paths in and out of the water, not just *next* to the water. Because the Baylands



bay area development

development is west of 101, we're not sure how much say developers will have in both maintaining existing access and providing new facilities.

We hope that both the desire and the opportunities for people to get out on the water will expand rather than stagnate or contract. Any densely populated urban area must balance housing with recreation, but simple easements can open up thousands of blue 'playing fields' that don't have to be watered or mowed. Expand access to the Bay and you expand the reasons to live in new homes like those coming to Brisbane.

— john

baylands — continued

that the city council abides by the recommendations of the planning commission, which includes moving tall buildings back and away from the shore and northern portion of the site as well as requiring a detailed impact analysis for future wind impacts on the site."

With chart depths ranging from .5 foot to 3 feet and notations like "Foul with rocks," Brisbane's stretch of coastline has never been a favorite of sailors. Boaters in the area are even skeptical about the developer's promise to provide kayaking access in the shallow waters of Brisbane Lagoon. Quincy Bragg, commodore of nearby Sierra Point Yacht Club, said he's never seen any recreational boating in the lagoon, which was created when Highway 101 was built along the Bay shoreline. "That lagoon is a feature of bad freeway planning from the 1950s," says Bragg. "I can't imagine how it could impact boating." Sierra Point YC is located at Brisbane Marina, to the east of Highway 101 and south of the proposed development.

To the south of Brisbane, a massive development project is underway at Oyster Point, where an 81-acre site housing 2.25 million square feet of space for offices and life-science facilities, breaks ground in October. Construction at Oyster Point, which is expected to take two years, includes contingency plans to lessen the impact on Oyster Point Marina tenants and guests.

"The access to adequate parking and docks will always be maintained," says John Moren, Director of Operations for the San Mateo County Harbor District. "A temporary access road is being built along the water. The development construction will primarily impact the vessel owners berthed on the western six docks. Sound, odor, dust and access mitigation efforts are planned."

Moren said the development improvements, including a renovated beach, restaurants and renovated restroom/shower facilities, are likely to make Oyster Point more attractive to boaters. "The San Mateo County Harbor District has an aggressive five-year Capital Improvement Project plan to replace all existing 30-year-old docks with new concrete floating docks, like we have already done for dock 11, which is 100% occupied with a waiting list."

— elisa williams



Left: An artist's rendering of the Baylands project. Above: The Baylands would be west of and run parallel to the 101 freeway, which is also parallel to a beam reach enjoyed by many windsurfers, some of whom say the buildings might interfere with wind velocity.



The sign says: 'Caution. For your safety and the protection of our shoreline, please do not disturb the rip-rap or play on the rocks'. A lot of well-intentioned waterfront development actually puts barriers between people and the water. What would Jack London have done on his way to the oyster beds when confronted with this sign?

SIGHTINGS

s.f. sailor takes on the clipper race

A San Francisco native, Harmon Shragge, 59, is the Race Information Officer for the Singlehanded Sailing Society and a member of the Farallon Patrol. In the Bay Area he sails a Beneteau 350 called *French Kiss*, but his upcoming adventure will be aboard a 70-footer in Clipper Round the World's Leg 3 (Cape Town to Fremantle), part of Leg 4 (the Rolex Sydney Hobart Race) and Leg 7 (Seattle to New York through the Panama Canal).

Harmon explained his lifelong connection to sailing: "My father was in the Navy during WWII. He always liked to be on the water. Growing up we sailed El Toros on Lake Merced. He later joined a partnership in a Columbia Challenger kept in Sausalito. His idea of sailing was taking the boat out on a weekend, setting the sail in light wind, eating his lunch and then taking a nap, when he would hand operation of the boat over to me. We never left the Bay." About 20 years ago Harmon joined a sailboat partnership. "I would poke the bow under the Golden Gate Bridge, get scared, turn around, and sail back to the slip. Then a new partner, who had attempted a solo cir-

continued on outside column of next sightings page

charley through

In 1983, the 67-ft Ron Holland sloop *Charley* took the Barn Door Trophy in the Transpac. It was during one of the night watches that owner Nolan Bushnell and navigator Stan Honey had a conversation that would lead to a successful business venture, and in some ways, change the way all of us navigate.

On the delivery back from Hawaii — and under the command of delivery skipper Chuck Hawley — *Charley's* keel fell off some 300 miles from Honolulu.

Like so many storied boats, *Charley* vanished into obsolescence and history. She ended up in Japan, where a Bay Area sailor tracked her down, and has since been eager to bring *Charley* home.

"Nolan and Stan put her into history,"



the ages

said 62-year-old Patrick McCandless, *Charley's* new owner. "But I had no idea of her true provenance.

Charley's history goes beyond her prowess in the water. Before the 1983 Transpac, Bushnell commissioned Honey — who was working as an engineer in Silicon Valley — to design what we now all take for granted: A computer-based marine navigation program, which was at least partially credited for giving *Charley* her Transpac win. Honey's creation spawned the idea for something cars could use, which came to be known as Etak.

Stan Honey sold Etak to Rupert Murdoch, and went on to become head of

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DANIELA DEVINE

clipper race — continued

cumnavigation in the 1960s, and our other partner taught me ocean sailing. We did the Spinnaker Cup, the Lightship and the Double-handed Farallones. I knew it was getting serious when I started to compete in the Singlehanded Farallones. I bought a boat especially to do the Singlehanded TransPac. After I injured myself several times and almost washed myself ashore on the Farallon Islands, my wife and I decided that I am not destined to be a circumnavigating solo sailor. As my 'consolation prize' my wife agreed to let me sail the world in stints with experienced sailors."

Harmon sailed the Bering Sea, from Nome to Dutch Harbor, with Michael Johnson in August 2015, and Seward to Hoonah (in the Gulf of Alaska) that October. "I appreciated sailing with experienced sailors in faraway seas. I really loved getting into the rhythm of the watch system and wanted more. I am not going to take two or three years to prepare a boat and take all the steps necessary that a round-the-world trip entails. Clipper does all the training, organization and preparation. They make it easy for people like me. I long to sail in parts of the world that I could never sail on my own, like the Southern Ocean, and crew in the Sydney to Hobart Race. I also look forward to becoming a better sailor and learning those knot-tying techniques that have evaded me my entire life."

Harmon feels that the cost of the Clipper Race is quite reasonable, and points out that most of the gear is included in the price. "Once you get off the boat, you have no more obligations! Those of us who own boats know it is a bargain. The four-week training is about \$6,000 (including food and lodging in the boat). Each leg is \$5,500 to \$7,000, and around the world is about \$55,000."

Harmon is self-employed in real estate management. "My partners and clients seem supportive. More difficult is taking time away from my wife and children. They seem happy for me and are relieved that they are not coming along for the ride." Harmon has been married for 27 years and has three kids, ages 12, 16 and 20.

Clipper's training consists of four one-week courses. "You live on the boat for the entire time and you are out at sea for at least three weeks. There is a heavy emphasis on safety, with two days of off-shore emergency/survival training, as well as man-overboard drills every day. Level 4 was the culmination of on-board training. We sailed out into the English Channel and raced in Force 7 conditions (35-knot winds gusting to 45) and 12-ft, steep swells. Many students got seasick; several were injured — I did a 23.5-hour watch!"

Harmon found it difficult to adapt to the formal Clipper training technique. "They are teaching 700+ sailors from all over the world to speak a common language. Beginning sailors adapt better to the Clipper way, and the small percentage of participants who drop out are almost entirely experienced sailors."

One of the best parts of the experience for Harmon is the camaraderie with his teammates. "I truly enjoy sailing and learning with them. They are caring, interesting, funny, serious and committed. I would say that they are 60% men, 40% women, 18 to 75 years of age, mostly British, with a smattering of Europeans, Australians, Chinese and one Peruvian. About 35% are 'round-the-worlders', and the remainder are 'leggers'. The instructors range from classic English prep-school-style teaching to people who have competed in the America's Cup. The skippers are not just racers, they are instructors, babysitters and members of their own *Survivor* show.

"The boats have a main, a jib (called a Yankee) and a staysail. We will have to hot-bunk during the race. They have a decent galley and two basic heads that you can enclose with canvas (the only privacy on board). No showers..."

The Clipper Race started from Liverpool on August 20; Leg 1 will finish in Punta del Este, Uruguay, during the fourth week of September. Follow the adventure at www.clipperroundtheworld.com.

— chris

a friendly race with captain bligh

In July, we asked our readers if they've ever sailed with a 'Captain Bligh', or a sailor who was sweet and charming on shore, but sour and angry at sea — especially those at the helm during a 'friendly' beer can race with novice sailors aboard getting their first impressions of the sport. After initially worrying that we were opening a ferocious can of worms (a chance for people to rightfully lament about all the terrible rides they've had over the years), we were delighted with the thoughtful responses we got, and the degree to which people put themselves on the psychiatrist's couch and asked themselves the difficult questions.

"I believe, psychologically, competition foments anxiety about self-worth for humans, creating great opportunity for anxiety," wrote Rich Jepsen, a sail trainer. "Only the most confident, experienced, self-aware people have that under control in the cauldron of sailboat racing (even beer cans). I haven't been in the cross hairs of 'that' skipper or crew boss, but watching it happen to others is terrible, and akin to watching a kid melt down in an airport — it makes you uncomfortable.

"And, it always seems to be driven by a somewhat manic desire to score at a level consistent with the leader's self-image. When I skipper, I find I have to remind myself before leaving the dock: 'It's only a sailboat race.' Because I'm not immune to the urge to plaintively whine that we are three boat lengths past the weather mark and the chute still isn't drawing. We all feel it, some of us are able to recognize that in ourselves and squelch any bad behavior out of respect for our teammates, most of the time."

"My husband and I used to do various races," wrote Candy Morganson. "We never verbally abused folks willing to sail with us. I think Bligh syndrome comes from skippers taking racing altogether too seriously. The idea of 'the floggings will continue until morale improves' is totally counterproductive. Our 10- to 12-person crews were made up of some experienced sailors and racers, some not so experienced and some newbies crazy enough to want to learn.

"Of course, we always wanted to do well, but we focused more on safety and fun. Yes, we had our share of screw-ups, miscommunications, broken gear and minor injuries. While we expected attention to detail and concentration during races, good-natured bantering was encouraged, and we co-skippers were not immune to heckling from the crew (yes, there are 'Blighettes' out there too.) I definitely think a calm, knowledgeable skipper and a well-prepared boat makes for a great introduction to beer can racing. We love taking out folks who have never been sailing, and watching them get sprained cheeks from grinning when we give them the helm if they want to try it."

Andy Newell said that unless you want to singlehand, you need crew, and you need to make sure they're having fun: "I take seriously the role of coach and mentor, not just skipper. I have a great crew, some of whom I have sailed with for decades, some who have been with us for a few years, and some in their first year or two (at least four of our alumni now successfully campaign their own boats).

"We do this for fun. It's our job to coach and develop our crew so that they gain skill and confidence and have more fun sailing than all the other stuff they could have been doing that day. If you yell at your crew, you suck some of the fun out of it for them and yourself. If you yell enough, they will leave and either go sail for someone else or stop sailing altogether. There is a big difference between urgently coaching at a high volume and yelling at your crew. The crew can tell the difference — the skipper better figure it out if he/she wants crew. But I do have to admit to yelling in my own mind at the foredeck about what is taking so long, but usually just sigh or mumble to myself."

"When it comes to Captain Blighs, I've experienced many," wrote Max Nankervis. "Sailing is littered with them. My funniest experience was decades ago (I'm 73) when I trapezed on a three-crew dinghy (a JB 18). The skipper had a foul tongue. And I mean foul! I often said to her that it wasn't necessary, and asked her to cool it. But it made no differ-

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charley

technology for News Corp. Honey was part of a team that pioneered innovations in sports broadcasting.

But wait, before all that happened, *Charley* was coming back from Hawaii in August of 1983 when she started healing over some 60 degrees and was going sideways. Chuck Hawley looked over the side and saw keel bolts, but no keel. *Charley* motored back for Oahu through a gale, and managed to safely return to Honolulu.

"And I found her on www.sailboatlistings.com," said Patrick McCandless. "I was initially looking for a cruis-



"You think this is a humorous occasion? You are mistaken. From now on there is going to be discipline on this ship. We're going to have order, and we're going to be like seamen." Sir Anthony Hopkins as Captain William Bligh in 'The Bounty'.

ORION PICTURES CORP. / THORN EMI SCREEN ENTERTAINMENT

— continued

ing boat, but I started thinking about my age." McCandless said he wanted something more spirited — an old race boat — and ended up buying *Charley* sight unseen. He's done what he calls a "mini-refit," and is waiting for a few more items to arrive from the US before he leaves Japan in the next few weeks.

McCandless said he'd like to seek out sponsorship and enter *Charley* in the three major Pacific races. "And if I'm successful in getting sponsorship, I want to take her on a hot lap around the world." But for now, McCandless' campaign is simply to "Bring *Charley* Home."

— tim

bligh — continued

ence. One day I'd had enough, and threatened to abandon the boat if she continued her foul diatribe. This had the effect of encouraging her to greater efforts. With that I simply let go of the sheet, and of course, we capsized. No great drama in itself. But boy, she was surprised!

"I had actually meant to swim to the shore alone, but on reflection, and after estimating the distance (about 300 meters), I revised my plan. She — still swearing (even more) as we righted the boat — sailed directly back to the beach where I simply got out and kept walking into the clubhouse."

We were also relieved to hear that there is actually a reverse Bligh syndrome: "I once sailed with a guy who I thought was a little uptight on land, but it was a chance to go sailing, so of course I went," wrote Laraine Salmon. "Well, I have never had so much fun on a boat. He was in his happy place, and so were the rest of us. Totally opposite of the Captain Bligh stories."

— tim



THE INS AND OUTS

In the words of the local old-timers, "The best four weekends of the year to visit the Sonoma Coast are all in October."

You will profit by unraveling some geographic misnaming in the area: Bodega is a bend-in-the-road village made popular by Alfred Hitchcock's *The Birds*. It is five miles from the Pacific Ocean and thus enjoys a much warmer climate than Bodega Bay, a well-known town on State Highway 1, which is adjacent to Bodega Harbor. Exiting the harbor by boat, one enters Bodega Bay. The bay is bordered on the east by a very inhospitable rocky shoreline that is also mostly inaccessible, and on the west by an underwater reef that runs five miles from Bodega Head to Tomales Point.

The town of Tomales is four miles from Tomales Bay. It was accessible mid-19th century for oceangoing trade in agricultural products, lumber and farm machinery until potato farming in the Walker Creek Valley filled in Keys Creek with enough sediment that today the 'landing' is unrecognizable. A small museum in town in the former school building sheds light on the town's history and the railroad that brought tourists up from the Bay Area all the way to the Russian River.

The San Andreas Fault runs right up

lie at a true azimuth of about 320°. But you knew that.

Reports are that Tomales Bay was once a deeper body of water before the aforementioned sedimentation. This sedimentation could also be responsible for the foreboding Tomales Bar. Warnings to the inexperienced and/or unfamiliar abound about the dangers of crossing the bar, unheeded by those who have made headlines in the past. More later. Recommendations, not headlines.

Many joys of sailing in Tomales Bay are available to the trailer-sailor, not least of which is avoiding 'the bar'. The County of Marin operates Miller Boat Launch on Highway 1. Although the dock and appurtenances were upgraded a few years ago, dredging in front of the launch area was either not appreciated by the county engineers high and dry in their cubicles, or halted by the myriad impasses of local and state regulations. Check the tides before launching anything with a keel. A review of NOAA Chart 18643, Bodega and Tomales Bays, shows that all of the water one sees to the north of the launch ramp is at most seven feet deep and is as shallow as a foot. Sail southward for a pleasant daysail.

Directly across from Miller's is Hog Island. The chart shows a channel adjacent to and west of the island. It is not there. Any attempt to journey northward should be made in the marked channel. The true channel for boats with keels or centerboards begins east of red daymark #10. From there proceed to west of green daymark #7. Just west of this is White Gulch, a popular anchoring spot to hide from the prevailing northwesterlies.

Anchoring along the west side of To-

males Bay is not prohibited, and there are a few protected bays behind prominent points. Landing a dinghy on the shore is allowed and there are restrooms at Marshall Beach and Hearts Desire Beach. The website for Point Reyes National Seashore, www.nps.gov/pore, has information on permits for boat-in camping, maps and a useful webcam for ocean cruisers. It has a view northward from Point Reyes Lighthouse, where one can see a small wooden fence usually enshrouded in fog.

Since the enactment of the National Seashore in 1962 until very recently, the jurisdictional authority over Tomales Bay was not defined. Recently, agreement between the State of California and the Federal Government was reached, and the 300-meter or so area off the ocean and bay, adjacent to the National Seashore, has come under Park jurisdiction. See the blue line on the aforementioned chart. The state, county and locals now get to argue over the rest.

Enjoy the pristine shoreline of the Park as you sail wing-on-wing along rocky bluffs, grassy meadows and occasional sandy beaches. The water is fairly deep here, but if you have a fixed keel, be sure to have a depthsounder.

Continuing southward on a warm day, the sound of beachgoers at Tomales Bay State Park interrupts the silence. Stay out of the swim zone marked by line and floats. Careful now as you approach the aptly named Shallow Beach. The Inverness Yacht Club is around the next couple of bends, but high tide, or a swing-keel, is recommended if you're tying up for a beverage, gawking at the



The entrance to Tomales Bay is not always 'open' to vessels arriving from the ocean.



DENNIS OLSON

Dennis Olson of Santa Rosa has enjoyed sailing his Laser on Tomales Bay for 39 years. "It never gets old," he says. White Gulch is pictured here.

the middle of Tomales Bay, Bodega Bay and Bodega Harbor. The Sonoma and Marin mainland is therefore on the North American tectonic plate, and the whole of Point Reyes National Seashore as well as the western side of Bodega Harbor are on the Pacific plate, which is grinding its way northward at three to four inches per year.

"Northward" here is a relatively universal misnomer. The coast of California in these parts and the San Andreas Fault

OF TOMALES AND BODEGA BAYS



STEVE SANSFIELD

known to the locals as Marconi's. A sloping pebble beach provides recreational fishers and dinghy sailors a crude trailer

and a large mooring field. Moorings are privately owned and strictly monitored by the state. Here too is the Fisher-Smith Boatworks, a small full-service yard popular with the locals. Reach them at

locals, or exchanging the usual tall tales.

"I teach adult sailing and find the conditions (wind shifts, velocity changes, etc.) to be a great teaching platform," says Chris Longaker of Inverness YC, a club of 350 members. Founded in 1912, Inverness is one of the oldest clubs in Northern California. "Our youth sailing program sells out every year.

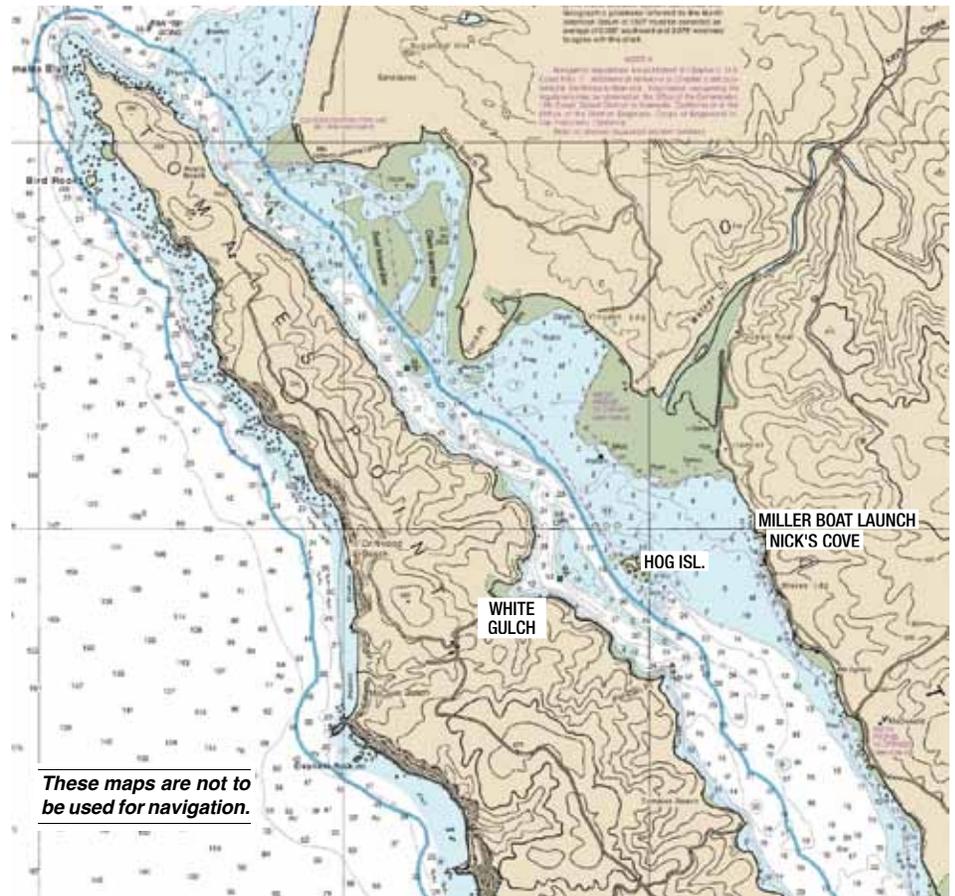
"The great majority of sailing here is in small boats, mostly centerboarders. Tides make it problematic for keelboats, although we do have the largest active fleet of International 110s in the US. Next year we'll host the 110 Nationals for the second time. This year we're hosting the Wylie Wabbit Nationals and the annual Vanguard 15 regatta. Our racing program is highlighted by a Hog Island race — a 7-miler on Labor Day Weekend.

"Tomales Bay has many great beaches, most only reachable by boat. One can side-tie at our dock with the caveat that at low tide all boats sit on the mud. Anchor-outs are encouraged. Due to the new rules put in place by the State, there are no moorings available. Launching is available by hoist at our club for guests." See www.invernessyachtclub.org.

Longaker adds that the bay, with its constant winds and easy launch and retrieval areas, is becoming a regular destination for kite boarders.

South of the club is canoe and kayak territory. The east shore of the bay at the south end is remarkable in its forlorn appearance. It's also shallow. Tack quickly as soon as the depth alarm sounds or the centerboard scrapes.

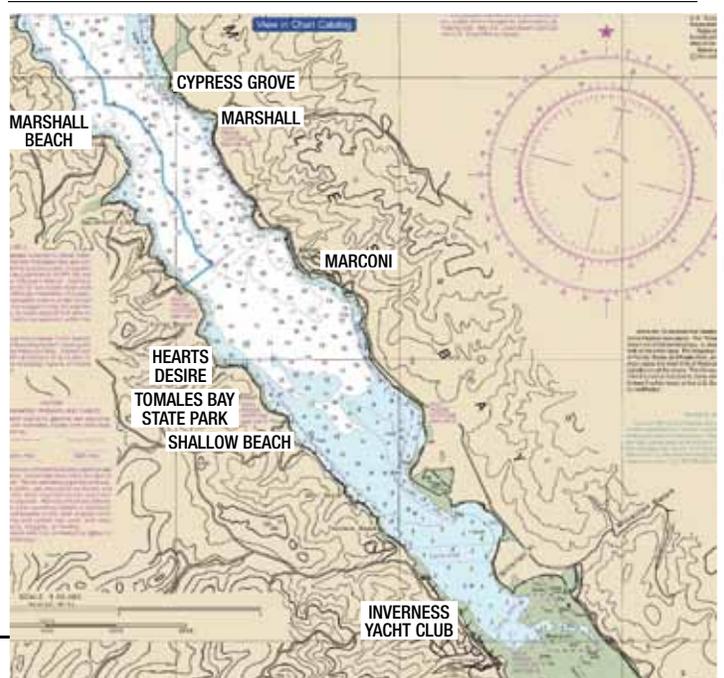
Just south of the Marconi Conference Center is a small boat launch area,



Above: northeast Tomales Bay. Below: southwest Tomales Bay.

ramp. It's private land; park at your own risk. The water is a little warmer and the breeze gentler than up at Miller's. In September and October, the Santa Rosa Sailing Club holds their Fall Series for Lasers and dinghies here. For more information, check the website, www.santarosasailingclub.org.

Heading north around the next couple of points and some mooring areas is the town of Marshall, with a post office, a small store and eatery,



MAPS NOAA WITH LATITUDE / CHRIS

THE INS AND OUTS

(415) 663-8336. There are no slips or docking facilities here or anywhere near here. Most of the shoreline is covered with protective rubble in case of storm swell, which also prevents anyone from even thinking of coming ashore.

North of Cypress Grove — see the beautiful white houses — shallow water extends quite a way out. As you tack against the prevailing northwesterly and make your way back to Miller's, you arrive at Nick's Cove. There are visitor slips, a popular, laid-back restaurant, and luxury cottage rentals on the waterfront. The dock at Nick's features a fishing shack doing duty as an on-the-water place to dine. The slips can accommodate boats up to 30 feet. Water depth varies from 2 feet at low low water to 8 feet at high high water.

Take notice! The Tomales Bar can be a dangerous place. Mariners have lost their lives here. Inbound, the breakers are difficult to see and most of the water is shallow. There is a narrow channel on the western side with 8 feet of water at low tide. This means there's even less water with a 4-ft swell. With a 6-ft swell at low tide, it is a curling shore break. Over six feet of swell it is inadvisable to attempt entry or exit. There is also a second set of breakers to the south, and some other low-water areas. A lookout on the bow is not an unnecessary precaution.

Outbound, the breakers loom ahead. Steer for the green water. If there is none,

Don't count on much help from the crew. They're below saying Hail Marys.

turn around. If forge ahead you must, don't count on much help from the crew. They're below saying Hail Marys. And for Chrissake, wear your life jacket. The five casualties in the last two years did not.

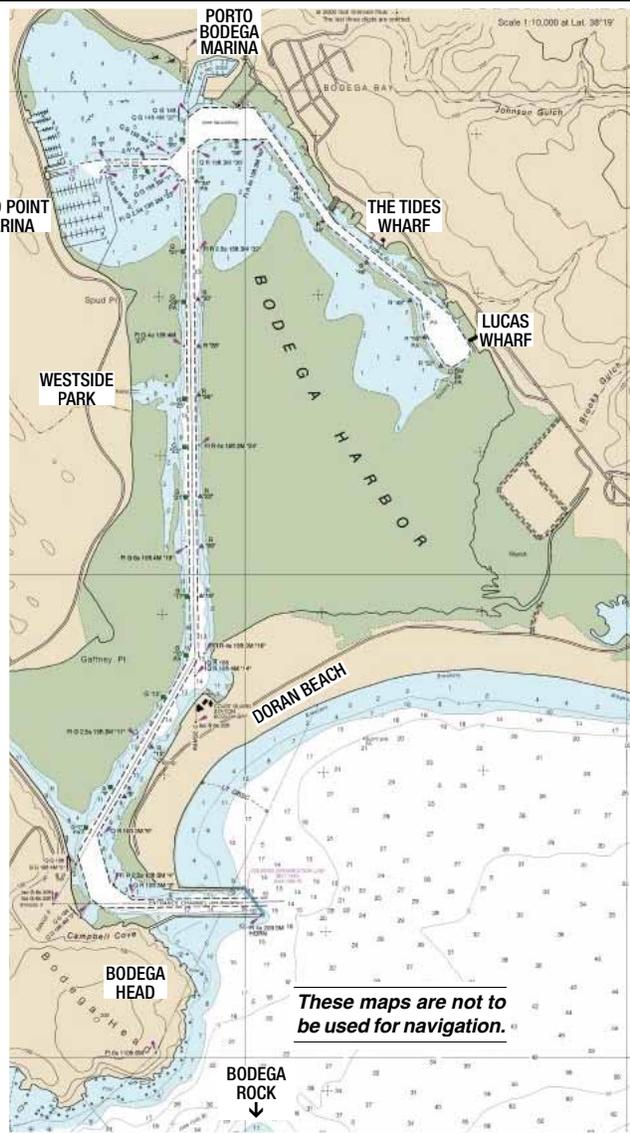
Check swell information online at the Coastal Data Information Program (<http://cdip.ucsd.edu>), and/or National Data Buoy Center site, Bodega Buoy 46013 (www.ndbc.noaa.gov/station_page.php?station=46013). Be aware the buoy is miles away and conditions can change very quickly. Occasionally someone motors up the coast, turns right at the Red "2" Bell Buoy and floats right over the bar. "No problem," they report. Yep, it happens. I wouldn't count on it.

Arriving at the bar in less-than-adequate conditions, prudent mariners head for the safety of Bodega Harbor. In the 1800s, Russians used the harbor as a storage and loading area for their pelt trade and wheat-growing activities at Fort Ross, a full day's horse ride away. Even if you weren't heading for the seclusion and beauty of Tomales Bay, a sail up to 'Bodega' can be a cruising adventure. An overnight at Drake's Bay makes for an easy day of sailing to complete the trip. (For more on that see the Drake's Bay Race feature starting on page 82).

Sailing on the Pacific Coast is adventurous and rewarding. Whale sightings are common. One anomaly needs stating. Most sailors are accustomed to wind and waves coming from the same direction. And why not? However, ocean swells, originating in the Hurricane Gulch of the Alaskan bight, careen down the Pacific Coast; they turn as they approach the shore and react to the shallow water. Starboard tack is almost into to the swell as one heads west in the prevailing northwest winds, which means port tack is beam-to-sea, an often uncomfortable ride. Staying a ways offshore before tacking is one solution. For local weather, sea state and a webcam, see <http://boon.ucdavis.edu/rec.html>.

Bodega Harbor is the safest small harbor on the West Coast. Unlike most harbors, which are actually a river entrance with a nasty bar, mariners enter Bodega Harbor behind a headland in, almost always, calm water. Two sea buoys on the underwater ridge mark the line between the ocean and Bodega Bay. One is north of Tomales Point, the other south of Bodega Rock. The area between Bodega Head and Bodega Rock is navigable but not recommended in any swell. The Head also blocks the breeze if you're under sail alone. The area between Bodega Rock and RW "BA" MO (A) GONG, commonly referred to as the "red-and-white-ding-dong," is inadvisable for transit. Shallows, unseen rocks and breaking waves make this an area to stay away from.

Inbound, after rounding south of the ding-dong buoy, head up toward Doran Beach. The entrance jetties are to the west of the beach. There is a small an-



chorage north of the northern jetty; it can get breezy though, and the rock jetty is to leeward. Doran Beach, by the way, is home to the fun-filled Hobie Catamaran Shark Feed Regatta this September 23-24. Beach launching, riding the waves, camping, stories to tell — don't miss it. The northern part of Bodega Bay has very pleasant sailing conditions. The headlands block the swell, but the breeze is 'on'. And, reaching along the beach is doing your part for the scenic quality of the region.

The channel to the inner harbor has a few turns after getting past the jetties, though it is well marked. Never cheat inside R "4" as it's very shallow there. Occasionally, at times during the month the current runs stiff. At the west end of Doran, a county park, is a well-used boat launch ramp, usable at all except very low tides. One sees mostly kayaks and small fishing boats, but the hearty may launch a small sailboat on a calm day, venture into the bay, and even ride the ocean swell. Tidebook, lifejackets, wetsuits and VHF are recommended.

To the west side of the harbor as one is

OF TOMALES AND BODEGA BAYS

proceeding along the channel past the Coast Guard station is the aptly named Westside Park. Here is a newly reconditioned large launch ramp with nearby RV parking. Fees, hours and a list of amenities for Westside and Doran can be found on the County Parks website (www.parks.sonoma-county.ca.gov).

At the north end of the channel there are options for the mariner. To the right is a channel along the eastern shore where the commercial boats go to unload at the Tides or Lucas Wharf. Head straight and one enters Porto Bodega Marina, home to fishing charter boats, shallow water and Bodega Bay Sailing Adventures (www.portobodega.com and www.bodegabaysailing.org).

To the west is the entrance to Spud Point Marina. If you're cruising in for a short stay or only stopping for fuel (at



Spud Point Marina in foggy Bodega Harbor.
— photo Brian Theodore

the only fuel dock between San Francisco and Fort Bragg), Spud Point Marina is the place to go. Overnighters are welcome. Call ahead (707-875-3535) or use VHF channel 16. Slips and side-ties may be difficult to get during salmon season until the end of September, but the friendly staff is very cooperative. They recommend October for fine weather and open slips. Spud Point is a full-service marina with laundry, ice, etc., for the

visitor or those in transit. Check their website for details and lots of other local information.

Across the street from the marina are two small restaurants. Chowder and other seafood delights, as well as cold beverages, await the hungry traveler. Other dining options in Bodega Bay are one mile-plus walking distance from the marina around the north end of the harbor.

Your stay at Spud Point can be enhanced by the lore of the wine country. There are limited options for public transportation. Check with Sonoma County Transit at www.sctransit.com for schedules and routes. There are also occasional Uber sightings; it's best to arrange in advance.

Whether you make the coastal excursion up around Point Reyes or trailer your dinghy or pocket cruiser to a sea-side getaway, the Sonoma Coast and Tomales Bay are closer than you think.

— *steve sarsfield*

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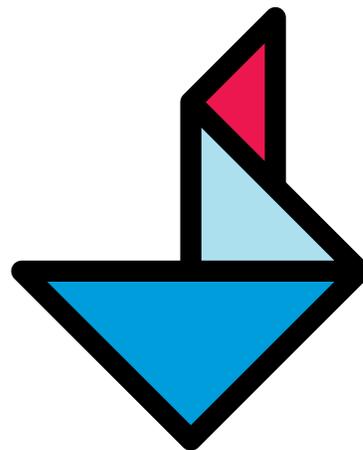
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THE INNIES AND OUTIES

Like belly buttons, the combined Singlehanded Sailing Society and OYRA Drake's Bay weekend can be either an 'innie' or an 'outie.' On the way up to Drake's Bay Saturday and on the way back to Sunday's finish line at the Corinthian Yacht Club in Tiburon, the decision whether to head out for the horizon before tacking toward the finish or stay nearer to the Marin coastline can mean winning or not. Which will pay off better?

In the 2017 race on August 19-20, the story of three boats each rating PHRF 114 tells the tale. OYRA President Andy Newell, sailing his Santana 35 *Ahi*, took the outside route on the way up, but a voice in his head kept saying, "Jim Quanci's Cal 40 *Green Buffalo* is in on the beach getting the lift." In the same division Bob Walden's Cal 39 *Sea Star* played the middle and also kept an eye on *Green Buffalo* inside. Jim Quanci sailed far enough past the Bonita Buoy to the north-to-south current and then stayed in to "catch the lift on the final starboard tack as the wind swings north." Quanci finished half an hour ahead of Walden and even more time ahead of Newell. The 'innie' won!

But, before the in/out decision can be made, the races have to start and finish, with an overnight anchor-out in Drake's Bay itself. This year's drama occurred at both ends of the race rather than in the middle.

Saturday's start off CYC's race deck featured a strong ebb in Raccoon Strait aided by a northwesterly breeze. As a result, a general recall slowed things down while the race committee and skippers sorted things out. After the start-

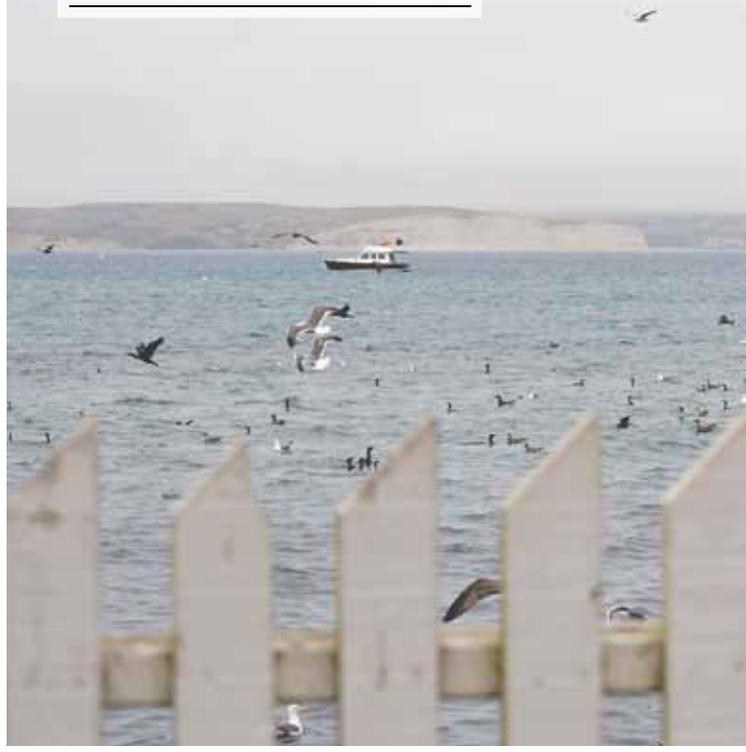
ing sequence resumed, some boats were confused about the delayed starts, even though the CYC race committee thoughtfully broadcast division letters and countdowns prior to each start. Several boats started with the wrong division, but all except for one saw the error of their ways and returned to re-start.

After crossing the start line most boats tacked away from Belvedere, attempting to find both ebb and favorable wind. In the center of the bay, the wind backed to the west, so Fort Point was on everyone's itinerary before the tack under the Golden Gate Bridge. Once clear of the bridge and an outgoing ship, boats favored the north side, tacking back out before encountering the building flood along the Marin rocks.

On Nick Schmidt's Express 37 *Escapade*, the crew wished they'd started with their #3 jib when the breeze built to 18 knots in the Slot. Other headsail downsizing and mainsail reefing occurred as the wind speed picked up. The promised northwesterly wind became NNW instead, and instead of low teens, the wind built into the high 20s, creating

Drake's Bay. Soundings in fathoms.

The Saturday finish of the Drake's Bay Race as viewed from the Historic Lifeboat Station.



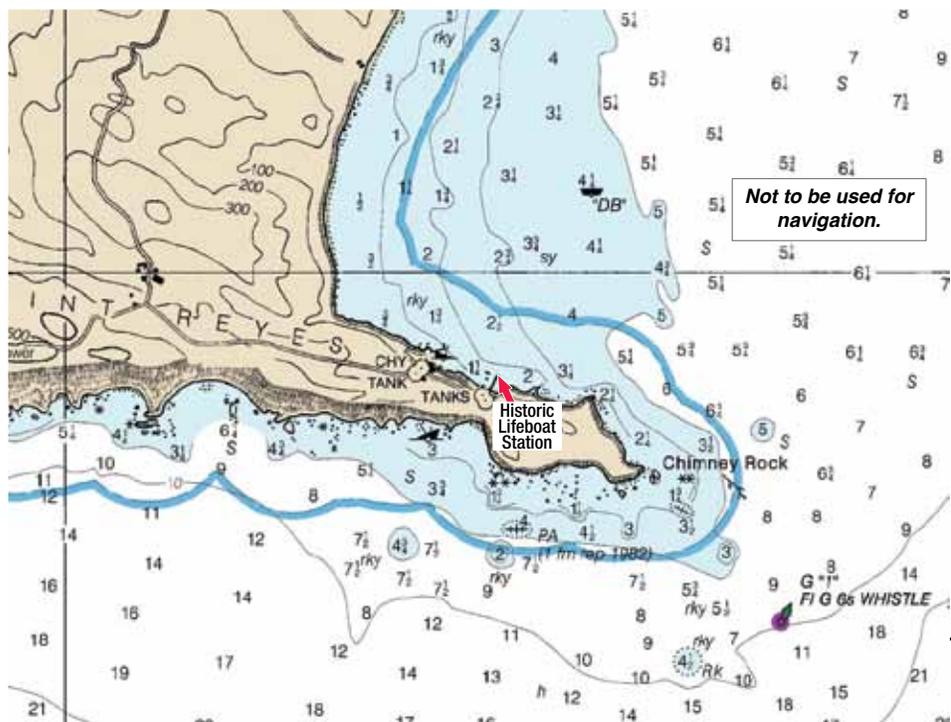
a nasty chop over the Four Fathom Bank but no breaking swells.

Boats staying 'innie' tacked their way up the coast while boats choosing the 'outie' route disappeared into the haze. The entire distance to Drake's Bay was a beat against the stiff wind. Crews riding the rail experienced repeated dousing, and not much lunch was consumed.

Buzz Blackett's Antrim Class 40 *California Condor* set the monohull pace, completing the 31-mile course in 5 hours, 19 minutes, 40 seconds. Rick Walton's Explorer 44 trimaran *Round Midnight*, the only multihull to finish, sailed the course in 5:13:30. Most boats completed the course in 6 to 7 hours, but the slowest boats took 12 to 13 hours. It was a long day for racers and for the race committee waiting for them at the Drake's Bay finish line. Many boats finished after dark, and the CYC committee boat thoughtfully remained brightly lit and provided GPS coordinates for the finish line to boats requesting that information.

Boats arriving in Drake's Bay found the wind blowing in the high 20s and low 30s while they began to anchor. Bob Johnston and Chris Case, doublehanding Johnston's J/92 *Ragtime*, described the wind as "howling in the anchorage as we sailed to the north end, got in close under the cliffs and set the anchor with 90 feet of scope."

NOAA



OF THE DRAKE'S BAY RACE



CHAD PEDDY

Racers like to travel light, but anchoring in Drake's Bay overnight in a blow can demand more. Jim Quanci, an experienced Drake's Bay anchorer, dug through his garage to find a "big piece of iron" before heading for his boat. Pat Broderick hauled out his Pacific Cup-required anchor and took it along. The more "cruiser" than "racer" entries came equipped with plow anchors on rollers.

Both boats dragged onto the beach in the wind and darkness.

On his Hylas 49 *Hylite*, Michael Jarzabkowski set his 88-pound anchor paying out 180 feet of chain, then set the anchor alarm and didn't move all night. On Steve Hocking's Beneteau 45f5 *Ohana* the plow anchor with lots of chain kept the crew cozy all night. Not everyone fared so well.

Sunday morning's light revealed *California Condor* hard aground with the tide going out. The trawler *Tortuga* attempted to pull *Condor* off but failed, so there was nothing to do but wait for the afternoon's high tide and hope for better results.

Blackett reported they'd finished early

and then spent "two and half hours trying to set our Fortress FX 23 anchor, dragging, harvesting kelp, moving, and repeating." They finally found some kelp-free sand in 11 feet of water under the cliffs at the north end, set the anchor, and "paid out almost 220 feet of rode."

Condor rafted up with *Tortuga* and two smaller boats for dinner, and then found their 10-ft keel "softly aground." The other boats cast off and anchored nearby separately. By 2:30 a.m. things got worse when *Condor's* crew found themselves heeled over and firmly aground. The modest wave action pushed them farther aground as the night wore on.

In the morning *Tortuga* attempted to pull *Condor* off the sand without success, and the decision was made to wait for the afternoon high tide. Luckily that tide allowed them get off with minimal damage to the keel, and they sailed home safely.

On his Islander 30-2 *Sweet Pea* — one of the slower boats in the race — Jan Hirsch arrived late and anchored in 20 feet of water with "180 feet of oversized chain and rode." But shortly after anchoring he and his doublehanded crew, Danny Harris, saw red flares from Ryle Radke's Beneteau 323 *Friday Harbor* about 300 yards away. They reported they had steering problems. Jan asked *Friday Harbor* if they needed assistance and stood by, but Ryle and his crew, James Mobley, were able to resolve their problem.

Arriving after dark, Rusty Roy, sailing his Moore 24 *Cadenza*, became fouled in *Round Midnight's* ground tackle, eventually coming alongside the trimaran. As a result, both boats dragged onto the beach in the wind and darkness. *Cadenza* managed to get pulled off, but Walstonsmith ended up calling Vessel Assist for a tow off the beach.

Things looked even grimmer aboard Michael Johnson's and Vera Chotzen's Beneteau First 40 *Vera Cruz*. They anchored near the RC boat and "enjoyed *pu pu's* and dinner." They noticed the wind velocity increasing, but weren't too worried since they thought they had

a very secure anchor set. The wind began "howling through the shrouds" and about midnight they noticed *Vera Cruz* was no longer moving with the wind and waves.

Checking things out, they discovered the boat "hard up against a rock taller than our topsides and 15-ft long. Then the grinding started." They issued a mayday call on Channel 16. No one anchored in Drake's Bay answered their call, but Coast Guard Sector San Francisco did.

Their spotlight revealed that the anchor rode was stretched "tighter than a banjo string at 160 degrees off the bow," so the decision was made to slip the anchor line and attempt to motor off the rock. At full throttle they finally managed to get off and then stopped to assess any possible damage after all hands were accounted for and found to be unhurt. Then the crew checked the bilge and keelbolts for damage, the helm for normal function, and the engine/transmission. Finding no serious problem, they canceled their mayday call with the Coast Guard and decided to abandon Sunday's race and head back to Point Richmond. They arrived safely at their Richmond YC berth around 5 a.m.

They noted that numerous boats anchored at Drake's Bay were not showing anchor lights and that the only station they could raise on the VHF in the middle of the night was US Coast Guard Sector San Francisco.

Along with the boats that headed back for San Francisco Bay after groundings, others turned back on Saturday on



CHAD PEDDY

Steve Hocking's Beneteau 45f5 'Ohana' crosses the finish line in Drake's Bay.

their way up due to equipment issues or weather concerns. Some boats decided to leave early Sunday before the race started. Among these boats several failed to check out with the race commit-

THE INNIES AND OUTIES



LARRY BASKIN / BULLET

tee, resulting in mandatory calls to the Coast Guard, phone calls to 'next of kin' contacts, and location searches before everyone was accounted for.

Drake's Bay was shrouded in fog Sunday morning as crews preparing for the day's race ate breakfast, retrieved ground tackle, and hoisted sails in the moderate morning wind. The CYC RC broadcast their GPS coordinates so boats could locate the starting line in the fog. As the starting sequence began, the fog lifted and a mixed parade of spinnakers and white sails began passing the Green

"I've seen enough whales up close this year to last me a few seasons."

"1" Drake's Bay Entrance Buoy on their way south.

Again the 'innie' vs. 'outie' question arose, with a few boats sailing directly south, planning to take the 'outie' route, but most choosing the 'innie' course heading for the Duxbury Buoy, which had to be taken to port as a mark on the course. The wind sometimes backed to northwest, then clocked northerly with wind speeds in the high teens.

Bob Walden on *Sea Star* commented that "It was nice to have breeze on Sunday — it's been rare these past few years." Nick Schmidt on *Escapade* started near the committee boat, "which gave us clear air and a good lane to get

The trawler 'Tortuga' attempts — unsuccessfully — to pull 'California Condor' off the sand.

the kite up and pulling." Nick was also one of several skippers reporting whales just outside Drake's Bay and agreed with others that he'd "seen enough whales up close this year to last me at least a few seasons." The crew on *Ohana* reported whales and a sizable great white shark. Other whale reports were made all the way to the Golden Gate Bridge. Several skippers agreed with Schmidt's "I've seen enough whales, thank you!" comment.

Carlaine Johnson, singlehanded her Freedom 38 *Kynntana*, was among those who stayed out to "enjoy a more beamy reach and was rewarded by seeing humpbacks, harbor porpoises, and hundreds and hundreds of murrelets calling for their chicks." Her second-place finish in the Singlehanded Sailing Society's singlehanded division was one of the few that benefited by sailing the 'outie' route.

Overall SSS winner Al Germain, sailing his Wyliecat 30 *Bandicoot*, tried the outside, but decided the Marin coast was a better choice. Saturday's PHRO 3 winner Jim Quanci also tried the 'outie' route but reported he "did all the wrong things . . . going out when I should have been in," and paying the price with a third place on Sunday. Steve Hocking on *Ohana* also stayed out and reported, "This time we should have stayed in more."

With the stiff wind becoming westerly at Point Bonita, most boats finished Sunday's duplicate 31-mile course in less than five hours. The run from Bonita to the finish line was especially exciting with 20+ knots of west wind and 30-knot

puffs, and the flood current assisting. Andy Newell thought it was "a little surreal screaming along at 9 knots over the bottom while on deck it felt much calmer."

Sunday's finish line extended from the CYC race deck to the Red "4" Buoy at Angel Island's Point Stuart. Because the Point Stuart end was favored by half a mile, most boats finished there, making it difficult for the race committee to see sail numbers, especially

with confusion caused by casual afternoon sailors out taking advantage of a nice day on San Francisco Bay. The finish was recorded on video, but even that proved difficult to examine due to the distance. There was some confusion with similarly colored chutes, white sails, and lots of white hulls, but with due diligence and a few phone calls the race committee finally got things sorted out.

A further complication was caused by the overlapping SSS and OYRA fleets, with the majority of boats competing in one or the other, but a few in both. Because of the way each organization divides its boats into divisions, the short-handed boats sailing both races had different starting times, which needed to be adjusted before final results could be announced.

First-time Drake's Bay racer Jan Hirsch on *Sweet Pea* summarized the many comments about the Drake's Bay Race weekend by commenting: "Thanks everybody for a great race!"

— pat broderick

OYRA DRAKE'S BAY RACE I, CYC, 8/12

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Hokulani**, J/120, Tracy Rogers; 3) **Chance**, Farr 395, Stanley Hales. (6 boats)

PHRO 2 — 1) **Bloom County**, Mancebo 31, Elliott James; 2) **Junkyard Dog**, J/109, James Goldberg; 3) **Ohana**, Beneteau 45F5, Steve Hocking. (7 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Ahi**, Santana 35, Andy Newell. (10 boats)

SHS — 1) **Plus Sixteen**, Olson 911, Paul Disario/Del Olsen; 2) **Ragtime!**, J/92, Bob Johnston/

OF THE DRAKE'S BAY RACE

Chris Case; 3) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews. (8 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44 tri, Rick Waltonsmith. (3 boats)

OYRA DRAKE'S BAY RACE II, CYC, 8/13

PHRO 1 — 1) **Rufless**, Melges 32, Rufus Sjoberg; 2) **Chance**; 3) **Hokulani**. (3 boats)

PHRO 2 — 1) **Bloom County**; 2) **CruzSea Baby**, Beneteau 10R, Brian Turner; 3) **Escapade**, Express 37, Nick Schmidt. (7 boats)

PHRO 3 — 1) **Sea Star**; 2) **Bombora**, Express 27, Rebecca Hinden. (10 boats)

SHS — 1) **Hang 20**, Express 27, Lori Tewksbury/Eric Ochs; 2) **Nancy**; 3) **Plus Sixteen**. (7 boats)

SSS DRAKE'S BAY RACE, CYC, 8/12-13

SINGLEHANDED SPORTBOAT — 1) **Archimedes**, Express 27, Joe Balderrama, 3 points; 2) **Cadenza**, Moore 24, Rusty Roy, 5. (2 boats)



PAT BRODERICK / NANCY

'Green Buffalo' as seen from 'Nancy', returning from Drake's Bay in Sunday's race.

SINGLEHANDED PHRF 111-150 — 1) **Bandicoot**, Wyliecat 30, Al Germain, 2 points; 2) **Kynntana**, Freedom 38, Carliane Johnson, 4. (4 boats)

DOUBLEHANDED SPORTBOAT — 1) **Six Brothers**, Columbia C32, Chris Kramer/Colin Kramer, 2 points. (4 boats)

DOUBLEHANDED PHRF 109< — 1) **Saetta**,

J/120, Ludovic & Delphine Milin, 4 points; 2) **Lightwave**, J/105, Simon & Ian James, 5; 3) **Ragtime!**, J/92, Bob Johnston/Chris Case, 6. (5 boats)

DOUBLEHANDED PHRF 111-150 — 1) **Nancy**, 2 points; 2) **Hylite**, Hylas 49, Michael Jarzabkowski/John Woodworth, 4; 3) **Friday Harbor**, Beneteau 323, Ryle Radke/James Robert Mobley, 9. (4 boats)

DOUBLEHANDED PHRF >154 — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch/Danny Harris, 2 points; 2) **Foxxfyre**, Yamaha 33, Doug Soderstrom/Kristen Soetebier, 4; 3) **Galaxsea**, Nauticat 44, Daniel & Robert Willey, 7. (3

boats)
SINGLEHANDED MONOHULL OVERALL — 1) **Bandicoot**; 2) **Kynntana**; 3) **Archimedes**. (6 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Nancy**; 2) **Lightwave**; 3) **Saetta**. (16 boats)

DOUBLEHANDED MULTIHULL — 1) **Humdinger**, Greene 35 tri, Lawrence Olsen/Cliff Shaw 2 points. (2 boats)

Full results at www.jibeset.net

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THE LATITUDE 38 INTERVIEW

Lia Ditton

This isn't a story about a rower. Even though Lia Ditton has been training in San Francisco for a March 2018 attempt to become the first woman to row solo across the North Pacific, and even though she's already rowed the Atlantic doublehanded, Ditton is a sailor. The 37-year-old is a veteran of the OSTAR and Route du Rhum and was captain of the trimaran featured in Waterworld. Ditton looks at rowing as an extension of being a sailor, and says that to be successful, she needs to train as if she were preparing for a 'round-the-world race. Ditton is also an artist, and talks about the aesthetics of water, sometimes describing the ocean poetically (she called waves in a hurricane "walls of swirling white and jade") and has done installations inspired by her sailing ventures. She's British, and laughs often and robustly, punctuating her thoughts. But she's also very matter-of-fact, even understated. "So rowing the Pacific," she shrugs, "should be just like rowing the Atlantic . . . but twice as long [laughs]."

Latitude: *So where are you in your program?*

Lia: I'm training, which means hours and hours of rowing. And now it's hard, because it's summer and the wind and tides are strong. I thought that I would be able to handle these conditions by the time I got to this stage, but the reality is that 25 knots of wind is still 25 knots of wind [laughs].

I moved here because I thought San Francisco Bay would be a great place to train. And I wasn't wrong! I've learned a lot about maneuvering the boat and about the Bay.

How will you be navigating?

Same as on a sailboat — I'll have a small laptop attached to a sat phone and GPS. Unlike a sailboat, I'll only check it once a day. I'll pick a course for the day with a margin of 10 to 15 degrees and try and hold that. I have a compass right in my eyeline, but the card isn't reversed and I'm rowing backwards. So I pick a number and try and stay close to it, but it's not a real number, because I'm not going in the direction for which the compass would be relevant [laughs].

The main thing for this attempt is the navigation. I began wondering, "Why are people failing?" And I became fascinated. And after a while, if you start to study why people are failing, you start to think, well, maybe I could learn from what they've experienced and succeed. But in truth, a lot of it is the wind and the weather and cards that you're dealt. And there's not a lot you can do about that, apart from react in the right way.

Most people that go to sea in an ocean rowboat, nine out of ten are not seafarers. They're not sailors. They're people who climb mountains and run marathons across the desert. They're adventurers. And this to them is the ultimate adventure. So I wanted to look at it from a mariner's perspective. And to me that meant training somewhere like San Francisco. Somewhere where you could get conditions that were equal to or greater than an ocean.

Also, you need time in the boat. A Vendée campaign is four years. And the race is 100, 150 days at sea, and this row could be anywhere between 100 and 180 days at sea.

Tell us how you got into sailing.

When I was 11, Josh Hall came to my town. He was preparing for the BOC Challenge, and groups of school kids were taken to see his boat — *Spirit of Ipswich* — which was in the town center on its cradle. We were asked to draw the boat in the pouring rain, sitting under an archway. My drawing won the competition and I got to meet Josh and climb up the ladder to see the boat. I wore the T-shirt I won until it wore out, and I listened to the cassette of his journey many, many times, and certainly that would have inspired me. Until then, I didn't know you could sail around the world.

At university I studied fine art sculpture, and I went to India

to learn to carve stone. But I got sick, so I went on to Thailand and stumbled on the Phuket King's Cup Regatta.

After the race, there were lots of boats looking for crew to go back to New Zealand, Australia or Europe. And I thought, "Oh wow, this is an adventure that I should do!" I thought, "OK, I don't want to go straight there, I want to go past all of these countries. I'm in no rush, right? I'm 21 [laughs]."

So I joined a cruising boat, and it took five months to get from Thailand to Turkey. And that changed my life. The boat had no technology at all. It had an autopilot that drove in a straight line on calm days only, no life jackets that I can remember — it had an inflatable dinghy that was referred to as the 'liferaft'. We had a handheld GPS. The captain was a sextant user, so having a GPS was a big deal [laughs].

It was a real old-school ocean voyage, with a kerosene stove and no refrigeration. There were no showers; we swam in the sea to wash. My skin was gritty with salt, which I actually liked. All of our drinking water was in barrels, and we collected rainwater and some of it went green [laughs]. And I didn't mind! I had no point of comparison. I'm glad that was my first experience because I didn't know any different.

"Most people that go to sea in an ocean rowboat, nine out of ten are not seafarers. They're not sailors. They're adventurers."

What did you do next in sailing?

I went to the Caribbean and discovered the American raceboat scene. I had a great couple of years racing on *Brightstar*, a Reichel Pugh 70-ft sled. I had to talk my way into boats — many of which had "no girl" rules — sometimes by making sandwiches for 18 people. But that was often the only way to get on board. The captain would go, "oh well she's useful, we'll take her." Or, "oh well she's light, so she can pack the kite." For years I accepted that catering was the way to get on those boats.

Then I sailed on Roger Sturgeon's *Rosebud*, which was one of the first TP52s, and the winning TP52 at the time. It was fantastic to be part of a winning team, a real gift, because I learned what it took to be good. We went out on the racecourse — say in Antigua — for ten days before the race, as a team, with a coach. We did start after start, spinnaker hoist after spinnaker hoist, drop after drop. Our maneuvers became incredibly slick.

By the time we got to the race, I would think, oh, we're racing, because I didn't need to pack the kite after we had just hoisted it. I could sit on the rail! Racing was so much less physical than our coached sessions.

And after that, you went back to school? Was that the end of your hiatus?

I called it my sabbatical [laughs]. I think a level of maturity is helpful to do an art or philosophy degree. Going back to art school as a mature student was so easy. I read books and wrote essays because I wanted to. I was engaged, I turned up. I wasn't ready for university at 19.

We can't talk about you without mentioning your installation work portraying the 2005 OSTAR [the Original Singlehanded Transatlantic Race] in London, and how you had to get permission from MI6 (among other agencies), to truck your 35-ft trimaran through the streets of London. Does this say something about your persistence and determination?

Yes it does! [Laughs.] So I finished my art degree by entering the OSTAR, and then I reenacted the experience outside the Tate Britain gallery in central London, as a performance art work [Ditton lived on her trimaran, *Shockwave*, for 28 days, never leaving the boat during that time].

The OSTAR was a really great experience because it was so grassroots. It was all friends and volunteers, and people just wanted to be involved and be a part of something. Of course, looking back I realize I had absolutely no idea what I was doing, and I think, in part, some of those friends wanted to save me [laughs]. People would help out at weekends, and then we'd all go to dinner — sometimes 10 or 20 people. Those were really good times with a lot of camaraderie. I guess I brought people together.

What did you do after the OSTAR?

So I got my degree and then did the Route du Rhum [a singlehanded transatlantic race held every four years from Brittany, France, to Guadeloupe in the Caribbean]. And I was quite sad, because a lot of the friends that helped me do the OSTAR didn't want to be involved. They said ah well, you're a professional now. And you become something of a household name in France. I'm always surprised when I work in France and people know my name, from one year of that race 11 years ago.

The Route du Rhum and Vendée Globe are like Formula One. Around two million people came to the start. There's a whole



carnival atmosphere with a big Ferris wheel. Families make a weekend of checking out the boats and hearing the skippers speak on the main stage. It's absolutely phenomenal. And terrifying, because the race is in winter and something of a crash course. It's high drama on the Bay of Biscay, which can be gnarly [laughs and laughs].

And so the hype, and the fear before you do that race is in some ways greater than the race itself. I wasn't afraid. But other people sowed fear in me because of the history of the race, and that did me no favors at all.

What were you sailing? Didn't you have to complete a 1,000-mile qualifier?

I had an Open 40. The Open design makes sense for the IMOCA 60, but in a smaller version, you have many of the high-tech elements, but on a much smaller boat. When the boat capsizes, it capsizes like a dinghy; the mast goes in the water, and you fall out, on a 40-foot-

er. That's what happened to me when my keel became locked on the wrong side.

Wait, you capsized?

Yeah, during the qualifier. I was off the south coast of Ireland in the middle of the night, with 25 knots barreling in from behind. And there I was, in the water. And it was like black soup, but very cold. And I didn't know what had happened until I gasped. The cold seeped up from my feet, through my

"I joined a cruising boat, and it took five months to get from Thailand to Turkey. And that changed my life."

clothes and hit my chest. And then I thought oh my God I'm in the water. But I was wearing a life jacket with a harness, so I climbed back on board. If I hadn't been clipped on, I probably wouldn't be here.

It took me five hours to right the boat and reset the sails. It's hard to come back from that kind of experience and have confidence to push the boat really hard — for me it was anyway. Part of me didn't want to do the race after that. But I did it, and I don't regret it.

the latitude interview:

How was the actual race?

We had some 40- to 50-knot blasts. My class just fell apart. There were three of us left [out of five]. There was one opportunity where I could have gone past the first guy, but I was quite

"After sailing 1,500 miles in less than a week at 25 to 30 knots, you're gaining experience. You're just gaining it."

broken by then. I really like singlehanded sailing, but that boat and that race were . . . too much.

I got injured. I tore a line of muscles down my back trying to haul the spinnaker back on board after the autopilot gave out and rounded the kite up to wind. I knew at the time that I should have cut the sail away, but the boat wasn't mine. So it was really important to me with this project that I own the boat, so that if I have to abandon it for whatever reason, I will be abandoning my property. That spinnaker was the price of a small car [laughs]. I didn't want to replace a sail the price of a small car!

Did you make any art from that experience?

I was planning to do an art installation after my Route du Rhum. I wrote my diary on the inside skin of the boat itself, and everything was arranged to cut the boat in half longitudinally, down the mast, deck, keel, bulb — a massive engineering feat in itself. Why that didn't happen is a whole other story!

Even with rowing, there's always plenty to write about. I write every day, and say to myself that a day without writing at sea is a day lost; the color of the water, the joy of being there. Through words I can take people with me.

If a picture paints a thousand words, a thousand words can

Ditton, sailing aboard the 35-ft 'Shockwave' during the 2005 OSTAR. She took 11th place overall, and became the youngest female finisher.



ANDREW DARE / WWW.ANDREWDAREPHOTOGRAPHY.COM

paint a pretty amazing picture.

What was next for you?

After the Route du Rhum, I knew I wanted to race multihulls again because they're so thrilling to sail. I took the train to France to meet [famous French sailor] Alain Gautier and see one of his 60-ft trimarans for charter. But I looked at the boat and said, "I don't have the experience for that. It's out of my league. It's a monster."

But Alain called me two weeks later and said, "if you want some experience, come on this delivery." And I thought, "Oh. My. God." It was *Foncia*, his latest boat which was one of the fastest 60-ft trimarans at the time. I was so excited.

We went for daysails while we were waiting to leave. The French, they just love sailing. Who does that? I mean, who does that on a 60-ft trimaran? With other teams, it's always a hassle with so many people involved. Alain would say: "Let's go for a sail!" So we went out for a couple of afternoons and blitzed around the coast. When we finally had the right weather to leave, the trip was *rough*, but it was the best sailing I've ever done in my life. We cruised at 32 knots. The waves passed underneath the hulls. We didn't feel them at all, just totally flew over the top of them.

A couple of days after that delivery, I was invited to do the 2007 Transpac on the *Waterworld* trimaran [now named *LoeReal* and owned then by Howard Enloe]. It was one 'yee-ha' moment after another. I was going: "Oh my God, another great ride!" I felt like an imposter on both trips. But after sailing 1,500 miles in less than a week at 25 to 35 knots, you're gaining experience. You're just gaining and gaining it.

You eventually became the captain of that boat, correct?

I did. During the Transpac, I held the record for the boat's top speed. I got the job partly for that, but partly for saying how I would do the delivery back —

how much fuel and what route I would take. Which reminds me of the comment by Sheryl Sandberg [the COO of Facebook], who said that men get hired on premise, and women get hired on proving themselves. And I proved myself, so became captain of the boat.

LoeReal was old. She would go max 30 knots, but 30 was like, "Oh, God, we're going to break something." And it didn't fly the middle hull. In my tenure, the boat had a complete refit. We fitted a new mainsail and a new daggerboard. That pushed up the speed, but really there was nowhere else you could go with the boat in terms of development. It was originally built as a fantastic \$3 million boat, but Hollywood hacked it up. They ruined it.

I would have stayed [on *LoeReal*], if there were more races. But once you've done the Transpac, the Puerto Vallarta and the Newport to Ensenada, there are not many races to do in SoCal. Little did I



lia ditton



Ditton aboard 'Dangerous When Wet' in the 2006 Route du Rhum. After capsizing in the qualifier, she took second in her class.

know that Enloe would go and buy the *Mighty Merloe*, formerly *Groupama*. If only I'd known, I might still be flying around San Diego now! They've also had Loïck Peyron and some other famous French sailors come and crew. So that's too bad [laughs].

Talk about what it's been like to be a professional female sailor, as well as a rower.

If a woman had already succeeded in rowing the Pacific, I probably wouldn't be attempting the crossing myself. So there is a part of me that would like to push that frontier. As far as getting sponsored goes, being a woman has pros and cons. I think the perception of sponsorship is interesting from the outside.

My male counterparts always think, "Well she's a woman so she'll get a sponsor," and I think that is so wrong. It's hard work whether you're a male or a female. There are a lot of people who want to meet and entertain you if you're an adventurous woman. But they don't necessarily want to take the risk of sponsoring you.

By nature, we always employ the people we know, the people

we trust — and if you race on a fully crewed boat and it's all male, those are going to be the people you hire. I think the America's Cup has to be like the Volvo Ocean Race, where you have women on board each boat as part of the rule. It has to be that way.

Tell us about how you got into rowing.

So it was 2007-08 . . . and, oh right, the financial crisis. No one was employing anybody. Right before it happened, I got a job as a business development manager, at a time when there was no business to develop [laughs]. So I got to see what it's like to work in an office, and it didn't work very well for me [laughs].

Then out of the blue I got a call asking if I'd like to row the Atlantic with a Danish Olympic rower, which I thought was very funny. Like, really funny. No one was employing anybody on race boats at that point, so I started to read about ocean rowing [Ditton said there are eight books on the subject] and became fascinated.

And then I rowed the Atlantic. Not with the Danish Olympic rower, but with somebody else. And I remember in the run-up to our departure, there was so much fear involved, because you're in such a small boat and it's such a big ocean. And the idea of rowing an ocean was in a way greater than the reality.

When I was packing the boat and preparing everything, I looked at our EPIRB, for example, in a way I've never looked at an EPIRB before. I looked at it thinking, I might need to use that. And then I envisioned scenarios where I thought, "How would I get at it? And how would I keep hold of it?" And I realized that most EPIRBs are like a slippery bar of soap, so I spent an hour making a wrist strap, because in my mind I was thinking, OK, so the boat is upside down and I'm now in the water and I'm going to need to swim down to get the EPIRB, and once I've got it, how do I keep hold of it? So I made this loop to put my hand through. And then I looked at the flares, and again I said, if I need to use those on this rocky boat, I want a fireproof glove. So, it took my thinking about things that I was very familiar with into another area.

And then off we went.

Is it worthwhile to ask . . . why? Why would you row an ocean, on purpose? To some of us, it seems like intentionally stranding yourself at sea. Like, Life of Pi, but with oars. And no tiger.

I read a brilliant quote the other day by Norwegian polar explorer Erling Kagge. Someone asked him why do you do what you do? And he responded: "Why don't you? We are all born explorers, why did you quit?" I thought, that's great [laughs]!

Rowing the Atlantic, I was tickled by it. I was amused. The

"The idea of rowing an ocean was in a way greater than the reality."

idea of it was bonkers. But it was also fascinating. I've crossed the Atlantic nine times, so I was familiar with what was out there.

But it wasn't like I thought it would be. We were so much closer to the water than I had ever been. It was raw. Your oars are like extensions of your arms. You can feel the different textures of the water. And then staring at waves for hours and

the latitude interview:

hours, you begin to notice patterns and you see the waves change in different ways. You learn things. And, what's not to like about that? [In one of her presentations, Ditton said rowing was "like communing with her inner mermaid," and that ocean rowers "gain a PhD in waveology."]

And then whales, dolphins and fish think that you are one of them. I mean even in San Francisco Bay, I now know what it's like to be a whale, because boats come at me, and everyone's got their camera out [laughs]. And in the ocean, the whales are kind of eyeballing you going, "What are you? Are you one of me?" And then they talk to you, but you can't obviously speak whale. And you're thinking, I'm not one of you, please don't hit me. But you're so in awe that you're not scared. Every day at sea — just like every day in the Bay — is different. There are never two days the same. So it's not boring. Just a little monotonous sometimes.

Tell us about your routine out there, especially as this is your first solo row. When do you sleep? What about storms?

I expect to row until three or four in the morning, then from mid-morning onwards until the late afternoon. After sunset and before sunrise, the body's natural circadian rhythm is to sleep. So why fight that?

I like the nights. You can watch the stars revolve across the night sky, and then they kind of go to sleep and drop into the sea. It takes your mind somewhere else. I think the biggest challenge I face isn't storms, it's monotony.

If the wind is against you or if there's a storm, you want to hold your position as much as you can. There are two options: You can deploy the anchor off the front or the back of the boat. The front is fine in adverse winds, but in strong winds you want the anchor off the stern, so the boat doesn't act as a pendulum. But if you deploy it off the stern, you have to remove the rudder, and to remove the rudder, you need to pop out the back hatch [laughs]. It's an idea I'm not that fond of, because the risk of shipping a wave is high.

"I think the biggest challenge I face isn't storms, it's monotony."

You mentioned that you'll be fighting some serious current at the beginning of your trip from Japan?

The Kuroshio Current runs past Japan. It's a band of water like the Gulf Stream and it runs at a similar speed of 4 to 4.5 knots, which would be great if it didn't hit the Emperor Seamount [an underwater mountain range that continues northwest from Hawaii]. So the Kuroshio Current hits this seamount and back eddies *gloriously* in all these swirls, and that's what makes it challenging.

I think of the current as my 'frienemy': It's a free ride, but in any type of stormy conditions, it's a cauldron. It's your worst nightmare. So I'll want to ride in the current when the weather is good, and get out when it isn't. It's important to have a transducer on the boat [that measures water temperature], to see where I am in the current. I'll also want to get out of what I think of as "the first basin," the Western Pacific, as fast as possible. My worst nightmare is to be rowing forward while actively tracking backward for days. One of the rowers who attempted this record spent two weeks going around in a circle, and that has to be soul-destroying.

Has anything surprised you about this project?

Well, one thing that's become very important in the project, which I wouldn't have necessarily predicted, is the education program. Rowing an ocean blows the minds of little children in a way that going to the moon might have done for previous generations. One child, who was 6 years old, said, "if astronauts go to the moon, and you're going across an ocean, doesn't that make you an aquanaut?" [Laughs.] I thought that's so good, I should rebrand myself an aquanaut! So with the education program, we're making a pack that's free for schools, parents and children to download.

From September, I'll be going into schools in the Bay Area and talking to kids about the project and inviting their class or school to follow the expedition. We've distilled the expedition down into key areas of study, but put it in children's terms, which is fabulous. I can't wait to get out there and deliver it to kids. They're in awe of my toilet bucket for sure [Ditton calls her bathroom routine "bucket-and-chuck-it"].

What else have you learned from your training here?

Having rowed 450 miles now — around the Bay — I can't help but think, what would an ocean rowboat look like if designed from scratch with the latest thinking? And I'm at the point where I'm asking, is this boat the right boat? Now that I have experience with this boat and another rowing the Atlantic — and as safety officer of the Great Pacific Race [from Monterey to Hawaii every two years] where I check up to 15 boats per year — I can't help but question, is this the right tool for the job? And I'm not convinced. I think it will get me across safely, but I don't think it's necessarily efficient. I mean, rowing an ocean in general is not efficient [laughs].

Ocean rowing seems almost like a contradiction in terms ("Like 'round-the-world walking," Ditton said). We were surprised to learn that there have been more than 700 completed ocean rows [with the first in 1896, but the bulk resuming in the 1960s]. There are three separate rowing expeditions currently at sea as of this writing. Of the rows completed, 439 were done by Brits. France has the second most, with 60 [according to the Ocean Rowing Society]. Is there a spirit of British adventurism that explains this number of rowers?

Britain has a culture of exploration and really celebrates new achievements in exploration, especially if achieved before the Norwegians [laughs]. Children in Britain grow up with the stories of legends — Captain James Cook, Sir John Franklin and Sir Walter Raleigh.

Do you have any plans after this project?

I would like to make an installation with the boat, and live

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Ditton said she's rowed over 450 miles around the Bay on her 20-ft long, 5-ft wide, 800-lb (when not loaded) ocean rowboat, named the 'YO! boat'.

lia ditton



on the boat for a period of time on land. The main appeal, apart from the messaging — about solitude, the state of our oceans, the nature of humanity and the human condition in general — is that it makes me very accessible.

While I was on my trimaran at the Tate Gallery in London, many people sought me out, because it's not very often that you get to meet someone who sails solo across oceans, like Josh Hall with his boat in my hometown center. Josh didn't call it art, he didn't live on his boat, but he probably inspired huge numbers of people aside from me.

So sitting on the trimaran in Central London, one man wrote a really beautiful book inspired by the installation — *Dames de la Mer* ['Women of the Sea']. There was this whole ripple effect of things people took away from the piece. Their imaginations were stimulated, they went and did stuff — for which I take no credit, but it gives me huge pleasure that that was the result of it.

I get work offers even though I'm doing this expedition. I'll read an email that says: Record attempt on a MOD70, and think, "You're killing me!" Yeah, I'd like to go back to flying machines. Probably as quickly as possible before the technology moves on. Before I get left behind. Before it gets too terrifying. Before you need to weigh 200 pounds to operate everything.

Well we don't want to keep you too long. We know you're busy. Yeah, I've got to go for a row.

Lia Ditton is the author of 50 Water Adventures to Do Before You Die: The world's ultimate experiences in, on and under water, available on Amazon. To find out more about Ditton's expedition, or to find out how you can donate, go to www.yorow.org.

— tim

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SEPT. 20

**COLLECTING
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"...this old school boatyard reminded me that even work in a boatyard can be an enjoyable part of the boat-owning experience."

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THE PHOENIX OF HIROSHIMA —

ALL PHOTOS COURTESY OF THE PHOENIX OF HIROSHIMA PROJECT, THE REYNOLDS FAMILY AND BRIAN COWDEN.

In the late 1950s, a 50-ft sailboat slipped out of Ala Wai Harbor in Honolulu and sailed quietly southwest for the Marshall Islands. The crew of the ketch — *the Phoenix of Hiroshima* — would go on to carry out the work of the *Golden Rule*, which had been intercepted by the US Coast Guard for attempting to inter-



The 'Phoenix of Hiroshima' under military escort — and her owner/skipper, Dr. Earle Reynolds, under arrest — after sailing into the nuclear test zone in the Marshall Islands in 1958.

ferre with nuclear testing being conducted in the island chain. The *Phoenix* sailed into the Bikini test zone in July 1958 as the US government was in the midst of experimenting with nuclear weapons in the "Pacific Proving Grounds," which displaced the Marshallese population, scarred the South Pacific (and perhaps the world) with radiation for generations, and ramped up the global arms race.

The 'Golden Rule' never made it to the Marshalls, but her crew inspired the Reynolds family to take action. From left: Bill Huntington, Albert Bigelow, Orion Sherwood and George Willoughby. Right: Jessica Reynolds Renshaw then and now.



The *Phoenix* was commissioned by Dr. Earle Reynolds, an American anthropologist who had become one of the leading experts on the effects of radiation on the human body. In 1951, Earle was assigned by the US Atomic Energy Commission to study how the first atomic bomb impacted the growth of Japanese children. The *Phoenix*, a Colin Archer-style ketch, was built by local shipwrights in Hiroshima, and constructed from native Japanese woods. The Reynolds family would eventually sail around the world on the *Phoenix*, before meeting the crew of the 30-ft *Golden Rule* in Honolulu in 1958.

"We had been deep sea sailing for over three years and were in Hawaii, and the *Golden Rule* was just a few slips down from us," Jessica Reynolds Renshaw, the daughter of Earle, told *Latitude*. "We were so impressed by their integrity — I think of it like meeting the four presidents carved into Mt. Rushmore. Our trip had been one of pleasure, but within a month of knowing those men, my father was motivated to act on his knowledge about the dangers of nuclear testing. I was 14, and it changed our thinking. We realized we weren't just here to enjoy ourselves."

After sailing into the nuclear test zone, Earle Reynolds was tried and convicted in Honolulu for entering the forbidden area, but his sentence was overturned on appeal. The Reynolds family would go on to sail to the USSR in another antinuclear-protest voyage. Later, other crews would sail the *Phoenix* through the

US 7th Fleet to protest the Vietnam War by taking humanitarian supplies to the Red Cross in North and South Viet-

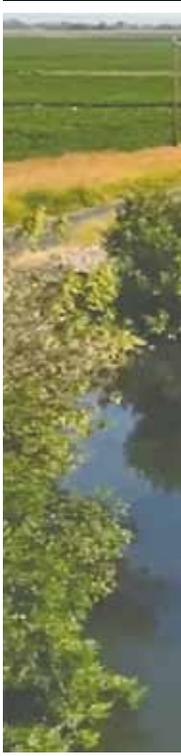
nam. Earle eventually sailed to Santa Cruz and sold the *Phoenix*. The ketch changed hands several times throughout the Bay Area, was damaged in the Loma Prieta earthquake, and was eventually given away for free on Craigslist in 2010.

But the *Phoenix*, which was declared a national shrine in Japan, now sits at the bottom of the Mokolunne River in the Delta. Much like the *Golden Rule* — an Angelman-Davies gaff ketch, which had been abandoned and gutted before she was restored and relaunched in 2015 (see the March 2013 issue of *Latitude*) — the *Phoenix* had ingloriously transcended her proud, historic past and become a forgotten relic.

Now her life is coming full circle. A nonprofit corporation was founded to raise money, and eventually the *Phoenix*, from the shallow depths of the Mokolunne. The *Phoenix of Hiroshima*, named for a creature born from its own destruction that appears in both Western and Eastern mythology, may rise from the ashes once again.

"The boat itself, for many reasons, is something which needs to be restored and kept in its place in history," Jessica was quoted as saying. "It needs to be visible. It needs to be tangible."

In early July, the *Golden Rule* sailed up the Mokolunne to the site where the *Phoenix* is sunk. It was the first time the boats had been in such proximity since Ala Wai Harbor, 59 years ago. Rose petals were scattered, and Jessica said it was exciting to see the "entire circle close." She hopes the *Phoenix* can be restored and continue its mission of abolishing nuclear weapons and other environmental threats, and again serve as an enduring symbol of peace.



MAY RISE FROM THE ASHES AGAIN



In July, the 'Golden Rule' was reunited with the 'Phoenix' (sitting some 25 feet below her keel) in the Mokelumne River. Members of Veterans for Peace spread rose petals to mark the occasion.

"It was very moving to have the boats together, even symbolically — I felt very privileged to be there for that," said Jan Passion, a lifelong peace activist who was hired to captain the *Golden Rule* for the reunion ceremony. "It would be amazing if the *Phoenix* could join the *Golden Rule* as an ambassador."

In *Phoenix of Hiroshima — An Odyssey Interrupted*, a documentary about the Reynolds' voyages, Jessica said that as a boy, her father read Joshua Slocum's *Sailing Alone Around the World*. Like many before him, Reynolds was inspired, and decided that he needed to stake out his own adventures at sea.

The *Phoenix* was built in a tiny shipyard next to the Inland Sea in Hiroshima. The local shipwrights were "used to building fishing boats, very sturdy ones for heavy seas," said Ted Reynolds, Jessica's brother, in the documentary. "But they had no idea what a yacht was supposed to be. They said, you give us the blueprints of a boat, and we'll build it for you." The ketch took three years to build. The *Phoenix* "was beautifully, elegantly made," Jessica said. "There were no power tools. One man sawed each log."

The Reynolds family (along with Jessica and Ted's mother Barbara) set sail from Hiroshima in late 1954 along with three Japanese crew — one of those sailors, Nick Mikami, whose uncle was killed by the atom bomb dropped on

Hiroshima, would go on to become the first amateur Japanese yachtsman to circumnavigate the globe (Mikami and the Reynolds family are included on *Latitude's* West Coast Circumnavigators List). Over the next three years, the *Phoenix* sailed to the South Pacific, Australia, South Africa, Brazil, the Caribbean and New York City.

"It was magic," Jessica said in the documentary. "You would wake up every morning to see where you are." Ted also expounded on the virtues of traveling the world as a young person. "I had spoken with people who had completely different ways of thinking and living — and people who had completely different ideas of my country, about America. This was my education."

The *Phoenix* eventually made her way through the Panama Canal, back to the Pacific and onward to Hawaii, where she was destined to meet the *Golden Rule*.

During his three years in Hiroshima, Earle Reynolds studied almost 5,000 Japanese children affected by radiation. "He came to understand that the work he was doing was being weaponized in some way," said Dr. David Price in the documentary. "The knowledge from these very damaged people that Earle was working with could be used for the development of future weapons that would be much more powerful."

Jessica said her father was first and foremost a scientist, and "never even crossed the street against a red light. But when we were in Hawaii, it all jelled, because in his findings, my dad confirmed that the Atomic Energy Commission knew that the radiation was damaging people. The same agency that sent him suppressed the results, and it was also in charge of the testing in the Marshall Islands. At that point, he became an activist."

While they were inspired by the crew of the *Golden Rule*, the Reynolds family did not depart Honolulu with a firm plan of action. "When we left, we were going to Hiroshima, and the Marshalls were on the way," Jessica said. "At that point we were still deliberating. We didn't decide until we got outside the test zone. We were reading books and mulling over the consequences." After entering the test zone, the *Phoenix* was escorted to Kwajalein Atoll by a Navy destroyer. The Reynolds family was then flown to Honolulu in a military transport. Earle was

In the foreground, the Reynolds family onboard the 'Phoenix'. From left: Ted, Jessica, Barbara and Earle, with local Japanese sailors from Hiroshima.



PHOENIX OF HIROSHIMA

on trial for two years, and was eventually convicted. But on appeal, the Atomic Energy Commission's prohibition against entering the test zone was ruled invalid, Reynolds was found innocent, and in 1960, the *Phoenix* returned to Hiroshima.

After sailing to California in 1970, Earle sold the *Phoenix* to Thomas Daly. Dreaming of his own 'round the world adventure, Daly poured \$40,000 into the boat. The *Phoenix* was in Oakland's Fifth Avenue Marina in October 1989, when the Loma Prieta quake struck. The ketch had a hole punched into her side, which was quickly repaired to get her back into the water.

Frustrated and in poor health, Daly sold the *Phoenix* to Al Hugon, who moved her throughout the East Bay over the next several years, then up to Vallejo and Martinez. Her teak masts were



The last known picture of the 'Phoenix' before she sank in the Mokelumne River in 2010.

stolen. "It was extremely emotional for Al to let her go," said Leeann Roxx, Hugon's wife. "The *Phoenix* was his dream and his life for so many years. He put a lot of love and labor into making repairs and making her his home."

In 2007, Hugon put the *Phoenix* on Craigslist, and gave the boat away to John Gardner, who planned to convert the ketch into a project meant to help troubled youth. Gardner tried contacting former first lady Barbara Bush in an attempt to raise money for his program.

But while being towed to Tyler Island in the Delta, the *Phoenix* was slammed into a dock, then a sandbar. She sank in 25 feet of water in 2010.

"I think it would be fantastic to have something that is a peace monument to the war," Jessica told *Latitude*.

"We have all these symbols like Navy ships, but I think it's important to have a monument to peace. We represented something truly magnificent about the human spirit. If one little family could do something to make a difference, it can be an inspiration to others."

To donate to help raise the *Phoenix*, go to www.phoenixofhiroshima.org. (Dave Tilton, a writer and musician in Vallejo, contributed to the reporting of this story.)

— tim

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We call that annual spring-time migration the Pacific Puddle Jump, and we report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejump.com.

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September 6, 4-6 p.m. – Free Mexico Cruising Seminar, Sausalito's Spaulding Marine Center.

September 6, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion at Spaulding Marine Center.

September 15, Midnight – Entry deadline.

October 21, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.

October 29, 5 p.m. – Pacific Puddle Jump Seminar. Inside West Marine at 1250 Rosecrans St., San Diego.

October 29, 11 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.

October 29, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.

October 30, 10 a.m. – BHH Kick-Off Parade.

October 30, 11 a.m. – Start of Leg One to Bahia Tortugas.

November 2, 2 p.m.-Daytime – BHH baseball game at Turtle Bay.

November 3, 11 a.m. – Famous Turtle Bay Beach Picnic Party.

November 4 – Start of Leg Two to Bahia Santa Maria.

November 6 – Bahia Santa Maria Day; a layday for relaxing and exploring.

November 7 – Beach Party at BSM.

November 8 – Start of Leg Three to Cabo.

November 9 – Dance Party at Squid Roe.

November 10 – Cabo Beach Party.

November 11 – Awards presentations hosted by Cabo Marina.

November 30, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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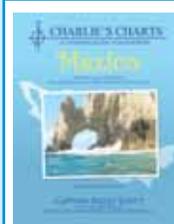


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PACIFIC PUDDLE JUMP RECAP —

Year after year, countless sailors from dozens of countries and literally all walks of life share the same lofty dream: to cross the vast stretch of open ocean that lies between the West Coast of the Americas and French Polynesia — gateway to a magical array of lush, tropical islands that pepper the South Pacific as if strewn across it by the hand of ol' King Neptune himself.

sail individually from a variety of West Coast ports — California to Ecuador — anytime between early March and late May. Along the way, many crews kept in touch via daily radio nets, only to finally meet face to face after arriving in the turquoise lagoons of Polynesia.

As any ocean passages could tell you, no two long passages along the same route are ever identical, but this year's reports make it sound as if wind and swell conditions were more varied than usual along the rhumbines from Mexico, Panama and the Galapagos (the most common starting points).

"We were expecting more wind for the passage, and weren't expecting confused seas for 80% of the trip,"

wrote Robert and Nancy Novak of the Oyster 485 *Shindig*. By contrast, Rob Macfarlane of the Morgan 456 *Tiger Beetle* reported: "We had good wind the whole way; it never really stopped." (Both of these San Francisco-based boats left from Banderas Bay in April.)

No two long passages along the same route are ever identical.

Generally, many crews complained of annoyingly light winds much of the way across, which apparently led to more minor breakdowns than usual — wallowing in light air can cause all sorts of problems, especially on older boats and gear.

Although they eventually arrived

safely, Paul and Leslie Granger of the San Diego-based Island Packet 38 *Rocinante* had more than their share of bad luck: "A thousand miles from San Diego, the rudder started jamming until it was permanently unusable. We also lost the rivets on the gooseneck fitting and the boom vang mount broke, requiring the boom to be strapped down with the mainsail double reefed."

With roughly 1,000 miles to go before making landfall, Aussies Paul and Jill Carter of the Buizen 48 *Elevation* reported losing their rudder — literally, right out of the bottom of the boat. Fortunately, they had an "emergency steering kit" plus plenty of fuel, so they were able to make landfall at the Marquesan island of Nuku Hiva without additional drama.

An even greater source of concern was when Aussie captain Paul Ferris of the Lagoon 440 *EZ GO* reported that

well-known Bay Area sailor John Harold, 68, had apparently suffered a stroke. An air evacuation was not possible, but with medical input via radio and sat phone, the stricken crewman traveled the remaining 350 miles to Hiva Oa with no additional complications.

Light air also resulted in a number of boats arriving later than expected, causing concern among family and friends back home. All eventually arrived safely, however, except one: The tragic footnote to this year's PPJ is that the fate of single-hander Richard Carr, 71, remains a mystery. Having set out from Banderas Bay, Mexico, May 2 aboard his San Pedro-based Union 36 *Celebration*, Carr, a retired psychotherapist, alerted family members on May 28 — via texts from his InReach satellite tracking device — that he was experiencing unspecified



WADE MILLER / COCO DE MER

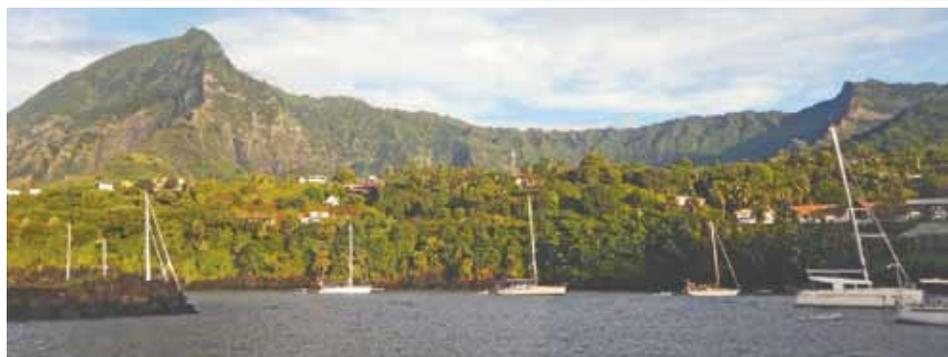
Playtime in the Polynesian lagoons. Our hats are off to 'Coco de Mer' photographer Wade Miller for capturing this amazing shot.

Despite the fact that making this three- to four-thousand-mile passage — the Pacific Puddle Jump — is high on many sailors' must-do lists, the enormity of preparing for it prevents most from ever attempting it. Knowing this, those who do accept the challenge find that making landfall in the archipelagos is especially sweet and special.

In these pages we'll attempt to give you a capsule overview of this year's westward migration, complete with excerpted insights and advice from a variety of sailors who responded to our annual survey.

More than 200 boats from 23 nations registered with the 2017 Puddle Jump fleet. As always, fleet members set

Many arriving cruisers stop first at the Marquesan island of Hiva Oa, as it is the easternmost port of entry into French Polynesia.



JUST PASSING WIND



PASSAGE-MAKERS' INSIGHTS & ANECDOTES

problems and was in peril. With that, a massive search was initiated, based on his last-known position (06°S, 127°W), which put him roughly 2,000 miles southwest of Puerto Vallarta and 1,800 miles southeast of Hilo, Hawaii. No fur-

They reported losing their rudder — literally, right out of the bottom of the boat.

ther messages or radio calls were ever received.

Over the next 24 days, US and French military recon aircraft, plus helicopters from three commercial vessels, searched nearly 60,000 square miles of open ocean — "an area the size of Oklahoma," according to USCG 14th

District in Honolulu — without any sign of *Celebration*.

According to Richard's wife Martha, he grew up near the Niagara River and had a lifelong fascination with boats and the sea. Having sailed to Mexico last fall with the Baja Ha-Ha rally, this Puddle Jump crossing was to be the next step in his intended around-the-world cruise. Our sincere condolences go out to the Carr family.

Every year we ask Puddle Jumpers to share their passage data and impressions from the crossing, as they provide excellent food for thought for future voyagers. For some reason we didn't receive a huge number of responses this year, but the excerpts that follow are generally representative of the fleet as a whole. We hope you'll find them to



rolling and rocking where you could not stand without assistance."

Me Too — "For us, it was easier than expected."

Te Poerava — "Because of the light winds, we wished we had an easier way of sailing downwind at night. Since our boat is a cat and we don't have a screacher or code zero on a bowsprit, we ultimately just ended up sailing our spinnakers at night, which obviously isn't ideal if you get hit by a squall."

Adavida — "For us, the only surprise was its ease. No major surprises; only a few unpleasant squalls."

Sky Blue Eyes — "There were good days of sailing, but more time was spent either going slow or motoring than we anticipated. The other surprise was how quickly the time passed. We thought it was going to feel like forever out there, but you keep busy and before you know it you are there."

Black Watch — "We had only double-handed overnight once before, so we were a little nervous about lack of sleep. But we were surprised how easily we got into the routine. Overall it was a great experience."

Findus — "After crossing the Atlantic in January 2016 we expected an exhausting and somewhat boring passage. But crossing the Pacific was very relaxing most of the time."

Just Passing Wind — "Our trip was 90% boredom mixed with 10% sheer terror."

Danika — "This was the best sail of my life! The Marquesas and Tuamotus were wonderful."

Tiger Beetle — "The realities of the



As her Santa Cruz-based Maxim 380 approaches landfall, Kristina Finstad raises a toast to 'Te Poerava's safe arrival. Inset: 'Shindig' reaches 00° 00'.



be as instructive and insightful as we do.

How did your passage-making experience differ from your expectations before the trip? Any surprises? (You'll find boat types and owner info in the table on page 86.)

Slow Flight — "We were expecting downwind sailing in the trades but there was little wind and lots of

PACIFIC PUDDLE JUMP RECAP —

trip roughly matched expectations: good reaching conditions out to the NE trades, deep downwind in the trades, ITCZ was mellow, although lightning during a squall at night gave us more excitement than we desired."

of no fish caught and no rain. The lows were getting seasick, things breaking, and seeing a storm come in that we needed to run from, which meant burn-

ing fuel and beating into wind and waves."

Sky Blue Eyes — "The two most memorable highlights were crossing the equator and making landfall at Hiva Oa. Other highlights were the amazing Marquesas with their wonderful and generous people, a Polynesian church service where we heard unforgettable singing in harmony and counterpoint, buying wood carvings and tikis directly from artisans in their homes, and hiking to beautiful waterfalls.

"The Tuomotus seem like a dream: light-blue water surrounded by palm trees, like an image you'd see on a postcard, but now you are in it! Snorkeling with sharks and the fabulous variety of colorful fish was also outstanding. Despite

the stress of traversing the entry passes, the Tuomotus were wonderful.

"The low points were the days of no wind, the long squall line after passing the doldrums, and not being able to get our main furled in the middle of the night while gusty winds were blowing."

Black Watch — "High points: Sighting dolphins at night 1,000 miles offshore, a crazy phosphorescent show, our lack of boat problems, our equator crossing, and showering in the rain squalls.

"Lows: Trying to adjust to sleeping during rough nights once we hit the windy trades, and keeping the boat sailing in the light winds."

Findus — "High points were the beautiful starry nights, the

illuminating water, schools of dolphin and — absolutely — the good mood on board."

Just Passing Wind — "A high point was our first day under sail with this boat. For the lowest low, it's a toss-up between losing the autopilot and losing the prop shaft!"

Shindig — "For us, highs were long

"A high point was sighting dolphins at night 1,000 miles offshore."

spinnaker runs, swimming in the middle of the ocean when becalmed, the equator crossing, and our nighttime arrival at Nuku Hiva. The lows were hot, damp conditions belowdecks for two or three days while sailing around 8°N.

Solace — "High points were sighting land at the end of our crossing, keeping in touch daily with fellow cruisers who were sailing the same line, and flying the spinnaker. A low was blowing out the spinnaker for the second time after spending half a day repairing it at sea."

Ever the jokers, the Corbin family aboard 'Me Too' fully embraced the opportunity to get silly when they crossed the equator.



WADE MILLER / COCO DE MER

We're not sure if these salty sailors are jumping for joy after making landfall, or are cooling off in mid-ocean, but it looks like big fun.

A long crossing is often a balance of highs and lows. What were some of the high points or low points of your crossing?

Slow Flight — "Low: cleaning up poop left by the 17 boobies that took refuge on our bow and anchor. High: I can't believe I'm saying this, but finally being able to do laundry while in the doldrums was a high for me."

Te Poerava — "High points were catching some big tuna and marlin, being escorted out of Banderas Bay by humpback whales, the lobster dinner at our equator-crossing party, sunset cocktails, and a dolphin escort at sunset just as we made our first sighting of Hiva Oa.

"Low points were motoring during long, hot periods of no wind while worrying about running out of fuel, tearing our big asymmetrical spinnaker after our best day's run, and having to slow down for an extra day to make landfall during daylight."

Adavida — "For us the high points were night sailing and bathing in perfect turquoise water when becalmed. The lows were hours of calm."

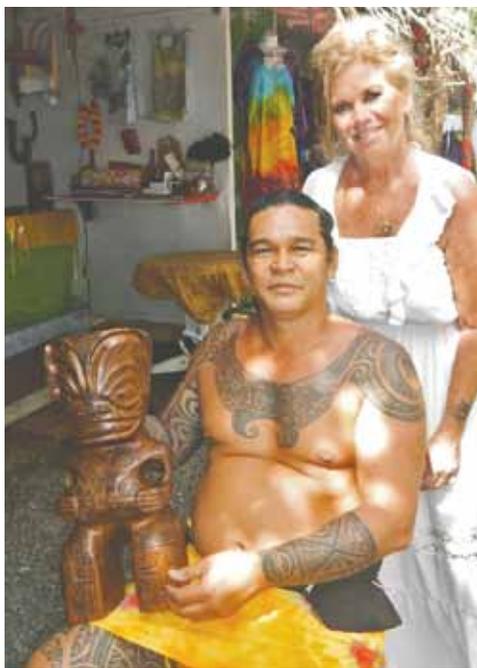
Coco de Mer — "High: catching a big spearfish in the middle of a squall with hard sideways rain; all this after days



ME TOO



PASSAGE-MAKERS' INSIGHTS & ANECDOTES



JUST PASSING WIND

Judy Wahl of 'Just Passing Wind' strikes a pose with her new Marquesan friend, who's obviously a very talented woodcarver.

Did you celebrate crossing the equator? If so, how?

Slow Flight — "We crossed on Easter Sunday and made aluminum-foil bunny hats."

Coco de Mer — "We held trials for sea crimes committed against Neptune with strong penalties such as kissing a tuna we'd just caught or confessing your boat crimes before the crew. Afterwards, we all crowned each other shellbacks and

A frequent revelation when exploring the Tuamotu lagoons is that you are sailing through a postcard.



WADE MILLER / COCO DE MER

partied a bit."

Findus — "We enjoyed a very good meal with duck legs and a little glass of red wine. And the skipper swam naked across the equator (secured with a line)."

Can you remember the feeling you had when you first made landfall?

Slow Flight — "A squall hit as we arrived at daybreak, so we couldn't see the land, but then it passed and the view was amazing!"

Me Too — "Elation. We saw Oa Huka 15 hours before we dropped the hook. The happiness of that moment cannot be translated."

Te Poerava — "It was a feeling of accomplishment and satisfaction, of doing something not many people do, and relief for making it! We had a beautiful double rainbow over Hiva Oa on arrival with some rain, but we didn't care in the least about getting wet. Once ashore, boy that first Hinano (beer) tasted good!"

Coco de Mer — "We felt a nervous sense of relief as we had gotten used to our sea home and now land felt like something foreign and unknown."

Sky Blue Eyes — "It was surreal to finally arrive since we had been dreaming for so long of completing the passage and seeing the lush green of the Marquesas. It was a feeling of accomplishment mixed with the relief that we had made it. The support we had from family and friends along the way made it feel like they were landing with us."

Black Watch — "When we got close to making landfall, a school of dolphins led us in, jumping in front of the bow as if we were in some Discovery Channel show. We felt relief

and excitement at completing a safe and comfortable passage."

Solace — "Elation and relief. Also a great sense of accomplishment, as this is where we crossed our path and completed our world circumnavigation."

What advice would you give to future Puddle Jumpers?

Rocinante — "Have a wind generator as well as solar panels. In the Marquesas, the skies were more than 50% overcast, but the wind was always blowing."

Me Too — "Prepare your boat and yourself appropriately and you will have



SHINDIG

Ah! We get it. Having crossed to the Southern Hemisphere, the 'Shindig' crew figures it's appropriate to fly their battle flag upside down.

a wonderful adventure!"

Te Poerava — "Bring lots of spares, light-air and downwind sails (at least two), bring lots of booze and beer because it's expensive in French Polynesia, be sure your boat has plenty of shade, pay attention to chafe, bring lots of books and fishing gear (two-speed trolling reels and Skabenga lures), make your own yogurt, and bring all the not-yet-ripe fruits and veggies you can store."

Adauida — "After what appears to have happened to Richard Carr, *always, always*, run your AIS."

Coco de Mer — "French Polynesia is a special place. Before you set sail, get a one-year long-stay visa from a French embassy or consulate. Even if you don't stay that long, having it will give you more flexibility about leaving. This has been a favorite stop during our world travels and we wish we could stay longer."

"Also, strongly consider visiting Easter Island (Rapa Nui). It's a great place

PACIFIC PUDDLE JUMP RECAP —

BLACK WATCH



and, while it makes the passage a bit longer overall, each individual leg is shorter. Both the Gambier archipelago and Easter Island were unique stops off the typical path, which made them that much more special."

Sky Blue Eyes — "Bring spare parts, spare parts, and more spare parts. Also, provision well and bring your favorite snacks. You might not see them again for a while."

Just another lousy sunset in mid-ocean, right? This one was shot from the deck of 'Black Watch' whose crew are newlyweds.

Black Watch — "Don't worry too much about bringing extra crew, if you work well with your partner and have a boat that you both know well, just go for it."

Findus — "Meals are a highlight of each day, so even in bad weather you should try not to end up just eating

chips or chocolate. You'll feel much better with at least one hot meal a day."

Just Passing Wind — "Take your go-fast sails down, reef for 30 knots of wind before dark and enjoy the night. Bring extra autopilot parts."

Shindig — "We had great crew and everyone got along. Choose crew wisely for a three-week trip! Also, provision well and have good food for the passage. Get long-stay visas. Everyone we met would have liked to slow down and take more time enjoying the Marquesas and Tuamotus. Do regular boat inspections on passage. We found many loose screws in the gooseneck fitting, missing ringdings in the lifeline pins and a screw backed out of the wind generator support pole."

Solace — "A watermaker reduces the stress of hoping to have rain along the way, and also when visiting the Mar-

2017 PACIFIC PUDDLE JUMP — PASSAGE DATA

Although not a huge number of Puddle Jumpers responded to our survey, those who did give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Made Landfall	Days of Crossing	Miles of Crossing	Equator X Long	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
Adavida	Morgan 382	Terence Thatcher & son James	Portland, OR	Puerto Vallarta, 3/6	Nuku Hiva	24 d	2,700	127°W	110 hrs	150 nm	90 nm	25 kts	n/m	Wire topping lift parted — the one piece of wire rigging we had not replaced). Mainsheet shackle came loose and bent.
Black Watch	C&C 39	Adam & Alicja Southerland	Seattle, WA	Puerto Vallarta, 3/15	Nuka Hiva	22 d	2,800	n/a	15 hrs	160 nm	85 nm	35 kts	0	Nothing other than a lightbulb failed in the galley.
Coco de Mer	Privilege 495 cat	Wade & Hodges Miller	Charlotte NC	Galapagos, n/a	Gambier	22 d	n/a	88°W	295 hrs	210 nm	140 nm	35 kts	5	Chafe on mainsail and battens, alleviated by baggie wrinkles. Windlass quit; blown spinnaker, generator problems (all solved underway)
Danika	Westsail 42	John Larsen	Sitka, AK	La Cruz, 5/4	Hiva Oa	21 d	2,954	131°W	75	172 nm	120 nm	40 kts	2	Broke telescoping spinnaker pole, which we really shouldn't have been using. Managed to repair it, but it's 4 feet shorter now!
Fandango	Golden Wave 42	Ian McCallum	Prince Albert, CAN	N. Vallarta, 3/24	Hiva Oa	25 d	2,466	131°W	13 hrs	176 nm	32 nm	43 kts	2	Broke lower shroud tangs, autopilot failed on last day of crossing
Findus	Catalina 34	Reinhard & Karen Böhle	Glücksburg, DEU	Panama, 4/16	Nuku Hiva	33 d	4,190	86°W	12 hrs	170 nm	90 nm	32 kts	2	only the mainsail cover tear.
Just Passing Wind	Sundeer 60	Jeff & Judy Wahl	Yankton, SD	Galapagos, 4/15	Hiva Oa	26 d	3,308	89°W	34	182 nm	84 nm	35 kts	2	Lost prop shaft and all that goes with it; spinnaker and Code Zero issues; problems with autopilot's hydraulic hoses.
Me Too	Catalina 42	Clayton Corbin	Coronado, CA	N. Vallarta, 3/27	Nuku Hiva	24 d	2,870	132°W	80 hrs	172 NM	110 NM	32 kts	3	Sail chafe; lost a pin to the lifelines and a shackle to the mainsheet.
Rocinante	Island Packet 38	Paul & Leslie Granger	Coronado, CA	Coronado, 4/12	Hiva Oa	27 d	2,878	134°W	10 hrs	169 NM	73 nm	25 kts	0	1,000 miles from San Diego, rudder started jamming until it was permanently unusable. Lost rivets on gooseneck fitting; boom vang mount broke requiring boom to be strapped down with mainsail double reefed; genset failed.
Shindig	Oyster 485	Robert & Nancy Novak	San Francisco, CA	Cabo, 3/24	Nuka Hiva	20 d	2,760	133°W	89	163 nm	102 nm	22 kts	0	Issues with outhaul car, coffeemaker, spinnaker dousing collar, and computer hard drive.
Slow Flight	Morgan 452	Trevor Donnelly & Kimi Willison	Honolulu, HI	La Cruz, 4/1	Hiva Oa	23 d	n/a	128°W	96 hrs	160 nm	60 nm	12 kts	2	Alternator failure; tear in mainsail; boom bolts loosened; lots of sail chafe.
Solace	Hylas 44	Paul & Gina Rae	Lyttleton, NZL	Ecuador, n/a	Nuku Hiva	32 d	4,045	n/a	n/a	166 nm	93 nm	25 kts	0	HF radio transmission problems; fridge issues; blew spinnaker twice; support pole for wind generator broke.
Sky Blue Eyes	Hunter 49	Karl Esrason & Julie Winn	Channel Islands, CA	N. Vallarta, 4/7	Hiva Oa	21 d	2,804	131°W	112	158 nm	81 nm	40 kts	n/a	Main furler slipped, leading to difficulty with reefing; broken hatch cover.
Te Poerava	Maxim 380	Kristina Finstad & Dan Chua	Santa Cruz, CA	Puerto Vallarta, 3/18	Hiva Oa	23 d	3,063	n/a	n/a	148 nm	101 nm	28 kts	4	Torn spinnaker; broken engine mount; spinnaker halyard shackle failed.
Tiger Beetle	Morgan 456	Rob Macfarlane	Olga, WA	La Cruz, 4/15	Nuku Hiva	19 d	2,870	132°W	30	162 nm	121 nm	40 kts	3	Two autopilot rams failed.

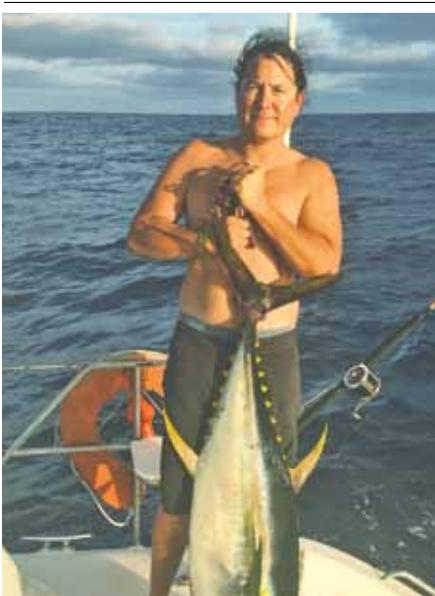
PASSAGE-MAKERS' INSIGHTS & ANECDOTES

quesas and Tuamotus, where water is difficult to get. Participating in radio nets can be a highlight of sometimes-monotonous days. Bring along plenty of

"A watermaker reduces the stress of hoping to have rain along the way."

downtime activities. Carry extra fuel. If you are starting out from South America, seriously consider leaving from Ecuador, as you will be closer to the trades. It is a great country, with some good resources. And it is also cheaper to fly to the Galapagos from Ecuador for a visit than to take your boat there (due to fees)."

Tiger Beetle — (Because skipper Rob Macfarlane is one of the fleet's more experienced offshore sailors we'd pay



TE POERAVA

If you think there are no big fish left in the ocean, check out the catch Dan Chua brought aboard 'Te Poerava'.

special attention to his input. 'Tiger Beetle' crossed in 19 days.) "Once in the trades we watched the ITCZ to the south, and paid attention to the East Pac High Seas Forecast, as they call out

the areas of moderate and strong convergence and you want to avoid those if possible. To that end we more or less aimed at a point 7°N x 130°W, which did four things for us: kept us in the NE trades so we could make good westing, brought us to a narrow point in the ITCZ such that the SE trades were roughly 300 miles south of us, kept us out of the ITCZ major convection zones, and set us up on a beam reach across the light SE trades to Nuku Hiva. The farther west you get while north, the better your reaching angle into Nuku Hiva to the south."

Crossing several thousand miles of open ocean nonstop may not appeal to every sailor, but those who embrace the challenges of 'jumping the puddle', often find it to be a life-changing experience that yields unforgettable memories. Registration for the 2018 Puddle Jump will begin in early November at www.pacificpuddlejumps.com.

— **latitude/andy**



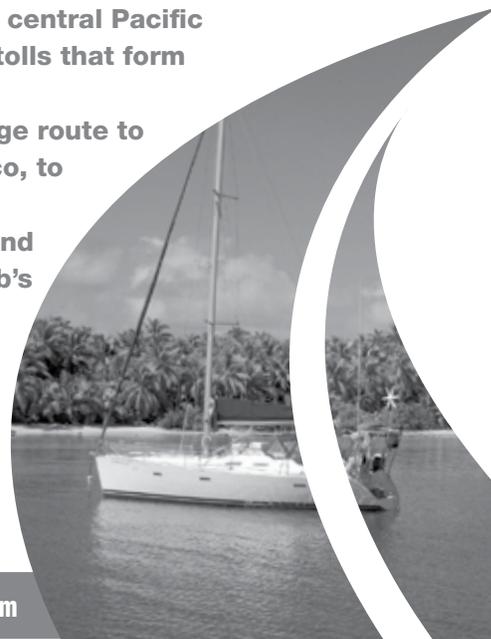
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Fifteen minutes to dock time, and still no diver. I was getting worried. Yes, I had promised myself and my crew that I was not going to stress out over our standings in the summer series this year. Racing is for fun, not for stress. Heaven knows I don't need any more cheap trophies, and I've had more than my share of bragging rights. But still, after a string of good finishes in the first half, the season win was within reach, and we really needed the diver to clean the bottom before this race if we were to have a chance of doing well.

I walked back up the dock for a better view of the parking lot, to see if the diver's van was there. But instead I ran into Lee Helm, working on the bottom of a smaller boat with a strange contraption made of PVC pipe. It was mostly underwater, but I surmised that it was a brush for cleaning the bottom.

"Now, Lee," I said. "Didn't you tell me you had to work on your thesis this weekend when I asked you to crew for me?"

"It's like . . ." she hesitated, "this was an emergency, Max. They don't have anyone else who can trim the main."

We both knew the truth. The boat she had signed onto was newer and faster than mine, and there was no point in challenging the excuse she had given me.

"No diver this week?" I asked, wondering if her skipper was in the same situation as I was, with the diver's not making a scheduled appearance.

"We hardly ever use a diver anymore," she shrugged. "Since I made the new brush, we can get the bottom cleaner this way."

"How do you know?" I asked. "Unless you go down and have a look."

Lee pulled the business end of the brush out of the water, and that's when I saw what she had created.

"It's my latest revision of the bottom-cam," she announced proudly.

"Looks a little like a remote-controlled submarine," I observed.

"That's not really a coincidence," Lee explained. "It needs a frame to protect the camera, just like those first-gen subs. Except, like, my submarine is remote-controlled with a stick, instead of with telemetry."

"Is that a GoPro clamped to the



ALL PHOTOS MAX EBB



The camera-equipped bottom brush, including diving lights.

front spar?" I asked.

"Almost. It's the Garmin version of the GoPro. But I don't use the GPS features. Just the camera and the Wi-Fi. After a few strokes on the bottom I can pull it out of the water and see the video of the part of the bottom that I

The camera found lots of fouling near the keel root. Needs more brushing. Lots more brushing.



just brushed on my phone."

I was beginning to understand what this device was for while Lee explained in more detail.

"The problem with brushing the bottom from the dock," she said, "is that you never know which part of the bottom has already been brushed clean and which part of the bottom still has growth on it. So to make for sure for sure, I have to, like, brush most of the bottom about five times to be certain that I've got every square centimeter at least once."

"But with a camera aimed at the part of the hull right under the brush . . ." I said before Lee interrupted.

"I can see what's been done and what's been missed," she finished the sentence.

"And those flashlights are waterproof?" I asked, pointing to the two flashlights clamped on either side of the

GETTING TO THE BOTTOM



camera, aimed in the same direction.

"They're diving lights, Max. But cheap ones — only \$15 each, online. Actually this whole setup works with a cheap camera too. You can get a \$70 camera that does a perfectly good job as a bottom cam. No GPS, but it does have Wi-Fi for reviewing the image on the cellphone, and all the attachment accessories too. Total cost, including the PVC for the frame and the handle, is, like, \$150."

"Where does that curved aluminum tube come from?"

"Oh, that's from an old windsurfer boom that the university sailing club was throwing away. Clubs that have windsurfer fleets are gold mines for discarded parts. Carbon mast pieces, lightweight centerboards, sail battens, strong and light spars and foils that would be really expensive if you bought them new, but up for grabs at the local sailing club dumpster."

"I'll have to check it out," I said. "To

satisfy my inner cheapskate."

"Nearly all sailors are cheapskates," Lee asserted. "It's built into the aesthetics of sailing . . . because sailing gives the illusion of getting something for nothing."

"The wind is free," I remarked, finding it difficult to disagree with Lee on this point. "I'm sure you've done this calculation, but after canceling the diver for just three bottom cleanings, you'll break even on your \$150 investment in the brush and the cameras and the lights."

"And the batteries," Lee added. "Maybe it's closer to a \$200 investment when you count all the nuts and bolts. Anyway the owner of the boat pays the bills."

"Who were you calling a cheapskate?" said the owner as his head popped out of the companionway hatch. "You know how much each of our new jibs cost?"

"She did say it was only the illusion of getting something for nothing," I said in Lee's defense.

Meanwhile, Lee had taken a few more swipes with the brush, viewed a video record of those swipes against the hull, and decided that the bottom brushing was done.

"Uh, Lee, can I borrow that thing for a few minutes?" I asked after another nervous look at the parking lot showed the continued absence of the bottom diver's van.

"Sure, Max. No prob."

We downloaded the app to my phone, Lee helped me make the Wi-Fi connection to the camera, and I ran down the dock with the brush to clean my own bottom. Fortunately the windsurfer boom that formed part of the extended brush

handle was the adjustable-length kind, so I was able to extend the brush handle by a couple of feet so it would reach the bottom of my deeper keel.

The brush was not hard to use. The fender lashed to the brush end kept it pressed up against the hull bottom, and at full extension I could push it all the way down along the side of the keel until I felt the bottom edge. Even at the wid-

"The fender lashed against the brush end kept it pressed against the hull."

est part of the boat, just aft of the keel, the brush could just reach across the centerline to the other side.

After a few strokes I pulled the brush out of the water to see how much fouling I had removed. I clicked on the button to review the video clip, and I was shocked at what I saw: There was my diver's face! He was staring right into the camera through his dive mask.

"I had some boats to clean over on the other side of the harbor," he explained after he had finished the job on my boat and pulled himself out on the dock, "so I just swam here along the bottom of the harbor to stay below the boat traffic."

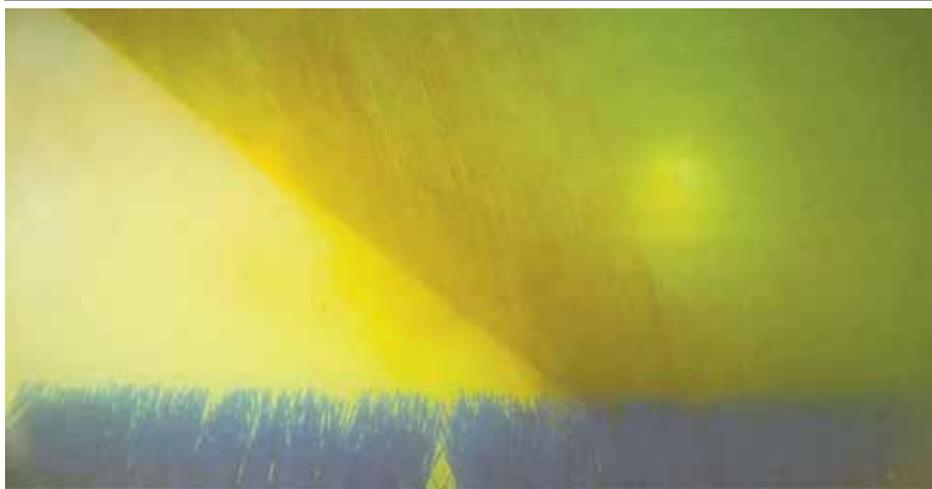
"You had me worried when I didn't see your van in the parking lot," I said. "Thanks for getting to me in time for the race."

"You can count on me," assured the diver. "You're one of my best customers."

Fortunately, the young man could not read the thought balloon floating over my head.

— max ebb

Keel leading edge. The brush is working, but a few more strokes are needed.



THE RACING

We launch September's Racing Sheet with the **Hydrofoil Pro Tour** and PCCs, continue on to the **YRA 2nd Half Opener**, turn south for the **One More Time Regatta**, and check in with the **Finn Nationals**, the **El Toro North Americans**, the **Laser Nationals**, the **Day Sailer North Americans** and the **29er Worlds**. **Box Scores** and a long list of short **Race Notes** complete this section.

Hydrofoil Pro Tour & PCC

You may have been sailing out to the Golden Gate on an afternoon cruise, or walking your dog along Crissy Field, and you've seen them. Colorful kites soar above individuals in lime green or bright red jerseys zooming at jaw-dropping speeds while magically hovering above the water. You may have been amazed at the daring exhibited by the athletes and wondered what the heck was going on.

Duking it out on the Cityfront on



LATITUDE / TIMMY

No, he's not riding the nose. To tack or jibe, kitters shuffle their feet to change their stance.

August 3-6 were 46 kitters from 16 nations, including former world champion and 2012 US Sailing Rolex Yachtsman of the Year Johnny Heineken, former world champion and 2016 US Sailing Rolex Yachtswoman of the Year Daniela Moroz, 2016 tour champion and 2017 France-stop champion Nico Parlier, 2017 Mexico-stop winner Oliver Bridge, and Ronstan Bridge to Bridge record-holder Ricardo Leccese.

This is the second year for the Hydrofoil Pro Tour, a series created by kitters for kitters to expand development. It's not one-design intentionally, so that the gear can evolve. Even from last year, the hydrofoils have gotten taller.

Their 4-ft height lifts the boards above the Bay chop. The carbon-fiber foils are engineered to act like airplane wings secured to the bottom of a long carbon-fiber shaft, providing the lift necessary to hover several feet in the air. Upwind, the kitters reach speeds of 25-30 knots. The downwind record is 45, but 35-40 knots is normal.

St. Francis Yacht Club hosted the regatta. The kitters circled their wagons (RVs) and launched at neighboring Crissy Field. San Francisco's summer winds proved fickle, with racing starting out in light wind on Thursday. Drizzle with unsettled air resulted in the abandonment of racing on Friday. "This never happens in August," commented locals about the unseasonable sprinkles.

Course races started early on Saturday, at 11 a.m., with three races completed in advance of the SF Bay Challenge, set to start at 3 p.m., just as the wind picked up and the fog backed off almost to the Golden Gate Bridge. The course for the Challenge consists of an upwind start, a single turning mark near said bridge, a run down the Bay to the Berkeley Pier, and a return to the Cityfront. The course is open to interpretation. Points from the Challenge count toward overall Tour stop standings. In addition to the kitters, 18 windsurfers competed in the Challenge.

The entire fleet ripped northeast of Alcatraz, riding the pressure and current. Racers rounded a mark at the Berkeley Pier and jammed back upwind. Reaching back to the upwind finish in front of StFYC, Nico Parlier pulled in the fastest time ever for the Challenge at 30:21, eclipsing Johnny Heineken's time last year of 45:20. Local hero Johnny finished a solid second.

The breeze really came up for the fourth and final day. Going into Sunday,

Nico Parlier was solidly in first. Fellow Frenchman Axel Mazella and Johnny Heineken were in a hot battle for second separated by just a few points. Super-windy conditions, crashes, near-misses, and unbelievably fast downwind legs meant one mistake would rip points away. In the end, Mazella held onto second by just one point.

The kitters put on an amazing show on San Francisco Bay, ripping off the start line, racing toward the beach and somehow mostly missing each other in tricky port/starboard crossings. Windward roundings saw racers accelerate from 25 knots to 40-plus knots in an instant, as they dove their kites and started to jam downwind. It was truly an amazing sight to witness.

Daniela Moroz, a teenager from Lafayette, was the only female kiter at the San Francisco stop. The 2016 US Sailing Rolex Yachtswoman of the year was mentored by Johnny Heineken's sister Erika, who had a baby and is taking a couple of years off. For more about Daniela, see



CHRIS RAY / WWW.CRATVIF.COM

US Sailing's 2016 Rolex Yachtswoman of the Year Daniela Moroz doesn't mind competing on the same level with the guys. Good thing, as she was the only female in the regatta.

<https://blog.danielamoroz.com>.

The Pacific Coast Championship in San Francisco was the third of six stops



Colorful kites swoop, dip and soar far above the heads of zooming, flying board riders in the Hydrofoil Pro Tour on the San Francisco Cityfront, creating quite a thrilling spectacle.



LATTITUDE / TIMMY

on the 2017 Hydrofoil Pro Tour. Previous stops were in La Ventana, Mexico, and Montpellier, France. The Tour continued on to Fehmarn, Germany (August 19–23), Pointe D'Esny, Mauritius (September 19–22), and Sydney, Australia (November 8–12). A cash purse puts the 'pro' in Pro Tour. For more tour news and results see www.hydrofoilprotour.com.

— meredith laitos & latitude/chris

HYDROFOIL PRO TOUR/PCC, StFYC, 8/2-6 (13r, 1t)

1) Nico Parlier, ITA, 14 points; 2) Axel Mazella, FRA, 29; 3) Johnny Heineken, USA, 30; 4) Olly Bridge, GBR, 46.5; 5) Joey Pasquali, USA, 51.7; 6) Riccardo Leccese, ITA, 64; 7) Florian Gruber, GER, 86; 8) Bruno Lobo, BRA, 97; 9) Adrian Geislinger, AUT, 107; 10) Sam Bullock, NZL, 111. (46 boards)

SF CHALLENGE, StFYC, 8/5

WINDSURF — 1) Xavier Ferlet; 2) Mike Percy; 3) Chris Radkowski; 4) Eric Christianson. (18 boards)

HYDROFOIL KITE — 1) Nico Parlier; 2) Johnny Heineken; 3) Alex Mazella; 4) Bruno Lobo; 5) Olly Bridge; 6) Joey Pasquali; 7) Florian Gruber; 8) Riccardo Leccese; 9) Theo Lhostis; 10) Sam Bullock. (47 boards)

Full results at www.stfyc.com

YRA 2nd Half Opener

Much like the YRA Westpoint Regatta, this year's 2nd Half Opener — raced on the last weekend in July — saw patches

of strong summer breeze interspersed with lighter air, especially during the final run down the Oakland Estuary to the finish line at Encinal YC in Alameda.

"I'd say it was a moderate day," said Bob Novy, the longtime driver and new owner of *Jeannette*, a German Frers 40 (originally an IOR one-tonner). "It certainly wasn't a typical breezy summer day, but we had a good run down the Cityfront in about 20 knots."

Jeannette, Wayne Koide's Sydney 36 *Encore* and Nico Popp's SunFast 3600 *Invictus* finished first, second and third respectively on Saturday in PHRF 1, and have had some close racing in the last few regattas. *Invictus* took top honors at the Westpoint Regatta, and skipper Nico Popp predicted a good rivalry among the three boats.

"On the beat out to Point Bonita, the lead changed among us half a dozen times. And that was a lot of fun," Novy said.

Koide agreed: "We were holding our own on the beat going to Bonita with a building flood tide — *Jeannette* had a full head of steam going uphill with *Invictus* and us in close pursuit. Turning downhill was much the same, as all three of our boats seem to be closely matched in speed."

Koide said that because of scattered wind holes across the Bay, there were plenty of opportunities to pass. "One

most notable was crossing the Bay Bridge before entering the Estuary. There always seems to be light, fluky wind there. *Invictus* chose to go left after the bridge and ran into another wind hole, and we were able to ghost past them before entering the Estuary."

Koide said *Jeannette* played the Estuary well, while Novy said the final run offered the kind of conditions in which his boat excels. "In light air we do better when it's puffy. Our boat is a lot lighter than Wayne's."

Sunday's racing used to be held on the Central Bay; the last couple of years it moved south of the Bay Bridge. Turnout has always been significantly lighter on Sunday than on Saturday. This year, to encourage sailors to stick around and enjoy EYC's expanded, spouse-and-family-friendly shoreside activities and to race on Sunday, the second day's course was set on the Estuary. Turnout was still very light (skippers can choose to register for just one of the two days), but we think the Sunday Estuary race is a good idea that might catch on.

— latitude/timmy & chris

YRA 2ND HALF OPENER I, EYC, 7/29

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **WildCard**, SC37, Mark Thomas; 3) **Twisted**, Farr 40, Tony Pohl. (6 boats)

PHRF 2 — 1) **Jeannette**, Frers 40, Bob Novy; 2) **Encore**, Sydney 36 CR, Wayne Koide; 3) **In-**

THE RACING

LATITUDE / TIMMY



FRED FAGO



YRA 2nd Half Opener, clockwise from top: Here they come, parading down the Estuary toward the Encinal YC finish line on Saturday; the raft-up at EYC's docks; 'Six Brothers' chases 'Sea Star' on Sunday's race on the Estuary.

victus, Jeanneau SunFast 3600, Laurence Popp. (7 boats)

PHRF 3 — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Red Cloud**, Farr 36, Don Ahrens. (7 boats)

PHRF 4 — 1) **Friction Loss**, J/30, Jenny Thompson; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Arcadia**, Mod. Santana 27, Gordie Nash. (9 boats)

PHRF 5 — 1) **Shut Up and Drive**, J/24, Val Lulevich; 2) **Neja**, Dasher 32, Jim Borger; 3) **Synchronicity**, Olson 25, Steve Smith. (7 boats)

SPORTBOAT — 1) **Kuai**, Melges 32, Daniel Thielman; 2) **JetStream**, JS9000, Dan Alvarez; 3) **Six Brothers**, Columbia C32, Chris Kramer. (9 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Snowy Owl**, Jens Jensen. (7 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan; 2) **Get Happy!!**, Brendan Busch; 3) **Motorcycle Irene**, Will Paxton. (11 boats)

OVERALL — 1) **Kuai**; 2) **JetStream**; 3) **Zamazaan**; 4) **WildCard**; 5) **Jeannette**; 6) **Twisted**; 7) **Tyr**, J/125, Tom Siebel; 8) **Encore**; 9) **Six Brothers**; 10) **Gentoo**, Soto 30, Paul Dorsey (49 boats)

MULTIHULL — 1) **Relentless**, Corsair Dash, Ben Eastwood. (2 boats)

YRA 2ND HALF OPENER II, EYC, 7/30

PHRF 2 — 1) **Snowy Owl**; 2) **Vuja Star**, J/105, Chris Kim. (2 boats)

PHRF 3 — 1) **Red Cloud**; 2) **Dare Dare**, Jeanneau SunFast 3200, Nicolas Thiebaud. (2 boats)

PHRF 4 — 1) **Arcadia**; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**. (3 boats)

PHRF 5 — 1) **Neja**. (1 boat)

SPORTBOAT — 1) **Kuai**; 2) **Six Brothers**; 3) **Benny**, J/70, Aya Yamanouchi. (5 boats)

Full results at www.jibeset.net

One More Time Regatta

In a week that saw flash floods inland and monsoonal climates, Del Rey YC ran the 42nd annual One More Time Regatta on August 5 on Santa Monica Bay. Winds were 8-12 knots and a bit westerly, and the seas lay down for a change for the 10 entries.

The race is open to all wooden-hulled boats and has seen its share of celebrity boats and skippers: Dennis Conner won the race in 2013 with *Splendor*, and *Santana*, Humphrey Bogart's 55-ft S&S schooner, won her class in 2005. This year was no different, as 90-year-old Dick McNish won the overall first-to-

finish honors driving Errol Flynn's 46-ft 1931 Fellows and Stewart yawl, *Cheerio II*. McNish sailed around the 13.6-mile inverted-start course in 2 hours, 22 minutes.

The trophy presentation featured a memorial tribute to two-time Master Mariners Regatta winner Dennis Peitso, who passed away in March. Dennis was the skipper of the Chappelle 44 schooner *Bluenose* and won the One More Time Regatta in 2003 and 2004. He drove Bob Gilbert's 98-ft Fife cutter *Bloodhound* to victory in 2014.

A group of SoCal yachties decided to organize a wooden-hull race in 1976. The first one had no wind, the fog rolled in, the rain poured, and only one boat finished, so organizer Kathy Hellman said, "Let's do it one more time." The second 'inaugural' had 25- to 40-knot winds, shredded sails and huge seas; the race committee couldn't see out of the troughs, and one racing boat took out all the windows on the committee boat's starboard side.

— andy kopetsky

ONE MORE TIME REGATTA, DRYC, 8/5

SLOOPS AND CUTTERS A — 1) **Spartan**, Rhodes 40, Tom Zetmaier; 2) **Rendezvous**, Kettensburg 50, John Busser; 3) **Antares**, Kettensburg 50, John Busser; 3) **Antares**, Kettensburg 50, John Busser.



ANDY KOPETSKY



burg 40, Steve Guilford. (4 boats)

SLOOPS AND CUTTERS B — 1) **Bequia**, 41-ft custom cutter, Alejandro Bucagov; 2) **Rogues' March**, 34-ft Herreshoff cutter, Vincent Joliet. (2 boats)

KETCHES AND YAWLS — 1) **Cheerio II**, Fellows and Stewart 46 yawl, Dick McNish; 2) **Fairwind**, Mariner 40 ketch, Tim Bercovitz; 3) **Spitfire**, Cherubini 44 ketch, Jeff Woods. (3 boats)

Full results at www.dryc.org/racing

Youth Movement at Finn Nationals

"After a little rain and monsoon weather on Friday, we had classic Bay conditions Saturday and Sunday," said Mike Kennedy, a Finn sailor and member of Encinal YC, which took on the task of running the 19-boat Finn Nationals south of the Bay Bridge on August 4-6. "It was a lot of fun, and pretty humbling, to line up against some of the best Finn sailors around."

"The regatta began on Friday after a one-hour postponement," reports PRO Jeff Zarwell, "with winds from 6 to 15 knots, shifting from 230 to 295 degrees, giving mark-set boats a good workout."

"Conditions were atypical for this time of year, with a front passing through, but it always seems our 'regular' weather is very reliable until a championship comes along, then the 'it's never like this usu-

The One More Time Regatta. Clockwise from upper left: The winning crew of 'Cheerio II' were (left to right) Doug Dodge, Kevin Dickmann, Randy Alcorn, Dick McNish, Mike Lorenzen and Walter Rusakoff (not pictured is Bill Brayton); 'Cheerio II', a Fellows and Stewart yawl; 'Spitfire', a Cherubini 44 ketch; and 'Fairwind', a Mariner 40 ketch.

ally' weather decides to show up.

"Saturday was more of the same with respect to wind variances and constant course changes. Sunday looked as if we'd see more typical summer conditions, and we did for most of the day, but in the third race the breeze went south on us. In all, 10 races were completed."

There were many spectators for the regatta, who marveled at the 'free pumping' technique allowed by the Olympic Rules. At 10 knots, sailors may use any type of kinetics to propel the boat downwind. This change from usual racing, in which a sailor must sit still, has made the Finn dinghy one of most athletic boats to master.

Olympic bronze medalist Caleb Paine attended much of the regatta, mentoring the largest group of youth sailors in many years at a Finn National Championship. Seven sailors under 23 sailed in the event; the youngest was 12. Two more at 25, including Kyle Martin, with four years experience in the boat and recently the recipient of a monthly living stipend from the Canadian Olympic Fund, showed the rest of the fleet the

gold standard with bullets in 9 of the 10 races.

Charles Lindsay, 19, who has been part of the USA Finn Association Development program, put together a great series to land third, behind Finn veteran Olympic hopeful Phil Toth.

Top master and fourth overall was Rob Coutts, 62, from Mission Bay YC, and Super Henry Sprague at 72 finished fifth and won the Legend division.

This was the first major Finn event in the United States since last year's Olympic Games, so many of the class stalwarts are taking time off from the competitive circuit. The regatta also marked the beginning of some of the sailors' campaigns to be selected for the Tokyo Summer Olympics in 2020 — the Road to Tokyo for the USA Finn effort started on San Francisco Bay.

— *charles heimler*

FINN NATIONALS, EYC, 8/2-6 (10r, 1t)

1) Kyle Martin, 9 points; 2) Phil Toth, 29; 3) Charles Lindsay, 34; 4) Rob Coutts, 37. (19 boats)

Full results at www.encinal.org

THE RACING

FRED FAGO



El Toro North Americans

The 40-boat, six-race El Toro North Americans, run by Richmond YC, took place on August 3-5, with challenging, variable winds from the south. The first day's races were held in a seldom-used venue between Brooks Island and Marina Bay Harbor in 8-16 knots. That area allows longer legs, with less current, and no commercial traffic. The locals don't usually race there, so perhaps it made for a more level playing field for the visitors.

The racing on the second and third days was in Keller Cove in 4-13 knots, with a flood running on the west side of the course. The current turned the lighter-air races into drag races to the left corner, and created congestion at a few of the weather mark roundings.

What made the regatta special was the participation of 11 sailors from Hawaii (four Seniors and seven Juniors). They were organized and led by Jesse



Finn Nationals. From left: Encinal YC hosted 19 of the Olympic Class heavyweight singlehanded dinghies on the South Bay off Alameda; the 2017 Finn National Champion, Kyle Martin from Vancouver, BC; at age 12, the youngest competitor was William Alexander from Iowa, with Henry Sprague, 72, winner of the 1974 Finn Gold Cup.

Andrews and Andy Johnson, who together coach

the very successful University of Hawaii Sailing Team. Among highlights were ukulele playing and singing by Andy's daughter Malia, 14, at the awards dinner, and the bonding of the Hawaiian and Californian Junior sailors. "It's a fun group," said Andy Johnson. "Nobody's yelling."

"It was a true pleasure to bring a group of Hawaii sailors to this year's event in Richmond," said the champ, Jesse Andrews. "It seemed like the Hawaii sailors thrived in the heavier conditions, and only a few were able to

be consistent in all the wind, wave and current combinations throughout the event."

Andrews had won the NAs once before, in Santa Cruz in 2015. "This was my fourth time participating. I placed second in 2013 after losing a tiebreaker to Dylan Dimarchi. This helped motivate me to get our group of Hawaii sailors to come to Santa Cruz in 2015. The conditions there were actually similar to where we sail in Kaneohe. It was an El Niño year, and the water and air temps were as close to tropical as it gets for Northern California.

"The only other time I've done an El Toro event in NorCal was the 2016 Bullshipp, which was a great time even

LMSC MAYOR'S CUP, 6/25 (4r, 0t)

EL TORO SENIOR — 1) Gordie Nash, 30.5 points; 2) Vaughn Seifers, 27.25; 3T) John Pacholski, 26; 3T) Nick Nash, 26. (8 boats)

EL TORO JUNIOR — 1) Chase Englehart, 33.5 points; 2) Peter Marlett, 31.25; 3) Rebecca Bauman, 24.25. (8 boats)

SYC INVITATIONAL, 7/22-23 (5r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 10 points; 2) **Arbitrage**, Bruce Stone, 14; 3) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 24; 4) **Jam Session**, Adam Spiegel, 29. (19 boats)

Full results at www.sausalitoyachtclub.org

SFYC SUMMER KEEL, 8/5-6 (5r, 0t)

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Peregrine**, David Halliwill, 10; 3) **Mr. Magoo**, Stephen Madeira, 17. (5 boats)

J/111 — 1) **Skeleton Key**, Peter Wagner, 5 points; 2) **Swift Ness**, Nesrin Basoz, 10; 3) **Double Digit**, Gorkem Ozcelebi, 15. (3 boats)

J/105 — 1) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 11 points; 2) **Blackhawk**, Ryan Simmons, 16; 3) **Godot**, Phillip Laby, 18; 4) **Akula**,

THE BOX SCORES

Doug Bailey, 25; 5) **Arbitrage**, Bruce Stone, 26. (20 boats)

J/70 — 1) **Prime Number**, Peter Cameron, 6 points; 2) **Rampage**, Robert Milligan, 14; 3) **Bottle Rocket**, David Schumann, 14. (3 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 7 points; 2) **Golden Moon**, Kame Richards, 11; 3) **Stewball**, Bob Harford, 12. (4 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin, 8 points; 2) **Current Affair**, Seth Clark, 10; 3) **Abigail Morgan**, Ron Kell, 16. (6 boats)

Full results at www.sfyf.org

TYC MOSELEY REGATTA, 8/5 (3r, 0t)

ETCHELLS — 1) **Viva**, Don Jesberg, 3 points; 2) **Capricorn**, Ethan Doyle, 6; 3) **Foxy Lady**, Travis Lund, 9. (4 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 5 points; 2) **Sif**, George Cathey, 7; 3) **Freja**, Tom Reed, 8. (7 boats)

Full results at www.jibeset.net

MILE HIGH REGATTA, FYC, 8/5-6 (6r, 1t)

HOBIE 16 A — 1) Ben Brown, 6 points; 2) Blair Wallace, 15; 3) Steve Leo, 17; 4) Paul Hess, 19. (17 boats)

HOBIE 16 B — 1) Dennis Swanson, 7 points; 2) Jack Winter, 7; 3) Gary Spencer, 19. (5 boats)

HOBIE 18 — 1) Stephen Murray, 7 points; 2) Hope Erwin, 9; 3) Chi-Chian Wu, 16. (7 boats)

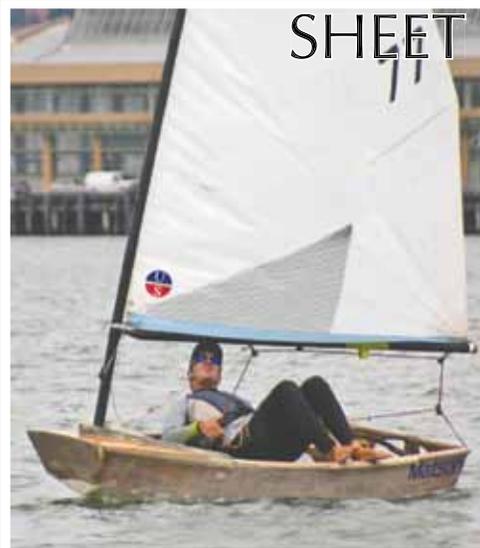
HOBIE 20 — 1) **Nemesis**, Mark Zimmer, 7 points; 2) **I**, George Pedrick, 15; 3) **Eclipse**, Nate Brown, 16. (15 boats)

Full results at www.jibeset.net

JUNIORSABOTNATIONALS, MBYC, 8/7-10 (6r, 1t)

GOLD — 1) Jake Mayol, Bahia Corinthian YC, 9 points; 2) Peter Busch, SDYC, 10; 3) Erik Hou, NHYC, 12; 4) Morgan Pinckney, NHYC/ABYC, 26; 5) Aldan Hoogland, SDYC, 35; 6) Sophia Devling, Balboa YC, 40; 7) Burke Kanemasu, SDYC, 43; 8) Piper Holthus, SDYC, 43; 9) Bobby Little, ABYC, 44. (36 boats)

SILVER — 1) Jack Roman, NHYC, 11 points; 2) Jett Brennan, BCYC, 24; 3) Schuyler Capita, SDYC/Coronado YC, 25; 4) Reade Decker, Lido Isle YC, 27; 5) Chase Decker, LIYC, 33; 6)



WWW.NORCALSAILING.COM

though it took about an hour to sail the first mile. I tacked more than I ever have in an entire regatta."

At 43, Andrews considers himself a young gun in the Senior Fleet, ages 16 and up, "though there is a true young-gun crew out there. This year, second place went to a 17-year-old and third to a 19-year-old. The contrast in the competition and boats is about as unique as it gets. To have a boat that weighs 80 lbs and a weight difference of about 50 lbs between myself and the second-place boat is pretty unusual in a one-design one-person dinghy. The class allows the boats to use different materials, and they are very different in appearance. Our Hawaii boats have tanks to sit on where the mainland sailors have the advantage of sitting on the floor of their boats in light air."

In contrast to the typical fiberglass boats and the upper-echelon carbon-

El Toro North Americans in Richmond, from left: Heheheheheeee Wipe oooout!; Junior National Champion Max Roth from Honolulu; fellow Hawaiian Jesse Andrews demonstrates the winning form of a two-time champion in his unusual-looking wooden boat.

fiber boats, Andrews' boat is wood. He bought it for \$1,000 in 1998 from a friend, Frederic Berg, who built the boat in his garage in the early '90s starting with two 1/8-in pieces of mahogany door skins. "I used a previously broken windsurfing section for a mast, plus a great custom Ullman sail."

Andrews has the dinghy competition bug. "I've always tried to sail in the biggest local one-design fleets. In 1998, the most competitive and fun fleet at Kaneohe YC was the El Toros. We still get more than 30 Juniors and about 40 Seniors racing in our annual Bullship regatta at KYC."

According to *The History of Kaneohe Yacht Club*, their first 22 El Toros were built in 1947. "Our Bullship in Hawaii was first sailed in 1949. Handicaps were

based on the skippers' weight and the number of beers to be consumed during the race," said Andrews.

Jesse's kids, Sage and Makani, joined him for the NAs. "I was proud to have them both sail this year's North Americans in the challenging conditions at ages 9 and 11."

A container of Hawaiian boats was shipped over to the mainland by Matson. "Thanks to Matson and their environmental partnership with Ka Ipu 'Aina, the Kaneohe Yachting Foundation and Hawaii Sailing Foundation for making this event a reality for us," said Andrews. "The cost was not much more than a local event."

The NAs will be held at Lake Yosemite next year and at Kaneohe in 2019.

— buzz blackett & latitude/chris

Otis Buckingham, NHYC, 38; 7) Dylan Gardner, SDYC, 43; 8) TJ O'Rourke, BCYC, 49. (34 boats)

BRONZE — 1) Max Olson, Coronado YC, 12 points; 2) Noah Nyenhuis, SDYC, 16; 3) Lorelei Duarte, Balboa YC, 22; 4) Owen Fretwell, MBYC, 27; 5) Devon Owen, SDYC, 39; 6) Brooks Oradre, BCYC, 44; 7) Grace Ortega, NHYC, 47; 8) Paige Odell, ABYC, 47; 9) Kate Joslin, SDYC, 51. (37 boats)

IRON — 1) Colin Krebs, MBYC, 14 points; 2) Taylor Bartell, Balboa YC, 14; 3) Preston Miller, Coronado YC, 16. (11 boats)

Full results at www.mbyc.org

EL TORO PINECREST WORLDS, 8/12-13

1) Art Lange; 2) Fred Paxton; 3) John Pacholski. (14 boats)

Full results at www.eltoroyra.org

LASER MASTERS PCC, RYC, 8/12-13 (6r, 1t)

STANDARD & RADIAL — 1) Tracy Usher, Grand Master, StFYC, 16 points; 2) Charlie Buckingham, Master, NHYC, 16; 3) Bill Symes, Great Grand Master, NHYC/WSC, 23; 4) David Lapier, Grand Master, NoYC, 23; 5) Andrew Holdsworth,

THE BOX SCORES

Master, StFYC, 26; 6) Greg Jackson, Grand Master, Port Madison YC, 37; 7) Mike Bishop, Master, StFYC, 44. (31 boats)

Full results at www.richmondyc.org

SHAW ISLAND CLASSIC, SAN JUAN ISLAND YC, 8/12

MULTIHULL — 1) **Rum Line**, F-18, Ben Colwell; 2) **Miracle**, Hobie Cat, Serhad Ataturk; 3) **Allelu**, MaineCat 38, Chris Chesley. (3 boats)

CRUISING A — 1) **Moon Doggie**, C&C 110, Phil Johnson & Peg Gerlock; 2) **Yankee III**, Sabre 402, Peter May; 3) **Sleeper**, Peterson Ganbare, Jack McKenna. (6 boats)

CRUISING B — 1) **Raindance**, Ranger 33, Perham Black; 2) **Hula**, Westsail 32, Bill Stange; 3) **At Last!**, Alerion Express 28, George LeBoutillier. (6 boats)

PHRF A — 1) **Madrona**, 40-ft custom, Carl Buchan; 2) **Anam Cara**, J/122, Scott Boye; 3) **Hama-chi**, J/125, Shawn Dougherty. (6 boats)

PHRF B — 1) **Challenge**, Six Metre, Michael

Durland; 2) **Interface**, Dash 34, Mark Bunker; 3) **Gone with the Wind**, C&C 99, Ron Hendricks. (8 boats)

PHRF C — 1) **Paradigm Shift**, Merit 25, Vaughn Ploeger; 2) **Not Fred**, Martin 242, Gary Renzelman; 3) **Treachery**, Martin 242, Ken Machtley. (9 boats)

PHRF D — 1) **Ekono Juan**, San Juan 24, Ryan Forbes; 2) **Wind Warrior**, C&C 115, Jack the Skipper; 3) **Juans 2B**, San Juan 21, Paul Von Stubbe. (5 boats)

Full results at www.sjiyc.com

LIDO 14 CHAMPIONSHIPS, BALBOA YC/LIDO ISLE YC, 8/11-13 (12r, 0t)

GOLD — 1) Chris Raab/Scott McKeiver, ABYC/NHYC, 39 points; 2) Mark Gaudio/John Papadopolous, BCYC, 42; 3) Mark Ryan/Sarah Schaupter, LSC, 43; 4) Porter Killian/Marbella Marlo, Balboa YC, 81. (17 boats)

SILVER — 1) Kathryn Reed/Cynthia Heavrin, ABYC, 27 points; 2) Gabe Ferramola/Brian MacLean, ABYC, 29; 3) Jack Johnson/Deby St. John, ABYC, 34. (13 boats)

Full results at www.balboayachtclub.com

THE RACING

EL TORO NORTH AMERICANS, RYC, 8/2-6 (6r, 1t)

SENIOR — 1) Jesse Andrews, Kaneohe YC, 13; 2) Sandy Park, Waikiki YC, 15; 3) Charlotte Lenz, SCYC, 17; 4) Nick Nash, RYC, 21; 5) Owen Lahr, RYC, 27; 6) Fred Paxton, RYC, 31. (24 boats)

JUNIOR — 1) Max Roth, Waikiki YC, 6; 2) Kyle Schaefer, SCYC, 25; 3) Morgan Vodzak, Kaneohe Teacher Club, 25; 4) Marcy Olivia Lowthian, Pearl Harbor YC, 25. (18 boats)

Full results at www.richmondyc.org

Laser Nationals

Following four days of racing on Lake Tahoe, Marek Zaleski of Norwalk, CT, became the US Singlehanded Men's Champion, and Seattle's Hanne Weaver became the US Singlehanded Women's Champion. Held in conjunction with the Laser Nationals, the Championships were hosted by Tahoe YC in Tahoe City.

Weaver won the Women's Championship by a 16-point margin over Charlotte Rose of Houston YC. "The wind and how it comes off the mountains and spreads out over the lake is the most challenging part of this sailing venue," commented Weaver. "You really have to keep your head out of the boat."

In the crystal-clear, fresh water of Lake Tahoe, the boats don't float as high as they do in saltwater. "The altitude and water quality are two things that are different about this venue," remarked Zaleski, who was glad he had arrived early. "I was struggling when working out on my bike."

— *latitude/chris*

LASER NATIONALS/US SINGLEHANDED CHAMPIONSHIP, TAHOE YC, 7/19-23

STANDARD (7r, 1t) — 1) Al Clark, Royal Vancouver YC, 30 points; 2) Robert Hallawell, Yale Corinthian YC, 39; 3) Carson Shields, Lakewood YC, 42; 4) Caleb Yoslov, SFYC, 60. (16 boats)

US SINGLEHANDED MEN — 1) Marek Za-



Tahoe water is cold all year, but the air does get hot, as seen here during a postponement at the Laser Nationals. — photo Rebecca Hinden

leski, Noroton YC, 10 points; 2) Jake Vickers, Severn SA, 16; 3) Caleb Robinson, SailMaine, 37; 4) Cameron Feves, Cabrillo Beach YC, 49; 5) Peter Phelan, SCYC, 52. (27 boats)

RADIAL (6r, 1t) — 1) Chase Carraway, Carolina YC, 12; 2) Joseph Hou, NHYC, 31; 3) Leo Boucher, Severn SA, 35; 4) Ricky Welch, LBYC, 38; 5) Asher Zittler, Lakewood YC, 39; 6) Marcus Huttunen, MBYC, 41; 7) Caden Scheiblauer, Santa Barbara YC, 49; 8) Gavin McJones, CalYC, 54; 9) William Foox, SFYC, 64; 10) Griffin Segalla, Stamford YC, 71. (41 boats)

US SINGLEHANDED WOMEN — 1) Hanne Weaver, Royal Vancouver YC/Seattle YC, 31 points; 2) Charlotte Rose, Houston YC, 47; 3) Kelly Cole, OKC BC, 47. (12 boats)

Full results at www.tahoeyc.com/USLASER2017

Day Sailer North Americans

The Day Sailer North Americans were held on July 10-13 on Huntington Lake.

The fleet has a tradition that each participant gives a bottle of wine at registration. The first boat to the first mark of the first race wins all the wine. This was Haydon Stapleton and his crew Rory McClish's main goal. It would lower their liquor bill substantially for the week, which is important for college students. Both are 21-year-olds from the UCSB sailing team.

After sharing with their competitors, they split the remaining haul into mine/yours/ours. They made a pact that they both must be present to open an 'ours' bottle.

The Day Sailers also hold a one-day Juniors Championship. A junior has to drive, but anyone can crew. Haydon crewed for Rory's 17-year-old little sister Audrey McClish. It came down to them versus another junior from Morro Bay YC, Andrew Monroe, with Rory McClish crewing. Audrey and Haydon won it on the last jibe of the last leg of the last race.

— *tim stapleton*

DAY SAILER NORTH

AMERICANS, 7/10-13 (8r, 1t)

A FLEET — 1) Haydon Stapleton/Rory McClish, 12 points; 2) Craig Lee/Mary Niederberger, 18; 3) Mike & Mardi Gillum, 19; 4) Mike & Erik McCaffrey, 31; 5) Dana & Shannon McClish, 33. (22 boats)

B FLEET — 1) Greg Rodgers/Deborah Powers, 9 points; 2) Ken & Gina Nelson, 11; 3) Steve & Vicky Fargo, 20. (5

boats)

JUNIOR (5r, 1t) — 1) Audrey McClish/Haydon Stapleton, 5 points; 2) Andrew Monroe/Rory McClish, 6; 3) Marina & Simon Graves, 13. (7 boats)

Drama at 29er Worlds

Alamitos Bay YC hosted 129 29er teams for their World Championship in Long Beach on July 31-August 5. After winning Race 10 and starting Race 11, Ireland's Johnny Durcan and Lola Kohl capsized during a frenzied mark rounding, trapping Durcan, 16, beneath the skiff.

Kohl called for help. Other kids were first on the scene; they jumped in without hesitation. The Spanish coach was the first under the boat. Long Beach Lifeguards assisted the event's medic and safety boat crew, and transported Durcan to shore to await paramedics. Fortunately, the Irish lad will be OK.

Benji Daniel and Alex Burger of South Africa are the new World Champions; Neil Marcellini and Ian Brill of Richmond YC finished tenth in the Gold Fleet. See www.2017.29erworlds.org.

— *latitude/chris*

Race Notes

Scott Kaufman of NYYC won the 29-boat **Etchells North Americans** hosted by San Diego YC on August 17-29.

Speaking of NYYC, when that club hosted the Invitational Team Race Regatta on August 18-20, StFYC walked away with the **George Hinman Masters Trophy**. On the winning team were Russ Silvestri (skipper), Christopher Smith, Joe McCoy, Mario Yovkov, Nicole Breault (skipper), Rolf Kaiser, Thomas Iseler, Steve Marsh (team captain), Shawn Bennett (skipper), Tom Purdy, Tom Ducharme and Melissa Feagin.

Coming full circle back to SDYC, that club repeated their win at NYYC's **Morgan Cup Team Race** on August 4-6. Jake Reynolds, Carissa Crawford, Erik Shampain, Jake LaDow, Nevin Snow, Nicholas Kaschak, AJ Reiter, Marly Isler,

For more racing news, subscribe to *Lectronic Latitude* online at www.latitude38.com

August's racing stories included:

- Drake's Bay Race • OYRA Race #6
- SYC Sunset Series • J/111 Worlds
- Beer Can Challenge • Clipper Race
 - *Phaedo3* & Pac52 News
 - US Windsurfing Nationals
- Previews of the Volvo Ocean Race, September races, and more.

Scott Sinks, Duncan Swain, Nick Martin and Andy Reiter raced for SDYC. Both team race events used NYYC's fleet of Sonar-type boats in Newport, RI.

The Santa Barbara YC Youth Team, skippered by Lucas Pierce with a crew of Ryan Eastwood, Chris Kayda, Payne Donaldson and Kris Ozolins, won the inaugural **J/70 Youth Championship** in Newport, RI, on August 11-13. In doing so, they won for their club the free use of a J/70 for a year. The club's vice commodore, Scott Dearnorff, said they're looking forward to the new boat for club events, youth keelboat development and perhaps women's keelboat development.

The following week, on August 17-19, Sail Newport hosted the **Melges 20 National Championship**. After eight races, Drew Freides of Pacific Palisades, with

crew Morgan Reeser and Charlie Smythe on *Pacific Yankee*, emerged as the victors. Freides won the championship by one point, ahead of SFYC-based John Kilroy's *Samba Pa Ti*. Jason Michas' *Mid-*

night Blue came in third, John's son Liam Kilroy on *WildMan* was fourth.

Bruce Ayres of Newport Beach and his *Monsoon* crew won the **Melges 24 Class Finnish Open Championship** on July 23-24 and took second in the Worlds in Helsinki.

The inaugural **San Francisco to Ensenada Race**, scheduled to start on September 23, has been canceled. "By mid-July no one had signed up, and a Mexico race is not something anyone does at the last minute," said organizer Del Olsen.

Register for StFYC's **Rolex Big Boat Series** by September 6. We'll tantalize you with tidbits in *Lectronic Latitude*, then publish full coverage in the October issue of *Latitude 38*. In the meantime, see www.rolexbigboatseries.com.

— latitude/chris



Mick Shlens' Farr 40 'Blade 2' won the Buoy Division of the SoCal Championship hosted by Long Beach YC on August 5-6 (James Devling's Rogers 46 'Carbon Footprint' won the Random Leg Division). We'll be seeing 'Blade 2' in San Francisco for Rolex Big Boat Series. — photo Rick Roberts

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WORLD

This month we **Take a Trip to Thailand** where we learn about a now-comical encounter with an unwanted charter guest, in addition to **Charter Notes**.

Monkey Pirate: The Uninvited Charter Guest

After four days of sailing around the beautiful islands of Phuket, Thailand, in steady rain and overcast skies, we were really hoping for an improvement in the weather. We had booked a bareboat charter seven months in advance, believing that our December trip dates would fall after the rainy season and before the fair winds died completely. Unfortunately, a low pressure system had moved through just southwest of our position and it had pushed the rain in our direction.

We weren't really complaining, but sunshine had definitely been a big part of our plan. When we left the dock at the Sunsail charter base, we had no idea that we were headed for a different kind of adventure.

It was also the height of the tourist season, so we learned to focus our energy on dodging the popular spots, and arriving at our destination early, before the fast boats from the resorts dropped anchor in the nicest locations. This strategy worked very well at Khao Phing Kan, better known as James Bond Island because Roger Moore filmed *The Man with the Golden Gun* there. At 7:30 a.m. we were the only visitors on the island. By lunch time hundreds of tourists were lined up in single file trying to get the best photos and to shop at the many trinket stalls around the bay.

Anyone planning to sail the Phuket area of the Andaman Sea must include

If you have been asking, "Where to next?" perhaps you should consider sailing the exotic waters of Thailand.

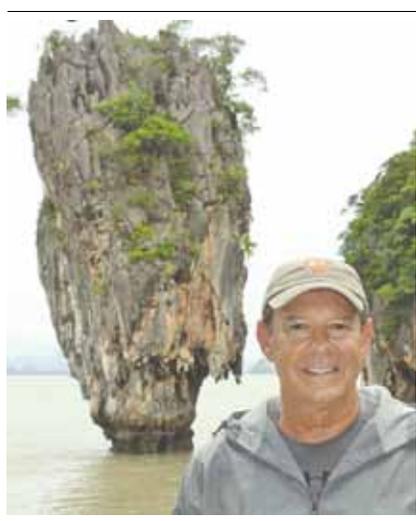
a visit to the amazing natural bay enclosures known as *hongs*. Access to these walled oases is gained only through small openings that require a sharp eye on the tides and the use of your dinghy or kayak. Inside the *hongs* there are limestone walls rising several hundred feet, straight up, covered with beautiful dense vegetation and wildlife; providing a 'lost world' view of these amazing gardens.

Our adventure really began with our visit to Ton Sai Bay on Phi Phi Don Island, where we hoped to reprovision and get a good meal ashore. We entered the busy working harbor to see a large number of fishing boats, dive boats, ferries from the mainland and the ever-present longtails — unique, wooden craft fitted with large engines mounted on long, steerable, direct-drive propeller shafts. The locals use longtails for everything from tourist transportation to laying fishing nets and transporting goods. They are used under nearly all conditions but are fairly inefficient and extremely noisy. They are, however, the most common craft in the Phuket area.

Ton Sai Bay is a somewhat difficult place to anchor due to the activity and crowding in the harbor. The bay shoals suddenly on the east and west shores and the tides are significant, so care must be taken. We finally achieved a safe anchorage close to the western shore and we were looking forward to a nice meal off the boat. There are many good restaurants at Ton Sai Bay as well as a hospital and most services that a bareboat charterer might need. It's definitely worth walking around the town to see the sights and do some people-watching. We relaxed at a bayside restaurant for a couple of hours before returning to our boat to turn in early. We were planning to make a sunrise departure for our next destination, about 15 miles away.

At first light I was on deck with a cup of coffee in my hand, thinking that I could relax a bit before we weighed anchor. The weather had improved and it looked like we would be sailing in sunshine with a 10- to 15-knot wind.

Looking aft toward shore I was a bit startled to see a rather sizable body



swimming in the water toward our location. I was very surprised when a large monkey hoisted itself onto

the side of our dinghy. He'd swum more than 50 meters from shore.

Monkeys in Thailand are a common sight. They are usually seen at the tourist sites and temples. At Ko Phi Phi Don they are called Long-Tailed Macaques and can be as large as 30 pounds. The one we encountered seemed larger than that, but I have to admit I was a little cowed by his presence.

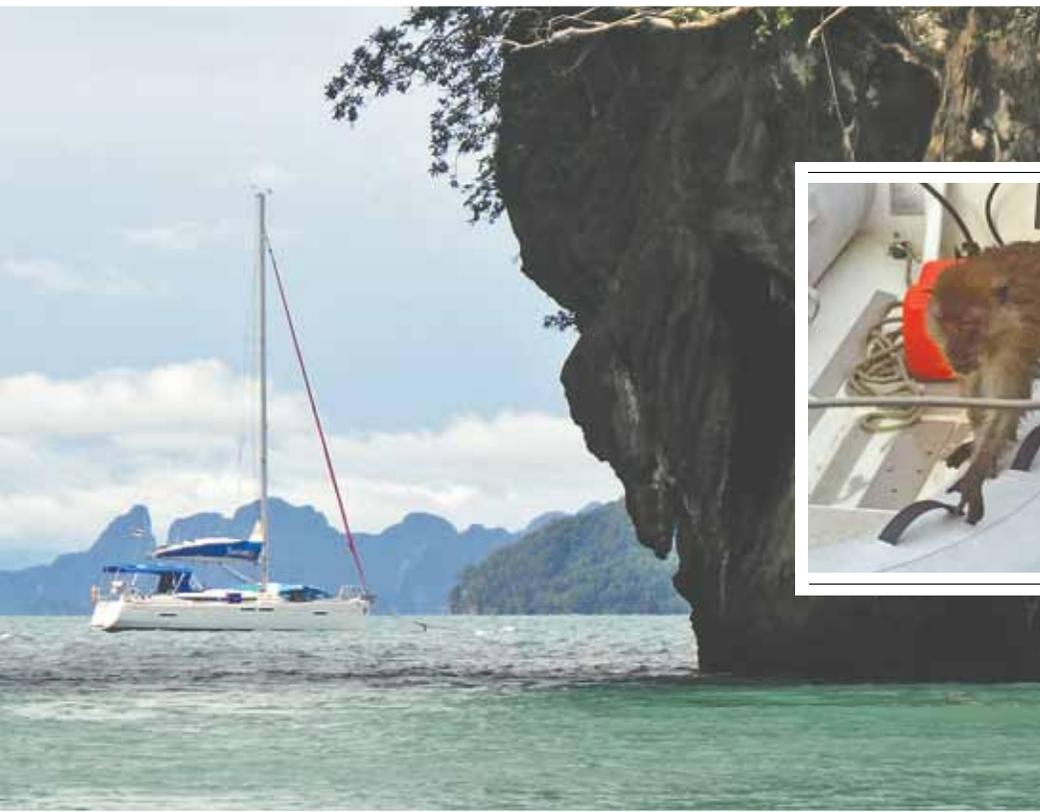
At first it seemed that the monkey was content to sit five meters astern on the dinghy and we were able to take some interesting pictures. He wasn't at all aggressive and it seemed he would just observe us from a distance. We assumed that he'd come for food, but because we didn't want to encourage this kind of behavior, we decided to wait him out, thinking he might leave when he got bored.

Unfortunately one of the local longtail boat drivers had another idea. Driving very close to our dinghy he thought that he could get the monkey to abandon his position and swim back to the shore. Instead, the monkey leapt into the water and followed the dinghy painter hand over hand toward our boat. Preparing



ALL PHOTOS MAX RAMRAS

OF CHARTERING



No other charter destination offers sailing through a maze of limestone pinnacles. Inset above: The pirate approaches Left: Author Rick.

to repel the invader, we armed ourselves with seat cushions and a boat hook. As he climbed up toward the stern, he deftly swatted away the cushions and even though I lightly smacked him with the boat hook, he easily hefted himself over the rail and onto the starboard side-deck. We had been boarded!

We made a fair amount of noise in an effort to keep him out of the cockpit, but all we really accomplished was to scare him enough that he climbed the backstay up to the spreader. We tried snapping the main halyard at him, but he just grabbed onto it and climbed the rest of the way to the maintop.

Well beyond our reach, he latched onto the furled genoa. This gave us the idea that we could unfurl the sail and encourage him to depart. We had to laugh as he rotated around and around with the sail as it opened. He had no intention of going anywhere, and it was becoming clear that we were not going to intimidate him into abandoning us.

At this point we decided to abandon ship. After locking all the hatches and making sure that no loose equipment remained on deck, we climbed into the dinghy and headed for the shore where we hoped to have a nice breakfast. We were convinced that our visitor would come down, but only when he was good and ready.

Once ashore, it was easy to forget about our dilemma as we enjoyed our food and much-improved weather. It wasn't until we were motoring back to the boat that we could see that he'd climbed down, and we hoped he'd decided to leave us in peace. No such luck! As we circled the boat we could see that our little pirate had made himself very comfortable in the cockpit, enjoying the shade of our dodger.

Nearby, two local men motioned us to come over to their boat, where they explained that monkey boarding is very common and that they knew exactly what to do to get him to leave. The men climbed into our dinghy armed with long poles. We motored up to the bow and the locals climbed aboard waving their poles and shouting sharp commands at the monkey. The pirate had no intention of leaving and quickly out-maneuvered the boarding party as he shot back up to the masthead, retaking the high ground.

None of our actions gave us any hope that we could frighten the brigand away, but we did believe that if we left the dinghy tied to the stern, it would provide a path for him to eventually leave the way he'd come. We figured that if we

could get him to move to the dinghy, we could set it loose and he would drift away from the boat. We were confident that the dinghy could be recovered after the intruder swam ashore. We just hoped he would get as tired of this as we were, and would leave voluntarily.



Initiating our plan, we launched our two kayaks and decided to abandon ship, again. We watched and waited for the monkey to make his next move. After about 15 minutes he climbed

down and returned to his shady position under the dodger. Two of us paddled over to a nearby dive boat and begged for some food that we could use to entice the monkey to give up his position. Fortunately the dive operators had a chocolate bar to spare and we thought that it just might do the job. As I approached our boat from the stern I decided to take a more stealthy approach and swim the candy the rest of the way to the dinghy, holding the chocolate bar high. Instantly, the pirate became focused on the potential treat I was holding. I was pretty sure that this wasn't the first time he had successfully negotiated his way to this sort of spoil.

I broke off a piece of the chocolate bar and threw it onto the transom of our sailboat. The monkey jumped from his roost and started to devour the candy. This gave me a little time to position the remaining piece on the bow of the dinghy and swim to a non-threatening position where I safely treaded water. The monkey easily leapt about three meters from the stern of our boat to the dinghy and started chewing through the candy wrapper. Seeing my opportunity I swam to the stern and untied the dinghy, dropped

Despite their noisy engines, longtails are the boat of choice for local captains, whether hosting tourists or fishing.



WORLD OF CHARTERING

the painter into the water and the dinghy began to drift slowly away. We had retaken our ship!

The final tense moment came when the same longtail driver returned and tried to scare the monkey off the dinghy. The dinghy was still pretty close and we were concerned that the monkey might decide to come back to our boat. Fortunately he resisted the longtail driver's efforts long enough and finally dove into the water, realizing that he had drifted closer to the shore than to our boat. Within a few strokes it was clear that he was heading for the shore. Having retrieved the dinghy and endured a three-hour delay, we were definitely ready to get our day started. Knowing that it was five o'clock somewhere though, we decided that a small celebration was in order and we toasted our victory with tots of grog under the bright sunshine.

All in all we considered our visit to Ko Phi Phi Don to be a great adventure, but we decided to anchor a little farther from shore for the remainder of the trip.

— rick thompson

Charter Notes

Passing the torch: Since 2000, **Gas Light**, the 72-ft steel scow schooner replica built by shipwright **Billy Martinelli**, has plied Bay waters on countless charters out of its Sausalito home base at Schoonmaker Point Marina. After so many years as a charter captain, Martinelli says some of his favorite charters were the educational programs that introduced kids to a way of life they might never have otherwise discovered. "But the *Playboy* charter was kinda fun too," he added.

Martinelli's charter days are now officially behind him, though, having recently sold his beloved *Gas Light* to **Mark Miner and Wayne Goldman** of Rubicon Yacht Sales. "I hate to admit it," says Billy, "but I was getting too old to maintain the boat myself. I hired Mark and Wayne to sell the boat, but they decided to buy it themselves. I hope they do well."



The replica scow 'Gas Light'.

With the change in ownership came a change in scenery, as *Gas Light* has moved to South Beach Harbor, just around the corner from where the original *Gas Light*, built in 1874, worked hauling hay and lumber. Miner and Goldman will run her through their new company, Bay Lights Charters (877-725-2427 or info@baylightscharters.com).

As for Martinelli, after 40 years on the waterfront, he's reinvented himself. Now retired at the age of 71, he married for the first time four years ago, and lives with his wife on a 120-acre horse ranch in Woodside. "I love getting my hands in the earth," he reports, "but who knows what the future holds? That sailing spark is still in me."

— ladonna bubak

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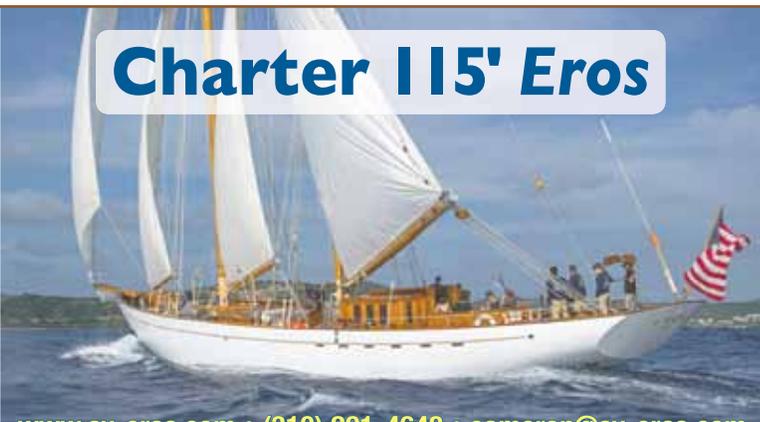
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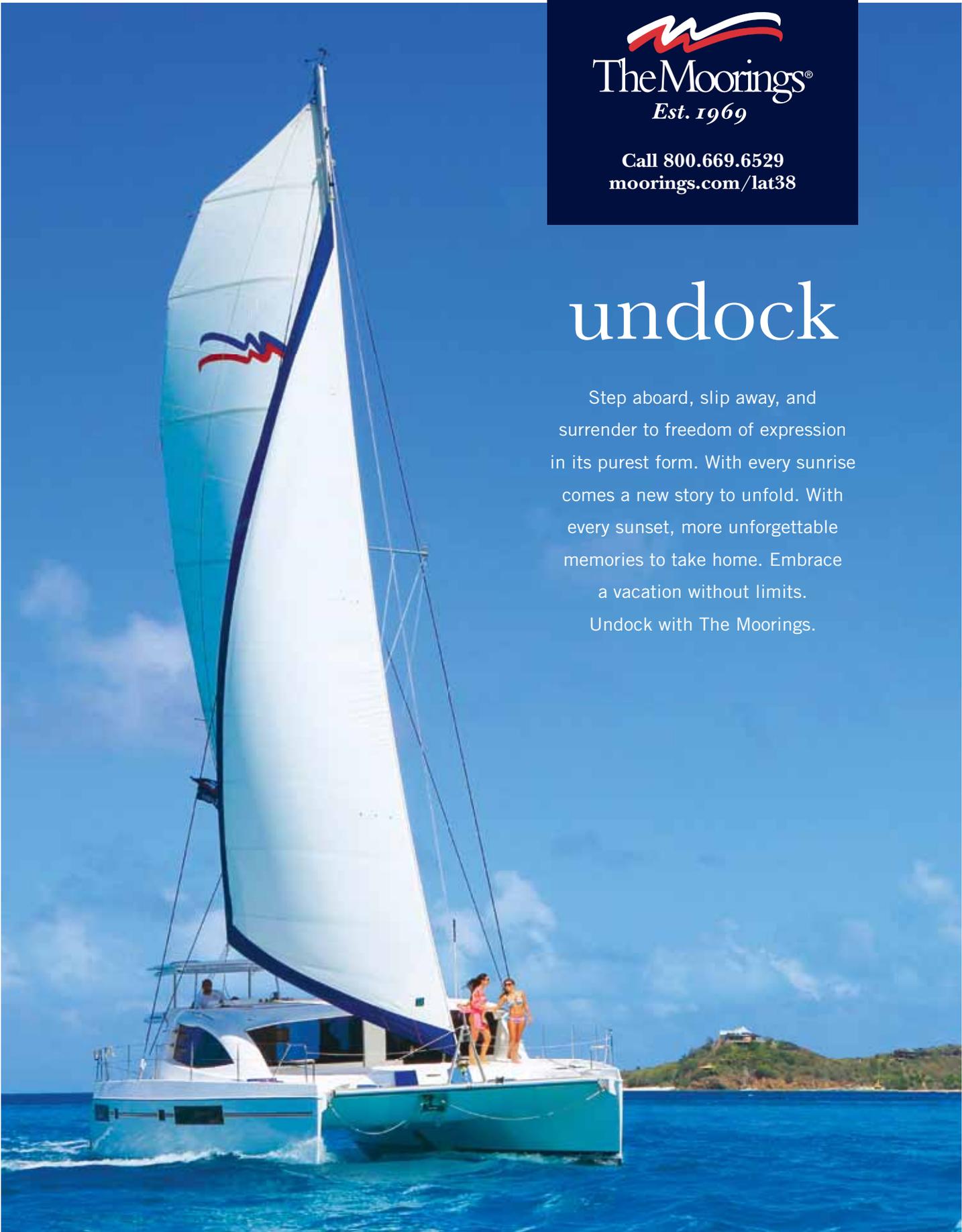
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CHANGES

With reports this month from **Moonshadow** on unreliable weather forecasts and a reliable volcano in Vanuatu; from **Cool Change** on how valuable lessons learned from their first season changed the way they cruised in their second season; from **Pelagic** on the final months of a three-year family cruise; on the loss of **Tanda Malaika** on a reef at Huahine; from deciding on a rebuild of **Fleetwood**; on getting back on the water from **Sonrisa**; and **Cruise Notes**.

Moonshadow — Deerfoot 62 John and Debbie Rogers Weather Forecasts and a Volcano (San Diego)

As I write this, we're about 31 hours into our passage from Fiji to Vanuatu, enjoying a fast, easy ride with the wind on the beam and smooth seas.

We had four hookups on our fishlines yesterday. The first two shook the lures before we got them near *Moonshadow*. About a half hour later, after setting the drag really hard, we had two more hookups about a minute apart. From what we

John and Debbie with 'Moonshadow' in the background.

can tell, these were blue marlin, but only about four feet long. Still, they put a lot of bend in the poles and, working one at a time, took a half hour to bring them alongside. Beautiful fish, but we let them go.

Our first night out of Fiji was not at all like the conditions we have now — or anything like the weather that had been forecast. Big surprise there. We left the reef next to Fiji's Tavarua Island at dark, and immediately plunged into heavy rain that lasted all night and half the next day. After two months in Fiji, where we never saw even the threat of rain, this was biblical rain that never let up. And it was cold. We had to wear our heavy

That's not John and Debbie, but that is Mt. Yasur, which has been reliably erupting several times an hour for the last three years.

foulies just to stay dry.

We also had 27 knots of wind for several hours, which kept us hanging on. That turned into becalmed conditions in the morning, but still the rain came down. But that was then, and soon we were enjoying warm, sunny skies and typical trade winds, clicking off the miles.

We only got to spend four days in Vanuatu because we are racing to Australia in order to make it back to the States for our niece's wedding. The wedding is at the end of September, which seems like a long way off, but we nonetheless realized there wouldn't be time to do justice to both Vanuatu and New Caledonia. So we chose to spend the bulk of our time in the French-influenced country of New Caledonia.

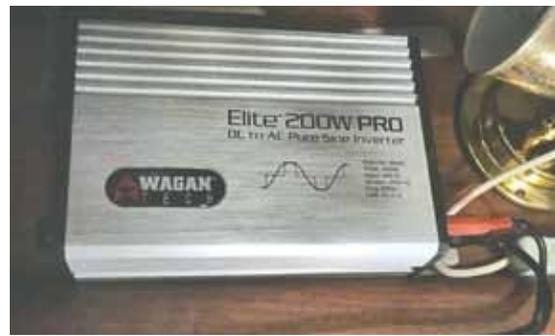
Nonetheless, we knew we couldn't just skip past Vanuatu without seeing the famous Mt. Yasur — which isn't even 1,200 feet high — the very active volcano on Tanna Island. What an experience!

As soon as we got off the truck to walk the remaining distance to the rim of the volcano, we felt an earthquake — and looked up to see rocks the size of *Moonshadow's* dining table being flung into the air hundreds of feet over our heads!

We then walked up a steep trail, which took us to the upper rim of the volcano. There is also a lower rim, from which you can look almost vertically down into the fiery crater of molten lava. As we watched several red glowing rocks land on the lower rim, we understand why nobody was down there.

We stayed until after dark, because it makes the eruptions look like the Fourth of July on steroids — but with a sense of terror thrown in. The whole thing reminded me of a story my parents tell of one of us three boys (which one it was changed with each telling) sitting Mom down on the couch during a loud thunderstorm and demanding she explain about God again.

After a delightful 33.5-hour passage from Vanuatu, we find ourselves snug in the Port Sud Marina at Noumea, New Caledonia. We're looking forward to croissants and French wine, but are currently imprisoned aboard *Moonshadow* as we cannot



clear into the country until tomorrow, which is Monday. Unable to leave the boat, we cannot get a cell phone SIM card that would allow us to surf the Internet.

We have a few weeks to spend here, but have no idea how we're going to do it as we haven't had any time to do any research on the country. Champagne problems!

— john and deb 08/05/2017

Cool Change — Pacific Seacraft 31 Cindy and Rick Petrinellis Lessons From a Year of Cruising (Sausalito)

After sailing down to Mexico as part of the 2014 Baja Ha-Ha, we had a marvelous 2014-2015 cruising season. Despite a few unplanned interruptions, we got to almost everywhere we'd planned. But we never had enough time at any of them. For even after several days in one spot, which we didn't get very often, we had to force ourselves to move on. This was necessary, because if things continue to fall into place, we'll be in French Poly-

MOONSHADOW



VANUATU TOURISM



IN LATITUDES



ALL PHOTOS COURTESY COOL CHANGE



Clockwise from above: The new GranSueño Hotel at Muertos; A liqueur bottle cap solved an outboard problem; Everyone has to eat, so bread and other food was always available; Two hundred inverter watts made a world of difference; No mas staying in marinas for long periods; A happy Cindy.

nesia by this time next year, leaving our beloved Mexico behind. Until, that is, we return several years from now.

In 2014-2015, we managed to sail all the way down the mainland coast from Mazatlan to Zihuatanejo, then as far north as Santa Rosalia in the Sea of Cortez, then back down to Mazatlan. That's 2,418 miles in one season. That sounds like a lot, and was indeed our most ambitious sailing season to date. Under normal conditions, we sail at about five knots.

One of the great things about both the Pacific Coast of Mexico and the Sea of Cortez is that there are anchorages close enough together so that you rarely have to endure long sailing days or overnights. We try to anchor within 30 miles of our next anchorage so we arrive before dark.

We anchored 51 times during the 2014-2015 cruising season, sometimes at the same place but at different times

in our trip. We stayed in marinas nine times, always for more than one day.

When we first got to Mexico, we couldn't understand the folks who spent all their time on the hook when there was a nice marina nearby. Unless, of course, marina stays weren't in their budget.

In our case, being at anchor meant we had to give up certain conveniences:

the ability to use some A/C devices, the use of hot water unless we ran our engine, being able to stand while showering, having ice for our nightly cocktails, having access to laundry facilities, and having a stable platform for making repairs. In addition, it meant we lacked easy access to all the conveniences of large towns, such as lots of restaurants and big stores for provisioning.

Our perspective on marinas really changed during

our 2016-2017 cruising season, our second in Mexico. We found ourselves dropping into marinas only when we absolutely needed to, and getting out of them as quickly as we could. We saved up the must-do-at-port jobs, and then rushed to get them done so we could get out of the marina as quickly as possible. Marinas became an occasional necessary evil in our travels!

Why the change? Part of it was that *poco a poco*, we made changes or accommodations on *Cool Change* for most of what had been inconveniences. For example, we added a 200-watt inverter so we could power and recharge our computers and run our mini-movie projector without A/C. That was a big deal for very little money.

We also learned that motoring in light winds meant we usually had engine-generated hot water for showers. When we didn't motor, the reliable sunshine of Mexico meant that the stronger sun shower we bought for the second season gave us all the hot water we needed anyway. It even got to the point where we preferred taking showers on our boat to in a marina. It was more convenient not to have to walk to the marina showers, and we've grown to enjoy sitting down while showering.

We solved the ice problem by buying a bunch of disposable plastic bags that are specially configured with little pockets to make small ice cubes. We hang them vertically next to the cold plate in the morning, and by nightfall we have just enough ice cubes for two cocktails each.

As for laundry, we found that we didn't use nearly as many clothes when anchored out as when in a marina. I hand-washed some personal apparel and maybe a few T-shirts once in a while, but that was pretty much it. After washing, I would clip them to the lifelines, and they would always dry in a couple of hours.

After a year of cruising, plus getting some good advice and new lures, Rick's catches improved greatly. Fish was the common dinner protein.



COOL CHANGE

CHANGES

Once, all of our bedding got wet because of a hawsepipe left open in big seas. I was able to rinse out the seawater and hang the thick mattress cover outside. It dried by day's end.

COOL CHANGE



'Cool Change' on the hook at Paraiso, Cindy's favorite.

We even overcame the belief that we needed to be in a marina to effect repairs. Naturally we learned this by necessity. The worst case was when our toilet wouldn't flush. A part of a tie wrap stuck in the toilet's built-in macerator, so we had to disassemble the toilet — which unfortunately had just been used for serious business. Cleaning it out was an extremely unpleasant mess, but it was better to do at sea — where at least it was legal.

Along with making repairs underway, we also learned we could improvise if a part failed us. For example, we managed to drop the screw-in oil dipstick cap on the outboard while checking the oil as the dinghy sat in the water. A cork from a Grand Marnier bottle, along with some cleverly placed tie-wraps, kept the oil from spurting out of the engine until we could find a proper replacement.

When it came to provisioning in the Sea of Cortez, where big stores north of La Paz are few and far between, we found we could easily survive on the fish we caught. This protein was supplemented by the fruits, vegetables, cheese and basic staples we were able to find in the smallest of *bodegas* in the smallest of villages — some of which were accessible only by sea. Everyone has to eat, for goodness sake, and many do not have the resources to get out of their small villages, so we could find what we needed

Rick and Cindy got as far south as festive Zihuatanejo, and took part in the annual Sailfest charity event.

COOL CHANGE



in even the most unexpected places.

[More next month.]

— cindy 07/20/2017

Pelagic — Hallberg-Rassy 42 Michael & Amy Bradford Family Last Eight Months of Our Cruise (Portland)

We left Portland in September 2014 with our crew of Zander, 11, Porter, 9, and Anakena, 4. Our goal was to see how far we could comfortably cruise in three years.

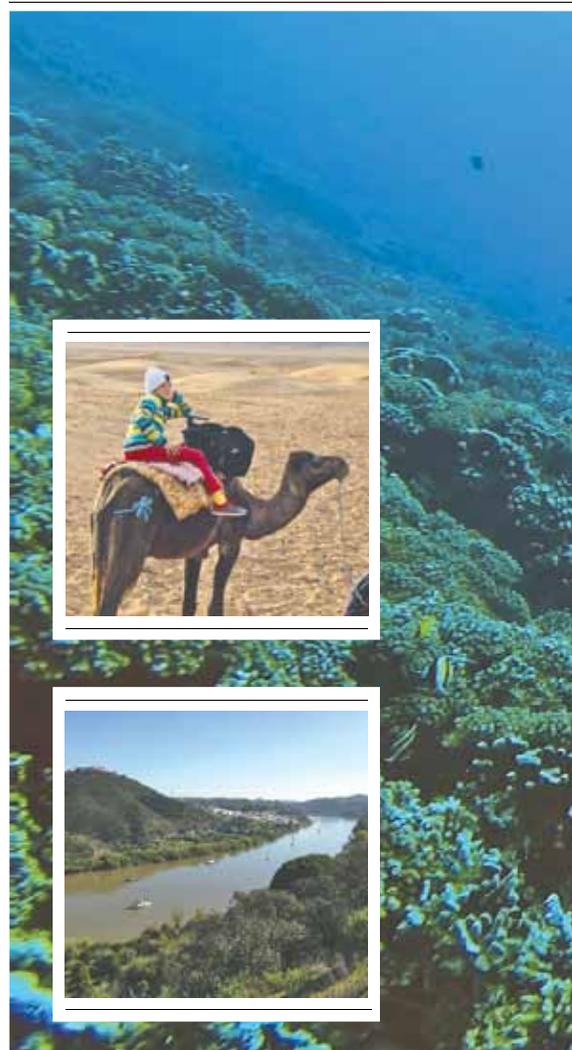
We started with the 2014 Baja Ha-Ha, continued on down Central America and through the Panama Canal, and then made our way up the East Coast of the United States to Maritime Canada. From there we took off across the Atlantic. After our arrival in Ireland, we toured Scotland, then sailed down to France, Portugal and Morocco.

In January 2016, we slowed down considerably, and enrolled the kids in a local Spanish school at Sanlúcar de Guadiana for a few months. In spring 2016 we crossed the Atlantic to the Caribbean. We are now in the Pacific, officially on our way home, albeit via a circuitous path. We are currently in French Polynesia and looking at weather windows to Hawaii before finally making landfall back in the Pacific Northwest.

As part of winding up our three-year cruise, we spent five great weeks in the Marquesas — see last month's report. More recently, we sailed south to the Tuamotus on what was one of our best passages ever. We enjoyed 12-15 knots of wind on the beam in calm seas.

Once we got to the 'Dangerous Archipelago', we visited Raroia, Makemo, Tahanea, Fakarava and Toau. Photos don't do justice to these atolls, and there aren't enough adjectives to describe the colors of the water in the lagoons.

It had been 20 years since Michael and I had last been to the Tuamotus, and things hadn't changed as much as we feared they might have. The highlights of our visit included jumping over the side in any anchorage at any atoll and being suspended in water clear as gin, and snorkeling some of the healthiest reefs we've ever seen. Diving with the sharks in the South Pass of Fakarava was another highlight of



mine. The kids would add spearfishing, bonfires on the beach with other cruisers, and catching coconut crabs.

It was almost surreal to see how my boys had developed during the three years of our cruise. It seemed as if they were still just little boys when we took off. Yet here in the Marquesas, they would jump over the side, free dive to 30 feet, and spear a grouper. And they would have it out of the water within a minute, knowing if they took any longer the sharks would have a free meal.

The boys have become fearless — but not reckless — in the water. I watch them with admiration, and a little envy, too. I wish I'd had their confidence and skills at ages 12 and 14. Furthermore, Porter now helps Mike clean the carburetor on our very finicky outboard, and Zander's sailing skills, which surpassed mine about the time we left the Columbia River, have been further refined.

Instead of doing everything for the boys, they are a big help. For example,

IN LATITUDES

ALL PHOTOS COURTESY PELAGIC



Spread: Finding excitement diving in the Tuamotus nearing the end of a three-year cruise. Insets, clockwise from lower right: A remote anchorage in Scotland; Boys to men — and a little girl having grown a lot in three years; Spain, where the kids briefly went to school; Porter of Morocco.

we now rely on them to stand watches, dive down and untangle the anchor when it's fouled, check a mooring line, and do other tasks. I can only hope their confidence and skills in the cruising world translate into confidence and skills back in the 'real world'.

It wasn't all giggles and rainbows, however, as the Tuamotus aren't the easiest place to cruise. The passes can be tricky, and since coral-head bommies are ever-present, you need to be vigilant when crossing any of the lagoons.

You can also run into the problem of a quick change in the weather *and* having the anchor fouled. We were stuck in Makemo because of just that combination, with the wind blowing at gale force. We were on a lee shore between several reefs, and closer than we would have liked to a pass that didn't ebb for 72 hours.

How did we get into that less-than-ideal situation? We had run to the northwest corner of the atoll to get relief from some northers that were predicted. We did get lovely protection from those winds, but the winds also meant there wasn't any slack water in the pass. Thus we missed any opportunity to leave the lagoon before we were hit by strong winds from the southeast.

The southeast winds caught us a little unprepared. With the waves having 30 miles of fetch before reaching us, you can imagine what it was like and why we were more than a little nervous. The days waiting out that wind were probably the most uncomfortable in our three-year cruise. But you have to have the worst somewhere.

The rest of our time in the Tuamotus more than made up for those discomforts. The

scuba diving alone is amazing. Having previously been scuba certified on the Great Barrier Reef of Australia, I'm a little snobbish when it comes to coral reefs and rarely rave about them. That said, the reefs surrounding the atolls of the Tuamotus were unreal.

Most of the passes were fun to snorkel or dive, but we found fantastic diving on the ocean side just outside the passes, too. We dove healthy reefs with huge pelagic fish and sharks, saw huge schools of baitfish, and followed the occasional ray or monstrous Napoleon wrasse. The ocean floor was carpeted with colorful corals, and they were spectacular even in the muted light at depth.

The reef fish were also abundant; butterflyfish, damselfish, surgeonfish, and unicorn fish, to name a few of the more brightly-colored ones. There were also plenty of game fish, including grouper and parrotfish. We aren't fast enough to spear tuna, but we saw plenty of those as well.

There seemed to be terrific biodiversity in the Tuamotus, with no garbage, no bleaching of corals, and very little damage to the coral in general. At least from an amateur's point of view, it was a delight to see the outer reef so intact.

We had four divers on board and four tanks, but only two buoyancy compensator/regulator combos, so we'd all pack up in the dinghy and take turns diving in pairs.

When we snorkeled in the passes, we trailed the dinghy behind us on a 100-ft line. The bommies in the lagoons were also great fun to snorkel, and at shallower depths, even my youngest was able to get up close and personal with the coral. Anakena's favorite activity was pestering the many Christmas tree worms.

As I finish writing this, we are now on our way back to the Pacific Northwest via **Porter was just a kid at the start of the cruise. By the end, he was riding the spinnaker in the middle of the Pacific.**



PELAGIC

CHANGES

Hawaii, and around the highly mobile Pacific High. We bashed uphill from the Tuamotus to the Marquesas just to load up with fresh fruit, fuel and baguettes. We additionally hoped this easting would give us a better angle to Hawaii.

The trip to Hawaii was fast and furious, but I guess that is what you get when you cross the trades. From Hawaii we again will head due north until we are over the Pacific High and we can sail with the west winds behind us — hopefully, all the way to the Columbia River Bar and upriver to home in Portland, Oregon.

— amy 07/05/2017

Tanda Malaika — Leopard 46 The Govatos Family Cat Lost On Reef at Huahine (Ventura)

In the early hours of July 18, the Leopard 46 catamaran *Tanda Malaika* went onto a reef at Huahine near the end of a passage from Moorea in the Society Islands. There were six family members aboard: Danny, his wife Belinda, and their children Jude, Mycah, Aidan and Emma.

Danny reported that he had been monitoring their Navionics chart and the depthsounder, when the latter suddenly went from showing a depth of 180 feet to 0 feet. According to Govatos, the reef did not appear on their Navionics chart.

"We all felt *Tanda Malaika* violently hit the reef," Belinda reported in the family's blog. "Massive waves raised the cat's port hull to about a 75-degree angle, then dropped her with an incredible force back down onto the reef. I saw Mycah being thrown from port all the way to starboard, down the stairs of the starboard hull, and forward onto the floor in her cabin."

After a harrowing few hours, the entire family was rescued — in two trips — by a French Navy helicopter. It helped

Once 'Tanda Malaika' was on a lee-shore reef, there was no chance to ever get her off. The French did a great job rescuing the crew.

that they were on a cat, as it offered a flat and stable platform.

You can read Belinda's gripping account of what could have been a life-and-death situation at <https://adventuresofatribe.com/>. It's accompanied by dramatic photos of the nighttime rescue.

Miraculously, nobody was seriously hurt.

At first light and first glance, it didn't look as though *Tanda Malaika* was that badly damaged. But it soon became clear that the bottoms of her hulls were already damaged beyond repair, and the catamaran was slowly but surely being washed farther onto the reef.

When the family was safe on land again, two members of the French Navy asked what had happened. Belinda told them they'd hit a reef that didn't appear on their chart. Belinda reports that the French asked if they had been using a Navionics chart.

"When I said 'Yes'," wrote Belinda, "one man shook his head and said that at least five boats a year that were using Navionics charts end up on those reefs."

Belinda says she was taken to a large map on the wall and asked if it was the specific place where the family's cat had run aground. Belinda said that to the best of her knowledge, it was. She was then shown two places on the map, one being where *Tanda Malaika* went aground, and a second spot, where most of the wrecks had allegedly occurred.

The Govatos family pretty much had their net worth invested in the boat, which they'd purchased two years ago in the Caribbean in order to travel the world while doing humanitarian work. Unlike a lot of cruisers, they initially had insurance. But they report that when they got to the Galapagos, their carrier dropped them, claiming they didn't have enough offshore experience. By that time they'd sailed 12,000 miles.

Back in the day, the owners of a shipwreck could simply walk away and that was that. Now almost all countries demand that the owner pay to have the pollutants removed and the wreck taken away. It only took a couple of days for it to become clear that *Tanda Malaika* was no longer a candidate for salvage, and needed to be towed out to deep water and sunk.

Alas, even that is going to cost a lot of money, as the salvage company charges



\$5,000 an hour. They wouldn't do anything until they got a \$25,000 deposit, and estimated the entire job might cost \$75,000.

Which raises the question: What do the French do if someone doesn't have the money to pay for the removal of a wreck? After all, they no longer have debtor's prisons, and haven't used the guillotine since 1976. We do know that the family was able to fly to New Zealand, where they applied for visas.

Nearby cruisers did everything they could in the days following the shipwreck to help the family save as much of their belongings as possible, and remove everything of value from the boat. If you'd like to help this family, their GoFundMe address is: www.gofundme.com/helprescueethetribes.

For what it's worth, a number of cruisers have questioned the claim that the reef didn't appear on Navionics charts. Others say that the reef has been properly plotted on Navionics charts as old as



TANDA MALAIKA

IN LATITUDES

the challenge and gradual progress of rebuilding her. And to eventually be united with my faithful friend on the water, with my hand on her tiller, a bone in her teeth, and a smile on my face.

Having gotten confirmation that my insurance would cover the \$19,000 wreck removal bill, I am able to make plans. The repair of *Fleetwood* will take months. It will require chiseling out the damaged stringers and parts of the chines and floors, cleaning out the breaks, and scarfing in replacements. I will reinforce the weak areas with carbon fiber. After I have repaired and repainted the underwater parts of the hull, and installed the replacement engine and the solar panel, I'll move the boat back to the Nautical Boats Marina in Portsmouth. There I will finish the interior and above water exterior work, as well as the wiring and electronics. I'll also make up new floorboards, cockpit grates and a hatch for the one that got lost.

Just the replacement of the lost/ruined items is over \$10,000, which is a little more than my current savings. And this does not include the cost of the needed materials for repairs. Here's my list:

Kyocera Solar Panel and controller, \$350. Inflatable dinghy, \$750. Engine, installation, and mounts, \$7,000. Engine upgrade from one to two-cylinders, \$2,000. Engine hatch material, \$50. Liferaft, \$2,100. Boat tools, \$1,000. Two batteries, \$700. All wiring, including mast, \$375. Horseshoe life ring, \$50. Windvane vane, \$60. VHF radio, \$400. AM/FM radio, \$150. Handheld GPS - \$150. Two-burner propane stove - \$350. AIS/GPS transponder, \$940. Cockpit floor grates, \$150. Cabin floors, oak strip, \$200. Hardware spares, \$350. Lines and halyards, \$50.

The big expense, of course, is replacing the one-cylinder 10½-hp diesel

Despite the horrible mess inside 'Fleetwood', and some damage to her hull, the 80-year-old Jack has decided to clean her up and rebuild.

ALL PHOTOS COURTESY OF TANDA MALAIKA



Clockwise from above: What you never want to see — a yacht helpless on a reef; Three heartbreaking photos of trying to salvage the bits and pieces of what was once a complete, functioning, ocean-going boat. The next three photos are of the dramatic nighttime rescue of the crew.

2010. See *Letters* for more on this topic. [latitude/rs 08/15/2017](http://latitude/rs/08/15/2017)

Fleetwood — Naja 30 Jack van Ommen Rebuilding Fleetwood (Gig Harbor, Washington)

A week ago I was ready to 'throw in the towel' on *Fleetwood*, which had been badly damaged during a grounding and the time she spent on a shoal in Virginia. I'd spent a full week cleaning the inside of the boat, removing the remaining seawater and thick mud from the bilge. I knew that there was a split along the lower port chine and damage to the rudder post and sugar scoop. But then I found that the chine on the starboard side was also split, and the stringers were broken at the masthead bulkhead, as was the floor timber in the same area.

While the dreadful condition of the

boat, as well as continued problems with my 80-year-old back, discouraged me, after consulting with Todd, who had built this particular kit boat, I decided to go for rebuilding *Fleetwood* anyway.

My other option would be to walk away from *Fleetwood* and hope that I could make enough money from salvaging the winches, deck hardware, and rigging to cover the cost of cutting the boat up and putting it in the dumpster. Then I might find a fiberglass substitute for, say, \$10,000, that I could outfit for another \$5,000.

The problem with that alternative is that no other boat I could find would be the sailboat that *Fleetwood* has been to me and potentially can be again. I realize that my age is slowing me down, but I am looking forward to



FLEETWOOD

CHANGES

engine with a two-cylinder 12- to 18-hp Kubota, Westerbeke, Yanmar or similar in good used condition. Anybody know of one, preferably near the Chesapeake Bay?

The last week of every month I get a Social Security check for nearly \$2,000 deposited in my account. And the royalties from my books are slowly growing. One of the regular readers of my blog has already stepped up with a very generous offer of \$1,000 toward "resurrection" of *Fleetwood*. Jan, my twin brother, has already deposited a similar amount in my account.

During my circumnavigation of Western Europe in 2010, I had to replace the old Renault diesel in my original *Fleetwood* while on the Danube River in Romania, far from any marine facilities. That cost \$8,000 and wiped out my savings. But I managed to build my savings back up.

Then when I lost my original *Fleetwood* after a series of storms in the Med in 2013, I managed to scrape enough money to purchase my current *Fleetwood* boat for \$7,000, and again build my savings back up. So I am expecting that the Lord will again take care of it. But if I get into a bind, I might avail myself of the monetary aid of others. Actually, it would do me a great financial favor — and be a pleasure to others — if anyone were to purchase either of my books, *SoloMan* and/or *The Mastmakers Daughters*. It would particularly help if you bought the printed version from CreateSpace.com instead of Amazon.

On Thursday I had an appointment with the back surgeon. Since I had not experienced any relief from the surgery, he ordered another MRI and X-ray, which I haven't gotten yet. My work on *Fleetwood* has not, of course, helped with my post-surgery recovery. Currently I am house- and cat-sitting for my daughter and son-in-law while they are on vacation. I may end up as 'cat food' unless I hear from them soon and find out where the dry food is kept. They took the bicycle I'd been using with them, and walking the three miles to the nearest market is not agreeing with my back.

— jack 08/01/2017

Sonrisa — Lagoon 440 The Brettingham-Moore Family The Heat Is On in the Sea of Cortez (Tasmania / La Paz, BCS)

How hot was it in La Paz in late July, and likely to be through mid-October?

"The only way to be outdoors after 3 p.m. without feeling like you're inside a hair dryer," writes Mel Brettingham-Moore "is to do the *passeggiata* along the

malecon with all the locals late into the evening!"

So that's what Mel had been doing with her husband Nick and sons B.J., 10, and Huon, 7. Of course, it's even cooler when you're on your boat on the waters of the Sea of Cortez. So a few days later, Mel had an update:

"The fridges are packed to brimming, new spear guns at the ready for the trainees, the cats are settled in, the clothes are packed (not!), and off we go! We have enough supplies that we don't have to be back to civilization for three weeks. Can't wait to get back to our old ways — meaning willful simplicity.

A week or so later, Mel provided another update: "Ah, the Sea of Cortez in all her beauty! Having moved to land after 10 years of living aboard, five of them in the Sea of Cortez, we have missed the long, hot afternoons of wallowing in the water, the early morning beach walks, the diving and the kayaking, and Monopoly and chess games onboard.

"I've managed to churn out some great bread and cakes from the solar oven," Mel continues. "Meanwhile, the boys have been extremely successful with every hunt, bringing back an abundance of fish. Even enough for the furry ones. We are so lucky and grateful to have the amazing playground of the Sea of Cortez so close by."

Readers may remember that Nick and Mel bought their Lagoon 440 *Sonrisa* from the factory in France 10 years ago after many years of working on megayachts in the Med. They intended to slowly sail back home to Tasmania, but Mexico got in the way.

— latitude/rs 08/08/2017

Cruise Notes:

The consensus of opinion has been that **T-Mobile** had the best phone solution for cruisers, what with their claim of "unlimited free data" in 122 countries. It turns out the claim was completely misleading, and then they started enforcing the small print — which basically said you could only "occasionally" use their system outside the United States. So much for "unlimited". If you overdid it, you could — oh, God, no! — lose your phone number. T-Mobile is still better than AT&T and Verizon, which will cut you off even earlier. But, according to a number of cruisers, including Marc and Laura of the San Francisco-based 50-ft ketch **Liquid**, there is a five-step workaround:

- 1) Get a local SIM card and a 'pay as you go' plan for the unlocked phone.
- 2) Set up a VOIP phone with a US phone



- 3) Forward this number to your current cell phone.
- 4) Port your current US T-Mobile number to Google Voice.
- 5) Forward your old number — now on Google Voice — to the VOIP phone number.

Follow the five steps and you'll keep your US number *and* have calls forwarded to any international cell phone you want. Brilliant!

Lots of cruisers also use **Skype** and **WhatsApp** with good success. In the case of WhatsApp, however, whoever you are calling, and whoever calls you, has to have a WhatsApp account, too. And you need Internet for both systems.

"Can you get **Internet at the Channel Islands**?" we asked readers in *Lectronic*.

"All this season I've had great connectivity using AT&T on the front side of Santa Cruz Island," report Greg and Kathy Kircher of the Ventura-based but Ha-Ha-bound Valiant 42 **Fellowship**. "Anchorages such as Prisoners, Pelican and Fry's get excellent signals. Conversely, the back side of the island — Smug-

IN LATITUDES

Central America, and ending up in Ecuador in late spring. Back to Ventura for another summer, then we'll continue on to Chile in the fall of 2018."

Another California boat hauled out in Puerto Peñasco is the Sausalito-based Stevens 40 **Shawnigan**. Christian Lauducci, the dad, was really happy with the paint jobs he was getting done on the boat. Josie, the mom, was back at UCSF in neonatal intensive care earning cruising chips, and the kids Nina, Ellamae and Taj, were visiting friends and relatives.

A turf war between the New Generation and Sinaloa drug cartels took a more deadly and unfortunately public turn on August 6, when three men were gunned down at **Playa Palmilla**, a popular local and tourist beach at San Jose del Cabo. This is 20 miles east of Cabo San Lucas. Eight others were killed that same weekend, but in the *barrios*. Violence in *gringo* tourist areas is generally frowned upon, even by drug cartels.

To put things in perspective, despite the deadly drug wars Mexico has had a murder rate of about 16.5 per 100,000. This is a fraction of the murder rate in most of Central America — and lower than in many big cities in the United States. St. Louis is 59 per 100,000. Baltimore, 55. Kansas City and Detroit are both 43. New Orleans is 41. Oakland checks in at 20 while Stockton at 16.

In better news out of the Los Cabos area, **Marina Cabo San Lucas** Harbor-master Darrin Carey reports that docks H, J and I, destroyed by hurricane *Odile* in 2014, have finally been repaired. "I have never seen so many tourists in Cabo in August, the low season," notes Carey.

"I hauled my boat at Power Boats Ltd in Chaguaramas, Trinidad, a few weeks ago," reports Bill Lilly of the Newport Beach-based Lagoon 47 **Moontide**. "The *The cat trailer at Power Boats, Ltd in Chaguaramas, Trinidad. It's home of the 'Spindler Discount'. Ask for it by name.*

ALL PHOTOS COURTESY SONRISA



Clockwise from bottom right: Mel's 'baby' Huon, 7, on his first hunt; The boys with a catch and BJ battling a mango; Mel's solar oven at work; Adequate shade is a necessity in the Sea in the summer; Mel with Huon early in their cruising days; Nick; One of the ship's cats; 'Spear' of the day.

glers, Albert and Coches — get bupkis. Our rule of thumb is to avail ourselves of the Internet prior to rounding San Pedro Point, because that is the end of it."

Chuck Lennox of the Ventura-based **Island Girl** reports, "I can send small texts from Pelican Bay and Prisoners, and they get through 95% of the time. But I can't send any data."

"We used to have Verizon because their coverage map showed 4G LTE coverage at the Channel Islands," report Mike and Annette Reed of the Ventura-based 46-ft custom cat **Rum Doxy**. "In reality, we lost the signal two to four miles from the island. We then switched to T-Mobile for Mexico, and found that if we climbed the bluff above Scorpion at Santa Cruz on a good day, sprinkled the blood of a one-legged chicken killed at new moon onto the phone, and did a little dance, we could get phone service. We didn't try the Internet.

"Yet when we got back to Ventura from Mexico last year," Mike continues, "we were surprised when a fisherman friend on San Miguel Island said he'd been tracking our AIS signal on Marine-traffic.com. He said he was using AT&T on his cell phone to access the web. He also told us he gets coverage from Santa Barbara to San Miguel Island. We considered switching back to AT&T, but didn't, because it's nice to know there are still some places where the phone won't ring and you can't get data.

"By the way, *Rum Doxy* is currently on the hard in Puerto Peñasco in the extreme upper end of the Sea of Cortez while we work in Ventura for the summer," says Mike. "Our plan is to head south in the fall, slowly making our way down the Sea, mainland Mexico, and



MOONTIDE

CHANGES

yard is owned by Don Stollmeyer, who says it is "especially good" that Richard Spindler, aka the Wanderer, remembers him from when he hauled his Ocean 71 **Big O** at Power Boats in 1993. Stollmeyer, who was flattered that the Wanderer remembered him, says that **Big O** was the biggest boat they've ever hauled. He said it in a 'won't-do-that-again' tone.

"Our yard has progressed a great deal since *Big O* was here," says Stollmeyer. "I'm also a catamaran sailor — and amateur cat builder — so one of the few good things I've done is design and build our own hydraulically operated trailer specifically for hauling cats. We've been using it for the last 15 years, and it's proven to be a lovely system.

"The front of the trailer supports the cat under each of her hulls on individual slings that can be moved in or out to fit different width cats. Toward the back, the trailer supports the boat under its bridgedeck on two large hydraulically operated pads. All lifting is done hydraulically, the trailer being designed to support the boat comfortably and securely. There is no inward squeezing, as happens with a Travelift. Our trailer



MOONTIDE

Bill Lilly, on the left, hamming it up with the Wanderer's old friend in Trinidad, Don Stollmeyer. We recommend his yard.

can be adjusted to fit most catamarans up to about 60 feet LOA, 28 feet beam, and 18 tons."

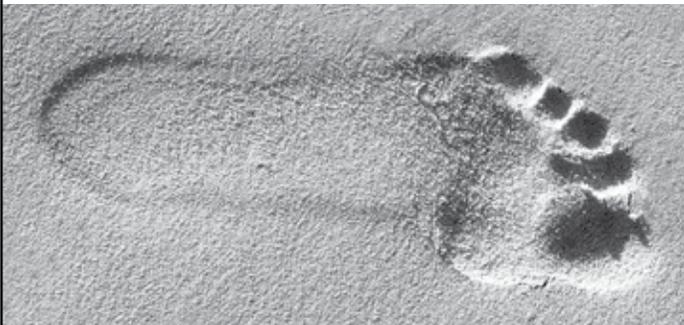
Another very active California cat that just hauled out in the Caribbean for hurricane season, in Grenada, is Eric Witte and Annie Gardner's San Diego-based

Catana 47 **El Gato**. They are headed to San Diego, so if excessive mirth breaks out in the Southland, you'll know why.

After something like seven years of cruising the South Pacific aboard the Portola Valley-based Marquesas 53 **Rhapsody**, Caren Edwards, wife of Sam and mother of Dana and Rachel, was the only one who voted to keep cruising rather than come home. But she was outvoted. But even after 10 years her cruising dream refused to die. So after a long search for a new cat, she purchased a Leopard 46 in the Caribbean and christened her **Serenity**.

"I love the cat," says Caren. "But I don't like having to deal with crew, so I singlehanded her down island for 10 days before returning to California for a couple of months. My boat has a lot of systems, and I'm not a systems person. And I'm finding out that learning how to manage a system is different than, for example, trying to figure out why the genset isn't working. I'm getting better at it, but am still not there. I know the Wanderer likes keeping his boats very simple, but as I'll be living aboard long-term, I like

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a few more creature comforts, and thus have to deal with the systems."

"We purchased a Fountaine-Pajot Eleuthera 60 catamaran in Spain that we christened **Pono**," report Jim 'Homer' and Claudia Holm of Santa Cruz. "The negotiation included the owner's having to pay to replace the tired rigging, and it was suggested that it be done in Canet en Roussillon, France. It was a great suggestion, as Canet has become a catamaran center of France and is known as *Pole Nautique*.

"Philippe Berardo of Atelier Grément was our rigger, and he was fantastic. In one week his crew pulled our mast, replaced the rigging, pointed out other issues that needed work and took care of them, and resteped the mast. Richard of E-Pure Sails handled a multitude of small issues, and we had mechanical assistance from François and Alex when we began to discover things that the survey had not revealed.

"It was the attitude of these craftsmen that made our visit and stay in Canet worth writing about. These folks always went the extra mile, and became

our friends, making our time here as pleasant as could be. Their prices were reasonable, too. We found most of our parts through Big Ship or Accastillage Diffusion, and some of the prices were excellent compared to those in the United States.

"Our plans give us time to train with the boat for our missions," the couple continue, "which are to document plastic in the sea and on shorelines in preparation for a talk at the Our Oceans Conference in Malta in October, and to convert plastic waste into diesel fuel aboard *Pono* when we cross the Atlantic in November."

Latitude and everyone else wishes you the greatest success in your latter mission.

Glenn and Karin Kotara of Bend, Oregon, didn't have as much luck as the Holms in their pursuit of a big cat in Europe.

"The Knysna 500 cat we flew to Gi-



Homer and Claudia Holm were delighted with the work done on their new-to-them F/P 60-ft cat at Canet en Roussillon, France.

braltar to buy was not as advertised," reports Glenn. "For example, the ad for the boat indicated 1,100 engine hours when there were actually over 1,800. The seller said it had to be a typo. Right. We nonetheless had the boat hauled and surveyed, at which point many other issues showed up. The bottom line is that he was asking \$595K, and I offered a \$500k cash close as soon as the paperwork was completed. That's when all the hugs and kisses ended. We nonetheless

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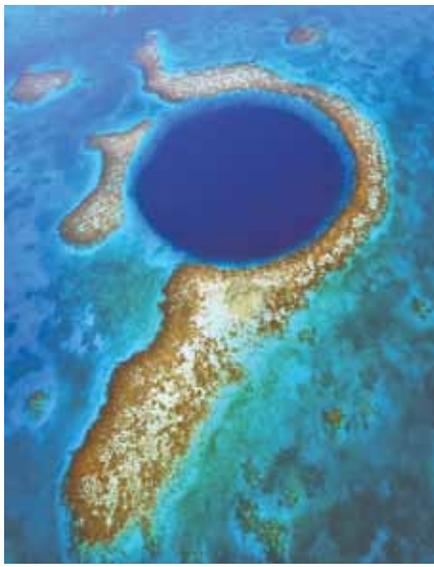
CHANGES

had a spectacular time in Spain, so the trip wasn't a total loss.

"As it is, we have a deposit on a 2018 owner's version of a Leopard 45 that's due to be in Fort Lauderdale in May next year. That means it will be too late to see the St. Barths Bucket — we still talk about the time we chartered with the Wanderer and de Mallorca to see it — but at least we'll be getting all the options we're looking for in a boat.

The port is closed! Doña de Mallorca and her four crew on **Profligate** wanted to start their 1,000-mile Baja Bash from La Cruz to San Diego on Saturday, August 12. The only problem was the port captain said the port was closed because of rough weather, and thus wouldn't check them out. There was no wind at all forecast in La Cruz for the 12th, and only 20 to 25 knots — from the south — on the next day. But when the port captain says you can't go, you'd better not go.

"We read the Wanderer's thoughts about the traffic, crowds, noise, and stressed-out people here in California compared to being other places on boats," write Dr. Bruce and Mary Bock of the Coronado-based Island Packet 485



BELIZE TOURISM

The Great Blue Hole and other cruising delights of Belize have very little in common with the 805 and other congested highways of California.

Solstice. "We couldn't agree with him more. I realize that I was one of those drivers in my working life, and that the 805 — and other freeways — could eat up half my lifetime! After six crazy and fun

months of cruising in seven countries, we are currently back in California visiting family and friends, which is very important and fun. Nonetheless, we're very excited to return to our boat in Belize in two weeks. It was the 2013 Ha-Ha — an experience that we speak of often and thank everyone for — that got us away from the craziness of California."

The times they are a-changin' in **Mexico**. Example #1. The Mexican Navy is now in charge of the port captains in Mexico. Example #2. Starting next year, all elementary school children in Mexico will be taught basic English. "If you don't know how to speak English, you can't be part of the global world," said one education official. Sort of how it's hard to get on in California if you don't speak Spanish.

Don't bug us! "Due to the above-average rain that fell on the Channel Islands this past winter, there is now a mosquito 'bloom' — at least around the southeastern end of Santa Cruz Island," reports Marcus Crahan of the Newport Beach-based Hinckley Sou'Wester 52 **Dauntless**.

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"A friend recently spent a few nights at Smugglers Cove and Prisoners Harbor, and reported that they were "swarmed by mosquitos" after the sunset. Luckily no one aboard the boat had an allergic reaction to bug bites. Mosquitos haven't been a big problem, particularly with the drought conditions of recent years, so there were no hatch or port screens on the boat. But as a veteran of the 2014 SoCal Ta-Ta, I thought that members of this year's Ta-Ta fleet, and everyone else, could benefit from a heads-up."

If you checked windy for the weather conditions on July 22, your eyes might have bugged out. Why? Because there were no fewer than **eight tropical cyclones** — four east of Hawaii — spinning their merry way east. As stunning as it was, don't fall into the trap of claiming that it's proof of climate change, because it's happened before. That was in 1974.

The beauty is that of the five hurricanes and five tropical storms in the Eastern Pacific as of August 20, not one of them had been a threat to Mexico. However, it's from now until the end of the season that some hurricanes bend

back to the north and northeast, meaning Baja and the Sea of Cortez, instead of going on their normal northwesterly offshore path.

It's been very quiet so far this year for marine interests in the Atlantic/Caribbean, as the Lesser Antilles haven't been hit at all. Oddly enough, Trinidad, which almost never gets hit, was nailed by a moderate tropical storm, and mainland Venezuela, which "never" gets hit, also got nicked.

Let's hope the good weather luck continues, but the big part of the Caribbean hurricane season starts now. In view of this, the Wanderer's Leopard 45 **ti Profligate** was taken from her shoulder-season berth at Jolly Harbour, Antigua, and put on the hard and strapped down at North Sound Marina.

On August 9 **John Nekomar** suffered burns over roughly 15% of his body during a fire aboard his Nantucket 33 **Alenka** at Ensenada's Marina Coral. The blaze was almost certainly caused by a



Firefighters and marina tenants battled to extinguish the blaze, pull the burn victim from the boat, and save his dog.

propane explosion. Sadly, the injured sailor died of a heart attack in the hospital that night. His dog was also badly injured, but survived. John's wife was visiting family in Eastern Europe at the time. Tenants of the marina were heartbroken, as John was well-liked.

While the exact cause of the explosion hasn't been determined, some noted that **Alenka's** propane system had copper rather than flexible tubing between the

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CHANGES

tank and the stove. Copper lines are subject to cracking, leaks, and thus explosions.

Propane is an excellent fuel, but potentially extremely dangerous. Boatowners should be motivated by this tragedy to check their tanks, hoses, fittings, stoves and heaters for any possible leaks and proper venting. Gas detectors for the bilge are also an excellent idea.

It's common for racing boats to be converted into cruising boats. But it's rare to see it go the other way, particularly with much older boats. Thus we were surprised to be checking out the coverage of this year's Fastnet Race and seeing the S&S designed Yacht Dynamics of San Pedro-built, 73-ft **Kialoa II** looking sweet while racing in the Fastnet Race from England to Ireland and back.

Older readers will remember that *Kialoa II* was the yawl — and sometimes sloop — that Jim Kilroy had built in 1964 and used to pioneer taking one's yacht all over the world to participate in the great races. She held the Sydney to



Now more than a half century old, and after a lot of money was spent, 'Kialoa II' is looking better than she has ever looked.

Hobart Race record almost forever, and nearly 50 years ago was first-to-finish in the Fastnet.

Latitude readers will remember that Berkeley's Frank Robben bought *Kialoa II* in 1984 and put a lot of work into her. He did a Pacific Cup with her, cruised her in Mexico a couple of times, then sailed her around the world. If we're not

mistaken, he met his wife in Sri Lanka during the circumnavigation.

Around the turn of the century, **Kialoa** was purchased in Honolulu by a Dutchman — the Dutch love metal boats — in a case of love at first sight. During his 14 years of ownership, the boat was totally rebuilt twice: first in the Netherlands, and again just a couple of years ago in Turkey.

Two years ago **Kialoa II** was purchased by brothers

Patrick and Keith Broughton, with the intention of competing in the world's great ocean races. *Kialoa II* finished 37th out of 58 boats in their Fastnet class. Not what they'd hoped for, but it was a light-air race, not her conditions at all.

Come to think of it, **Kialoa III**, the S&S 79 that was Kilroy's favorite yacht, and another great collector of trophies, has also been turned back into a racing machine. She's owned by a group out of the Monaco YC, and has been entered in — but hasn't always raced in — a number of big events.

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24 FEET & UNDER



18-FT MARSHALL SANDERLING, 1976. Napa, CA. \$10,000. Includes sail and cover, winter cover, 2016 Yamaha 4hp OB, depth finder, 2 anchors, portable head, and more. This is a SOLID boat, very safe and fun to sail. Contact (804) 928-3550 or pema.metta@gmail.com.



23-FT RANGER TALL MAST, 1978. Oxnard Channel Islands Harbor. \$6,000. Mast recently painted. All new standing, running rigging, wire, masthead, LED lights throughout, antenna, windvane. New Ullman on furler, mainsail good, spinnaker with sock. Solar, 110 capable. Autopilot, Mercury 8hp, electric start. Solid dual-axle trailer, new rims and tires. (805) 626-4285 or patlav718@gmail.com.

22-FT CAPRI, 2003. Richmond. \$11,500/obo. Fun, fast, boat. Great condition. Winged keel draws 2.5'. Large cockpit; 2014 Yamaha 4hp. Bottom paint. Roller furling, self-tailing winches, more. See photos online: <http://marcyzim.smug-mug.com/Sports/C22>. (510) 912-1819 or mzimmerman@sonomaconnections.com.

13-FT CAPRI, 1989. Lakeport, CA. \$750. Race-ready, very good condition. Galvanized trailer. Ask for Bob. (707) 263-5572.



21-FT HENDERSON SR MAX, 1989. South Lake Tahoe, CA. \$8,750/obo. Modified with double spreader carbon mast, deck-mounted articulating carbon bowsprit, asymmetrical chute, fat head main, Tacktick, Boomkicker. Precursor to modern sport boat. Glenn Henderson's personal ride. Foam core hull and deck, new paint, new main, new 2 jibs and chute. Honda 2hp, trailer, retractable keel, cassette rudder. Easy to launch and sail (2 to 4 people), fast and fun. PHRF killer. (775) 530-6562 or cpo718@yahoo.com.

24-FT SAN JUAN SLOOP, DELTA. \$1,500. Good condition. Health forces sale. 5 sails, 8hp 4-stroke. Lots of extras. Best offer end of September or donate it for write-off. Contact (916) 217-6908 or chardonnamoon@att.net.



19-FT MARINER (STUART MARINER), 1992. Truckee, CA. \$15,500. Mariners were made by O'Day starting 1963 see <http://usmariner.org>. Now made by Stuart Marine (<http://stuartmarine.com>) in Maine. Similar to Rhodes 19 but with sweepable cabin and more comfortable. Boat stored for 15 years in a garage in Phoenix. I've had it since 2009. On a slip for a few months on Tahoe for 3 summers. Not in water since 2014. Excellent condition with the following equipment: Cockpit cushions, cabin cushions, Porta-Potti, winches, whisker pole, opening front hatch, Nissan 5 long 4-stroke with about 10 hrs, sail covers, cockpit tent, swim ladder, curtains, sails, spinnaker, galvanized trailer, bottom excellent condition, no bottom paint, never in salt water. Much more. (510) 220-4250 or bdm1brulin@aol.com.

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18-FT MARSHALL SANDERLING, 1990. San Jose. \$14,500. Traditional New England shoal draft gaff-rigged catboat with centerboard, built in fiberglass. 18' long, 8.5' beam. Salty and stiff. Draws 2' board up, 4' board down. 500lbs lead ballast. Yanmar 1GM10 9hp inboard diesel. Road-ready trailer. Hinged mast makes raising and lowering the mast easy for one person. *Jack Tar* is one of only a handful of Sanderlings on the West Coast. Well maintained and in good condition. Priced very competitively with other Sanderlings of similar vintage. Many photos available on request: jacktarforsale@gmail.com.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$20,000/obo or trade. New carbon Wylie-design cat rig. Contact (415) 577-1148 or fred@fredandersen.com.



28-FT ISLANDER, 1976. Emeryville, CA. \$10,000. Beautifully maintained and upgraded. New bottom paint (2016). Tiller, all lines led aft through Lewmar clutches, Pineapple jib (2014), roller furling, teak interior, Volvo Penta MD6A. Best value I-28 on the Bay. (510) 435-6073.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$9,000. Well cared-for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko_2@comcast.net.



28-FT KNARR, 1985. Tiburon SFYC. \$31,000. Danish Borresen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See www.knarr.us/for-sale or call (415) 425-4300.



27-FT NOR'SEA, 1976. Santa Rosa, CA. \$25,000. Fuel tanks, P&S in aft cabin, need replacing. Job just begun, you finish. Rewired, Good Yanmar 2GM20. New bottom, bowsprit, and trailer. Rebuild spring 2017, etc. Call (707) 331-8030.

27-FT CAL 2-27, 1979. Ventura West Marina. \$7,500. Recently reduced price! Tiller with rebuilt Universal diesel (low hrs). Very clean sailboat inside and out. Priced to sell. Call for appointment. (702) 898-5579 or (805) 628-0455.



27-FT J/80, 2001. Sausalito. \$27,500. San Francisco-based J/80 in great condition; ready to race or daysail. Built 2001, *Acqua Veloce* is a regular racer, but also very comfortable, safe and reliable for family daysailing. Regularly maintained, kept clean and dry, *Acqua Veloce* comes with Triad trailer, 2016 Nissan OB and full inventory of sails. New bottom paint end of year 2016. Fresh water boat until purchased her in 2014. Moving/change of plans causes sale. Sails (all good or fair condition) include: 2 x main (Quantum and North), 2 x jib (Quantum), 3 x spinnaker (North). Harken winches, Tacktick display. 2016 Nissan 3.5hp OB. 2014 full survey (RJ Whitfield) available. Photos available upon request. (415) 686-2603 or peteboland@yahoo.com.



27-FT NOR'SEA, 1991. Brisbane Marina. \$47,000. Beautiful cruiser in excellent condition. Yanmar 2GM20F, Monitor windvane, solar panels, refrigeration, Rocna 20, Garmin 192C, Link 10 battery monitor, liferaft, and much more. Bottom work July 2017. www.sailboatlistings.com/view/67246. (650) 728-5945 or m.y.nagayoshi@gmail.com.

25-FT MACGREGOR, 1983. Martinez, CA. \$4,500/obo. Great little starter sailboat located in Martinez, CA. Please call if you're interested in this fun little Bay cruiser. (973) 886-2932.

29 TO 31 FEET

29-FT OLSON, 1986. \$14,900. Santa Cruz classic, one of 27 built. Many upgrades including new deep rudder, standing rigging, winches, rope clutches. All rigging led aft, including reefing. New Raymarine speed/depth. 5hp Tohatsu. Full race/cruise sails. (510) 521-7730.

30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced December 2013. Lifelines and running rigging replaced 1997. Harken self-furling jib installed 1997. New sails 1997. Marina Green slip included! Contact Dfoley@ewingfoley.com or (650) 400-6898.



30-FT CAPE DORY, 1978. Monterey Harbor. \$24,000. Well maintained circumnavigator, 2010-2015. Solid and trustworthy boat. Cutter rigged. Monitor steering vane, solar panels, Force 10 diesel heater, 2011 rigging and epoxy barrier coat. New bottom paint 6/2017. See <http://orcasvlog.blogspot.com>. Email orca.sv@gmail.com.



29-FT J/29, 1984. Marina Plaza Harbor, Sausalito. \$14,800. Pure sailing fun - J/29, winner of many races! With great upgrades, comes with berth in Sausalito, high-quality sails, electric redone, engine overhauled. See www.facebook.com/lunajsausalito. Contact (510) 717-2866 or goetzyl@me.com.

25 TO 28 FEET



25-FT NORDIC FOLKBOAT, 1987. SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 magnetlounge@yahoo.com.

27-FT BRISTOL, 1967. San Rafael. \$8,000. 20hp Tohatsu. Furuno sounder. VHF. Good condition. Great for offshore sailing. Email jhjohnhenry087@gmail.com.



27-FT PEARSON RENEGADE, 1968. Marina Bay Yacht Harbor. \$8,400/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or Techdiverx@yahoo.com.

27-FT VEGA, 1967. Crescent City. \$16,000/negotiable. Trailer and F350 diesel. *Lytic* was built in Sweden and is now a Plastic Classic. Mexico vet in 1999 and 2000. Exceptionally equipped. Electronics need upgrading. Rigging and sails decent. Needs paint. Email bestvega@hotmail.com.

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30-FT RAWSON, 1975. Ventura. \$35,000/obo. A compact, sturdy cruiser or live-aboard. All systems updated including new sails, 30hp Yanmar, 50 gal diesel, 80 water, electrical and plumbing, furler, genaker and storm sails, lines led to cockpit, Aries vane, radar, chartplotter, twin CQR anchors with manual windlass, propane system. Great for couple, singlehander or small family. Clean and dry with a cruising history. Photos and many extras to make life safe and comfortable. (530) 885-1424 or Wfschell53@gmail.com.



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30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. (510) 632-2370, (510) 508-2509 (eve) or saky@intensivenutrition.com.

30-FT IRWIN SLOOP, 1973. Pillar Point. \$7,000. Cruised Caribbean, Panama, Mexico and Alaska. 10 sails, Winslow liferaft, depthfinders, Lofrans windlass, anchors, autopilots, fiberglass, documented vessel, Atomic 4, direction finder, dinghy, Ham/VHF. Needs work, as/is. Call (406) 291-1509 or vkarawanny@gmail.com.



30-FT J/92 S, 2006. Marina Village, Alameda. \$59,000. Set up for shorthanded sailing, single- and multi-day trips. Similar boats have a history of doing West Coast-Hawaii races. See <http://sfbayss.org/forum/showthread.php?1949-J92S-Windtrip-Infinity>. Contact (510) 427-5328 or todd_olsen@comcast.net.

29-FT ERICSON, 1972. Fortman Marina, Alameda. \$10,000/firm. Continually maintained and upgraded for cruising by knowledgeable USCG captain. Divorce forces sale. See website for photos and details: <http://sites.google.com/view/ericson29/home>. Contact (831) 345-9384 or lewiskeizer@gmail.com.



29-FT CAL 2-29, 1975. Alameda. \$9,850. Excellent condition. Freshly painted topsides, re-upholstered interior, new Martec folding prop, re-built Farymann diesel. New bottom paint July 2016. Wheel steering, roller furling, four sails (including spinnaker and gear). (510) 593-8907 or davidb@realwareinc.com.

31-FT CHEOY LEE, 1970. Eureka, CA. \$8,000/obo. Cheoy Lee offshore, ketch-rigged. Inboard Perkins diesel runs well. Berthed in Eureka, CA. (707) 923-4345.



30-FT CATALINA, 1988. Marina Bay Yacht Harbor. \$24,600. 25hp diesel, radar/GPS - Garmin 4210, 2 VHF radios, depth, Autohelm, full canvas, full batten main with 10 sails on it. Step aboard and go sailing today. Seeing is believing. Call (775) 313-3604.



29-FT CAL 29, 1973. Alameda. \$7,500. Priced to move project boat. One year ago I purchased a new Beta 11hp marine diesel (\$10,000), but never completed the installation. Finish installing engine and you'll have a great Bay and Delta boat at a real bargain. Or take the engine and sell the boat. The engine is still in the crate in the salon. Contact (415) 744-4353 or larkinrl@yahoo.com.



30-FT CATALINA, 1981. Coyote Point Marina. \$19,500. Well maintained and in excellent condition with current USCG safety equip. This Catalina 30 is ready to sail with factory installed Yanmar 30hp motor upgrade and wheel helm. *Eleni* was hauled out in 2/16 for boat survey (available upon request) and received new anti-fouling bottom paint, a new 110% offshore jib, CMI headsail and Garhauer traveler. She has had regular bottom cleaning. Most recent cleaning and zincs on 7/7/17. Interior upgrades, updated custom interior, refrigerator, dual batteries with Perko switch, AM/FM stereo, microwave and flat screen TV. (415) 559-0466 or r.ames@vancebrown.com.



30-FT CHEOY LEE BERMUDA, 1965. Berkeley. \$6,500. Classic teak sloop. Sweet boat! Volvo MD7B diesel, VHF, depthsounder, knotmeter, new batteries, 4 sails, needs some work (electrical, brightwork, miscellaneous). Contact (510) 847-9572 or pschettig@gmail.com.



31-FT OLSON 911 S, 1986. Santa Cruz Harbor. \$35,100. Awesome sailing boat. Race. Cruise. New bottom paint June 2017. Furling jib, stove, heater, autopilot, stereo. Carl Schumacher design. Very good condition. Well maintained. (831) 818-7725 or marcdkraft@gmail.com.

31-FT HUNTER, 1985. San Francisco, Pier 39. \$18,500. Highly upgraded turnkey Hunter 31' for sale. Great condition, discounted slip transferable, self-tacking jib, genaker, electric winch, Bluetooth stereo, dutchman system, newer electronics and more. See <http://rstrakos.wixsite.com/hunter-31>. Contact (631) 398-3162 or rstrakos@gmail.com.

32 TO 35 FEET



ISLANDER 32 MK II, 1978. South Lake Tahoe. \$12,500/obo. Fresh water boat on newer triple-axle trailer with new tires. Tahoe boat since new. Westerbeke 25hp 4-cyl. Runs strong. Teak interior with teak and holly sole. Enclosed head/shower. Wheel steering. Cockpit cushions. CD player with speakers in and outside. Bow and stern ground tackle. Unused spinnaker and pole. BBQ. More. (530) 545-1423 or jcollier56@hotmail.com.



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36 TO 39 FEET



34-FT SABRE TARGA, 1989. Monterey Bay, Municipal Marina. \$54,900. High quality racer cruiser, built with Maine craftsmanship. 5 sails, all gear, CNG stove and oven. Low engine hours. Fresh bottom. Well equipped. Lightly used and dearly loved. Monterey municipal harbor slip available or delivered to Bay Area. Owned with care and attention. Excellent condition. Contact (831) 444-5947 or glmckee@hotmail.com.



35-FT HUNTER LEGEND 35.5, 1990. Richmond YC. \$35,000. In excellent condition. Rig and engine recently overhauled. 2-burner stove, refrigerator, perfect for extended cruising. 150 and 130 gallon tanks. Mini and dodger. New plastic holding tank. One owner since new. Best looking Hunter ever!



35-FT ERICSON, 1972. South Beach Harbor, San Francisco. \$21,500. Great coastal cruiser located at South Beach Harbor right next to AT&T Park where the SF Giants play. Yanmar diesel, 2-blade folding prop, Force 10 propane oven, 12 volt and 110 plugin, Danforth anchor, VHF, depthsounder, autopilot, knotmeter, AM/FM/CD stereo with Bose speakers, E-Z Jacks, head - toilet/sink, adjustable backstay. Contact (415) 307-5805 or cameran@clickmail.com.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$95,000. A standout classic coastal cruising yacht, well equipped, well maintained, with large main and 33' waterline. A fast, easy sailer, with 13' beam, super-livable. See <http://gyppspirits.me/category/boat-for-sale>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.



32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$51,900. This Gilmer design has been well maintained and is a go-anywhere cruising sailboat. See <http://bit.ly/2tGxn1Q>. Call (360) 316-1421.



35-FT CRUISING KETCH, 1947. Sausalito. \$20,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.

33-FT NEWPORT, 1982. Sausalito. \$29,000. Price reduced! Moving, must sell. Major refit 2009-2016. New Universal M25XPB, Hurth transmission, Vetus exhaust. New standing rigging, new main, new headsail on new Profurl furler, new Lewmar winches. Much more. (707) 484-3443 or paulferrera9@gmail.com.



33-FT CUSTOM LESTER STONE. Sloop, 1958. Berkeley Marina. \$29,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-tending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or dickwr8@gmail.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

32-FT COLUMBIA 5.5, 1964. Calaveras County. \$5,000. *Ripple* is hull No. 17. Price reduced from \$6,500. Main-jib-spinnaker. Good mast and boom. Trailer was sold. Contact (209) 772-9695 or bonnielopezunr@gmail.com.



32-FT BENETEAU, 2008. Richmond Marina, CA. \$74,999. 31.8 feet. One owner. Meticulously maintained. Maintenance records available. Survey 3/16. Currently a member of Tradewinds Sailing School. Contact (510) 215-8737, (510) 734-2314 or mullanyjohn2@gmail.com.

ERICSON 35 MK III, 1987. Alameda. \$48,900. A favorite Bruce King design, featuring performance and functionality. Beautiful teak interior with upgraded upholstery, cockpit cushions, a well maintained, one-of-a-kind classic. Perfect for Bay sailing. Re-powered with a new Universal 25hp 3-cylinder diesel, 200 engine hrs. Standing rigging and lifelines replaced. Autopilot, wind speed, wind direction, boat speed, depth gauge, VHF (new 7/17), self-tailing winches, battery charger, fridge, propane stove, new bilge pumps. Lazy Jacks, Avon dinghy and 4hp engine, dodger and much more. Bottom paint 8/17. Full spec sheet and pictures available upon request. Contact Bob Pezzoli. (925) 631-0545.

34-FT CATALINA, 1989. Channel Island Harbor. \$45,000. Very clean, no smile, good bottom, sailed regularly. Upgrades: ground tackle, North sails, inverter, radio/AIS, chartplotter, 200-amp house bank, autopilot, cabin lights, head, macerator, dodger, lifelines. (805) 389-5326.

33-FT C&C 99, 2001. San Francisco, CA. \$75,000. New Quantum laminated headsail, great sailing and great accommodations in 33 feet. Kevlar-reinforced, vacuum-bagged hull. (650) 255-4134 or sfoote@alethion.com.



ERICSON 35 MK III, 1983. Emery Cove. \$30,000/obo. Great SF Bay sailboat. Good sails, spinnaker, Autohelm 6000, needs some work, not a fixer. Text me for info, see link: <http://1drv.ms/fs!Ar0TgTsbBjBXuVC7NdJ6RARSPVZW>. Contact pmchin47@hotmail.com or (925) 642-7600.



36-FT CAPE DORY CUTTER, 1979. San Mateo, CA. \$44,000. SV *LaBaleine*, hull #10. From the board of Carl Alberg, NA. A solid classic, with the big 50hp Perkins, quality sails and many upgrades: complete standing and running rig, stay furler, storm sail, hard dodger, chart, AIS, Icom M802 SSB, Icom 506DSC VHF, EPIRB, Hydrovane, wheel pilots, radar, gel banks, alternator charger monitor, 130W solar, 12V breaker, NMEA 2000 bus and lots more. Climb aboard! See more at www.wreggjohnson.com. Contact (415) 994-2886 or wreggjohnson@gmail.com.



37-FT EXPRESS, 1984. Los Angeles/San Pedro. \$55,000/Price reduced. Hull #3, well-known Schumacher-designed, Santa Cruz-built Express 37s. Big Boat Series veteran. Very good inventory race or cruise. Good Dacron main plus 3DL racing main. Harken roller furling with Dacron 115% roller jib. Full racing spinnaker and headsail inventory. 2-cylinder Yanmar, recently serviced, Martec prop. Very clean, well maintained throughout. Tacktick instruments, GPS interfaced with instruments and Autohelm autopilot. Tiller and new rudder design. Ready for PHRF racing, Catalina cruising, or one-design racing. Contact (310) 547-3929 or DaveCort@hotmail.com.



39-FT BENETEAU 393, 2002. Sausalito Downtown Marina. \$109,000. Well maintained 393. Original owner. 2 cabin/2 head with cherry interior. Classic main, furling jib, asym spinnaker, full electronics, diesel 1000 hrs. Fast comfortable cruiser. www.marigotgroup.com/strider. (415) 331-4900 or 393@marigotgroup.com.



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36-FT ISLANDER FREEPORT 36-B. 1981. Balboa Yacht Club, Panama. \$45,000/obo. *Windsong* served us well traveling the Western Americas. Pathfinder 50hp diesel, 6 solar panels, Spectra watermaker, C-80 chart/radar/GPS, EPIRB, Icom M-802, AB RIB, more. Email svwindsong@yahoo.com.



39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. Solar/wind generating systems, custom boom gallows, S/S hoist, Yanmar 30, Ham/SSB w/ Pactor modem, ProFurl, Maxwell windlass, Norseman fittings, fridge, watermaker, mastwalkers, Monitor windvane, many extras after years of joyful world cruising. She needs to get back out there, and take you safely anywhere your heart desires! For pix, search "Sailing with Laughter" on Facebook. Patrick. (831) 238-5697 or svlaughter@aol.com.



39-FT FREYA, 1974. Oxnard, CA. \$29,000. Steel sloop. Proven cruiser. Insulated. Professional rebuild, 80hp Ford diesel, hydraulic windlass, Simrad autopilot, radar GPS, dodger, shower, hot water, Hood roller furl, Furuno sounder. Bargain sale! Needs paint and haulout. (805) 200-6089 or traim69@hotmail.com.



38-FT ALERION EXPRESS YAWL, 1998. Santa Cruz. \$150,000. Now you can own the prettiest boat in the harbor! Gorgeous 38' yawl designed by the wonderful Carl Schumacher, built by TPI. Hall spars including carbon mizzen, sails by North, electronics by B&G, three-blade Gori prop. Yanmar diesel in excellent condition, electric head, new electrical system. Ideal for coastal cruising and fast daysails. Rates 120 PHRF. Jib boom for effortless sailing. (831) 406-9132, (831) 429-1545 or hawley.chuck@gmail.com.



38-FT FRERS IOR, 1982. Seattle. \$38,000. She's a great sailing machine. Currently set up for shorthanded sailing. This old skipper has l'm sprucing up her interior. Great liveaboard! See more at www.frers38-whitelighting.com or call (360) 202-0679.

36-FT ISLANDER, 1978. Brickyard Cove. \$42,000. Well maintained boat with updated interior and electrical systems. All-new Ultraleather upholstery and new vinyl and teak headliner with Imtra recessed dimmable LED lighting. New refrigeration, battery charger, galvanic isolator, alternator, shorepower connector and wiring. New fresh water pump and faucet in head. Refinished teak and holly cabin sole. Natural gas 2-burner stove and oven, microwave. New SS keel bolts and extended reinforced chainplates. Awlgrip hull, dodger, cockpit cushions. Mainsail with StackPack, Harken traveler and 140% roller furling genoa. Bariat self-tailing winches. Raymarine electronics include C80 chartplotter and GPS, ST-60 Tridata depthsounder, wind data and log speedometer, ST4000 autopilot, VHF. Perkins 4-108 diesel with new mixing elbow. glamotte@benjaminpacific.com.

39-FT CAL 39, 1979. South Beach Harbor. \$55,000. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Bariat #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.

36-FT ISLANDER, 1976. San Francisco. \$29,000. An SF Bay favorite with many improvements. Race-ready: upgrades include Beta Marine diesel, 6 oversize ST winches, all stoppers, traveler, hydraulic backstay, shrouds, racing furler and headstay, retracting lazy jacks, VHF, knot, depth, multiple sails. Class and Jazz Cup winner. Cruise-ready: upgrades include upholstery, headliner, windows, lighting, stove, microwave, head, music system, custom bar, 5 berths (2 doubles). *Moon-doggie* is priced to sell. (415) 640-7440 or dgooding1@sbcglobal.net.



36-FT ISLANDER, 1979. Chula Vista, CA. \$34,900. Beautiful Islander boat for sale at the Chula Vista Marina. Liveaboards welcome. Boat sails well, has been regularly maintained, and the last survey was done in December 2015. (415) 604-6076 or oana_constantin@intuit.com.



36-FT CAL, 1966. Alameda. \$9,900. A solid and classic fiberglass Bill Lapworth design, based on the highly successful Cal 40. No blisters. "I" beam in great condition. Helm steering. Universal diesel. Needs new sails. Would make a great cruiser with some TLC. Excellent upside potential. A lot of boat for the money. Check website for specifications: <http://SailBoatData.com>. (505) 412-1220 or ijmccart@comcast.net. (Photo sistership).



36-FT LAPWORTH, 1960. Sausalito Yacht Harbor. \$40,000. L-36, strip-planked mahogany. One owner 40 years. Cruised to Hawaii and raced San Francisco Bay. Extensive restoration, continuously and conscientiously maintained. Twice winner of SF Wooden Boat Show Stone Cup - "Best in Show". See website for the L-36's connection to Lapworth's Cal-40. John Hamilton and Carol Leonard. See <http://L-36.com/history.php>. (415) 821-4731 or (415) 828-9354 or HamiltonSFO@gmail.com.



38-FT BALTIC DP, 1982. Dana Point, CA. \$149,000. Baltic 38 DP completely rebuilt in 2013. New electronics, deck layout, sails, etc. Check out website for photos, specs, etc.: www.baltic38freyja.net. (949) 466-3156 or aquatechyacht@gmail.com.



36-FT CAPE GEORGE, 1978. Gig Harbor, WA. \$120,000. *Millie* is a fully yard-built Cape George 36, impeccably maintained, with all major systems replaced or updated. For details, photos and contact info visit website: <http://capegeorge36millie.weebly.com>. Contact (253) 851-2707 or kurt.hermanns@centurytel.net.

CATALINA 36 MK I, 1986. North Moss Landing. \$45,000. Very nice lightly used Catalina 36, interior is great, sole needs refinishing, engine just rebuilt, autopilot, roller furling, ST winches, dodger and bimini. Email for pics and info. (831) 359-1866 or dajerred@cabrillo.edu.

36-FT CAPE GEORGE, 1978. PYC, Poulsbo, WA. \$84,000. One owner, continuously maintained and upgraded, Yanmar 4JH4, dry boat. Possible package with documented, licensed mooring buoy Sequim Bay, and/or 43' private PYC slip. See www.bit.ly/sailboat4sale. (425) 244-1115 or 2jsarmstrong@gmail.com.

39-FT ERICSON, 1971. Ventura. \$29,900/obo. New: Volvo diesel, genoa, main with StackPack, windlass, dodger, SS tower with solar panels. Flush deck, bluewater fast cruiser, 6'5" headroom, refrigeration. Contact (310) 283-5124 or captaindandennis@gmail.com.

36-FT S2, 1979. Pier 39, SF. \$30,000. Second owner passing forward this wonderful aft-cockpit sloop. *Nohelani* is a very respectable S2 in good shape and well maintained. Slip also for sale. For pics, specs, etc. Contact (650) 270-9418 or daniel.demetris@gmail.com.

39-FT CUSTOM CAL 39, 1979. Fairfield, CT. \$39,900. Proven offshore cruiser with 2 Atlantic crossings. Lifaft, watermaker, oversized Andersen winches and carbon spinnaker pole. Tall rig, encapsulated keel, new Awlgrip in 2015 and all cruising amenities. Contact gvought2@yahoo.com or (203) 292-6756.



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36-FT CAPE GEORGE, 1987. Sausalito. \$159,000. Dreaming of sailing into the sunset? Baja? The South Pacific? This is the boat for you. The CG36 is designed and renowned for its bluewater sailing ability. Almost everyone agrees the following characteristics are paramount in a bluewater sailboat: ease of handling shorthanded, comfortable sea motion, good sailing performance, sufficient internal volume for comfortable living aboard, robust and easy to maintain, affordable to own and operate. A Cape George 36 ticks all the boxes. This is one of only 30 that were yard-finished by the craftsmen at Cape George Marine Works. The yard finished boats are superlative, and *Manuhuka* is one of the best! (Photo is sistership.) See www.capegeorge36forsale.com. Email wse541@gmail.com.



43-FT GULFSTAR CENTER COCKPIT. Sloop, 1977. La Conner, WA. \$70,000. Custom boat with Schattauer sails, custom-built hard dodger, custom interior, instruments/electronics galore. New Perkins 4108, 349 hrs, generator. Proven offshore cruiser. See more at <http://seattle.craigslist.org/see/boa/6178660732.html>. (360) 333-9973 or tamacn3@mac.com.



46-FT KELLY PETERSON, 1990. Shelter Bay Marina, Panama. \$124,900. A California Classic! *Esprit* is the last genuine Kelly Peterson 46 (KP46) built. (Not a cheaterson!) KP46's were built in Queen Long yard (Hylas) and finished in California. *Esprit* has just completed a circumnavigation and is ready to go again. Recent survey available. Go to website for complete details, and a comparison between the Peterson 44 and Kelly Peterson 46. www.sellingesprit.com. Email chaynkt@sailingesprit.com.

46-FT CAL 2-46, 1973. Bellingham, WA. \$119,000. Fully restored in perfect condition. New everything, even chainplates. Hard dodger, unique transom swim ladder are just a couple of many features that make this a delight to cruise long or short. Lying Bellingham, will deliver if desired. Keep her north for a year to avoid sales tax and visit the exquisite PNW cruising grounds. Contact (415) 720-5477 or billbsfbay@gmail.com.

47-FT CATALINA. La Paz, Mexico. \$198,500. Customized bluewater-ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Pacific Puddle Jump-ready. See <http://adream2sail.publishpath.com> or (916) 607-9026.



42-FT CATALINA, 2006. San Diego, Sun Harbor Marina. \$179,000. Ha-Ha proven, Ha-Ha ready. 3-cabin popular "Centerline", fully outfitted, all electronics, in-mast furling, 4 sails and spinnaker. 400W solar. Watermaker. All in great shape. See <http://tinyurl.com/y8m7jhhl>. Contact (916) 801-9151 or taugherb@gmail.com.



40-FT CHOATE, 1982. Stockton. \$30,000. Looking for the ideal performance sailboat? Look no further. *Bottom Line* is a proven champion. She has been recently outfitted with a new Volvo D2-40 engine, folding prop and Force 10 stove. Boat is rigged for racing. Large sail inventory (two mains, two #1's, two #2's, one #3, and four spinnakers). Barient winch inventory: eleven total (six 23s, two 28s, one 30, two 32s). Raymarine radar, GPS and instruments. Removable dodger. (209) 565-4546 or sail.bottomline@gmail.com.



45-FT SPRAY KETCH, 1987. Vancouver, B.C. \$70,000/CAD. Very strong, well equipped, fiberglass yacht, set up for long-distance solo passages. Some new sails plus lots of safety equipment. Present captain soloed the world, plus the NWP in 2015. Sleeps 5. (604) 929-9643, (604) 219-7945 or robgraf@shaw.ca.



42-FT CATALINA, 1992. Vallejo Yacht Club. \$115,000. 2-cabin Pullman, fin keel. All Catalina gear plus asymmetrical spinnaker, radar, dodger, bimini, dinghy-davits, watermaker, microwave, solar, two TV's, dinghy and Evinrude. True turnkey race/cruiser. Contact (707) 685-4880, (707) 647-1331 or jjkaruzasjr@gmail.com.

44-FT NORSEMAN 447, 1984. Monterey. \$215,000/obo. Exquisite condition center cockpit. Very well equipped for offshore voyaging. Consistently updated and professionally maintained. (831) 594-0485.



41-FT MORGAN, 1987. San Carlos, Sonora, Mexico. \$82,000. *Faith* has been extensively upgraded, regularly cruised and impeccably maintained. She is ready to go cruising. (360) 567-7601 or (360) 567-7027 or skichick7275@gmail.com.



CATALINA 42 MK I, 1990. San Francisco. \$125,000. Updated and well cared-for. Great coastal cruiser and Bay sailing vessel. Lots of updates. Handles the summertime breeze well. Check site for more info: <http://garuble.wixsite.com/sunrise>. Email mi.jacobson@yahoo.com.

43-FT CHRISTINA, 1991. San Francisco, CA. \$176,000. Baja ready! Beautiful, fully outfitted, ocean-ready vessel with an extensive list of updates and cutting-edge improvements in new condition. Possible liveboard slip in Vancouver, BC. More at www.christina43.com.

40 TO 50 FEET

48-FT LAURIE DAVIDSON. Bluewater cruiser, 1979. Phuket, Thailand. Best offer. Contact owner directly and save. Great liveaboard cruiser in great relaxed marina. You can not legally own land in Thailand so a boat is a good option. A very relaxed part of Phuket. US documented, built in New Zealand, this boat can go anywhere and has solar, good reefer, drogue and parasail sea anchor, newer Furuno radar/plotter, good equipment. Email saveke@gmail.com.



50-FT SANTA CRUZ, 1979. Kaneohe, Hawaii. \$165,000. Ready for Transpac. Santa Cruz 50 #1. Tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! \$165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario at (808) 367-8185 or (808) 799-9818 or wazzario1@icloud.com.

47-FT PHILPS CUTTER, 1988. Emeryville Marina. \$89,500. Strong bluewater cruising boat completely updated for Hawaii in 2012/13. *Sihaya* is a superbly built steel cutter offering exceptional safety. Great liveaboard. 65hp Yanmar, new shaft, prop, dripless stuffing, Simrad autopilot, GPS plotter, Edson steering 2012, GPS EPIRB, new paint 2014, rig 2008 including furlers. Tender and OB. Two voyages to BC. Survey and photos available. A simply laid-out boat in excellent condition. (415) 488-0218, (415) 999-2270 or sjr90@comcast.net.



41-FT ISLANDER FREEPORT, 1975. Sausalito. \$90,000. Factory hard dodger. Spacious, comfortable liveaboard in Sausalito for the last ten years. Bluewater boat with all the high-cost upgrades completed. No blisters, hull/deck joint redone, fiberglass fuel and water tanks, topsides paint, masts and rigging, engine and transmission re-built. Davits with Achilles 8-ft dinghy with 15hp Evinrude motor. See photos at website: <http://philtrittercpa.com>. Contact (707) 481-0984 or philtr@sonic.net.



47-FT CUSTOM PERFORMANCE. Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.com.

51 FEET & OVER



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CAD. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.

54-FT BERTRAM MY, 1979. Ventura Yacht Club. \$169,000. Dick Bertram's personal motor yacht. Twin low-hr Detroit, beautiful interior, two heads and two stms, master with queen bed, private head and shower stall. Large galley, side-by-side fridge, microwave, electric stove, 50 amp circuit. Very low hrs on generator. Just installed new Simrad electronics including two VHF's, radar, chartplotter and depth. Flybridge added at factory after European cruise. Extremely comfortable liveaboard and proven cruiser. This boat was built to cruise Europe, especially the canal systems. I have some of Dick's logs and his etched-glass mural. Low price for a piece of history in great condition. Call for pictures and details if interested. (805) 208-2805 or lee@leecoit.com.



44-FT CATANA 44S, 1993. Alameda. \$199,000/firm. Proven bluewater performance cruiser (Crowther designed). Outfitted for extended cruising. Well maintained. Hulls and decks painted (2015), SSB, watermaker, 7 solar panels, wind generator, EPIRB, liferaft, etc. See <http://mysticrhythmsadventure.com/ForSale.html>. Contact (510) 243-8040 or mysticforsale@gmail.com.

CLASSIC BOATS



47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

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MULTIHULLS



45-FT KURT-HUGHES, 1995. Brisbane, CA. \$265,000. *Capricorn Cat*, anyone for a tropical adventure? *Cap Cat* was MADE for this life, and is ready to go right now. Current out-of-the water survey reflects excellent (loving) maintenance, as well as continuous professional upgrades: B&G electronics, Icom SSB/Ham, Nydacore/carbon fiber dinghy davits, 73# Rocna anchor, Spectra halyards and sheets. New build cost \$1,400,000+. She is a huge bang for the buck. We have had her up to 19+ a dozen times, and she often hums along at 10 to 15 kn. Fully laden, in cruise mode, food, fuel, hooka, lead weights, dinghy and OB, etc., she weighed 19,000 lbs. Why wait another year? Call Wayne. (831) 332-8448 or wfhendryx@yahoo.com.



20-FT SEA RAY SIGNATURE 200. Open bow, 1995. Oakland, CA. \$6,900. 471 hrs. Always garaged. Includes bimini top and boat cover. Mercruiser 5.0 inboard/OB. (510) 773-8115 or dan@mcnelly.com.

PARTNERSHIPS



SAILING CAT PARTNERS WANTED. Shares available in 5-cabin, 60-ft sailing cat doing environmental work. Want a few partners to sail interesting places over next five years. Currently in Med and heading west in October. (831) 251-4656 or srvsailcat@gmail.com.

DEHLER 34, 1986. South Beach Harbor. Next to Pier 40/AT&T Park. An opportunity to join a 3-person partnership. Tiller, mechanically sound. Optional secure parking available. \$250/month plus annual maintenance contribution \$1,000/partner. Call/text Val. (650) 670-5300.

1/4 PARTNERSHIP CATALINA 38, 1982. South Beach YH. \$12,500. This is a "classic plastic" cruise/race sailboat. Recent upgrades. Great SF Bay boat, deep keel, very stable. Rarely a scheduling conflict. Great slip at South Beach Yacht Harbor adjacent to AT&T Park. New transmission, stove, jib, batteries, electric, BBQ, near-new diesel. \$12,500 for 25% share and average \$250/month expenses. Email sailing history to: bonedaddy@aol.com.



30-FT KNARR, 1961. Sausalito. \$10,000. Boat partner desired to buy 1/3 partnership of 107. Excellent condition, race-ready, aluminum mast and boom, varnished woodwork. 1/3 split of future costs, equipment, maintenance, and dock. Contact (707) 980-5586 or usknarr107@gmail.com.



NON-EQUITY PARTNERSHIP. C&C 30 sailboat. Clipper Yacht Harbor, Sausalito, CA. \$150 per month. We currently have 4 not-very-active partners (the boat has been used 6 times this season). She is in excellent shape. New canvas (mainsail cover, dodger cover, steering wheel stand cover). Recently hauled and bottom painted. Sleeps 4. Head with shower. VHF. Galley with ice box. Friendly partners, very experienced. Contact (415) 459-7417, (510) 735-6953 or edcurran5@gmail.com.

BENETEAU 393 - 39-FT SLOOP. Sausalito Downtown Marina. \$375. Time share clean, well maintained racer/cruiser. 2 cabin/2 head, full electronics. Bright, airy interior. Walk to downtown. 4 days + per month. See more at <http://marigotgroup.com/strider>. Contact (415) 331-4900 or 393@marigotgroup.com.



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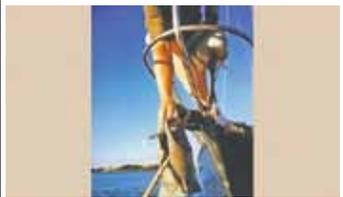
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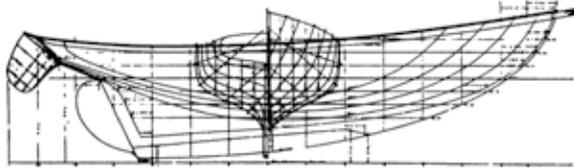


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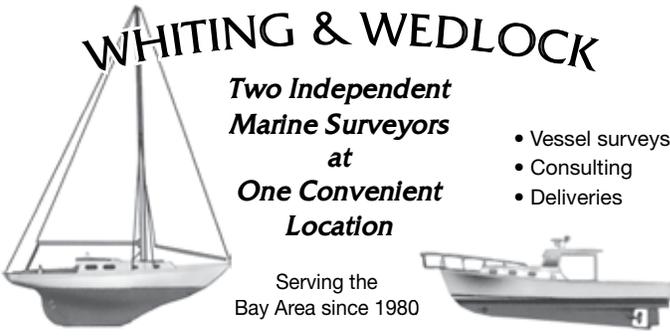


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30' CANADIAN SAILCRAFT Quality & performance. Wonderful boat built to withstand Canada's waters. RF + 3 jibs & main, wheel, dsl, self-tailing winches, lines led aft for shorthanded sailing. Autopilot, teak & holly sole, enclosed marine head, pressure H2O, MORE! Asking **\$19,950**



33' RANGER Sloop Outstanding Gary Mull-designed pocket cruiser/club racer shows pride of ownership. Legendary balanced helm under sail & pointing ability. Wheel, Ballenger tall rig, spinn., full batt main, 100/150 jibs, encapsulated lead ballast, GPS, VHF, depth, etc. Asking **\$17,500**



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52' KHA SHING Spindrift MY Flybridge & PH helms, big salon plus 2 stms, 2 full heads, full galley, aft canopy, swimstep, radar, twin dsls, genset, refit & upgrade incomplete; but, close: finish & save money, fully operational ++! GREAT DEAL - MUST SEE! Asking only **\$65,000**



29' GULF Pilothouse Motorsailer wheel & PH helms, dsl, new main, jib & standing rigging. Spinn, lazy jacks, teak & holly sole, encl. head w/shower. A good handling, well-built & capable pocket cruiser. Very desirable & a lot of boat for the money. Asking **\$19,950**



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REDUCED!



REDUCED!

34' PEARSON sloop Dsl, dodger, wheel steering, 6'3" headroom, 2-reef cruising main & 2 furling headsails, full galley, enclosed marine head w/shower, VHF, depth & autopilot. In nice clean condition with very little work needed. Pearson builds really great boats. Asking **\$24,950**



43' TRAWLER by Kha Shing

Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep-mounted dinghy and outboard, MORE. **REDUCED TO \$69,950**



REDUCED!

41' Cutter-rig MOTORSAILER by Alexander. Center PH, wheel, RF jib, self-tending staysail AP, GPS/plot, VHF + handheld, SSB, inverter, part gen, ST winches, heater, head & shower, full galley, ship's table/settee, aft master stateroom & MORE! Asking **\$30,000**



REDUCED!

33' C&C Sloop Famous for performance & quality, C&C built great yachts. Plotter, GPS, AP, SSB, VHF, inboard gas, good rigging & sails, Ballenger mast, chainplates, mast partners, rod rigging by Easom, all windows replaced, MORE! Really nice boat. Asking **\$13,500**



37' TAYANA Capable bluewater cruiser with great interior, dodger, furling, solar, SSB and ham, plotter, Yanmar power in 2000 with low hours, diesel cabin heat, new refer 2016, electric flush head, Force 10 4-burner range with oven & MORE! Asking **\$68,500**



MAKE OFFERS

43' GIB'SEA/DUFOUR 126 Spacious 4-cabin sloop by Gilbert-Joubert/Nivelt. Dsl, wheel, AP, GPS, radar, SSB, VHF's, refrig, propane stove w/oven in great galley, pressure H&C water, life raft. Excellent cruising design, rigged for shorthanded sailing, MORE! Asking **\$62,500**



36' ISLANDER Sloop. Cruise equipped. Ready to go. Dsl, dodger & bimini, self-tailing winches, radar, chart plotter, AP, solar, Lazy Jacks, vang, furling jib. Beautiful inter., full galley, convertible settee/ship's table, +. Asking **\$31,500**

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