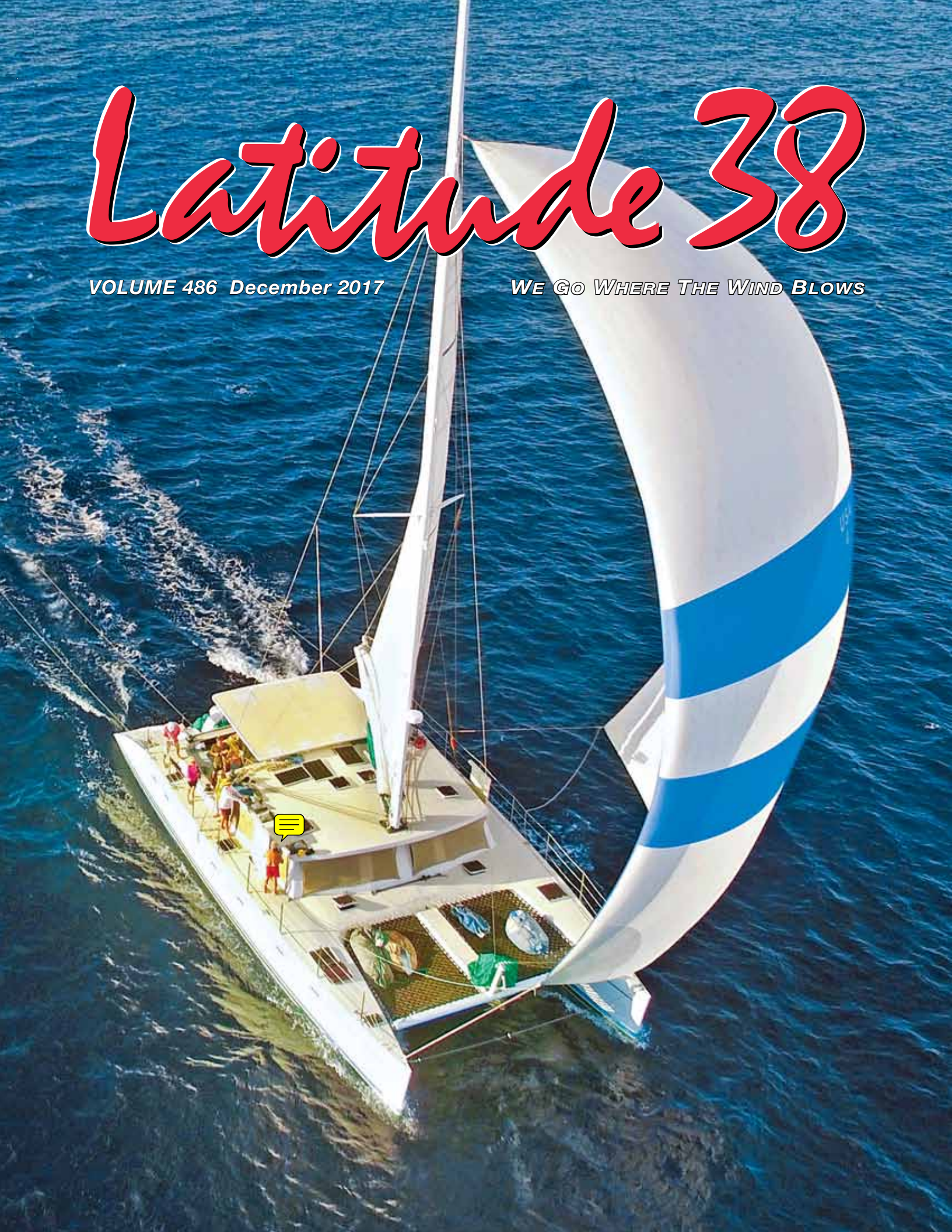


Latitude 38

VOLUME 486 December 2017

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The Pineapple mainsail on Kit's Islander, *Cassiopeia*, was built in 2009 and is still fast and strong.

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Cover: The Grand Poobah, Doña de Mallorca
and the crew sail south onboard *Profligate* in the
24th annual Baja Ha-Ha.

Photo: Richard Spindler

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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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Lagoon 450, 2016	\$629,000	Beneteau 331, 2001	\$58,500	Regal 3780, 2001	\$139,000
Jeanneau 43 DS, 2002	\$160,000	Oceanis 31, 2013	\$115,000	Bayliner 325, 2005	\$64,900
Catalina 42, 1991	\$88,000	Islander, 28, 1977	\$10,000	Bayliner 3055 Ciera, 2001	\$34,500
Beneteau 41, 2015	\$245,000	First 20, 2017	\$50,000	Haines Signature 31, 2006	\$84,000
Ericson 38-200, 1989	\$48,000			Ranger Tug R-29, 2010	\$164,900
Beneteau 373, 2006	\$99,500	POWER BROKERAGE			
First 36.7, 2003	\$85,000	Gran Turismo 44, 2015	\$425,000	Barracuda 7, 2015	\$86,241
Sabre 362, 1993	\$110,000	Island Gypsy MY 44, 1986	\$97,500		

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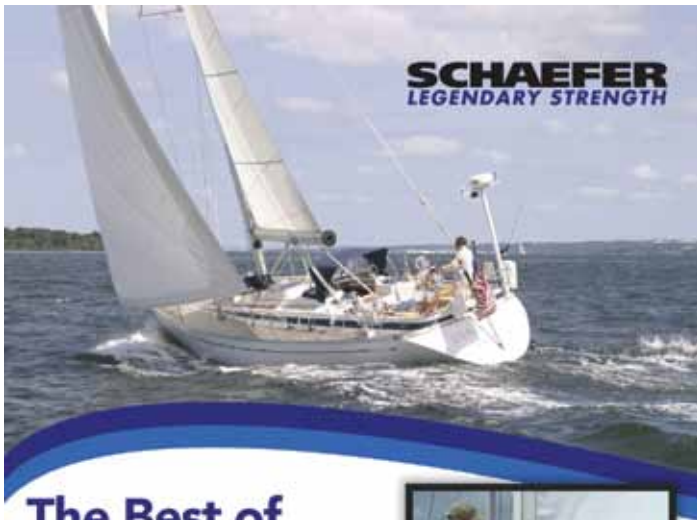
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Latitude 38

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1977-2017
40TH
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Dec. 1-12 — Winterfest, Morro Bay, including the Lighted Boat Cruise, 12/1; Lighted Boat Parade, 12/2; and Paddle Parade, 12/3. Info, www.morrobaywinterfest.com.

Dec. 1-12 — The tall ship *Lady Washington* will dock at Sub Sea Tours in Morro Bay. *Hawaiian Chieftain* will join her 12/5-12. *Hawaiian Chieftain* will be at Catalina 12/15-26 and San Diego 1/4-9; *Lady Washington* at Dana Point 12/26-1/2. Info, (800) 200-5239 or www.historicalseaport.org.

Dec. 1-21 — Christmas Ships, Columbia and Willamette Rivers, Portland, OR. Info, www.christmasships.org.

Dec. 2 — Marlinspike Seamanship: Knots and Splices, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 donation. Info, (415) 332-3179 or www.spauldingcenter.org.

Dec. 2 — John Reber's Very Bad Idea & the Origins of the Bay Model, Sausalito, 1-2 p.m. Info, (415) 332-3871.

Dec. 2 — Lighted Yacht Parade, Oakland-Alameda Estuary, 5:30 p.m. Theme: A Winter Wonderland. Co-hosted by Encinal & Oakland YCs. Info, www.lightedyachtparade.com.

Dec. 2 — Lighted Boat Parade, Stockton, 5 p.m. SSC, www.stocktonsc.org.

Dec. 2 — Lighted Boat Parade, Santa Cruz, 5:30 p.m. Theme: Holiday Magic. SCYC, www.scyc.org.

Dec. 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.

Dec. 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.

Dec. 3 — Tales at the Boat Shop, Gig Harbor, WA. Storytelling for kids 5 and up accompanied by parents. Free. RSVP to (253) 857-9344 or info@gigharborboatshop.org.

Dec. 3 — Go for a Sunday sail under the full moon.

Dec. 3-31 — 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.

Dec. 6 — California Clean Boating Network meeting, Vallejo YC, 9:15 a.m.-1 p.m. Topics: Statewide Clean Boating Program, California Boater Card, Pumpout Nav & Report, Surrendered & Abandoned Vessel Exchange Program. Free, but RSVP to umatuk@coastal.ca.gov.

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

Dec. 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.

Dec. 8 — Lighted Boat Parade, Coyote Point YC, San Mateo, 5:30-7 p.m. Holiday music, refreshments, surprise guests, family fun, prizes. Info, www.facebook.com/cpyccsm or membership@cpycc.com.

Dec. 9 — Salty Swap Meet, Alameda Marina, 9:30 a.m.-4:30 p.m. Buy, sell or trade new or used boat parts. Free. Info, (510) 521-1133.

Dec. 9 — WWII in the Shadow of Mt. Tam, 75th anniversary walking tour of wartime shipyard Marinship, 10 a.m.-12:30 p.m. Liberty Ships and the Lesser Known Facts, 1:30-2 p.m. Bay Model, Sausalito. Info, (415) 332-3871.

Dec. 9 — Lighted Boat Parade and fireworks, Sausalito, 6 p.m. Info, www.winterfestsausalito.com.

Dec. 9 — Lighted Boat Parade, San Rafael Canal, 6 p.m. Co-hosted by San Rafael, Marin and Loch Lomond YCs. Info, www.cityofsanrafael.org.

Dec. 9 — Holiday Lighted Boat Parade, Petaluma River



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Turning Basin, 6 p.m. Info, www.visitpetaluma.com.

Dec. 9 — Lighted Boat Parade, Benicia. BenYC, www.benicaiyachtclub.com.

Dec. 9 — Lighted Boat Parade, Naples Island, 6 p.m. Theme: The Canals Are Alive with the Sound of Music. Info, www.naplesca.com.

Dec. 13 — Hanukkah begins at sundown.

Dec. 13 — Right on the Edge: the North Pacific Right Whale, Spaulding Marine Center, Sausalito, 6:30-8:30 p.m. Info, (415) 332-3179 or www.spauldingcenter.org.

Dec. 13 — Singlehanded TransPac Seminar: Power & Communications, Island YC, Alameda, 7:30 p.m. Free; everyone welcome. Info, www.sfbayyss.org.

Dec. 15 — Decorated Boat Parade, San Francisco Cityfront, 6 p.m. StFYC, www.stfyc.com.

Dec. 16 — The Bay Model Wants You! Volunteer orientation, Sausalito, 10-11 a.m. Ranger Joanne, (415) 289-3027.

Dec. 21 — Winter Solstice.

Dec. 25 — Christmas Day.

Jan. 1 — Start 2018 under sail.

Jan. 10-14 — Portland Boat Show, Expo Center, Portland, OR. New & pre-owned boats, watercraft, junior boatbuilding courtesy of Schooner Creek. Info, www.otshows.com.

Racing

Nov. 30-Dec. 3 — Extreme Sailing Series finale in Los Cabos, Baja. Info, www.extremesailingseries.com.

Dec. 2 — Fall Series. SSC, www.stocktonsc.org.

Dec. 2 — Die Hard Regatta. HMBYC, www.hmbyc.org.

Dec. 2-3 — BAYS Opti Winter #2. SFYC, www.sfyc.org.

Dec. 9 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Dec. 9 — Cal 20 Fun Run plus Solings in Long Beach. LBYC, www.lbyc.org.

Jan. 6 — Berger-Stein Malibu & Return. Visiting yachts reserve dock space at (310) 823-4664. DRYC, www.dryc.org.

Midwinter Series

BAY VIEW BOAT CLUB — Midwinter Madness: 12/9, 1/13, 2/10, 3/10. Info, www.bvbc.org.

BENICIA YC — Frost Bite Series: 12/2, 1/13, 2/10 (Sweethearts Race), 3/3. Dan, race@beniciayachtclub.com or www.benicaiyachtclub.com.

BERKELEY YC — Midwinters: 12/9-10, 1/13-14, 2/10-11; Winners' Race, 2/25. Info, www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Casual beer-can-style races every Sunday through March except when it conflicts with above. Info, www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/20-21, 2/17-18. Info, www.cyc.org or cyrace@cyc.org.

ENCINAL YC — Jack Frost Series: 12/2, 1/6, 2/3, 3/3. Info, www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 12/2, 1/6, 2/3, 3/3. Info, www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 12/10, 1/14, 2/11, 3/11. John, (510) 521-2980 or www.iyc.org.

LAKE MERRITT SAILING CLUB — Robinson Midwinters: 12/9, 1/14, 2/11, 3/10. Peggy, (510) 836-1805.

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

MONTEREY PENINSULA YC — Perry Cup Midwinters: 12/2, 1/6, 2/3. Info, www.mpyc.org.

REGATTAPRO — Winter One Design: 12/9, 1/13, 2/10.



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CALENDAR

SYC, www.sausalitoyachtclub.org.

RICHMOND YC — Small Boat Midwinters (Sundays): 12/3, 1/7, 2/4, 3/4. Optis & El Toro Green Fleet (Saturdays): 12/2, 1/6, 2/3, 3/3. Info, www.richmondyc.org.

SAN FRANCISCO MODEL YC — Victoria R/C races Wednesday afternoons year-round, Spreckels Lake, Golden Gate Park. Info, www.sfmvc.org.

SANTA CRUZ YC — Midwinters: 12/16, 1/20, 2/17, 3/17. Info, www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 12/17; 2018 dates TBA. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Chili Midwinters: 12/3, 1/7, 2/4, 3/4. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 12/2, 1/13, 2/3, 3/17. Redwood Cup pursuit race series: 12/9, 2/10, 2/24, 3/10. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 12/16, 1/20, 2/17, 3/17. Info, www.southbeachyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 12/2, 1/6, 2/3, 3/3. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Jan. 10-12 — Fort Lauderdale to Key West Race. SORC, www.sorcsailing.org.

Jan. 16-24 — Mt. Gay Rum Round Barbados Race Series. Barbados CC, www.mountgayrumroundbarbadosrace.com.

Jan. 26-Feb. 3 — Conch Republic Cup/Key West Cuba Race Week. Info, www.conchrepubliccup.org.

Jan. 29-Feb. 3 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Feb. 1-4 — Antigua Superyacht Challenge. Antigua YC, www.superyachtchallengeantigua.com.

Feb. 13-17 — Miami to Havana Race. Coral Reef YC, (386) 437-9400 or www.havanarace.org.

Feb. 19-23 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Mar. 2-4 — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 2-10 — San Diego to PV Race. Info, www.pvrace.com.

Mar. 3-Apr. 11 — ARC Pacific Rally, Los Angeles-Cabo San Lucas-Marquesas. Info, www.worldcruising.com.

Mar. 9-12 — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 9-14 — MEXORC. Info, www.mexorc.com.mx.

Mar. 15-18 — St. Barths Bucket Regatta. St. Barth YC, www.bucketregattas.com/stbarths.

Mar. 20-24 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, www.banderashayregatta.com.

Mar. 23-25 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 26-Apr. 1 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

April 2-30 — Cruisers Rally to El Salvador. A spring rendezvous in Bahia del Sol. Info, www.elsalvadorrally.com.

Apr. 9-15 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

Apr. 13-17 — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, www.bequiaregatta.com.

Apr. 18-24 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 27-29 — Newport to Ensenada Race. NOSA, www.nosa.org.

Apr. 29-May 4 — Antigua Sailing Week. Antigua Sailing

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Association, www.sailingweek.com.

May 9 — Antigua Bermuda Race starts. Royal Bermuda YC, www.antiguabermuda.com.

May 7-12 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

June 22-24 — Tahiti-Moorea Sailing Rendez-vous, with *Latitude 38*. Info, www.tahiti-moorea-sailing-rdv.com.

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.

December Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/02Sat	0316/1.9	0941/6.7	1618/-1.0	2318/5.1
12/03Sun	0404/2.1	1023/6.9	1704/-1.3	
	HIGH	LOW	HIGH	LOW
12/09Sat	0447/5.4	1020/2.4	1555/4.9	2223/0.2
12/10Sun	0541/5.6	1139/2.0	1715/4.5	2324/0.7
	LOW	HIGH	LOW	HIGH
12/16Sat	0332/2.5	0945/6.2	1633/-0.3	2337/4.7
12/17Sun	0412/2.7	1017/6.1	1706/-0.4	
	HIGH	LOW	HIGH	LOW
12/23Sat	0323/4.8	0823/3.0	1357/4.9	2038/0.2
12/24Sun	0404/4.9	0926/2.9	1452/4.5	2123/0.5
12/25Mon	0447/5.1	1038/2.6	1601/4.2	2214/0.9
	LOW	HIGH	LOW	HIGH
12/30Sat	0200/2.2	0828/6.7	1517/-0.7	2219/4.8
12/31Sun	0254/2.4	0915/7.0	1604/-1.2	2312/5.0
1/01Mon	0352/2.5	1007/7.1	1656/-1.6	

December Weekend Currents

date/day	slack	max	slack	max
12/02Sat		0154/1.3E	0430	0824/3.6F
	1106	1354/3.1E	1824	2118/3.3F
12/03Sun	1230	0242/1.2E	0524	0906/3.6F
	1148	1436/3.2E	1906	2206/3.6F
12/09Sat		0212/3.4F	0548	0836/1.2E
	1130	1424/2.2F	1700	2006/1.9E
	2348			
12/10Sun		0312/3.3F	0648	0942/1.4E
	1300	1530/2.0F	1818	2124/1.6E
12/16Sat	0006	0206/1.1E	0442	0818/3.1F
	1112	1424/2.3E	1854	2130/3.0F
12/17Sun	1254	0300/1.0E	0530	0900/2.9F
	1148	1500/2.3E	1930	2212/3.1F
12/23Sat		0124/2.7F	0512	0730/0.8E
	0936	1306/1.8F	1530	1824/1.8E
	2224			
12/24Sun		0206/2.7F	0548	0818/0.9E
	1030	1400/1.6F	1618	1924/1.6E
	2306			
12/25Mon		0254/2.7F	0630	0912/1.1E
	1136	1500/1.5F	1724	2036/1.4E
	2354			
12/30Sat		0048/1.2E	0312	0706/3.4F
	0954	1254/2.8E	1718	2006/3.0F
	2324			
12/31Sun		0136/1.2E	0406	0800/3.5F
	1042	1330/3.0E	1806	2054/3.3F
1/01Mon	0036	0242/1.3E	0518	0848/3.5F
	1130	1418/3.1E	1848	2154/3.7F

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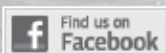
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LETTERS

↑↓ A HEARTFELT THANKS

Dear Poobah: Everybody has a story and I'm sure that this isn't the first time that you've heard one similar to mine. A little over three years ago my wife and best friend, Denise, passed away from a seven-and-a-half year battle with breast cancer. Our plans prior to her diagnosis were to retire early (50-ish) and travel more. We had ventured out on a limited basis during the 25 years that we shared together.

While in hospice, my wife encouraged me to continue to live our dream for the both of us. At the time I couldn't bear to think of doing so without her by my side. As time passed and I began to heal, I decided that I would do the traveling that we'd planned on a sailboat, hence *Silk Purse*. Over the past few years, I have spent plenty of time and money getting her ready to start living our dream, and part of that preparation was to get more and more cruising experience. I know there will be a lot of tough times ahead, both mental and physical, but the experiences and friendships that I have gained doing your events — two SoCal Ta-Tas and this Baja Ha-Ha — are priceless.

You and your crew have helped me make our dream come true, and I cannot thank you enough for making the first step of my new life as easy as possible. Would I have been able to make this journey without the Ha-Ha rally? Yes. Would it have been as much fun or would I have felt as comfortable as I did making this passage? No! Please know that when I set my hook in Cabo it will mean a hell of a lot more to me than just completing the Ha-Ha. And for that I say "Thank you!"

Jim Holsberger
Silk Purse, Baba 30
San Pedro

↑↓ MOVE ALONG PLEASE, MOVE ALONG

My late colleague at Santa Rosa Junior College, Dick Webster, was on the delivery crew that sailed *Spirit* around from San Francisco to New York. He had several stories about the adventure, but my favorite was when they showed up at the New York Yacht Club flying the St. Francis YC burgee, while looking very 'West Coast', with ragged beards, untrimmed hair and sailing attire that was less than 'spiffy', in a boat with no engine, no galley and no head. They were promptly waved off with a curt "No reciprocal privileges" order by the harbor master. They ended up at a nearby marina where they pooled their money for the deposit and berth rental but did enjoy hot showers.

Pat Broderick
Nancy, Wyliecat 30
Sausalito

↑↓ SOLSTICE PARTY IN THE SOUTH PACIFIC, 2019



Please come to the party we call 25-133, but don't be late because this party only lasts for 4 minutes and 33 seconds.

It's a longish way to go for such a short party, but on the other hand, it's very hard to get to. Plus,

A solar eclipse as seen from the International Space Station. Where will you be for 2019?



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LETTERS

there are no services, or in fact any land, drinking water or food. You bring the party. On the other hand there are no visas required, no permissions necessary and in fact no rules other than the law of the sea.

It's Burning Man without sand, the Monaco Yacht Show without the parking problems, and it is so hard to get to that the people who do show up will be lifetime members of the 25-133 Club and will all receive medals from the President of France (if I can talk him into it). If you have never seen a total eclipse of the sun, this is your chance. We are going to this spot, not in spite of its being difficult, but *because* it is difficult.

Who are we? Anyone who cares to come. The world is invited, but because it is roughly halfway between Tahiti and Easter Island it's, ahhhh . . . challenging to get there. The nearest island with an airstrip is Mangareva in the Gambier Island archipelago, which is 1,600 kilometers east of Papeete, Tahiti. But 25 South by 133 West is only about 150 kilometers from Pitcairn [an island made infamous by the mutinous crew of the *Bounty*]. This is the most remotely inhabited spot imaginable (I don't want a lot of noise from Tristan de Cunha — get your own eclipse), and you know you've always wanted to go there.

So far this is just a man with a plan, but I can tell you I will be there, and if there are more interested folks, let's start a discussion that can develop into an event and explode into a movement. Don't let me be the only one getting that medal. Please contact me and let's see how many boats we can get to show up. www.timeanddate.com/eclipse/map/2019-july-2

Jamie MacNiven
Buck's of Woodside
jamis@buckswoodside.com

↑↓ WANT A GOOD RESTORATION PROJECT?

I read the October 11 *Lectionic* article twice, and the text did not seem to correlate with the pictures, since the pictures look like a disaster zone. This made me wonder whether the



LATITUDE / RICHARD

This boat is selling for a bargain, but it might need a little work. Any takers?

the project I was sharing the pictures and quotes with colleagues at my office and considering writing an article titled: "Which hole in the water should I throw my wallet into?"

Mike Winter
Planet Earth

Mike — You never know. Over the years we've looked at many people's dream renovation projects with very skeptical eyes and later found, to our surprise, the project was completed and a glistening yacht emerged. Not always. We were just testing the limits of our skepticism. — ja

↑↓ HOW OFTEN DO YOU PRACTICE MOB DRILLS?

When I started teaching at Club Nautique in 2000, one of the first bits of advice I got (and passed on to my students) was: Any time a hat blows overboard, turn it into a MOB drill. A few years later, I took a group from work out on my own



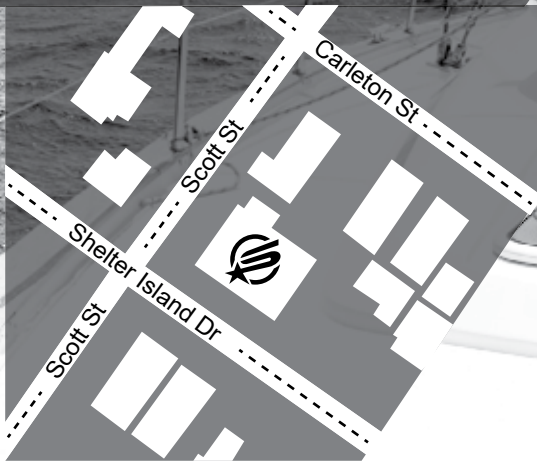
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LETTERS

boat for dinner at Sam's. On the way there, someone passed some chips and dip around, and I took off one of my gloves to partake. Predictably, a few seconds later it blew overboard. Now, the sun had gone behind the Sausalito hills, the light was failing, there was no chance of seeing my black glove from more than a boatlength away. But I called for a drill anyway. Having demonstrated the Figure 8 dozens of times and coached it hundreds of times, I went through the maneuver just relying on timing. We came back on the close reach, dead slow, and there was my glove within easy boathook range.

Yes, I was lucky. But my advice is: Practice, over and over and over. Even if you lose sight of Bob, if you can accurately hit your points of sail and follow the rhythm you've learned, your odds are pretty good.

Max Crittenden
Iniscaw, Martin 32

Formerly San Francisco, now Oceanside

↑↓ AFTER CAPSIZING, I ALMOST DROWNED

My scary MOB story happened 40 years ago, when I was the MOB. It was a warm, sunny April day. My boss, who lived on Belvedere's West Shore Road, invited my 5-year-old son and me to go sailing in his 16-ft daysailer. The winds were light but enough to let us sail out of Richardson Bay into the middle of the Central Bay. And the wind was enough for the inexperienced skipper to flip the boat, tossing all three of us into very cold water! The good news: My son was wearing his PFD. The bad news: Neither of the adults had bothered, and that I told my son to sit on my shoulders so that I was treading water for both of us. It was quickly apparent that the turtled boat was floating, but that the keel was so slippery it was almost impossible to hang on. It was also clear that the water was cold and that there were very few boats on the Bay.

After about 20 minutes, a man in a small runabout appeared. We tried to flag him down, but it was evident that he knew little about driving his boat as each pass he made put him farther away. Finally, he came close enough that we could transfer my son and then my boss into the boat. But I was finding it increasingly difficult to continue treading water, even without the added weight of my son. They finally threw me a line, but by then, after probably 30 minutes in the water, my hands were too cold for me to grasp the line.

Despite my hypothermic brain, I instructed them to tie a loop in the line and toss it again. But by then I was beginning to go under and to swallow water. Fortunately, I was able to slip my head and arms through the loop so they could pull me to the boat, hoist me over the side, and dump me unceremoniously into the boat like a freshly caught fish. I have no idea what my core temperature was, but it took me the better part of four hours and several hot showers before I began to stop shaking and feel somewhat warm again. Remember, this was April in the Bay, not winter and not the ocean, and it only took about 30 minutes in the water for me to get so hypothermic that I was losing muscle control and coordination and starting to sink and take in water.

This was the closest to drowning I've ever come, and it scared the hell out of me. I now wear a PFD, as well as my harness most of the time, and I was clipped in 99.99% of the time during my Singlehanded TransPac voyage to Kauai!

Mike Herz
Founder, SF Baykeeper
Past Commodore, Singlehanded Sailing Society
Flying Circus, Seawind 36 catamaran
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LETTERS

↑↓ **THINK FAST! MOB!**

On a perfect day in La Paz, Baja California, we took our inflatable from a marina out to our Cheoy Lee yawl in the anchorage. I boarded to secure the painter. Returning to the gate, I saw my first mate splash into the water between the dinghy and the boat. To my surprise, she didn't grab onto either the boarding ladder or the dink. I immediately noticed the tidal current was rapidly taking her aft. I tossed her the horseshoe, but she continued to be swept away. The only line at hand was for the jib furler, which was coiled almost at



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my feet, so I threw that and she grabbed it. All this happened in five seconds or less. She was aboard a minute or two later.

What I did wrong: I could have held the dinghy at the ladder and let her board first. She should have kept her PFD on until safely aboard. What I did right: I had secured the horseshoe buoy to its holder with a slip knot so it came untied quickly.

Mark Wheelles
Dorothy, Cheoy Lee
Offshore 40 yawl
La Paz, BCS, Mexico

↑↓ **YOU DOWN WITH MOB? YEAH, YOU KNOW ME**

I totally agree with the need to practice often. I see many boats with Lifesling gear, which is fine, but when I ask what they do once they have the MOB alongside, they sometimes have no plan. This article mentions the freeboard wall, but does not say how they solved their problem.

Scoop transoms are great if you have one. Boarding ladders can work if the MOB is physically able — not injured or exhausted and weighed down by wet clothes, foulies and boots full of water. If you have a ready inflatable dinghy, getting into it could be a way to help pull them out.

What if they are not able to climb out, even with help? On *Paladino*, my 41-ft ketch, I have two halyards for staysail and chute, and one of them is long enough to reach the water at any point around the boat. There is also a block and tackle with becket and cam cleat attached to that halyard so one person can hoist and guide the MOB without help.

If the MOB can attach the shackle to the Lifesling, fine — but what if they can't do that? Getting down to the water level to do it for them is a major problem — even in flat water. I would rig my boarding ladder, tether myself to the boat, and climb down with the halyard for a one-hand clip-on. Imagine doing that with an MOB who cannot assist in any way, in big seas, without falling in yourself.

My fallback plan is to rig my collision mat or small jib to lifeline stanchions and halyard, lowering it to the water, pulling the MOB into the fold and hoisting with the halyard. I have not tried this, but there are purpose-made products that are similar. One of those is made like a cargo net, letting an able MOB climb out, or letting them be hoisted.

Think it through for plans with and without the help of others. In the tropics it's not so hard to get volunteers to 'fall'

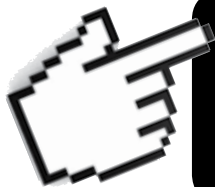
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LETTERS

overboard while sailing. This can be simulated by a plastic jug with short string and weight to keep it from being blown away, and the MOB goes below. How long before you can get the boat de-rigged so you can reverse course? You have punched the MOB button on the GPS, yes? Rule #1: Stay on board. Rule #2: Read #1. Rule #3: Practice beforehand.

Orlando Furioso
Paladino, Mao Ta Navigator 41
Mooloolaba, Australia

↑↓ THE YRA'S 411 ON MOB

Did you know that the YRA [Yacht Racing Association of San Francisco Bay] has safety requirements about practicing crew overboard maneuvers? The text of the rule 4.2 is: "Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember."

This is also a rule for the local offshore races and is taken from the US Sailing Safety Equipment Requirements (SER).

No, we don't suggest you push your brother-in-law over the side and go back and get him. Just toss something that floats and go get it. A Lifesling on a halyard is a good way to get someone back on the boat. We practice this hoisting a non-helping crewmember off the dock so they don't need to get wet.

When I was in Sea Scouts in the '70s we practiced MOB drills constantly, as everyone should. As your story points out, if it's scary you are not doing it enough.

Andy Newell
President, SF Bay Offshore Yacht Racing Association
Ahi, Santana 35
Berkeley

↑↓ M.O.B. IN THE S.E.A. OF CORTEZ

During Semana Santa (Holy Week) a couple of years ago,



Practice makes perfect, but keep in mind that an unexpected MOB in the middle of the Bay (and with no wetsuit on) will be a completely different experience.

my wife and I were returning to San Carlos, Mexico, from a weekend anchored in a cove 15 miles north. As we sailed into Bahia Algodones, a lovely bay about two miles across, we heard a whistle blowing from somewhere and noticed an orange object in the water a half mile away. Through binoculars, we saw a man in a life jacket blowing a whistle and waving frantically, his jet ski a hundred yards away, and both of them being blown out into the Sea of Cortez. We transmitted a Pan-Pan on the VHF but got no reply. We started the engine, headed upwind, furled the jib and doused the main, no small task on our 43-ft Serendipity, an IOR boat from the '80s. The whistling and waving grew more frantic as he must have thought we were passing him by, but we headed in his

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LETTERS

direction only to discover a monofilament fishing net, who knows how long and barely visible, blocking our path.

After skirting around that, we motored up beside the man and snagged him with the boat hook, a 'boat loop', pulled him around to the stern and pulled him up the ladder onto the swimstep and into the cockpit. He kept pointing and speaking in Spanish (ours is limited), until we understood that there was also his female companion, another 100 yards away, needing rescue. We had to dodge another net, but picked her up the same way. They were shivering, a lot, so we wrapped them in towels and blankets. The 'rescate' boat eventually showed up, but we all decided to transfer the survivors at the marina instead of boat to boat.

Lessons learned: Don't fall overboard. I'm not confident that one crewmember could keep sight of the MOB, maneuver our boat around, snag the victim with the boat hook, and assist them into the boat. Especially in any significant seas.

The orange life jackets equipped with whistles were a life-saver for these two.

The 'boat loop' was a good thing.

Having a ladder easily deployed from a swimstep was a good thing.

Hypothermia can come on pretty quickly, even in Mexico in the springtime. These two were pretty weak.

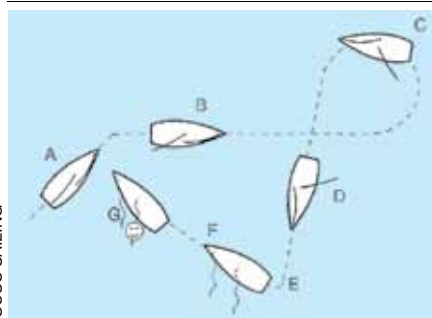
David Lindquist

Ali'i Kai, Serendipity 43

Seattle, WA

↑↓ C.K.O.B.! (COLLEGE KIDS OVERBOARD)!

A few years ago three friends and I were returning to Benicia well after dark from a February Corinthian Midwinter. A tug went by just west of Port Costa throwing a huge wake, and soon after we heard cries for help despite the noise of my diesel. Slowing to an idle and steering to their voices — and despite



OCSC SAILING

Figure 8 Persons Overboard Recovery Method.

my feeble handheld flashlights and no moon — we found a capsized dinghy with five young men holding onto it. They were Cal Maritime cadets who had been returning from a bar in Port Costa and were flipped by the wake. We dropped the stern ladder

and four of them climbed aboard easily.

Even though they hadn't been in the water longer than five minutes, one of them was panicked and hypothermic. Luckily, in addition to the stern ladder, my Hunter 33.5 has transom lockers with a step on either side of the ladder, so two of my friends were able to haul the last guy up and out of the water easily. We got everyone in the cabin and gave them towels and blankets, and had the fire department meet us at the Benicia gas dock. The cadets asked us not to talk to the press for fear of the school's finding out how foolish they were, but I figure enough time has passed; they've since graduated and I can tell the tale. Ironically, that same weekend, the Academy was having a safety at sea seminar. I've been sure to carry a strong searchlight ever since.

Mike Weaver

Kelika, Hunter 33.5

Pleasant Hill

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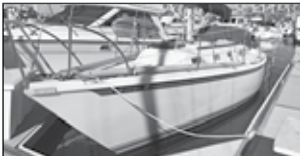
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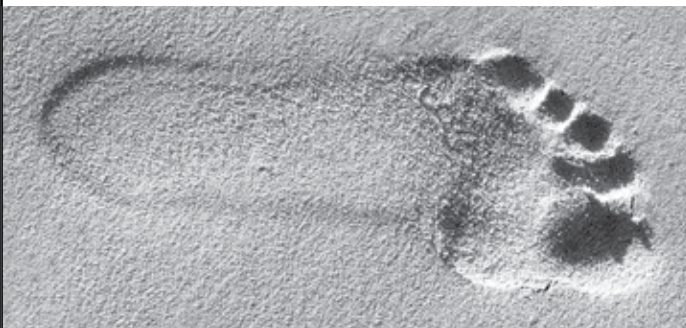


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LETTERS

↑↓ AND DON'T FORGET . . .

Someone should point out how many hernias are created by people trying to pull themselves up out of the water.

Dr. Rhonda Emmert
 Planet Earth

Everyone — We know this: We're not ready for a Man (Woman, Person, Crew, Hat or Beer) Overboard. But this is what we know, and what we know we don't know:

We know that in responding to whatever accident happens it will be 100% harder to deal with than anything we've practiced for. We know that the maneuver to get back to the MOB will likely be more difficult — when done in the heat of the moment — than anything we've practiced.



OCSC SAILING

We know a person in the water can fade into the waves and horizon. We know that the water is appallingly colder than we expect, and that whoever's in the Bay will be losing strength and energy fast, and that their life may be in legitimate peril in a much shorter period of time than we can imagine, especially if they don't have a lifejacket on. We know how hard it is to climb back into a boat of any size, so we know that we'll need a ladder, or that we'll have to rig a sling with halyards and winches.

A hallmark of good seamanship is preparing for everything and planning ahead, but also improvising when you really have to. Seamanship means knowing your boat and knowing a few tricks. And it means staying calm, really calm, while the shit is hitting the fan.

And good seamanship means being humble. That means wearing a damn lifejacket, and if you're taking out friends who have never sailed before, taking time to help them stay safe while out on the water. Good seamanship means respecting the water, which should be easy in San Francisco, because it's so gnarly. It means spending money on some recovery equipment. And yes, it means practicing, or at the very least taking the opportunity to go after your hat when it goes overboard.

Have we thought of everything here? Certainly not. We're also aware that most MOBs don't occur when you're racing or in the thick of it, because that's usually when you're paying the most attention. No, an MOB is more likely to occur when you're taking that slow sail back to the club. More often than not, you've shed your lifejacket, cracked a beer, and are shooting the shit with everyone. Your guard is down. You're cruising downwind when, all of a sudden, there's an accidental jibe and SPLASH!

It's easy to be prepared, when you're prepared. It's much more difficult to be on your game out of the blue. One of our sailing mentors used to throw a lifejacket overboard at precisely those moments, when everyone had a drink in hand, when their attention was somewhere else. The cry of MOB forced people to immediately shift gears. Instincts and practiced skills were triggered, but improvisation was always required because the situation — like every MOB scenario — was unique.

Thanks for your stories and responses, and thanks to Jaci Urbani, whose October 20th 'Lectronic sparked some serious

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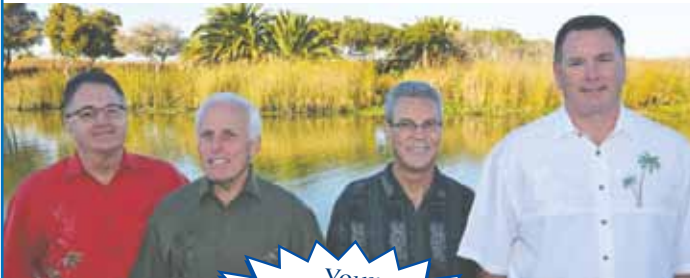
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LETTERS

discussion about MOB preparedness. Stay safe out there. — th

↑↓ A CERTAIN BUFFET NAMED JAMES

I've been a 'Parrothead' since long before there was such a thing. As a lifelong sailor, his influence on me can't be overstated. Now for a true story:

Jimmy played the Key Arena in Seattle in October 2012. Of course, I was at the show. The next evening, I learned that Jake Shimabukuro (the ukulele virtuoso) happened to be performing a solo show at Seattle's Benaroya Hall. My wife Judi and I rallied and decided this was a gig we couldn't miss. We arrived a little late, and everyone in the front lobby had already taken their seats. I was rushing Judi along so we could get seated before the doors were closed.



DEREK DUNANN

While searching for his lost shaker of salt, Jimmy Buffett came across Derek duNann and his wife Judi in 2012.

But then Judi says, "Hey look, there's Jimmy, over there." Of course, I paid her little attention as I wanted to get seated. Then she said it again, this time a little more emphatically, "Jimmy Buffett is over there by that table. Really!" I thought it was worth a quick glance over.

As Judi is right so many times, sure enough, he was behind a table hawking Jake's CDs and talking to a couple of people. Now as much as I wanted to get seated, Jimmy trumped (no political pun intended) Jake. So we wandered over to do a little 'shopping'.

As soon as we arrived at the table, the two people Jimmy had been talking to wandered off and it was just us. As a conversation starter, I mentioned we'd been to the show the previous evening along with our two daughters. Jimmy said he hoped he hadn't offended my girls when he sang the infamous *Why Don't We Get Drunk*. I told him it wasn't anything they hadn't heard before on the house stereo. Jimmy smiled with some relief.

We chatted for a few more minutes (I used to work in the music industry as a sound recording engineer for A&M Records), before someone behind us asked if we'd like to have our picture taken. Judi thrust her iPhone in the pedestrian's hands, and he snapped a shot.

Derek duNann
Far Niente, Westsail 42
Seattle, WA

↑↓ JIMMY BUFFETT'S LOST SHAKER OF SALT FOUND!

I thought you meant Jimmy B was coming after this *Salt Shaker*, shown [on the next page] at Tinsley Island.

Dick Robinson
Salt Shaker, Cape Dory 36
Sausalito

Readers — We had some fun when Jimmy Buffett played a show in San Francisco in October, and said that, not unlike Captain Ahab, Jimmy Buffett had tracked down his own white whale, a lost shaker of salt. But then we thought how sad that would be — an endless, existential search is far more signifi-



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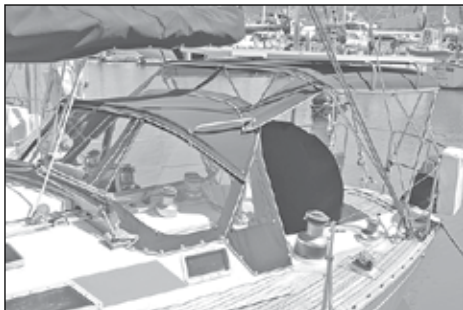
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ALAMEDA MARINA

LETTERS



DICK ROBINSON

After years of wasting away at a port called Margaritaville, the lost 'Salt Shaker' has been found . . . in Sausalito of all places.

thing when they had it.

cant and worthy of our attention than a journey with a discernible end. — th

↑↓ **WOULD YOU GO SEE THE LARRY CUP?**

Absolutely. Larry wasn't the problem in 2013. The San Francisco Board of Supervisors had their heads where the sun don't shine and didn't take advantage of a good

David Talton
 Saty, Cal 2-46
 San Francisco

Absolutely *yes* I would attend a Larry Cup if held in San Francisco. And, yes, the City did not try hard enough to get AC35. Chalk it up to "progressive" politics.

Dick Robinson
 San Francisco

Why would you not want to see it? Fast action in the best venue in the world!

Pat Benedict
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LATITUDE/TIM

So this would be the cup for the losers of the America's Cup? Larry's Losers? Definitely has a ring to it.

James Chie

I have no interest in foiling cats.
 Monohulls yes!

Chris Curtis

Heck, I'm in Florida and I would drive out to see the event.
 Michael Staudt
 Florida

Readers — We reported in 'Lectronic Latitude on October 23 that Larry Ellison was rumored to be in the process of starting a new racing circuit. According to an October article in the English publication The Register, "Ellison is planning a world series with events held across the world." Yachting commentator Rob Mundle said that, "Teams from the USA, Sweden, Japan and France are now 'committed to the event."

As these Letters attest, most people were excited at the prospect of the event and expressed general positivity at the idea of Ellison as a ringmaster. Frankly, this surprised us. We believe that moving the Cup to Bermuda was simply a bad choice. As 2013 demonstrated, San Francisco Bay is objectively one of the best places in the world to sail an America's Cup. Larry had the opportunity to hold it here again, and despite the challenges posed by the Supervisors, we believe a follow-up Cup on the Bay was possible.



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LETTERS



ACEA

New boats in an old regatta made for increased viewership among non-sailors — but is that the goal with these high-end events? Are they to attract a new audience, to satisfy a core group of diehards, or are they simply the vision of the billionaires who conceive of them?

much support with the local sailing community. While 2013 was undeniably Ellison's America's Cup, much of the ACEA leadership was from Europe, Australia or New Zealand. Support for local youth sailing, which could have been a PR coup, came late and was very limited. Some small gestures could have gone a long way (and it takes two to tango).

There are already loads of fabulous forums to watch high-speed, innovative, high-tech race boats with professional sailors challenging each other at the top end of the sport. Unfortunately, none of them are happening in San Francisco, and we should certainly have one of these high-end events on the Bay. But the sailing world is relatively crowded, and there are only so many billionaires to go around. — ja

↑↓ WHAT HAPPENED TO THE SAN FRANCISCO YACHT RACING CHALLENGE?

The much discussed SF Challenge never materialized. Remember? It was going to be a modernized 12-Meter fleet racing our fair Bay. Lots of money and interest, I thought. So what happened? Would be interesting to see some coverage in our favorite rag.

Charlie Pick
Box of Rain, J/105
Belvedere

Charlie — Unfortunately, the San Francisco Yacht Racing Challenge appears to have lost its momentum. Despite the energetic efforts of its founder, Tom Ehman, a strong supporting cast of volunteers, and early enthusiasm from many sailors looking forward to a truly international competition aboard beautiful Super 12s crewed from different countries in the spectacular conditions of San Francisco Bay, the event just wasn't able to attract the entries it needed.

But we have to ask, does the sailing world need another event? As we said in our comments about the 'Larry Cup' above, there are loads of big-money, grand-prix events out there including the Vendée Globe, the TP52 circuit, the Volvo Ocean Race, super-yacht regattas, J Class yachting, the Extreme Sailing Series and, of course, the America's Cup. If you're a person with the interest and funds to participate at the top end of the yachting world, there's no shortage of places to invest your time and money.

Sailing can be peculiar in this way. Everyone has great ideas about what events will capture the imagination of the world, which are generally built around a new variation of a sailboat. Tennis, for example, doesn't have this problem. It's hard to imagine the tennis world introducing new events built

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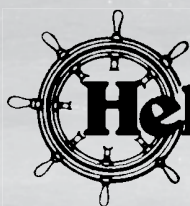
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LETTERS

around redesigned rules, rackets and courts. Somehow, the sailing community thinks there's some as-yet-undiscovered boat design that will reinvigorate an interest in sailing. That magic boat design is sailing's holy grail.

And we love watching this quest. The foiling boats in the America's Cup entertained, for a while (and the cats obviously drew interest from the general public, but seemed to alienate the monohull crowd at the same time). The Volvo Ocean Race is one of the first things we check when we wake up. Foiling Moths and kiteboards are awesome, and seeing a Gunboat catamaran, MOD70s and an ORMA 60 racing in the Transpac is stunning. But most of that is fleeting for many sailors. We think the SF Yacht Racing Challenge would have been an exciting, interesting international event to have on San Francisco Bay every year, and we're sorry it didn't find the support it needed.

However, right now we're putting the finishing touches on the 2018 Northern California Racing Calendar, which literally includes nearly 1,000 local events, most of which happen on 50 weekends. This includes numerous one-design classes, offshore racing, PHRF racing, Pac52 racing, Mercurys, classics, 110s, youth and dinghy classes. We think most sailors would probably rather spend their weekends sailing than watching other people sail in the multitude of events that already exist.

Until someone comes up with that magic design to transform sailing, we'll enjoy the Bay on one of the myriad designs currently available. — ja

⇅ METAL MAGIC FABRICATORS CLOSING THEIR DOORS

Dear *Latitude*: We're writing to let you know that we are retiring and have closed Metal Magic. February 1, 2018, would be our 37-year anniversary. We decided to close very recently, and very few people know. It's sad because we have no way to let our customers know and to thank them for all the great years we've had because of them.

Craig and Teri Craig Stiles
Alameda

⇅ WATERFRONT VIEWS OR WATERFRONT JOBS?

Our group Save Alameda's Working Waterfront (SAWW) is seeking a volunteer land-use attorney to look over the lease



LATITUDE / CHRIS

The closing of Svendsen's Marine in Alameda exemplifies the debate over the Bay Area's working waterfront.

held between the City of Alameda, CA, and Pacific Shops, Inc., which holds the contract for the Tidelands Trust area of Alameda Marina. We may also ask for additional opinions as time nears for the city to make its final zoning decisions regarding development on this and

the adjoining property, which is privately held.

SAWW is a group of activists composed of Alamedans and boating enthusiasts who have been working to preserve the commercial and recreational economic ecosystem that currently exists at Alameda Marina. A housing development is planned to offset the cost of maintenance required in the lease. We maintain there is enough land to satisfy the needs of all stakeholders. The scorched-earth policy of the developer is not necessary, and the number of housing units proposed

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LETTERS

far exceeds the cost of the required maintenance.

If you are interested in working with us, please send us a brief note offering your services to SAWW, PO Box 6413, Alameda, CA 94501.

Nancy Hird Alameda

Nancy — We'll go out on a limb here and say that the best feature of the Bay Area . . . is the Bay. So it's crowded, expensive, has housing shortages, and, because everyone wants to be near the water, there's tremendous pressure to develop along the shores of our beautiful Bay.

But we'll never understand how decision makers can be so shortsighted when it comes to re-purposing waterfront. It would be an aesthetic blight, a crying shame and an insult to the people and the history of the Estuary if yet another batch of expensive luxury condos were built on waterfront lands where our forebears built a unique maritime legacy, helped win a world war, and continue to support sailors every day. The cost of setting aside parts of the planned development for preservation of Alameda's working waterfront would be minimal, and the long-term benefits invaluable. But most importantly, it's just the right thing to do.

One of our favorite reasons to live in the Bay Area is the 'lifestyle' it offers through access to the Bay, the mountains and the coast. But as the waterfront gets converted to living quarters, there's less access to sailing. We respect that there are lots of people and competing interests, but it seems difficult to find a reasonable balance, especially in the case of the Pacific island of Alameda, where waterfront recreation and jobs associated with it should be a major factor in planning.

One thing waterfront cities often forget is how waterfront access can be one of the most important resources they can offer their community. Cities struggle to find flat land to build soccer fields, softball fields, parks, etc. By simply preserving a few scraps of shoreline, municipalities can open up thousands of acres of a blue, liquid playground that they don't have to water, mow, weed or care for in any way. — ja

WHY I LOVE RACING

About 25 years ago in the Bay Area, before I had my own boat, I found that racing was simply a good way to get out on a boat and to go sailing. Now, after owning a few boats (non-racers), I still do a full season every year.



LATITUDE / TIM

Racing forces you to go out on less-than-perfect days and sail courses that might not be easy and dry, but help you learn and build your skills. Summer Beer Cans are like having a practice race every week. I race mostly out of Tiburon Yacht Club, because its Friday night summer races are the best way to start the weekend. My favorite regattas are the Great Vallejo Race and the Jazz Cup — those are the fun ones, when there's wind!

Greg Clausen Free Spirit, Beneteau Oceanis 390 Tiburon



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LETTERS

⇅ **AND THIS IS WHY I RACE . . .**

First, I race simply to have a purpose in my sail; second, to expose new crew to the experience; third, to keep the boat tuned up and ready; fourth, to join other competitors in an event; finally, to finish well.

So, it's a pretty casual experience for me. Well, at least it should be. But I still want to leave other boats to my transom and get on a podium, so I do choose to compete where I have some reasonable chance. And, I keep an eye on the rating when I think in terms of equipment.

Now, as my crew and I are older, I am competing less. Regattas I enter now will be just for fun. Maybe.

Rick Dinon

Attitude Adjustment, Hunter Legend 40.5
Long Beach

⇅ **WHERE CAN WE CRUISE IN THE CARIBBEAN AND BE OF SOME HELP TO PEOPLE?**

A little suggestion for helping the hurricane-wrecked recover: In *Tude* and elsewhere, we read that the best aid is to go to blown-away islands as tourists as soon as they're able to receive us, to bring the devastated resorts and region our business. For those of us in the Northwest and elsewhere seeking escapes from our respective winters, it would be great if in six weeks or so we read a piece telling who and where is able to receive our business.

Thanks for keeping us updated!

Brooks Townes
Seattle, WA

Brooks — Good question. It's an evolving story as charter companies and shore facilities sort out the tangle. That said, the first post-Irma and Maria charters will be going out as this issue hits the stands. The challenge for would-be charterers won't be the sailing conditions, but rather the fleet size and access to amenities.

When chartering started to really catch on in the '60s and '70s, most of the Caribbean had very limited services. We sailed

there in 1976 when Foxy's was just a few palm fronds over a few boards comprising the 'bar', with a cooler full of beer and a jar for your money. It was simple, and simple was one of the best reasons to go.



CARIBBEAN BUZZ HELICOPTERS

As you've no doubt seen, Irma and Maria stripped much of the Caribbean bare of its vegetation.

This year it may be difficult to find a charter

boat, but it will be easy to find a mooring in an uncrowded anchorage. The shoreside amenities and lodging will be limited, but, if you're not dependent on modern conveniences, we think you'll find the breeze, blue sky, sunshine, snorkeling and swimming to be just fine. The hills — blasted brown during the storms — are already turning green again. We know some of our readers are headed down there soon, and we look forward to sharing their reports.

We also spoke to Lin Crook of TMM Yacht Charters, who will be sending their first charter boat out on December 7 and will have five new catamarans in their fleet shortly, with more on

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the way. Lin sent a report from Kristiann and Graham Gips of the charter boat Allende, who said the Soggy Dollar bar, The Top of the Baths restaurant and Leverick Bay are just some favorites that have reopened. Other favorites, such as the Bitter End Yacht Club, are still closed. Anegada, the northernmost island in the BVIs, was spared the worst, and almost every bar and restaurant there reopened for the November lobster festival.

Like for those early cruisers and charter boats in the '70s, this year will be more about adventure and exploration. If you're lucky enough to find a boat, we think you'll find plenty to enjoy. — ja

↑↓ THE CURIOUS CASE OF THE SEA NYMPH

Based on what I read in *Latitude*, I too have questions



US NAVY

Jennifer Appel (left) and Tasha Fuiava, after being rescued by the USS 'Ashland'.

about what happened aboard the *Sea Nymph* that caused her to be lost at sea for several months. The following paragraph in *Latitude* (taken from the *Washington Post*) makes absolutely no sense:

"Appel and Fuiava reportedly lost their engine after 'a bout of inclement weather,' according to

the *Washington Post*. The two women tried to sail the rest of the way but 'soon found themselves lost.'"

OK, besides nothing, what in the world does losing the engine have to do with getting lost? Either the *Washington Post* writer has no knowledge of sailing or navigation or something is really fishy here. Why did *Sea Nymph* get lost? Was the GPS broken? If so, was there only one GPS? It seems that even by just dead reckoning, they should have gotten a lot closer to the Marquesas than 900 miles off the Japanese islands.

I really question the sailing and navigation competence of the *Sea Nymph* crew if this story is being accurately reported. The reasons given for *Sea Nymph's* being lost at sea for so long and being so far off course just don't make sense.

And another thing: They survived a shark attack? Does that mean that an air-breathing shark jumped on deck and was trying to eat them? This story makes the least sense of any story I've ever read in *Latitude*, and I've been reading on and off for about 22 years.

Jeff Hoffman
Berkeley

↑↓ COMMUNITY RESPONSIBILITY

I will use the recent discussion about the rescue of the *Sea Nymph* to share some of my thoughts on what I see as our community responsibilities to our completely voluntary, recreational sport.

We are largely unregulated, and I wish to keep it that way. It is my take that regulations/authorities appear as a reaction to abuse/excess/problems. I believe that these two mariners should have been told by their sailing community that their plans were unwise in a multitude of ways, and should have been strongly discouraged from leaving. I want to suggest that every experienced sailor who knew of their plans had some community responsibility to actively and strongly discourage them from departing. I say this for multiple reasons:

1. They were lucky not to have died, and it was predictable and likely they would get into trouble.

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LETTERS

2. People who need rescuing at best incur great expense on the part of the SAR [Search and Rescue] assets and at worst put them in danger.

3. If we do not police/supervise our sport, I worry others will move in and do so (could you picture a bureaucratically administered 'offshore license' necessary to sail to Bermuda?)

4. Ours is a sport best learned in a guild or apprenticeship-like manner, where those with experience pass their knowledge along. Book knowledge and self-taught skills can only take you so far. This entails a willingness on the part of those learning to actively search out mentors in areas where they need more experience. Concomitantly, those with expertise need to be available, even forthcoming, and maybe even a bit forceful in educating others — especially when observing dangerous practices or intentions.

In my mind, we have a tremendous responsibility when we venture offshore. This is especially the case if you carry radios, EPIRBs, satphones or other devices with the intention of calling for help if you get into trouble. This responsibility becomes even more magnified when crew or guests are relying on the skipper and believe the proposed trip is safe.

Dick Stevenson
Alchemy, Valiant 42
East Coast



In one of many weird details to this story, Fuiava, standing left (on the deck of the 'Ashland' after being rescued), is wearing a fluorescent T-shirt that reads: "My shirt is brighter than your future."

↑↓ NOT HAVING IT

There's been a lot of discussion about the two women who were 'miraculously' (the word used by a local TV talking head this morning) rescued (that too should be in quotes) 900 miles off Japan after five months at sea on a passage intended to be from Honolulu to Tahiti.

This does not compute.

Did they leave Honolulu intending to power all the way to Tahiti? Did they not know how to sail? Did they not know how to navigate? Did they not have any backup navigation systems? Why would anyone provision for a year for a passage of less than 2,500 miles?

In the video of the 'rescue' the mast is upright. The uncovered mainsail is tied to the boom. The headstay and backstay are in place. So seem to be the shrouds. The furling jib is furled on the headstay. There is a wind generator and what seem to be solar panels near the stern. The hull is intact. I



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LETTERS

cannot see the rudder, but there has been no report that it was broken. If it was, there is this thing called 'jury-rigging'.

The mother of one of the women describes her daughter as 'resourceful'. Right. I can conceive of only two possibilities: Either these people are so stupid they are pitiable and need a court-appointed guardian, or they did it to attract attention, in which case they are a great success, and despicable. At the very least they should be charged with cruelty to animals.

Webb Chiles
Gannet, Moore 24
St. Louis, MO

So why did we never hear about a search and rescue operation? None of the news media picked it up to my knowledge; I never saw even a small article saying they were missing. I have a friend who is sailing from LA to Sydney via Hawaii on a boat about that size, but, unlike these two, the crew on that boat is actually experienced, and they have an EPIRB, two satphones, a liferaft, spare equipment, solar, etc. This isn't a voyage you undertake lightly, and it seems these two didn't even know how to use a compass.

Robert Bents

Step 1: Buy shitty boat. Step 2: Outfit it so it's comfortable for five months in broken boat. Step 3: Get rescued after five months and sell movie rights for millions. Hopefully they will fail at Step 3.

Mic Heynekamp

They should go party with Rimas [Meleshyus].

Fred Von Stieff

If the book ever gets published, the government should put a lien on any of its earnings to recoup some of the money we spent 'rescuing' them.

Kenneth Tobin

This story is not weird. It's garden-variety lies covering dumb. Please do not inspire others, who should stay on the dock, in replicating their behaviors.

Kris Leverich

Let's be honest; we all know at least one sailor who would look even worse on paper if you really dug into their history.

Chad Hedstrom

What a surprise! Said no sailor, ever.

Peggy Drosch

Who cares!

Elle E'Clair

Readers — From the very beginning, long before the inconsistencies and details emerged, many of you predicted where this story was destined to go. And we are at least somewhat guilty of playing along, of being seduced by the siren call of the Sea Nymph. As the dust has settled, we're not sure what conclusion to come to about Jennifer Appel and Tasha Fuiava. Did they plan this ordeal all along (one of Appel's novels is said to involve illicit sex on board a boat), did they decide to capitalize on their unfortunate journey by exaggerating it, or do they honestly believe that things went down the way they said? Sorry, but we won't be offering any answers to these questions. We have no idea, and can only question why we — and everyone else — were so captivated.

DO YOU SEE WHAT I SEE?

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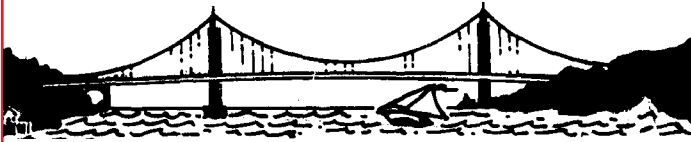


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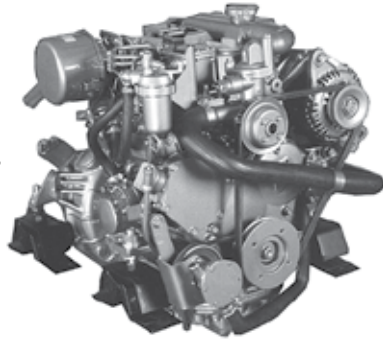
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LETTERS

It's not often that sailing makes it into the mainstream media, but the *Sea Nymph* seemed to have some of the qualities of what one of our journalism teachers called "Triumph Over Adversity" stories (or TOAs), which are narratives we all secretly crave: *Baby Jessica* who fell down the well, the Chilean miners, Sully crash-landing in the Hudson — stories about people snatched from the jaws of death. "I think one reason the mainstream media likes the story so much is because the putative skipper, Appel, is outgoing, loves to talk, and has a talent for hyperbole, and plays perfectly off her more introverted partner, Fuiava," wrote Charles Doane on www.wavetrain.net, in one of the more measured responses.

To be sure, the *Sea Nymph* was never a TOA story, because, from the start, it had other qualities we all love (though we may be loath to admit our guilty pleasures): intrigue, suspicion, and increasingly sordid, bizarre details. Everyone seemed to revel as the story unraveled, and the very news organizations that had indulged in and even celebrated Appel and Fuiava's unlikely drama were the same outlets that called the story into question. It was an instant and complete media frenzy. "Talk about an incredible tale of survival," the Today Show said in late October, sounding legitimately astonished by the sensational-ness of it. Local news stations in Philadelphia and Montana reported on the *Sea Nymph* in their 6 O'clock News broadcasts — again, at first for the triumph, and, soon after, for the fall.

But when Appel and Fuiava appeared "exclusively" on the Today Show on November 8, they'd already been defending their account for nearly a week, and the interview felt a little embarrassing, as if they were children being scolded. Matt Lauer asked, "After going through what you did, does it bother you when you come back, people question whether this happened in the Pacific Ocean, or existed [pointing to his head] somewhere up here?" Appel replied, "We didn't ask for this, but we're enjoying the ride." A few days later, the story went full on *Fifty Shades of Grey* when the Daily Mail reported that Appel had a history of crashing boats and weird behavior, and was an erotic novelist, professional dominatrix, exotic dancer, landscape architect and organic farmer.

Regarding some of your letters: Why did we never hear about a search and rescue operation? In fact, we reported that a *Be On the Look Out* had been issued for the *Sea Nymph* on June 7, though it was one of our readers who reminded us of this fact. Another reader asked us why we quoted an outlet that said after a bout of inclement weather the *Sea Nymph* tried to sail the rest of the way but "soon found themselves lost." The reader asked: "Did they not have GPS?" To be sure, there were lots of odd and poorly fleshed-out details that emerged the first few days, as well as downright inaccuracies.

We called the *Sea Nymph* a Morgan 45 in June, while almost every news outlet has called it 50 feet. Wavetrain says the boat is almost certainly a Starratt & Jenks 45. We did hear stories, which were later echoed by the Daily Mail, of Appel's running boats aground. A Coast Guard public affairs officer in Honolulu could only tell us what we already knew (the officer said she'd had an unprecedented, staggering number of calls from the media). We called a boatyard in Honolulu to try to track down the details behind the reported "six tons of fiberglass" Appel said she added to *Sea Nymph*. The yard was very polite and confirmed that the boat had been in their yard (they believed it to be 46 feet).

And then there was the matter of reckoning with the claims of the *Sea Nymph's* crew. Before we knew she was an erotic author, Appel offered what seemed like pre-packaged sound bites thick with the aforementioned hyperbole. When asked to

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LETTERS

describe her emotions after being rescued, Appel was quoted as saying: "How do you describe the color blue to a blind man? . . . There is a true humility to wondering if today is your last day, if tonight is your last night." And then most famously: "We honestly did not believe we would survive another 24 hours in the current situation." That last statement was scrutinized when it was revealed that the Sea Nymph had an EPIRB, but more than that, because it simply defied common sense, as Appel, Fuiava, Zeus and Valentine (the dogs) all looked relatively healthy. Appel was forced to clarify: "The crew of the Ashland saved our lives. Not from the ocean, but from the vessel that was trying to render assistance to us. Had they not been able to locate us, we would have been dead within 24 hours."

That one will never sit well with us.

And then there was the "shark attack," which was described by a major news outlet: as "packs of tiger sharks, ramming into the side [of the Sea Nymph]." Appel was quoted as saying, "They decided to use our vessel to teach their young how to hunt." And then there was the "Force 11 storm," which the crew of the Sea Nymph insisted they endured just a few days out of Hawaii, but NOAA says doesn't appear anywhere in their records. When Lauer pressed this discrepancy on the Today Show, Fuiava literally shrugged and said she was a "heavy sleeper," while Appel said, "Look . . . If you were there, you would say the same thing I did. It really felt a lot bigger."

Everything Lauer asked was swatted away by Appel, who defended her decisions as if those were simply her only options. But when asked if they "would take a trip like this again," Appel replied, "We would take a trip with more preparation." And Fuiava actually said, "You learn from your mistakes," which seemed to be the first acknowledgment that they could have done anything better. We'll admit, we were waiting to hear that — just a little humility, please.

To be sure, we don't think that Appel and Fuiava should go out to sea again — for their own safety, for their dogs, and for the safety of the sailing community as a whole who may be put in legitimate danger by having inexperienced people at sea. We hope they find something else to do, even if it is writing a book about the ordeal. But, to be sure, we won't be reading it.

At this point we believe this is just a tale of a hapless sailor getting in way over her head. Someday we may learn differently, but sometimes the simplest explanation makes the most sense. Appel had dreams far bigger than her experience could make into reality. The story also shows that there's just no substitute for dumb luck. You can practice, prepare and invest in all the best safety gear, but dumb luck, while far less reliable, has an uncanny ability to occasionally rescue the ill-informed and unprepared.

Most (not all) sailors who do go to sea generally have the experience, preparation and respect necessary for a successful voyage. It's too bad all the millions of non-sailors who heard this story in the media frenzy have no idea how many families, couples and cruisers are out there happily flying under the mainstream news' radar. Guess we'll just have to keep that secret to ourselves. — th

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

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

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LOOSE LIPS

"To reach a port we must set sail. Sail, not tie at anchor. Sail, not drift." — Franklin D. Roosevelt

"Starboard!" is without a doubt the most popular caption when any sort of collision situation is presented. Other favorites for this month's Caption Contest included: "Ready about! (Helm's alee!)," "Tacking in 3, 2, oh shit!"

Reader Glen Williams wrote: "We're going to need a bigger boat (which is the correct caption for every sailing picture)." And we had many, many variations on "rocks," especially as they pertain to cocktails (nicely done, everyone). Our panel of highly-trained experts had a hard time picking the best and most original 'rocks' variant. Aaaaand the winner is:



Looks like you're in the drink with your boat on the rocks while I'm in a boat with a drink on the rocks. — Nicholas Halkowski

"Really, I've taken this shortcut before." — Donn Carmody

"With a good wave I know we'll clear them rocks!" — Keith Richardson

"Ferro-cement hulls are out, basalt boulders are in." — Steve Costanzo

"Umm, red right return?" — John Mowry

"GILLIGAAAAAN!!" — Day Firestarter

"I said I like my whiskey neat!" — George McKay

"Archive photo of Team Vestas training for the 2014/15 Volvo Ocean Race." — Kent Carter

"Avoid getting stoned under sail." — Robert Bender

"We've got the layline nailed." — Dave Wyman

"Break on through to the other side, break on through to the other side, break on through, break on through, break on through . . ." — Menippean Satire

"A navy is essentially and necessarily aristocratic. True as may be the political principles for which we are now contending, they can never be practically applied or even admitted on board ship, out of port, or off soundings. This may seem a hardship, but it is nevertheless the simplest of truths. Whilst the ships sent forth by the Congress may and must fight for the principles of human rights and republican freedom, the ships themselves must be ruled and commanded at sea under a system of absolute despotism." — John Paul Jones, 1775

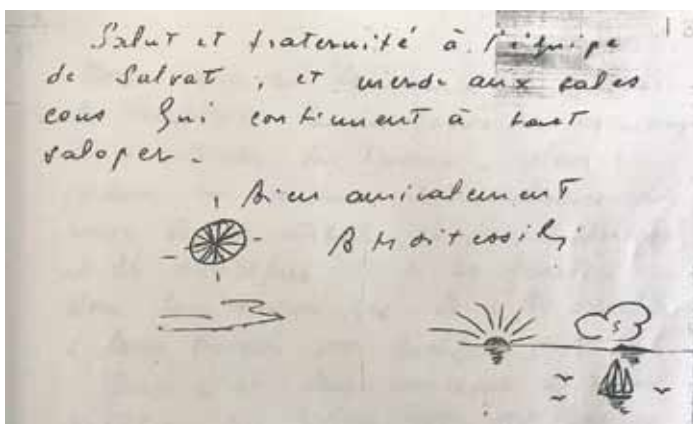
"Guess what? I'm sailing! I'm a sailor. I sail! Is this a breakthrough, that I'm a sailor now?" — Bill Murray as Bob Wiley in *What About Bob?*

LOOSE LIPS

"I was in Moorea at the CRIOBE research station [roughly translated as the Island Research Center and Observatory of the Environment]," wrote Giacomo Bernardi. "And I was browsing their gold book of illustrious visitors . . .

"One of the very first entries, in 1972, is by famed navigator Bernard Moitessier. His text reads: "Hello, and fraternity to the team of Salvat (then director of the station), and *merde* to the assholes that keep messing everything up." Bernard added a nice drawing of his *Joshua*. This is so typical of that amazing character, isn't it?"

Giacomo Bernardi
Alelia, Catalina 22
Santa Cruz



GIACOMO BERNARDI

As winter is upon us, we wanted to share this nugget from a June article in the *New York Times*. Writer David Calhoun recounted the tale of a sailor who lived out his Golden Years in the Sierras.

"Captain Richard Barter, one of Lake Tahoe's most colorful historical figures, was a retired British sailor with missing toes. Barter was hired in the mid-19th century to tend a businessman's summer villa on the shore of Emerald Bay. During the winters, he stayed there alone in intense isolation, surrounded by snow. He liked whisky, and from time to time would row his boat 14 miles north to visit a saloon in Tahoe City. It was during one such outing in January of 1870, as the story goes, that disaster hit. After a night of drinking, Capt. Barter was rowing back to Emerald Bay when a storm pitched him into the icy waters. Death seemed certain. He cried out, 'Richard Barter, never surrender!'

"He later recounted to a reporter visiting from San Francisco. After climbing back into the boat, he rowed furiously the rest of the way to Emerald Bay. There, half frozen, he crawled into the house and nursed his injuries in solitude for 11 weeks. To prove the story to the San Francisco newsman, Capt. Barter pulled out a small box. Inside were several of his frostbitten toes, which he had removed with a carving knife.

"'We had found the Robinson Crusoe of our boyish days,' the correspondent wrote, 'not on Juan Fernandez but on the shores of Lake Tahoe.' Capt. Barter later built himself a crypt on Fannette Island, set in Emerald Bay, the only island in all of Lake Tahoe. He declared that when he was ready to die, he'd climb inside and close the lid. He never got the chance. In 1873, he was once again tossed from his boat. His body was never found. A nearby summit and lake were named Dick's Peak and Dick's Lake in honor of the old sailor."

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SIGHTINGS

growing an international 110 fleet

While doing maneuvers through several other racing fleets to determine your pre-start strategy, you spy an International 110 from afar. It may not be obvious whether you're looking at her bow or her stern. "Designer [Ray] Hunt seemed very partial to double-ended designs, as in all his 10 series boats: 110, 210, 225, 410 and the 510," says International 110 class president Milly Biller with a smile. "When you sail them upwind, there is no wake whatsoever. This year, C. Raymond Hunt was inducted into the National Sailing Hall of Fame. A quote from Hunt in the program booklet states: 'I ought to be able to design racing boats that wouldn't be so darned expensive.'" Novel for 1939 was the incorporation of recently developed marine plywood into the build.

Having dedicated much of her life to sailing and restoring this pencil-thin classic, Biller proudly declares that there's a count of 23 and growing at Inverness Yacht Club on Tomales Bay. The design features a 24-ft LOA, 4.5-ft beam, 3-ft draft (with a fixed keel) and comfort for two (three at most) with improved upwind motion if one sailor employs a trapeze. "They are simply rigged and great boats to tow on the road," she says, adding that from a cost perspective these vessels are inexpensive to maintain and acquire — even if going the restoration route. "Sailors acknowledge the 110 is somewhat of a development class, and we are constantly experimenting with different sails, including composites."

One day in 1963, Biller's father came home with an International 110. The two of them sailed the boat together frequently, until Biller



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purchased her own 110 several years later. Up until roughly 2005, the Inverness count stood at four. Having been the manager of Richmond Boat Works for more than 30 years, Biller estimates she's been involved in the restoration of at least seven 110s. "The process is rewarding and often straightforward: Remove the bottom, check the frames and keelson, likely add new planks, fiberglass and paint, then you're ready to sail. Rigging is basic too. The cost of an older boat usually runs from \$3,000 to \$6,000, then add the cost of sails and rigging." A great thing about this fleet is that it's a close-knit family. Chances are if you're looking for a part, other owners will help you locate it. Newer boats are being manufactured by Westeas Yacht Service in Holland, MI.

As to Biller's tactics for fleet growth, communication and peer influence fuel things. She points to an active Facebook page, www.facebook.com/groups/International110, managed on the national level, and asserts that local sailors are very supportive; Biller herself is restoring one vessel, but the entire fleet has been pitching in. "This boat was donated by the widow of a fleet member. As a group, we've had several fun sessions working to bring back her glory." Regarding building up boat count, Biller references a recent raid north of the border, where her clan was able to acquire four vessels in British Columbia.

Conditions are great for International 110 sailors on Tomales Bay. "We get plenty of sailing here. Afternoon summer breezes are

continued on outside column of next sightings page

sailing books

Books make great gifts. Here are a few that the sailor in your life might like to find under the tree:

Chasing the Cup (Jimmy Spithill [with Rob Mundle], \$25) — If Jimmy Spithill had been born 200 years ago, it might well have been him who yelled, "I have not yet begun to fight!" Talk about a scrapper! Which is probably why he is one of the top



LATITUDE / JR



DAVID WEST



for holiday gifts

competitive sailors in the world, and the ultimate "comeback kid" at the amazing 2013 America's Cup races on San Francisco Bay, where he helmed Oracle Team USA back from a seven-race deficit to beat the Kiwis. (Three years before that, at age 30, he became the youngest skipper ever to win the Cup, driving Oracle's giant trimaran to victory over Alinghi's giant cat.) It was all a far cry from his humble roots in rural Australia, where his red hair and a slight physical abnormality (his right leg is two inches shorter than the left, and that foot two sizes smaller) made him the focus of bullying from often larger kids. From the start, he stood up to them, and many eventually became his

continued in middle column of next sightings page

international 110s — continued

typically in the high teens, but boats do just as well in light air. Come winter, some of us caravan over to Richmond YC's Small Boat Midwinters. We compete in open-class racing, so we never know what type of boats we'll be competing against."

The 110 class rotates its National Championship: Newport, RI, hosted the July 2017 series; Michigan will welcome racers in 2018; and fleets return to Inverness in 2019. At the 2017 Nationals in July, Brendan Meyer of Alameda, on *Other Woman*, raced hard and placed fourth — just one point away from a tie for third.

Since 1939, more than 700 boats have been built. Within the US, racers congregate around Lake Michigan, New England and Inverness. The Marblehead Yacht Club in Massachusetts hosts much of the fleet's memorabilia. Raymond Hunt, himself from Massachusetts, was a highly respected helmsman deemed a visionary by many. He went on to create additional greats such as the Concordia yawl, Boston Whaler, 12-Meter *Easterner* and the Olympic gold medal-winning 5.5-Meter *Minotaur*.

— martha blanchfield



Spread: An International 110 fleet start on Tomales Bay. **Inset, far left:** The fleet sails past historic Inverness YC. **Left:** Is it coming or is it going? **Right:** Milly Biller at the helm of her hot-pink 110.



JAMES LAW



DAVID WEST

SIGHTINGS

young people, old boats

Walking along the dock at Richardson Bay Marina in Sausalito, one might wonder about the numerous old sailboats that look like they've been left to rot under the harsh cycle of sun, damp and abandonment.

One of these vessels, *Argonaut*, a 1969 Albin Vega 27, is being refitted under the hands of 30-year-old David Colvin, whose passion for sailing has taken him aboard numerous boats and tall ships —



including the *Balclutha*, *Hawaiian Chieftain*, *Lady Washington*, and Maine's oldest windjammer, *Grace Bailey*. While *Argonaut* is in better shape than her mold-covered neighbors, David is candid about his reaction when he first laid eyes on her in Ventura.

"My heart sank," he says. "She looked like a painted board left to bake in the sun till every square inch was cracked." Although *Argonaut's* hull and topsides are crazed, seaworthiness is at the top of David's to-do list. And, as is typical of boats, the job is much larger than he expected. "You know the old joke,

B.O.A.T., Bring Out Another Thousand? I didn't quite realize that's 100% true."

Money was certainly a consideration in David's decision, and it was several months before he had persuaded himself to buy the 27-ft boat he found on Craigslist. Fortunately, *Argonaut's* purchase price was less than most people spend on a second-hand car, and David can now indulge in his love of adventure, tinkering and hands-on projects.

He fishes around in the cubby behind the port-side settee to produce a homemade tang and rigging pin. "I consider my time free," he says. And as you can imagine, a 48-year-old sailboat needs, but also deserves, a lot of time. David has already dropped the mast and had a welder repair a hairline crack, replaced the rigging, chain-plates, turnbuckles, thru-hulls and engine fluids, and removed the fuel tank to clean out years of accumulated sludge.

David's interest in boat-ownership began after completing a small-boat sailing course during his college days. Consequently, when an old Snark turned up at a local garage sale, he snapped it up and spent three days sailing from Sacramento to Rio Vista under a blue tarp that he had fashioned into a sail.

"It was a piece of junk, but I loved it." His passion for sailing and adventure eventually led David to want a bigger boat, one that was affordable and small enough to maintain, but "still capable of going places." He settled on the Albin Vega after reading John Vigor's book, *20 Small Sailboats to Take You Anywhere*.

"Sailing to me represents the times in my life when I conquer my own worst enemy: my cautious self. There's a line in Carsten Jensen's book, *We, the Drowned*: ". . . filled with the blind triumph that people sometimes experience when they've conquered their own better judgment." That sums up how I felt about buying a boat. So back in February, after a day working on other people's boats, I sat in my truck and called the owner. I was smiling when I hung up," he concludes.

Argonaut first arrived in Ventura under ownership of 'the Swede', who kept her for 20 years. David believes her next owner, James Gingery, also kept her for 20 years and is the author of the float

continued on outside column of next sightings page

sailing books

'mates.' He learned to sail in local dinghies early, liked winning, and hated losing. Australian sailing legend Syd Fischer took Jimmy under his wing at a young age, and he started sailing with the big boys. He met Oracle oracle Larry Ellison after the ill-fated '98 Sydney Hobart Race, the two hit it off, and the rest — as they say — is history.

Outfitting the Offshore Cruising Sailboat (Peter L. Berman, \$18) — It's our experience that would-be cruisers tend to read pretty much everything on the subject that they can get their hands on. If you're one of those dreaming of



— continued

the Big Bon Voyage, we heartily suggest getting your hands on this book. As far as we can tell, Peter Berman doesn't miss a trick. Every subject he addresses — which is pretty much all of them that relate to an offshore boat — is done in a straightforward manner that anyone can understand. Of course, there's always the paradox that if you took every piece of advice and did everything Berman considers important, you would either delay your departure for several years — or never go because you'd run out of money. We are happy to report he addresses that conun-

continued in middle column of next sightings page

ypob — continued

plans and modification designs left on board the old boat, which is Hull #101. "I feel other people have known this boat, possibly all its life," David says.

The Ventura mariners confirmed that James had loved and cared for *Argonaut*, and added that when he could no longer sail, James would be helped along the docks just so he could look at his boat.

"Part of me feels that by doing the best I can to take care of her, I'm also doing something for him," David continues. As he puts away his array of homemade rigging items, he adds, "My brother once described sailing as 'sitting on a porch, but still doing something.' I think it's extraordinarily valuable just to sit on a boat, and go sailing."

Perhaps, if more young people discover the joys of "sitting on a porch" then other forgotten sailboats will also find new life.

— monica grant



David Colvin enjoys the many phases of boat ownership, from hauling out in the yard for a new bottom coat to finally getting to sail.

ALL PHOTOS DAVID COLVIN

SIGHTINGS

bob bloom and jarlen

For 27 years, a familiar sight at races throughout the San Francisco Bay Area has been a white J/35 with red race stripes. *Jarlen*, which is owned and skippered by Bob Bloom, a radiologist from Marin County, has a long history of competitive campaigns, including an overall first-place finish in the 400-mile Coastal Cup ocean race as well as a plethora of podium finishes at YRA and beer can races.

Less well known is Dr. Bloom's role in welcoming and training several generations of new sailors. Bob grew up in Long Island, NY, but didn't start sailing until he arrived in the Bay Area and, in 1974, was offered a sixth share in an Islander 36. Unfortunately, that boat seemed a bit jinxed from the start, always finishing when the rest of the fleet was tied up and the first round of cocktails was being ordered.

After extricating himself from the first boat, Bob begged his way onto a competitor Islander 36, earned a mast position, and started to gain significant sailing experience. In 1981, at the now-defunct Winter

continued on outside column of next sightings page

sailing books

drum, too — again in a straightforward, logical manner. This book would rate a solid two thumbs up were it not for the photos, which for the most part are too small and generic to properly illustrate what they're supposed to.

Rogue Waves (Michel Olagnon, \$20) — Those of you old enough may remember swimming blissfully in the ocean without ever thinking of sharks. Then *Jaws* came out and, ever since, you never swim in the ocean without thinking of sharks. We blame '*Jaws* syndrome' for our initial trepidation to delve into this book. Fortunately, after reading it, we are no more fearful of venturing into the big blue



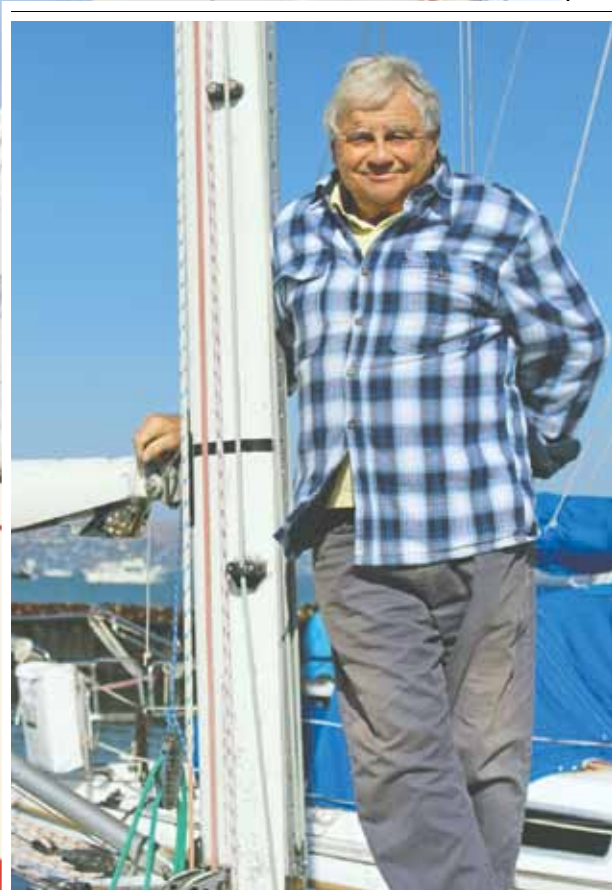
Spread: The J/35 'Jarlen' romps along during a windy Tuesday Spring Sunset race in Sausalito. **Inset:** Dr. Bob Bloom aboard 'Jarlen' in October.

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— continued

than before, plus we know a heck of a lot more about how ocean waves work. One thing that was particularly interesting is that, up until modern times, stories of huge waves were thought to be tall tales, like sea serpents and mermaids. Then in 1963, scientist Laurence Draper found one on a data recorder — a 67-footer that emerged unexpectedly out of a series of 35- to 45-ft waves. He called it a "freak," but that was later deemed too negative, so "rogue" it was. You don't have to be a scientist yourself to understand or appreciate this book, and reading it will give you a renewed appreciation of the beauty

continued in middle column of next sightings page



GREGORY WINTERS

jarlen — continued

Boat Show, he impulsively bought a two-thirds share of a Santana 35 from a convincing French salesman — who invested in the remaining third. This turned out to be a successful collaboration, and on *Dance Away* Bob teamed up with Bob Bergholdt, John Claude and many other gifted sailors, and started having success in a competitive one-design fleet.

Bob purchased his current boat, *Jarlen*, new in 1990. At the time, the J/35 was emerging as one of the most capable race boats in the largest one-design fleets and has since been inducted into the American Sailboat Hall of Fame. The '90s represented Bob's most serious racing period, with frequent podium finishes.

By 2004, Bob switched his focus to non-spinnaker beer-can races as well as the occasional YRA race and started a period of more social sailing — and onboarding lots of new crew. He made an effort to create an atmosphere that struck a balance between an intense competitive environment and not taking the effort seriously. "If you peg the needle on one side, people are yelling at each other and they get really stressed," explains Bob. "On the other end of the spectrum, people are more into watching the scenery and socializing and you lose the better sailors, not to mention safety concerns. We definitely break out the libations at the finish, but during the race we run a dry boat. Many of my close calls in the past involved crew that started the party too early, so we wait until we get back to the club."

Bob's formula seemed to have struck a chord, and by the late 2000s and early 2010s it was common to see *Jarlen* competing in Friday night races at Corinthian and on Tuesday nights at Sausalito Yacht Club with 15 folks on board. "Our record for a race was 18 crew, which is too much for a J/35. This year we had a divisional first-place finish in the Great Vallejo Race, which feels great that we're staying competitive in our fourth decade of racing while still training new crew."

"Bob has been a huge influence on my development as a big-boat racer," says Viktor German, who started sailing on *Jarlen* in 2013. "Growing up as a dinghy racer I am naturally used to steering, trimming and making calls without relying on anybody. One of many valuable lessons Dr. Bob taught me about keelboat racing is that it's a team sport where each crewmember is primarily responsible for his/her own set of tasks. Being ready to help your teammates, if needed, is necessary to keep the boat moving fast, but if you try to help with everything, you frequently end up starting a cascading set of errors."

Jarlen alumna Kim Le, who now races *Sriracha*, her own J/80, recalls her time with Bob: "I really learned how to race with Bob — timing the start, strategizing the tide and current, etc. — but the most important thing was how he was able to recruit great sailors but keep it fun and friendly. My time with Bob and his team gave me the confidence to start racing on my own, and my days on *Jarlen* will always have a special place in my heart."

Bob continues, "It has been a great run, and I can't imagine a better pastime. Sailing offers the beauty and complexity of competing outdoors, plus thrilling action and the satisfaction of a team effort. I am thankful I have had the opportunity to share this wonderful sport with hundreds of people over the last 40 years, and I look forward to many more."

Personally, I had a lifelong interest in learning to sail, but had been distracted by family, career, etc. I was at a cocktail party chatting with a friend of a friend who suggested that I go to CYC in Tiburon and get a ride on a beer-can boat. I showed up, and someone pointed me to *Jarlen*. I barely knew the difference between a halyard and sheet, but Bob welcomed me aboard and has been teaching me to race ever since.

For videos on what it's like to sail on *Jarlen*, search YouTube for Bob Bloom and *Jarlen*.

— gregory winters

what's up with *cheyenne*?

You can tell a lot about a person by what they read, be it *Latitude 38*, *The Economist* or *Mad Magazine*.

So when we learned recently that acclaimed West Coast yacht racer Chris Welsh, 56, had been a huge fan of Tom Swift adventure novels in his youth, it spoke volumes about how he ended up owning both a one-man submarine capable of reaching the deepest recesses of the ocean floor, and a massive catamaran from which to deploy it.

Although primarily based in Newport Beach, Welsh recently bought the Sugar Dock property, which lies along Richmond's Santa Fe Channel, from Bill and Grace Bodle. The facility's first new tenant was the 125-by-60-ft catamaran *Cheyenne* (ex-*Playstation*), which was famously campaigned in various record-setting attempts by billionaire/adventurer Steve Fossett. (In 2001, the Morelli & Melvin-designed cat set a new transatlantic benchmark of 4 days and 17 hours — and that's no typo.)

Having acquired both the cat and the sub in 2009 from Fossett's estate following the flamboyant adventurer's untimely death, Welsh has been quietly working on some wildly ambitious plans for them — none of which will require the cat's 147-ft mast, as it has been replaced by a huge gantry structure created for launching the sub offshore.

You might assume that Welsh is simply picking up where Fossett left off with his deep-sea ambitions. But as the self-described science geek explains, he has a different motivation for wanting to reach rarely-seen places such as the bottom of the Mariana Trench — which lies nearly *seven miles* beneath the surface. "Fossett's motivation was to grab another record," says Welsh. "He was driven by the achievement of it all."

Although Welsh, too, would undoubtedly relish the honor of that achievement, he seems primarily motivated by his scientific fascination with such places. When he describes the likelihood of finding microbial life forms at such depths that rise up from the earth's crust through volcano-like mud boils, you can tell by the excitement in his voice that the amateur scientist within him can hardly wait to climb into the sub and descend into the dark, mysterious abyss.

The potential scientific benefits of acquiring film footage of such places is too complicated for us to explain here, but it's a safe bet that many researchers within the ocean science community would be extremely interested — and Welsh plans to make his findings 'open source', that is available to all. You may recall that Sir Richard Branson was formerly affiliated with Fossett's deep-sea quest (and subsequently with Welsh), but today his interests lie elsewhere, leaving Canadian filmmaker/explorer James Cameron as Welsh's only real competition in this 'race to the bottom'.

But before such lofty goals are attempted, Welsh has several other plans for *Cheyenne* and her sub, *DeepFlight Challenger* — which, by the way, was designed by submersible guru Graham Hawkes of Point Richmond's Brickyard Cove. Although Welsh is quick to point out that he is "vehemently anti-alarmist" when it comes to some environmental issues, he is deeply troubled by the shocking quantities of munitions and other extremely toxic war-related leftovers that have been dumped in near-shore US waters in decades past. He believes that by documenting these shameful toxic graveyards on video, his sub can play an important role in inspiring a much-needed cleanup.

Another potential project sounds like a lot more fun: researching giant squid in the Eastern Pacific. According to Welsh, although very little is known about these otherworldly creatures, they definitely exist in deep offshore waters, and apparently in great quantities. The abundance of giant squid 'beaks' found in the stomachs of deep-diving sperm whales during recent studies confirm that giant squid — which can grow longer than 40 feet — are a favorite deep-ocean menu item for sperm whales, which are one of the largest creatures on earth.

Despite the sub's apparent potential for treasure hunting, Welsh

continued on outside column of next sightings page

sailing books

and power of the sea.

Into the Southern Ocean (Andrew Halcrow, \$21) — This book surprised us. We went in thinking it was a story of triumphing over all odds to reach a goal. Instead, it is the often gut-wrenching story of a dream strived for but ultimately unrealized. We saw a lot of ourselves in author Andrew Halcrow, a Shetlander who decides he wants to sail around the world, nonstop and alone. In the 1980s, on a shoestring budget, he builds *Elsi Arrub*, a steel rendition of John Hanna's Tahiti ketch. He takes off from England



COLIN CASHMERE / AVANT GARDE

— continued

in June 2006 on a west-to-east course. Six months later, off Australia, his appendix bursts, and he has to get off the boat. Two months after that, *Elsi* is found, towed in, and restored, and he takes off again in 2013, this time east to west. Not quite four months later, after successfully rounding Cape Horn, the boat is dismantled and Halcrow has to be rescued a second time. There is no recovering *Elsi* again — she is lost on the rough Chilean coast. It might sound like a chronicle of failure, but between the lines is tribute to the resilience of the human spirit.

— jr

cheyenne — continued

seems to have little interest in exploring offshore wrecks, with the possible exception of locating and filming the remains of Antarctic explorer Ernest Shackleton's 144-ft barquentine *Endurance*. As nautical history buffs know, she was trapped and crushed by Weddell Sea ice in 1915 and eventually sank. It is assumed that her remains now lie on an abyssal plane roughly 10,000 feet below the surface.

If all this sounds impossibly ambitious, consider that Chris Welsh seems to thrive on difficult challenges. Having acquired the famous Spencer 65 *Ragtime* years ago, he won his class in both the 2008 Tahiti Race and the Sydney Hobart six months later.

At this writing the sub has made 30 test dives and the final crucial component, a viewing dome milled from a ton of fused quartz, is nearly complete. So stay tuned for news of Welsh's discoveries in dark, lonely places where no man has ventured before.

— andy



Above: Having made his mark as a yacht racer and real estate entrepreneur, Chris Welsh has taken on the challenge of researching deep-ocean science via his Graham Hawkes-designed sub, 'DeepFlight Challenger'. Spread: After sitting idle on a mooring in Newport Harbor for several years, followed by a stint in Richmond's Santa Fe Channel, the 125-ft 'Cheyenne' now calls Sugar Dock home. Inset, left, 'Ragtime' smokin' south during the 2008 Sydney Hobart with Welsh at the helm.



SIGHTINGS

calling all sailing instructors

It's time and then some for Northern California (or Area G) to refresh its bench of Instructor Trainers under the mantle of US Sailing. Northern California has a shortage, and the shortage hampers our ability bring up the Level 1 high school and college-age kids that, every year, we place on the front lines of youth sailing programs. US Sailing will help us run a full course this winter or spring — by the way, this is a big deal — if we are able to produce eight instructor trainer candidates with the experience, skill and knowledge that give them a good chance to succeed. Our Bay Area sail training organizations, from yacht club youth racing programs to public-access sail training organizations, are committed to a multiyear initiative to build the bench and improve our capacity for teaching youth to sail, to race, to become leaders and problem solvers. If you are an experienced instructor ready to step up to the next level, if you know that person, or if you just want to know more, email Rich Jepsen at richardjepsen@gmail.com.

— kimball livingston

boats for a song

Are you looking for a bargain boat, fixer-upper or a pile of gear?

Wind Toys in Santa Rosa — a certified Hobie and trailerable Catalina dealer and proliferator of people learning to sail for more than 30 years — is moving. "We lost our lease to the pot-growing industry," said owner John Schulthess. There is no doubt some irony here that we don't have time to go into, because Wind Toys is having a massive clearance sale with prices ranging from moderate, cheap and free. It's perfect for people looking to get their feet wet in the sport.

"There's just all kinds of stuff here," Schulthess said. "I've got masts and



Clean Oceans International began as the Clean Ocean Project, which worked with Albany High School (inset photo) between 2012 and 2015 to survey and clean up a section of shoreline in the East Bay. Spread: Sailing Captain Jim 'Homer' Holm, who calls himself a Santa Cruz Boy, has worked since 2008 to find solutions to ocean plastic pollution.



— a song

booms and wire and line. It's good stuff. I've got a couple of Hobie 17s on trailers selling for \$1,000 — they're normally \$3,500." Schulthess said he has an FJ for approximately \$100, as well as some Catalina 25s, a 46-ft catamaran (which is three-quarters finished and needs another year of work) and plenty of trailers. He said he has loads of gear, including turnbuckles and winch handles. There will also be lien sales of property that's been abandoned.

Wind Toys will reopen a smaller shop somewhere in Sonoma County in the near future. If interested, email john@windtoys.net or call (707) 696-3334.



CLEAN OCEANS INTERNATIONAL

plastic to diesel

Ten years ago, Captain Jim 'Homer' Holm was in Panama waiting for a weather window, when he came across a tiny island covered in trash and got an idea.

Holm has been a sailing captain for some 40 years, running charters out of Hawaii and his native Santa Cruz. In 1996, he was hired by the O'Neill family to create an education program to teach kids marine science onboard their now-famed catamaran. Years later, Holm started another program at the Monterey Bay Aquarium, where they talked specifically about plastic in the ocean. "That was the beginning of my plastics education, and I just kind of got hooked. I really like doing that sort of thing," Holm said.

Eventually having to "go back to work," Holm was on a delivery from California to the East Coast of the United States when he found himself in Panama. "We were waiting around for weather, and there was this island that was absolutely covered with plastic trash. And I knew that the people on that island didn't produce all that trash. It motivated me to see if there was something I could do, and I've been doing it ever since."

In 2008, Holm helped start what would eventually become Clean Oceans International (COI). Holm says the origination emphasizes the conversion of plastic to fuel through the invention of small, inexpensive machines. "With the machines, local populations — especially islanders — will have the opportunity to recycle plastic, while at the same time creating a valuable product for their boats and equipment on their island," Holm said.

COI's first phase involves working with student volunteers who do basic research of plastic pollution on a given beach or shoreline, and produce data "with minimal financial outlay and creating awareness of plastic pollution through community networking," COI's website said.

Some of these "expedition" locations have included the British Virgin Islands, Alaska, the Hawaiian Islands, Brazil, Cuba and here in the East Bay. Albany High School's Ocean Protection League worked with several organizations over multiple years to "conduct documentation surveys and remove toxic micro debris from their home beach," which was found to be horribly polluted with plastic.

For his part, Holm has focused on the plastic-to-diesel machine itself. "There's a technology that allows us to basically cook plastic, and turn it into gasoline and diesel fuel. And the trick is that it's profitable to do so, and it's a lower carbon footprint than the way we create gasoline and diesel fuel now."

Holm said the concept of turning plastic into fuel is not a new technology, and has already been done on a larger, more expensive scale by numerous companies around the world. "But those operations made a fatal flaw with their business model. To make a million dollars, they had to sell their fuel, and that put them in direct competition with people that had been selling fuel for decades. The sales part was the flaw, and one by one they've gone belly up," Holm said.

During a TED Talk several years ago, Holm featured an earlier generation of "the Machine," which is about the size of an old, non-flat-screen TV, making it mobile. A later generation of the machine was designed by Dr. Swaminathan Ramesh, a polymer scientist in Michigan.

Holm plans to take the machine on his recently purchased Fountaine Pajot Eleuthera 60 cat *Pono* and troll for plastic in the Sargasso Sea, a gyre in the Atlantic. He and his wife have been cruising the Med, attended the Our Oceans Conference in Malta, and plan to do education and research trips, "once we've got the machine on board."

We asked Holm if sailors could conceivably fuel themselves off found plastic in the sea. "It takes about 10 pounds of plastic to make a gallon, so it's remotely possible, but it's not practical. But you could certainly visit some of these remote islands, gather all the plastic there, and produce some of your own fuel."

For more information, go to www.cleanoceansinternational.org

— tim

the joys of small-boat sailing, part 1

A sailor is born, not made. And by "sailor," I mean not the average, hopeless creature who is found today in the forecastles of deepwater ships, but rather, the person who will take a fabric compounded of wood and iron and rope and canvas and compel it to obey their will on the surface of the sea. Barring captains and mates of big ships, the small-boat sailor is the real sailor. They know — they must know — how to make the wind carry their craft from one given point to another. They must know about tides, rips, eddies, bar and channel markings, and day and night signals; they must be wise in weather lore; and they must be sympathetically familiar with the peculiar qualities of their boat which differentiate it from every other boat that was ever built and rigged. They must know how to gentle her about, and to fill her on the other tack without deadening her way or allowing her to fall off too far.

Today's deepwater sailor needs to know none of these things — and they don't. They pull and haul as ordered, swab decks, wash paint, and chip iron-rust. They know nothing, and could care less. Put them in a small boat and they're helpless. I'll never forget my child-astonishment when I first encountered one of these strange beings. He was a runaway English sailor; I was 12, and had a decked-over, 14-ft centerboard skiff which I had taught myself to sail. I sat at his feet as at the feet of a god, while he discoursed of strange lands and peoples, deeds of violence, and hair-raising gales at sea.

One day I took him for a sail. With all the trepidation of an amateur, I hoisted sail and got underway. Here was a man looking on critically, I was sure, who knew more in one second about boats and the water than I could ever know. He took the tiller and the sheet. I sat on the little thwart amidships, open mouthed, prepared to learn what real sailing was. My mouth remained open, for I learned what a real sailor was in a small boat. He couldn't trim the sheet to save himself, he nearly capsized several times in squalls, and, once again, by blunderingly jibing over, he didn't know what a centerboard was for, nor did he know that in running a boat before the wind one must sit in the middle instead of on the side. And finally, when we came back to the wharf, he ran the skiff in full tilt, shattering her nose and carrying away the mast-step. And yet he was a really true sailor fresh from the vasty deep.

And this points to my moral. A sailor can sail in the forecastles of big ships all of their life and never know what real sailing is. From the time I was 12, I listened to the lure of the sea. When I was 15 I was the captain and owner of an oyster-pirate sloop. By the time I was 16, I was sailing on scow-schooners, fishing salmon with the Greeks up the Sacramento River, and serving as a sailor on the Fish Patrol. And I was a good sailor, too, though all my cruising had been on San Francisco Bay and the rivers tributary to it. I'd never been on the ocean in my life. And if someone is a born sailor, and has gone to the school of the sea, never in all their life can they get away from the sea again. The salt of it is in their bones and nostrils, and the sea will call to them until they die. In later years, I have found easier ways of earning a living, but always I come back to the sea. In my case it is usually San Francisco Bay, than which no lustier, tougher sheet of water can be found for small-boat sailing.

It really blows on the Bay. During the winter, which is the best cruising season, we have southeasters, southwesterers, and occasional howling northerers. Throughout the summer we have what we call the 'seabreeze', an unfailing wind off the Pacific that on most afternoons in the week blows what the Atlantic Coast yachtsmen would name a gale. They are always surprised by the small spread of canvas our yachts carry. Some of them, with schooners they have sailed around the Horn, have looked proudly at their lofty sticks and huge spreads, then patronizingly and even pityingly at ours. Then they've joined in a club cruise from San Francisco to Mare Island.

continued on outside column of next sightings page



ALL PHOTOS COUNTRY LIFE IN AMERICA

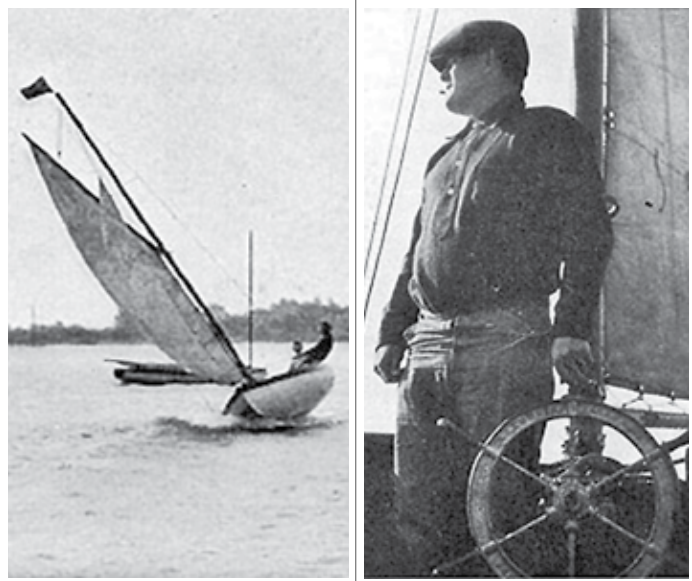
small boats — continued

They found the morning run up the Bay delightful. In the afternoon, when the brave west wind ramped across San Pablo Bay and they faced it on the long beat home, things were different. One by one, like a flight of swallows, our more meagerly sparred and canvassed yachts went by, leaving them wallowing and dead and shortening down in what they called a gale but which we called a dandy sailing breeze. The next time they came out, we would notice their sticks cut down, their booms shortened, and their after-leeches nearer the luffs.

As for excitement, there is all the difference in the world between a ship in trouble at sea, and a small boat in trouble on land-locked water. Yet for genuine excitement and thrill, give me the small boat. Things happen so quickly, and there are always so few to do the work — and hard, too, as the small-boat sailor knows. I have toiled all night, both watches on deck, in a typhoon off the coast of Japan, and been less exhausted than by two hours' work at reefing down a 30-ft sloop and heaving up two anchors on a lee shore in a screaming southeaster.

— jack london

This was an excerpt from one of our new correspondents, who will be weighing in from time to time about various aspects of sailing. This article has been edited from the original, which first appeared in the August 1912 issue of Country Life in America magazine.



Reader Jim Quanci sent us this photo "off the Antarctic Peninsula aboard 'Pelagic Australis' last January.

TALES FROM BAJA HA-HA XXIV —

As the Grand Poobah, we might be a bit prejudiced, but we think the argument can be made that the Baja Ha-Ha — the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with

FIN BEVEN



The Kick-Off Party costumes were often ghoulish — and so effective it was hard to tell who was behind the facepaint and below the wigs.

R&R stops at Turtle Bay and Bahia Santa Maria — is about the most fun you can have with a boat in a two-week period. There is just so much to the event, and so many great people to make friends with, that it's not ruined if the sailing conditions aren't as good as everyone would like.

In the case of this year's 24th annual Baja Ha-Ha, the wind wasn't as good as it has been in years past. While the 240-mile second leg from Turtle Bay to Bahia Santa Maria was near perfect, with lots of wind from 12 to 18 knots, the 360-mile first leg from San Diego to Turtle Bay, and the 175-mile third leg from Bahia Santa Maria to Cabo San Lucas, were on the very light side.

True, some boats got in many hours of gentle sailing on the first and third legs, even though the Grand Poobah called for a 'rolling start', during which **it was damp for the Ha-Ha Parade off Shelter Island. But the moisture came from nozzles of three fireboats, not the gray skies.**

FIN BEVEN



time boats could motor without penalty. Robert Day, a two-time Ha-Ha vet of the Laguna Beach-based J/122 *Day Dream*, reported "seven hours of a glorious spinnaker run on the third leg." No wonder he's coming back for a third Ha-Ha next year.

Among the boats that sailed the most on this Ha-Ha, and even during much of the rolling starts, was Ian and Pat Meikle's Seattle-based Island Packet 380 *Tuamotu*. Although theirs isn't a performance boat, they sailed 13.9% of the first leg, averaging 5.26 knots; 85% of the second leg, averaging 5.1 knots; and 28% of the last leg, averaging 4.79 knots. Underway for a total of 142 hours, they sailed 48% of the time, averaging 5.17 knots. Well done!

It's probably the broad variety of Ha-Ha activities that attracts such a broad variety of Ha-Ha entrants. This year's event had participants as young as 18-month-old Leo Munding of the Alameda-based Catalina 42 *Mele Kai*. There were nine boats with a total of 15 kids under the age of 18, particularly a lot of girls 13-14.

"Our daughters Lucy and Emmy quickly developed great friendships with Morgan, 6, and Olivia Ellie, 4, on the Kirkland, Washington-based Jeanneau 45 *Mober*," reported Vikki Fennell of the Tiburon-based Bavaria 46E *Taliesin Rose*. "While the girls, who are the same age, had fun, we adults were able to enjoy evening cocktails and good conversation. We're already making plans for Thanksgiving and Christmas together, as well as longer-term adventures, which wouldn't have happened if we hadn't been on the Ha-Ha. My husband Rowan and I absolutely recommend the Ha-Ha to everyone, especially families."

On the other end of the age spectrum were some male sailors in their 80s. Lloyd Clauss of the Ensenada-based Catalina 445 *Tranquilo*, on his eighth Ha-Ha, is 80, and reportedly worked the bow during jibes! And he's four years younger than Darrell Sauser of the Long Beach-based Downeaster 38 *Mary Sol*, who at 84 was the oldest sailor in the fleet.

Entries came with all levels of experience. The biggest group were long-time sailors who, now in



their 50s and 60s, have the time and money to finally enjoy a longer sailing adventure — if not an upcoming cruise to the South Pacific or around the world. Others, such as Jeff and Gail Casher of the Marina del Rey-based Liberty 458 *Sea Witch*, had already sailed around the world and more. Charlie and Cathy Simon of the Seattle-based Taswell 58 *Celebrate* had already gone around, too, and for good measure had just completed a Northwest Passage. They were nice enough to bring the Grand Poobah a bag of ice from the Arctic for his tropical cocktails. Delicious!

Crews on some of the other boats also had circumnavigations to their credit, and many had raced to Hawaii or even in events such as the Volvo Ocean Race.

The Grand Poobah was tickled by the mild international flavor of this year's fleet. Foreign boats included *Inspirity*, Olivier and Brenda Hendriks's Lagoon 470 from Basel, Switzerland. A Canadian who was born in Casablanca, Morocco, Olivier has been out about eight years,

LIGHT WIND AND HEAVY FUN



FIN BEVEN AND BAJA HA-HA / RICHARD



Clockwise from above: First and third leg sailing shots, such as this one of 'Profligate', were hard to come by. Euro swimwear indicated a foreign influence in the fleet. Kids quickly made playmates. Charlie and Cathy Simon of 'Celebrate' were fresh from the Northwest Passage. Some boats stopped at Cedros Island to rest. Others were stopped by lobster traps off Isla Navidad. Kurt to the rescue.

and has crossed the Med and the Atlantic, gone around Cape Horn the wrong way, and done the Patagonian channels, the South Pacific and Alaska. And he and Brenda are far from done.

Another European boat was Lutz and Gabriele Pestel's Hamburg, Germany-based Reinke 41 *SuAn*, which they describe as "neither fast nor pretty, but capable." Having cruised from Europe to the South Pacific, Japan and Alaska in six years, they were able to advise Ha-Ha skippers continuing on that they spend an average of \$2,500 a month, "most of which goes to boat maintenance."

The international sailors had a lot of praise for the organization and execution of the Ha-Ha. RYA Yacht Master instructor Ben-Eshay Erez, a longtime cruiser and racer who has participated in some of the most challenging ocean races in the world, and who is on his third cir-

cumnavigation, was so impressed that he's invited the Grand Poobah to speak to the Israel Circumnavigators Club this summer, and perhaps help set up an event similar to the Ha-Ha in the Eastern Med. As outrageous as it sounds, Ben thinks he might be able to convince as many as six Israeli sailors to bring their boats to California to do a Ha-Ha.

This year's 133-boat fleet ranged in length from James Holsberger's San Pedro-based *Baba 30 Silk Purse* — the 'biggest small boat' in Ha-Ha history — to Kurt Christofferson's just-acquired Oxnard-based *Deerfoot 62 Emma*, probably the 'shortest big boat' in Ha-Ha history. The 13-boat

multihull fleet was the largest in years.

Most entries were sloops, with a handful of ketches. The Scott family's lovely Seattle-based 65-ft *Sassafras*, built from a hull by Jake, was the only schooner, while Rick Ranney's San Diego-based Samson 45 *Avalon* was the only gaff-rigged sloop. Both were fine-looking traditional yachts.

We haven't run all the data yet, but we're guessing that the typical Ha-Ha boat was a 15-year-old, 43-ft production boat — as has been the case for quite a few years.

When added together, this year's 133 Ha-Ha boats and 473 sailors covered just under 100,000 miles, equal to about four circumnavigations. There were no boats sunk, no dismastings, no broken rudders and no serious damage.

There were, however, plenty of the normal boat problems. The Ullman Sails boat was on hand to repair torn sails for free, and lots of professionals and/or knowledgeable experts shared their expertise.

For example, when the engine saltwater pump failed on Brad Young's Yuma-based Catalina 34 *DarBay* during the third leg, six-time Ha-Ha vet Greg Himes of the Marina del Rey-based Jeanneau 52.2 *Scout* devised a way to cool the engine using the freshwater system. It worked perfectly. Problems of every kind — from engines, to autopilots, to SSBs, to rigs, to generators were addressed, and usually solved.

Fortunately, the 'damage' to human participants was limited and mostly minor. They consisted of an eight-stitch gash to the head of the previously mentioned Darrell Sauser, a nine-stitch cut in the big toe of a gal on the *Islander 36 Big Moe*, and a smashed foot to another gal after a waiter dropped a heavy bowl on her foot. All were taken care of by Dr. Rob Donovan of the Kaneohe, Hawaii-

There was plenty of room for the entire Ha-Ha fleet to anchor off the pier at Turtle Bay. Almost every boat in the photo is a Ha-Ha boat.



BAJA HA-HA / RICHARD

TALES FROM BAJA HA-HA XXIV —

based Beneteau 393 *Pilialoha*, who accidentally became the fleet's doctor.

The one incident that could have ended badly, if not fatally, was averted by the presence and assistance of Erik

Walker and Rick Jones of Walker's Oxnard-based Catalina 36 *Dances With Winds*.

Although the swell on the bar of the second stop at Bahia Santa Maria wasn't very big, the massive out-

flow of water from the mangroves caused by the full moon created large standing waves. As Scott and Phyllis Radford of the Tacoma-based Fraser 51 *Glory Days* were transiting the section of standing waves, Phyllis was catapulted off the bow of the dinghy into the water. The retired accountant was immediately caught in a 'river' moving at as much as 7 knots. Not wearing a PFD, Phyllis quickly became exhausted fighting the flow, and even went under a couple of times.

"By the time we got to her, she was exhausted and understandably panicked," remembers Erik. "But we managed to get her away from the outgoing river of water and back to her dinghy."

This is certainly one case where there was 'safety in numbers', for it's not clear what would have happened if the veteran cruisers on *Glory Days* had been alone. Scott gave Erik a big hug at the awards ceremony, and emotionally told the crowd that he and Rick had "saved my wife's life."

Nobody gives a warmer welcome — with cooler beer — than the Ha-Ha's dear friend Rogelio at the beer depository on the beach.

Ha-Ha entries arrived in San Diego on the eve of the event in all stages of preparedness. Some had been ready to go for months in advance. Skippers of other boats were making last-minute purchases of major systems, such as watermakers or SSBs, knowing it was unlikely they were going to get them installed before the start or even before the event was over.

Profligate — the Grand Poobah's 63-ft mothership about to do her 20th Ha-Ha (which was all ready to go several weeks in advance) — proved to be the seed of several problems that were probably not atypical that some others experienced. A month in advance of the start, the complacent Wanderer decided to replace the boat's Lewmar windlass motor, although it had only had the audacity to balk once during the summer.

For reasons known only to the bean counters at Lewmar, the company hardly stocks anything in the States, and it seems to take them forever to get any of their products here from Old Blighty. Amazon Prime they are not. After a few frustrating weeks, West Marine came to the rescue, reporting they had two of the Lewmar windlass motors in stock at their Fort Lauderdale store, one of which they would air freight that night.

For reasons known only to the shipping department in the Fort Lauderdale store, they put the motor on a truck instead of a plane. Alerted of their blunder the next day, they apologized and vowed to put the second motor on a plane that day. Alas, they then proceeded to put the second motor on a truck instead of a plane again! The only other motor was at a West Marine store in Texas, but that store had just caught on fire and was no longer fully functional.

When one of the Lewmar motors finally arrived just one working day before the Ha-Ha start, it was the right size and all — but it had a different number of terminal posts than the original! This completely stumped the electrical professionals in the boatyard. Ultimately the solution required the diagnostic skills of Jim Drake of the San Francisco-based *Boo's Blue 2*, and the fact that West in San Diego miraculously had a second type of \$200



Lewmar relay in stock. As it was, Drake could only pronounce the windlass operational minutes before *Profligate* had to leave the dock for the start of the Ha-Ha.

For coming up with many such solutions during the Ha-Ha, Drake, along with the previously mentioned Greg Himes of *Scout*, were co-awarded the Philo Hayward Memorial Spirit of the Ha-Ha Trophy for exemplary 'community service' to the fleet.

A pre-Ha-Ha task that proved far more expensive and complicated than necessary for many entries was the paperwork required to enter Mexico. Here's the straight dope on how to keep it simple and cheap for those in the Ha-Ha's wake:

1) Absolutely do not buy a boat until the previous owner cancels her Temporary Import Permit (TIP), assuming she has one. Insist on its being a condition of purchase. 2) Do *not* try to get a TIP online. Not when it's so hard and confusing, and when it's so easy to get one in person

KNOTTY BOO



Not all fish landed were wanted or kept — such as 'Knotty Boo's' shark.

BAJA HA-HA / RICHARD



LIGHT WIND AND HEAVY FUN



FIN BEVEN AND BAJA HA-HA / RICHARD

band. It was an impressive start.

The Grand Poobah was even more touched when it appeared that the US Navy had sent out an aircraft carrier to salute the departing Ha-Ha fleet. Then we found out the carrier was engaged in normal operations and asked that the Ha-Ha boats kindly get the hell out of the narrow channel!

It's embarrassing when the mother-ship of an event has to temporarily retire from a event just one minute after the start. But that was the case, as *Profligate's* VHF radio, reliable for 20 years, picked that moment to pack it in.

It just so happened that radio guru Shea Weston was 50 feet away in a RIB at the time of the radio death. He hopped aboard the mothership to confirm that the radio was inoperable because, as he would later discover, of a bad mic and a bad antenna connection at the base of the mast. Back to the dock for *Profligate*.

The rest of the fleet got underway beneath gray skies in light winds. Although some boats were able to sail at about three to four knots for much of that day and the second day, the light winds had most of the fleet burning a lot of diesel all the way to Turtle Bay.

Unfortunately, you can't motor if you don't have a prop. And that's what newlyweds Philippe Marguet and Carolyn Strauss on the Alameda-based Spencer 1330 *Untangled* discovered when they put their underwater camera over the side to discover why their running engine wasn't translating to forward motion of their boat. The missing folding prop had just been put on by a yard in the Bay Area.

The honeymooners and their crew had no choice but to battle the light-air conditions to sail to a yard in Ensenada, where their old, two-blade fixed prop was

The Turtle Bay baseball game has become a major Ha-Ha tradition, with lots of action and laughs — and gifts for the local kids.



Clockwise from above: The baseball field, Turtle Bay's pride and joy, with the Ha-Ha fleet in the background. Darrell Sauser, 84, had to be sewn up after a head cut. Beautiful Baja skies. The non-OSHA-approved landing at the pier. Beach party site. Bonfire on the beach. Volleyball!

at the Mexican consulate in L.A., Sacto and San Bernardino, or at Customs at Otay Mesa just outside Tijuana. (You cannot get a TIP at the consulate in San Diego — notorious for never answering their phone — or San Francisco.) When applying for a TIP, remember to bring the boat's engine(s) serial number along with all the normal paperwork.

3) Once again it proved unnecessary for Ha-Ha participants to obtain tourist visas or create online crew lists before arriving in Cabo. Probably 100 Ha-Ha boats showed up in Cabo without visas or crew lists, and it simply wasn't an issue. It didn't hurt, of course, that Mexico's Tourism Department gave all the Ha-Ha boats a special letter of welcome, a special Mexico burgee, and advised other Mexican government agencies that the Ha-Ha is an "important event" for Mexico. Not that any of the agencies hadn't been nice in previous years.

The Ha-Ha kicked off with a big Halloween costume party and Last Cheeseburger in Paradise lunch at the West Marine Super Store. Despite the fact that there were a few snafus that won't occur next year — long lines — and people were often unrecognizable because of their costumes, it was the perfect first opportunity for folks to get to know each other. It certainly wasn't the last, as there were no fewer than eight official social gatherings during the Ha-Ha — not that any of them were mandatory.

There was a record set at the Ha-Ha Parade on Monday morning, as no less than three Port of San Diego fireboats gave the fleet watery salutes as they passed by the dignitaries' boat, which was loaded down with important personages from the United States and Mexico, as well as the obligatory mariachi



FIN BEVEN

TALES FROM BAJA HA-HA XXIV —

put back on. But the couple rallied, and not only caught up with the Ha-Ha fleet, but treated everyone to an excellent display of passion during the world-famous *From Here to Eternity* Kissing Contest on the crowded beach at Cabo San Lucas.

Ha-Ha first legs are typically cold and damp until Turtle Bay. This year's first leg was cold but dry. And it stayed that way through the entire second leg to Bahia Santa Maria. It's the first time in a very long time we can remember that happening.

Turtle Bay, with a population just four times the size of the Ha-Ha fleet, threw its arms open as it always does for the arrival of the *gringos* on sailboats. Diesel, ice and water were all available for delivery to the anchored-out boats. Garbage was collected and taxi service provided for those going to and returning from shore. Prices were reasonable. The arrival of the Ha-Ha fleets is a major event for the dusty village far off the main road. The restaurants get about as much business in two Ha-Ha days as they do in the other 363 days of the year.

The first big event in Turtle Bay was the cruiser baseball game, featuring guest appearances by just about every Mexican boy within a 50-mile range. They love baseball! For a town about to get its first paved road, Turtle Bay has a spectacular baseball field, with a groomed infield and excellent artificial turf. Unlike Major League Baseball, which can be an effective soporific, Ha-Ha baseball is fast-paced with nonstop action. There are no strike-outs, but there are many errors and lax rules to benefit the less-skilled players.

The baseball proceedings were made all the more fun by the hilarious first-time announcer Joe Rutski of *Boo's Blue*,

Mark and Deb Lowry's 'Chance' from Richmond was one of the sailingest boats in this year's Ha-Ha fleet. Here she departs BSM.

2, who was just back from a tour as a medic in Iraq. Had we recorded it, his commentary would have been a comedy hit of the year. Had he auditioned in the same group as Vin Scully, the Dodger legend never would have made it out of the broadcasting minors.

At the end of the game, a pitching machine, suitable for hardballs and softballs, complete with many baseballs, was gifted to the players at Turtle Bay. The machine had been donated by Ha-Ha vets Mike and Leslie Chase of the Southern California-based Peterson 55 *Whistle Wing V*, who wouldn't be passing through until a few weeks later. In addition, every Turtle Bay youngster, male or female, received some kind of baseball gift, often a brand-new ball.

The second event at Turtle Bay was the annual beach party. If you ever want to realize how insignificant we humans are, all you have to do is climb on the hill above the beach party site and see how small nearly 500 people look against the background of the beautiful badlands of Baja. Like the group Kansas sang, we're just dust in the wind. Little bits of dust at that. The impression of insignificance was made even more emphatic the following few nights while sailing beneath the bright Milky Way.

The beach party was delightful in a mellow way, as there was no particular highlight — unless you count the women's umpteenth consecutive Tug o' War competition victory over the men. The beach party was just a big, casual gathering of folks on the sand, with music, volleyball, BBQ-ing, sandcastle building, dancing, boogie-boarding, kite flying, a bonfire and such. For folks under 55, this is what beach parties used to be like in Southern California in the 1960s, and why older folks miss that era so badly.

The one blemish on the Turtle Bay stop is that two SUPs left tied to the back of the Ullman Sails boat for the night went missing the next morning. They were 'found' by two young men who then demanded \$200 in cash or — and this is unusual — drugs. The two boards were ultimately released for \$80 in extortion.

In 24 years and with more than 3,000 Ha-Ha boats having come through Turtle Bay, this is the first instance we can recall of a crime being reported. The locals and police weren't happy about it. Leaving expensive SUPs unlocked



behind your boat off a village in a country where the minimum daily wage is \$5 is what's known as an 'attractive nuisance'. Sort of like walking through a ghetto flashing money and jewelry. Lock it up!

Turtle Bay was not the best stop for Chuck Skewes and the crew on *Ullman Sails*. Shortly after they arrived, the crew dropped the anchor — having neglected to secure it to any chain or rode. Oops. Kenny Knoll on the Irwin 65 *Jersey Girl* was kind enough to let them raft up.

This year's second leg was the most enjoyable in years — which is saying something because there have been plenty of great Ha-Ha second legs. The difference is that since the 10 to 18 knots of wind had just come up, there was almost no sea. And because it blew mostly in the 12- to 14-knot range, there was very little damage to boats or hardship to crew. Michael and Vicki Novak of the Ventura-based *Explorer*



LIGHT WIND AND HEAVY FUN



PAUL KAMEN, FIN BEVEN AND BAJA HA-HA / RICHARD

Edwards' Sausalito-based Beneteau 393 *Salt*. Recovering and towing the dinghy to BSM was no easy accomplishment, however.

In what was described as "22 knots of wind and 7-ft seas," the two crew on *Salt* managed, with great difficulty and some risk to personal safety, to snag the dinghy on their second pass. During the tow to BSM, two bridles were broken and two dinghy handles ripped off, and the anchor and gas tank lost overboard. Nonetheless, it was one of the biggest Ha-Ha tow jobs since one entry towed a Hobie 16 all the way from San Diego to Cabo San Lucas.

One Ha-Ha boat was inadvertently towed backward during the second leg. This was Bradford Harley and Sarah Bowlin's Kelly Peterson 44 *Perspective* from San Diego. After hooking "a big sailfish" heading north, the couple reported being pulled two miles in the wrong direction before they could get free.

For most folks, however, the second-leg fishing was as good as the sailing was. Lots of fish were landed, including coveted ahi and tuna, and 'throwback' bonita. One boat caught a female shark about to give birth to 23 babies.

When you're nearly 575 miles south of San Diego, and just short of the Tropic of Taurus (formerly the Tropic of Cancer), the last thing you expect is fog. Yet some boats that arrived at BSM at 4 a.m. had to negotiate the anchored fleet in pea-soup conditions. Fortunately, the BSM anchorage, like the one at Turtle Bay, is huge and could accommodate 1,000 boats. The report of thick fog was greeted with disbelief by those who had arrived early and slept through it, as it was gone by sunup.

It remained unusually cool and clear for the first day at Bahia Santa Maria. **For a couple of hours adults turned back time a couple of decades for silly fun at Squid Roe. Being wild and crazy — but responsible, too.**



Clockwise from above: Gorgeous Bahia Santa Maria. Paul Kamen taught celestial. An aerial shot of the BSM beach party site. Michael and Vikki's trimaran 'Bonzer' was fast in light and strong winds. Fun at Squid Roe. Ha-Ha girls just wanna have fun. A Tropic of Taurus baptism. When the lead singer in the band offers you tequila, you don't turn it down. When the wind died, crews swam in the Pacific.

44 trimaran *Bonzer* managed to hit the highest numbers of the event during this leg: 18+ knots with white sails and 19+ with a chute up.

Although heavily loaded down with crew, food and Ha-Ha supplies, *Profligate* managed to be the first boat to finish the second leg. But we were a little miffed when we learned that Jim Barber's Jeanneau 439 *Feleena* from the Los Angeles YC, with a bunch of Transpac vets, showed up only about two hours later, having also sailed the whole way. They flew the chute during the day and then went wing-on-wing at night, the latter configuration being one that allows moderate- and heavy-displacement boats to sail surprisingly deep and fast.

We weren't any happier when *Chance*, Mark and Debby Lowry's Richmond-based Wauquiez Centurion 42, showed

up only another hour or so later, having also sailed the entire way. It turns out *Chance* had a boat full of "recovering small-boat one-design racers." Not only had they employed the same spinnaker by day, wing-on-wing at night as *Feleena*, they actually followed the advice of their Expedition navigation software, which had taken them offshore into stronger true wind. *Profligate* had the same software, but as always, the Poobah chose to ignore expert advice.

The biggest excitement on the second leg, however, took place after *Glory Days* lost her dinghy. As the Poobah was about to radio a head's up to the Coast Guard, the wayward dinghy was miraculously spotted in the darkness by the crew of Nicholas and Alison



FIN BEVEN

TALES FROM BAJA HA-HA XXIV

and then, wham, all of a sudden it became unusually hot and dry. Not a cloud to be seen anywhere. Fortunately, the water was warm enough for swimming, surfing and playing in the water.

The 24th Ha-Ha is the first year that all Ha-Ha boats were required to have some form of two-way communication, be it an SSB, Ham, InReach, Iridium Go!, Spot, or Iridium satphone with email capability. It proved to be a huge success in that the Poobah and new Assistant Poobah Patsy 'La Reina del Mar' Verhoveen of the Gulfstar 50 *Talion* — who was tasked with educating everyone about the new communication systems — were able to record near-perfect attendance each day. And with a minimum hassle compared to previous years.

As far as the Poobah is concerned, the InReach is the biggest bang for the buck of all the devices, as it only costs a couple of hundred dollars, works as an EPIRB, leaves a breadcrumb trail that family and friends can follow on Facebook, and allows for Twitter-length messages to be sent and received all over the world.

This certainly doesn't mean the end of SSB and Ham, which we recommend to all who can afford it, as they allow those with them to listen and participate in the Ha-Ha Offshore Children's Hour and various SSB and Ham nets. It's a fuller cruising experience for those with SSB and Ham capability.

The first day at BSM was a lay day, giving everyone a chance to catch up on rest and enjoy the unique and spectacular beauty of Bahia Santa Maria in early November. An hour hike to the top of one of the peaks affords terrific views of the bay, the Pacific, Mag Bay, the mangroves and the sand dunes. It's lovely! Alas, it's not so lovely in the spring when boats are bashing north, as BSM tends to be cold and windy at that time of year.

As is traditional, there was a big and surreal rock 'n' roll party on the bluff overlooking BSM on the second day,

When it came to the 'From Here to Eternity' Kissing Contest, newlyweds Philippe and Carolyn of 'Untangled' forgot about their lost prop.

featuring a band that traveled something like nine hours from La Paz to play for tips. This year's band was fronted by Damiana Conde, who had taken third place in Mexico's version of *The Voice*. She had the pipes. The band was happy to play for as long as people tipped, and Ha-Ha folks were tipping until just before dark.

In traditional rock 'n' roll, the singer in the rock band runs off with the cutest member of the crowd. According to reports we heard, a member of the Ha-Ha crowd ran off with Damiana. "Has anybody seen our crewmember?" was a call frequently heard over the VHF that night.

Initially it looked as if it might be a windy final leg, what with a Norther forecast to blow down the Sea of Cortez at 25 to 40 knots, and some of it forecast to jump over to the Pacific side. Alas, not only did that not happen, the normal thermal didn't materialize until later than normal or with its customary strength. But it was warm, the sea was flat, the Milky Way was as bright as ever, and it was cold and raining in Northern California. So it could have been much worse.

Cabo, the Las Vegas of Mexico, was a rude shock after the quiet and pristine nature of Bahia Santa Maria. But after nine days at sea, many Ha-Ha participants were ready for 'civilization', such as it is in Cabo. High on the list of desires were long showers, getting laundry done, and having someone else cook.

Almost exactly half the fleet got slips in the marina at Cabo San Lucas. Unlike in previous years, all boats got electricity and there was no rafting. Crews on boats that didn't get in enjoyed relatively smooth conditions out in the anchorage, where they have the advantages of being able to watch the sun rise out of the ocean and jump into the warm, clear waters.

It's a Thursday night Ha-Ha tradition for members of the fleet to put on some Ha-Ha livery and "misbehave responsibly" at the notorious Squid Roe. It's a dance-like-you're-22-again opportunity for those who haven't seen that age in decades, where dancing on tables is almost mandatory.

Jacques Lorch of the Long Beach-based Irwin 38 *Jacquot Bateau* impressed the crowd with his French dance moves up on the dance tower, but then impressed much more by throwing his 72-year-old frame from the 6-foot tall tower to the cement floor — and, as they say in gymnastics, sticking it!

The Squid allows kids in until 10 p.m., so some of the youngsters from the kid boats watched bug-eyed as their parents behaved in ways they'd never seen before. But soon they were dancing on the stages, too.

After a morning of recovery and getting more boats into the marina, the traditional Ha-Ha beach party was held on Medano Beach, highlighted as always by the World Famous *From Here to Eternity* Kissing Contest. Despite the efforts of young lovers, nobody displayed quite the passion of Walt Childson of the Anandale, Virginia-based Beneteau 473 *Knot Right* and his lovely lady Jeriene Bacon, who had flown in for the Ha-Ha finish.

The Grand Poobah isn't the only one who thinks the Ha-Ha might be the most fun two weeks you can have on a boat. Randall and Lennie Smith had come all the way from Delray Beach, Florida, with their Leopard 48 *Happy Together* to do the Ha-Ha, and loved it.

"The Ha-Ha is the most fun we've had in 18,000 miles of cruising," said the winners of the Happiest Couple award. Something you might think about if you're considering doing a Ha-Ha.

The Silver Anniversary Baja Ha-Ha will leave San Diego on October 29 next year. As it's the 25th edition, we expect it to be a big one. Mark your calendars and start getting your boat ready now.

Due to lack of editorial space, results of the Ha-Ha, in which no boat can do worse than third place, can be found on an upcoming *Lectronic Latitude*.

Hundreds of the photos of this year's Ha-Ha, taken by official Ha-Ha photographer Fin Beven are available at www.finbeven.smugmug.com/2017-Baja-Ha-Ha. Fin says ignore the 'buy' button and download any size of any photo you want. That's the Ha-Ha spirit.

Hope to see you for the 25th!
— richard spindler aka grand poobah

FIN BEVEN



HA-HA / RICHARD



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Latitude 38 and the Baja Ha-Ha would like to thank all participants and sponsors for making 2017 another spectacular year for sailing South. The dream is kept alive by those who have sailed before and made possible by the people and organizations who support this cruise of a lifetime.

You won't hear from the Baja Ha-Ha again until spring 2018 when we get ready to open entries for the 25th running of this annual cruising rally.

Registration for 2018 will open in early May and departure South will be at the end of October.

To keep in touch with announcements follow 'Lectronic Latitude' at www.latitude38.com



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MY FIRST BOAT —

It was late afternoon when Vince called the *Latitude* office, looking to get rid of his boat. "I don't have time to sail," he said. Vince told me that he'd put some money into his boat last spring, but never went out. "Not even once." He asked if we knew where he could donate the boat, or if we knew anyone who might want it.

Well, maybe I did.



The totally decent 1963 Columbia 24 Challenger 'Esprit'.

The boat — a Columbia 24 — was at Lowrie Yacht Harbor in San Rafael, about a half mile from my house. That evening I had a look. It reminded me of a big Cal 20 with its flush foredeck and beefy, heavy-set nature. The boat, *Esprit*, was totally decent. Some of the blocks were a little old, as were some of the halyards and sheets. The deck and cockpit looked like they'd been painted recently, but her hull was a little cracked and faded — exactly what you'd expect from a 54-year-old boat.

But the mainsail was crunchy and new, and the outboard motor was shiny and clean.

I've never owned a boat. I grew up in San Diego, and started working at sailing schools and yacht clubs in my early 20s, jobs I sought in part (if not entirely) to have use of the boats. I worked at the Navy Sailing Center in Point Loma, where we had a fleet of keelboats and dinghies. I worked at Southwestern, San Diego and Tom's River Yacht Clubs. I'd raced on all manner of boats (but preferred dinghies). I worked on yachts and did a few deliveries. I worked at a Club Med. I always sailed Other People's Boats, and never once considered owning my own.

I met Vince a few days later at Lowrie. The interior of the boat was surprisingly tidy (old, but tidy), and had a good supply of lifejackets, two headsails, and even a spinnaker. There were also loads of tools and parts. It was totally decent, and I

considered renaming the boat *Totally Decent*.

Vince signed the title and handed it to me. I can't do justice to the look on his face. He relaxed and sighed in relief. He was genuinely glad I had the boat, but glad to be rid of the burden. Vince said he owned two restaurants in Modesto, worked seven days a week, and only had time to worry and pay the dock fees.

And just like that, I owned a boat.

The Gas Line

Lowrie said taking over the slip wasn't a given. I would need to fill out an application, register the boat in my name, and get insurance — all trivial tasks that I knew I'd have a hard time getting done. I wrote a check for my slip fees (\$210 a month), started the tally on my boat ownership, and made preparations to get on the water. A quick trip to the gas station — \$12.74 for fuel — and I was getting really excited to sail.

When I left San Diego in the early 2000s, I strayed from sailing. I worked at a few windsurfing shacks, and was immediately drawn to the awesome speed, the connection to the wind, and, especially, the total on-your-own-ness of it. Racing, with all its yelling and egos, was never my thing (mostly because I was never that good). Windsurfing had spoiled me — I just wanted to go fast. I hadn't stepped on a keelboat in almost 15 years.

But the idea of singlehanded some old tub off San Rafael got me fired up in a way that surprised me. Working at *Latitude* had rekindled an old flame. I forgot how much I loved boats — I mean

None of the expenses were extravagant, but they accumulated and slowly encroached into the 'freeness' of the boat.

any kind of boat at all — and how fun it was to sail with some breeze, the rail buried, the boat plowing into waves.

I plopped my full gas tank in the transom, and, with some trouble, lowered the motor (more on that in a bit). I went to attach the gas line, and found the end that went to the engine hanging in the water with a long, slimy beard dangling off it. I cleaned it up as best I could, but because the 8-hp Honda outboard was one of the nicest, newest features on



My friend bought me a roll of Gorilla Tape for the boat, which he told me doubled as a drink holder perfectly. When new, the roll is sticky, and perfectly accommodates a can.

Esprit, I decided to replace the fitting. No sailing that day, which was a surprisingly stunning letdown, like going to surf, but arriving at the beach only to find the ocean flat.

It was a few days later before I made it to West Marine. Thinking I was smart about these things, I brought the old fitting with me and matched it with a new one — it was \$10.57. Back at the boat, I immediately tested my new end on the motor. It seemed fine . . .

But it didn't work. The end of the fitting that went into the hose was too big. Way too big. I tried to work it into place, but, yeah, it wasn't going to go. I'd made a mistake; I should have tested the other end. Rookie error. No sailing on this day, and once again I felt let down, as well as the increasingly burning desire to get the hell out on the water.

I'll go so far as to say that since starting at *Latitude*, I'd also felt the romance about my sailing heroes such as Bernard Moitessier, but also modern heroes whom I'd interviewed, like sailor and ocean rower Lia Ditton, circumnavigating hopeful Randall Reeves, and Elana Connor, who singlehanded (with her dog) to Hawaii in June. No, I certainly did not put myself on any of these sailors'

HOW MUCH DOES SOMETHING FREE COST?



NATHANIEL BEILBY

level — but that was the whole point. All it took was an old, small boat to dream big dreams.

A few days later and back to West Marine, where I brought my old and apparently unnaturally skinny fuel line with me. I found a fitting that was at least a little smaller, and looked like it might fit. I mean, I was pretty sure. I looked at a new fuel line, which cost about twice as much as I thought it should. I considered it — I was already two trips into this gas line — but decided to take my chances with the fitting.

Back at the boat, I went to look for a hose clamp (which were among my inherited supplies). I actually had a small one, but it didn't work. It almost did, but was too big for my I-can't-believe-they-made-lines-this-small fuel line. I needed to go to Home Depot.

Let me describe a first-world problem I have. I hate driving. I just do. If the free boat hadn't been down the street from my house, I wouldn't have been interested. The idea of a weekend run to Home Depot might be a normal slice of Americana for most, but for me, it's a soul-crushing chore.

In economics they call it opportunity costs — the options foregone when devoting time and resources to other endeavors. It's wasn't just the \$.84 for the hose clamp, it was the time I wasn't doing other and conceivably more enjoy-

able things. Like sailing.

I got back to the boat, and the hose clamp worked! But the new fitting didn't. The hose was still too small, but just barely this time. If I twisted the line and the fitting together, it slowly, painfully (like, on my hands) started to sink into the line. I kept twisting and cajoling, but it was pretty obvious that it wasn't going to happen, not without some trickery. I considered running the rubber line under hot water or taking a hair dryer to it, but then a guy, who'd seen me struggling, asked what I was doing.

"Yeah, you probably don't want to force that thing," he said. "It might put a lot of pressure on the line, and you don't want that thing bursting out there." Whatever, I thought . . . at first. But yeah, the guy had a point.

I was so sure that I might go sailing that I dropped the motor again. Trying to raise it, I had to lean way off the transom and down to the bracket while hanging on to the backstay. When I pushed the bracket into the unlock and raise position, it loaded tightly against a spring. And to pull the motor up, I actually had to push the whole thing out and down a little at the same time. When I did, the spring snapped the bracket into the locked position.

It was actually hilarious (when it wasn't infuriating), and also shockingly hard on the body. My back fried instantly, and my hands — already blistered from the fuel line — were throbbing. I struggled for nearly 10 minutes. In a split-second-simultaneous push/pull miracle, the engine finally slid up. But, not realizing the spring didn't snap into the lock position once it was raised, I let

Money Spent: \$234.15
Trips to West Marine: 3
Days Sailing: 0

the engine go, and it fell again.

Eventually, I found a thin piece of line and tied it so the bracket stayed open. Problem temporarily solved via jury rig. I was drenched in sweat and, back aching (which it would for days), and still, still (almost two weeks later now) without a fuel line.

So this is boat ownership, I thought. I felt like I was in that '80s movie *The Money Pit* with Tom Hanks, where everything I touched on the boat became a ridiculous, flailing comedy of errors.

A few days later it was back to West Marine, where I broke down and bought a new line, which was \$48.99. But one end of that new line — that went to the tank — would have to be replaced. No problem, I could use my old one. But I bought a spare fitting, just in case (again, thinking I was smart). One of the great things about West Marine is that you can take stuff back, which I was doing so much that the staff began to recognize me. "How's your boat?" someone asked. "Well," I said, "so far all I've



LATITUDE / TIM

A solution to my engine bracket conundrum.

done with it is go to West Marine three times."

A friend of mine — who's not a sailor but is very handy — came to visit, and hopefully, conceivably, to sail. We spent an hour adjusting all of the fittings on the new line, hooked it up, and went to squeeze the priming ball. It didn't work.

Fuel spurted from the engine end. We looked at what had become a collection of fuel-line fittings. All of them clipped onto the motor just fine, but none of them worked. For comparison, we pulled out the old one. "What's wrong with this?" My friend asked. It sat in the water for a while, I said. My friend cleaned out the salt caked around the ends, then re-attached it to the old, impossibly skinny fuel line, squeezed the ball and pulled the cord. The motor started purring.

Seriously? Seriously, after all of that, we just ended up using all of the original fuel line and fitting? I laughed at myself.

To be sure, reader, I was approaching the gas line saga like a weekend warrior, and not like a crafty sailor. I was fumbling through the problem rather than stepping back, considering my options, and coming up with more simplified solutions that required less driving and money. (I'll include my email at the end of this, if anyone out there has a story, advice or wants to admonish me).

MY FIRST BOAT —



LATITUDE / TIM

My friend helming on one of his first sails, heading toward Point San Pedro.

The First Sail

In San Diego, we never really gave much thought to the tides. You just went sailing when you wanted to go sailing. I was surprised to learn how shallow the waters around San Rafael are.

The tide was high and ebbing as we putted down the Canal toward East and West Marin Islands. I was mildly concerned about the shallows, but felt OK in the channel. Once past the islands, we raised sail and killed the engine, and I rigged my 'system' to pull the motor up. Readers and sailors, I think we can all agree that there is simply no feeling like that moment when you cut the motor. We were sailing. Finally . . . sailing.

My custom after I started teaching was to make whatever non-sailor was on the boat drive. We ran downwind toward East Brother Island Light, before turning back to weather. For a few moments, we seemed to be on a conveyer belt and sailing in place. I should state here and again that this was my first time as 'master' of a boat on San Francisco Bay, and the currents were something to behold. It took a few minutes before the ebb let us go, and we made some headway toward Point San Pedro.

There was plenty of breeze for a fall day — it even started white-capping. The view from the water, looking back at the hills behind San Rafael and Mt. Tam, was simply sublime. I'm always amazed at the change in perspective — both literal and metaphoric — that comes from venturing

just a half mile into the water.

We tacked back and forth into the channel and up toward the end of the Marin Islands when my fears of running aground were finally realized. We got stuck for just a few seconds coming out of a tack, but then lumbered back into deeper water.

But, while dropping the sails, we slid just outside the channel again and came to a more decisive stop. I used to coach renters through this all the time. We tried heeling the boat while motoring.

No luck. A motorboat came by, and I was half expecting them to offer us a line, but my pride was glad they didn't. My friend and I both stood at a shroud and leaned, then rocked, and seemed to burrow our way out. My friend grabbed the tiller, gunned the motor, and we managed to extricate ourselves. The rest of the trip up the Canal was a little harrowing, as the tide was bottoming out to one of the lowest of the year.

The Paperwork

As predicted, I took longer than I should have (or was appropriate) to get my paperwork done. I could never seem to make it to the DMV during business hours, and there were no appointments available for over a month. On the advice from someone at Lowrie, I went to a 'registration service' in San Rafael, which was relatively quick and painless. It was

There's something surprisingly charming about sailing in the 'shadow' of Mt. Tamalpais.



NATHANIEL BEILBY



NATHANIEL BEILBY

It's hard to put a price on views like these. They don't come cheap, but they're worth every penny.

about \$50 to register the boat, and a \$45 fee for the 15 minutes it took to do the paperwork (how much was my opportunity cost worth, I wondered).

Getting insurance was shockingly,

Money Spent: \$726.14
Trips to West Marine: 3
Days Sailing: 1

perhaps frightfully easy. I spoke with several friendly agents in Austin, Texas, who were willing to wait for long moments on the phone while I rummaged for the title and other stray paperwork. Within about a half hour, I had a basic liability plan for about \$8 a month. It even came with free towing within 75 miles of my home dock, though that's not something I want to test, not even for journalistic purposes.

The paperwork at Lowrie took about 45 minutes. I also had to pay a \$130 deposit for the slip and bathroom key. None of these expenses were extravagant, but all of them accumulated and slowly encroached into the 'freeness' of the boat. But for the time being, I decided the costs were worth it, and I was a legitimate and legal boat owner. I paid my next month's dock fees, which brought my grand-total boat ownership costs to \$726.14.

The next day, I met a guy hiking in the hills in San Rafael who happened to be a sailor. I told him I

HOW MUCH DOES SOMETHING FREE COST?

had a boat, but had only been out on it once, and that was after a fair amount of hassle. "Congratulations," he said. "Now you're a real boatowner."

Singlehanding

The following weekend, after the gas line had finally been sorted out, after the paperwork was done, and with one sail under my belt, I decided to go for a quick solo sail. It was around 2:30 p.m. and about a half hour after the bottom of a less extreme ebb than the week prior. As I was setting up the boat, someone walked by my slip and said: "What do you say, Captain?" I quoted Ron Rico: "If anything's gonna happen, it's gonna happen out there."

Motoring out of the Canal was still a nerve-racking experience, and I didn't really relax until I got into the shipping channel. The wind was light — maybe 5 knots — and the perfect angle to sail



LATITUDE / TIM

The 'autopilot' worked well going upwind, but not so much off the wind when the boat got a little squirrely in the waves.

straight across the Bay, toward the east base of the Richmond Bridge.

I tied off the tiller, experimenting with a few different configurations before I was finally happy with the way the boat tracked upwind. Aside from a ferry zoom-

ing from Vallejo, the Bay was totally empty.

I put my hands on my hips and took a long, contemplative look around. This is what I'd been waiting for. Just to be out here on my own. I wasn't even sure what I expected it to be anymore, or what I wanted to do next in sailing. Did I want to singlehand to Hawaii? To Indonesia? Around the world?

I honestly didn't know, and for the moment, didn't care. It was just nice to take a slow sail across the Bay, make one tack, and go straight back home. I did another quick tally in my head of what it had cost to be out here, but quickly thought

of the old Visa commercials:

Supplies at West Marine: \$79.

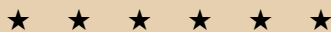
Dock fees: \$550.

Registration: \$95

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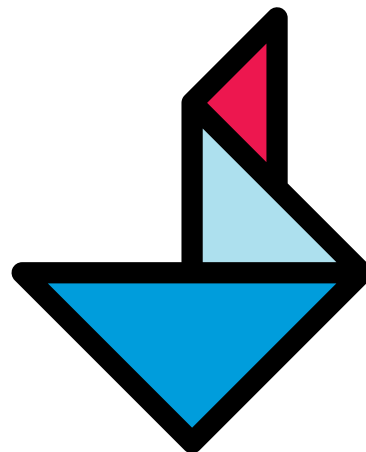
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SEASON CHAMPIONS, PART II —

In our November issue we waded gently into the great sea of one-design fleets that call San Francisco Bay their home waters. In this December issue, we dive deeper into that chilly, salty green water — though not literally of course! Like last month, we'll start with the biggest, in terms of boat length, and work our way down the LOA ladder to the smallest of all.

Islander 36 Non-Spinnaker *Zingara*

Jocelyn & Steve Swanson, SBYC

The perennial winners on *Windwalker* took home the Ormand Cup for the Islander 36 Spinnaker Season's Championship, while *Zingara* won the Buster Hammond Trophy for the Non-Spinnaker Season's Championship.

"2017 was one of the most competitive seasons in recent years, with each boat winning at least one race," explained Steve Swanson of *Zingara*. "The longer races were divided into spinnaker and non-spinnaker competitors, while all boats competed as non-spinnaker in the shorter races.

"One of the most exciting races was held south of the Bay Bridge. The fleet was quite spread out approaching the finish line from somewhat different directions, but all boats finished within a few seconds of each other. South Beach

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED

The Swansons take turns at the helm and race as a team in the Three Bridge Fiasco. Their regular crew this year were Rachel Porter and Dave Noce. "Mike Satterlund, Anders Finn and Erica Ackerman also joined us for a few races. Before he passed away this year, Chris McMahon was a member of the crew, and he is missed on *Zingara*," adds Steve.

See www.islander36.org.

1) *Windwalker*, Richard & Tom Shoenhair, SSS, 8 points; 2) *Zingara*, 10; 3) *Serenity*, Eric Mueller/Roger Anderson, SJSC, 12. (7 boats)

Catalina 34 — *Queimada* David Sanner, NoYC

We're pleased to welcome Catalina 34 Fleet 1 to these pages for the first time in at least several years. Their championship season consists of three regattas: Golden Gate YC's Seaweed Soup Midwinters, the South Bay Inter Club summer series and the Catalina 34 San Francisco Cup.

Regular readers may recall that David Sanner and crew aboard *Queimada* not only won the Catalina 34 division of the Seaweed Soup series, they won the series overall as well. *Queimada* went on to win the C34 division of the Inter Club Series, then the SF Cup on September 30-October 1.

six-month series with a DNF after our 130% genoa split in half in Race 1. In Race 5, after 3:34 hours of racing, we won by 7 seconds. In Race 6, after 1:42 hours of racing, we won by 2 seconds." That final race was his favorite of the whole year.

"We needed a bullet to take the series. After several lead changes, there was a split on the final downwind leg and we wound up outside and third around the final mark. We tacked away early, forcing the two lead boats to cover before they could lay the finish. While the two tangled in their tacks, we were able to get clear air, tack closer to the boat end, and shoot the line to win the series by a quarter of a boatlength.

"After celebrating, we came home to what turned out to be a scoring error, which had us second. The PRO cleared everything up — we know what it feels like to win, lose, and then win again!"

He says that the C34 season often comes down to the SF Cup. "It's rare for one boat to win both of the other series. As in other one-design fleets, there's always someone in the C34 fleet who is refining their game; how they rig and sail their boat, how they read the wind and currents in a particular part of the Bay, which keeps the racing close, always challenging year after year."

Regular crew aboard *Queimada* this year were Jackson Haring, Michael Jordan, John Curren and Nathan Hadlock.

See www.jibeset.net.

1) *Queimada*, 3 points; 2) *Mottley*, Chris Owen, SBYC, 8; 3) *Crew's Nest*, Ray Irvine, SBYC, 9. (9 boats)

Knarr — *Svendkist* Sean Svendsen, StFYC

"Watching a pod of whales surface over and over next to us as we sailed on a quiet flood-tide morning from the Cityfront to Knox for a regatta," was a highlight of the year's Knarr sailing for fleet champion Sean Svendsen. "It really made us feel connected to the ocean in a magical way. That and sunsets on the Cityfront every Wednesday night — noth-



'Zingara' crew: Steve Swanson, Mike Satterlund, Dave Noce, Anders Finn, Chris McMahon and Rachel Porter (Jocelyn, also racing, took the photo).

Yacht Club was the race committee, and, after the race, they said they hadn't seen a more exciting finish in a long time. This was the second of two races that afternoon. The finishing order of the two races was completely different."

Among the memorable events of the season, Sanner counts "winning the Seaweed Soup overall, after coming close a couple times in the 10+ years we've been racing it, and the final two races of the Inter Club Series. We started that

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DIVING DEEPER INTO ONE DESIGNS



David Sanner

LATITUDE / CHRIS

Catalina 34 San Francisco Cup racing in the South Bay, with the Port of Oakland in the background. Season Champion 'Queimada' is #611.

ing like it. Oh, another highlight was our port-tack approach at a crowded weather mark during a flood-tide race on the Circle, where we miraculously found a spot to tack in front of a wall of starboard-tack boats."

Coming out of the gate strong at the

Joel Fong, Sean Svendsen, Kieran Chung



beginning of the season was a key factor in winning the championship. "We got a jump on the scoring early on, and that was the difference down the stretch. That and trusting our line sights."

He calls his crew "the most amazing team on the planet: Caleb Paine (2016 Olympic bronze medalist), Kieran Chung (All-American) and Joel Fong (Knarr lifer and previous season champ). Others included Al Sargent (Laser stud), Zander Kirkland (Olympian), Jesse Kirkland (Olympian) and John Collins (bowman extraordinaire). It was like the Golden State Warriors — a very deep bench."

Svendsen also won the 2013 season. "This is only my second championship in the Knarr class (excluding the always-competitive Wednesday Night Series, of which I've won a few). It's not often I can fit the entire weekend season into my schedule. But as many of your readers know, my world is a bit different now. And my wife really wanted me to race the entire season so I could qualify to compete in the 50th IKC next year in Denmark." The International Knarr Championship rotates among San Francisco, Norway and Denmark.

See www.knarr.us.

- 1) **Svendkist**, 60 points; 2) **Three Boys & a Girl**, Chris & Phil Perkins/Hans Baldauf, SFYC, 71;
- 3) **Gjendin**, Graham Green, StFYC, 87. (22 boats)

Express 27 Championship Series Peaches

John Rivlin, StFYC

"Things started out a little bumpy for us," admits Express 27 champion John Rivlin. "We had a collision with a Mull 30 during the Three Bridge Fiasco. The Mull hit our starboard side, punching a hole in our #1. Neither of us saw each other. Needless to say, we were on port. We ended up missing the Spring Keel with the boat in the shop."

On the upside was the Great Vallejo Race. "We had a really good race back from Vallejo, making a huge comeback in the last quarter of the race. We also had a great Resin Regatta. Dave Hodges came out the first day to get us tuned up with new sails, but we managed to keep the momentum with our regular crew on the boat the second day with wins in all four races."

The season consisted of the Three Bridge, StFYC's Spring Keel, SFYC's Resin Regatta, the Vallejo Race, SFYC's Summer Keel, the Express 27 Nationals and RYC's Great Pumpkin buoy races. In the Express 27 fleet, boats must sail in at least half of the counting races to qualify for the championship. "We got a break from *Motorcycle Irene*. They fell only one race short of qualifying, and they would have been slightly ahead of us if they had."

Peaches sails with a multigenerational crew, including some of the youngest and oldest sailors in the fleet. "That gives us a good mix of on-the-water and organi-



John and Michael Rivlin

zational skills. We also have a lot of fun! We have quite a variety of regular crew. This year my son Michael did most of the driving. Other members of the crew included (in no particular order): Michael Deady, Sam Paterson, Jon Goldsmith, Ellen Liebenberg, Dan Herman, Sean

LATITUDE / CHRIS

SEASON CHAMPIONS, PART II —

Andrew, Mike Lazzaro, John Toupin and Dave Olson."

1) **Peaches**, 0.92 points; 2) **Wile E. Coyote**, Dan Pruzan, EYC, 0.84; 3) **Abigail Morgan**, Ron Kell, CYC, 0.73. (35 boats; 8 qualifiers)

Express 27 Long Distance Series Current Affair Seth Clark, RYC

In addition to the Championship Series, the Express 27 fleet offers an alternative challenge. The Long Distance Series consists of the Three Bridge Fiasco, the Doublehanded Farallones, the SSS Corinthian and Round the Rocks Races



LATITUDE / CHRIS

Seth Clark

doublehanded, the Great Vallejo Race, the Delta Ditch Run, the distance race in the Trans-Tahoe, YRA's Second Half Opener and Season Closer, the long-distance race in the Nationals and the Great Pumpkin pursuit race.

Participation in the diverse events is key. Seth Clark sailed in 9 of the 12 possible races. "I find learning the idiosyncrasies of long Bay races a challenge," he said. "The only long-distance races I don't put on our calendar are the offshore races, since *Current Affair* is not set up for offshore racing.

"Four teams ended the season with a score within 1% of *Current Affair*," Clark pointed out, "*Tequila Mockingbird*, *Salty Hotel* and *Abigail Morgan*. The top four boats placed in the top four during the first day of the Great Vallejo Race. Most of the fleet finished within minutes of each other. That's not unusual in our fleet's Long Distance Series."

Finishing 19th overall in the Great Pumpkin pursuit race, *Current Affair* was the first Express 27 to finish. "It was great to end the season with a first place in the Great Pumpkin. After the finish I told the crew to look back and see 100 spinnakers behind us."

Among their race-winning habits, the team tries to get out on the racecourse an hour early to warm up. "You win the season by focusing on doing well in a lot of races," added Clark.

Rachel Cherry, Mark Voropayev, Max Balandat and Pete Rowland were the regulars, "plus lots of crew who kept the team in shape during practices and beer can races. It's definitely a team sport and a team win."

See www.express27.org.

1) **Current Affair**, 0.77 points; 2) **Tequila Mockingbird**, Matt Krogstad, CYC, 0.77; 3) **Salty Hotel**, John Kearney, CYC, 0.77. (36 boats; 12 qualifiers)

Melges 24 — Loooper Duane Yoslov, SFYC

The local Melges 24s sailed SFYC's Elite Keel, the Delta Ditch Run, the North Americans, the Santa Cruz Sportboat Regatta, the Leukemia Cup and the Great Pumpkin as a fleet this year.

Duane Yoslov recalls leading Race 9 of the North Americans in July for four of the five legs of the race. "In the end, pro team *Mikey* split with us and got us on the final leg of the race, but it was a huge accomplishment for our Corinthian team. We ended up fifth Corinthian and ninth overall for the regatta, and felt really great about the gains we had made since our previous year." The NAs drew 30 boats, 18 of which were classified Corinthian (no professional sailors on board).

Held in Cascade Locks, OR, on the Columbia River, the NAs was the *Looper* crew's favorite regatta of the year. "This was our second regatta in that location (the 2015 US Nationals were held there as well), and the combination of beautiful



onship was consistency," added Yoslov. "Consistency of crew, and consistency in getting out there and racing."

1) **Looper**, 13 points; 2) **Wilco**, Doug Wilhelm, SFYC, 22; 3) **Posse**, Sallie Lang/Jan Crosbie-Taylor, TISC, 36. (12 boats)



The 'Looper' crew at the Melges 24 North Americans, hosted by the CGRA in Cascade Locks, OR. Left to right: Colin Lough, Brian Gravenstine, Duane Yoslov, Ellise Smolenyak and Bonnie Nixon.

scenery, consistent big breeze and warm weather/fresh water make this one of the greatest venues on the planet. Add to that the amazing beer from microbrewers like Thunder Island, Walking Man and Everybody's, and great camaraderie off the water, and you have the makings of a great regatta.

"The key factor in our season champi-

J/24 — Shut Up and Drive Valentin Lulevich, OPBYC

"We broke our boom near the Antioch Bridge during this year's windy Delta Ditch Run but decided to keep racing under headsails only (spinnaker and genoa)," recounts J/24 skipper Val Lulevich. "Soon we learned how unstable

DIVING DEEPER INTO ONE DESIGNS



'Shut Up and Drive' suffered multiple mishaps in the Delta Ditch Run. To see the rest of this sequence, go to www.pressure-drop.us/forums/content.php?7414-Shut-Up-And-Dive [sic].

the boat was in 25+ knots of breeze! Six hours and 30+ broaches later we finished in Stockton."

Lulevich's favorite regatta in 2017 was the District Championship at Berkeley YC in August. "We had nine races in two days, and racing was so close that till the very last race three boats were tied for first place."

Lulevich agrees with Duane Yoslov about having consistent crew. "Then everybody can focus on their job (the driver drives, the tactician looks for shifts, the trimmer is trimming) to do the best we can."

"Back in 2010 we started as a group of grad students from UC Berkeley who wanted to learn sailboat racing. It's our first racing sailboat, and we really like how friendly to new sailors the J/24 class is, and how much information we can get on boat speed and handling. We sailed on every single boat in our fleet! We're still sailing with friends, and most of our crew learned to race on our J/24. In 2017 Alex Schultink did bow, Mark Humberstone mast, Zane Starkewolfe (my boat partner) tactics, Calvin Patmont trimmed, and I drove."

See www.j24class.org/j24sf.

1) **Shut Up and Drive**, 37 points; 2) **Evil Octopus**, Jasper Van Vliet, RYC, 42; 3) **Downtown Uproar**, Darren Cumming/Melissa Litwicki, SSS/OPBYC, 53. (6 boats)

Moore 24 — Mooregasm Stephen Bourdow, SCYC

This was Stephen Bourdow's first time at the top of the Moore 24 Roadmaster Series results. He's been sailing the boat about six or seven years.

"The most memorable moment for me had to be trying to pull a dinghy move with a keelboat at Nationals," said Bourdow. "During a crowded weather-mark rounding, approaching on port, we tried to shoot a gap that in a Laser or 505 would have been easy, but it was foolish in a Moore. We got tagged really hard, leaving me feeling like a true rookie."

Bourdow, it should be mentioned, is no slouch at small-boat racing. As a matter of fact, he has a silver medal to prove it, which he won in the Flying Dutchman at the 1992 Olympics.

"A great moment had to be handling a knockdown in the Delta Ditch Run. Nick Adamson and I were sailing doublehanded (the first time doublehanded for me in the Ditch Run) and were handling the boat really easily, but, in the river near a mandatory jibe, things got crowded and we laid her down after jibing. I tend to get anxious (an understatement) in these moments, but Nick simply told

the Huntington Lake Regatta where long-time Mooregasm owner Dave Josselyn rejoined the crew for the first time in three years.

Dave is one of the greats in the Moore fleet, and to have him back on board, and to sail so well, was just incredibly special to us. As always, Huntington Lake was by far my favorite event. The Moore fleet turns out in mass typically, the racing is always close and exciting, the venue is beautiful, and the social scene is great for the entire family (dogs included). We plan our whole summer around making it to this event."

Regular crew this year were Matt Merchant and Evan Diola, "with key guest appearances from Nick Adamson, Sarah Bourdow, Rich Mundell, Dave Josselyn and Claire Bourdow."

See www.moore24.org.

1) **Mooregasm**, 34 points; 2) **Wet Spot**, Mike O'Callaghan, StFYC, 39; 3) **Gruntled**, Bart Hackworth/Simon Winer, RYC, 40. (54 boats)



Stephen Bourdow



'Shut Up and Drive' crew left to right: Val Lulevich, Timo Schuerg, Calvin Patmont and Alex Schultink celebrate at RYC's Great Pumpkin on October 28. Boat partner Zane Starkewolfe took the photo.

me to relax (with more colorful words), walked out on the now-horizontal mast, and uncleated the spinnaker halyard. We popped back up, re-set, and carried on like nothing had happened."

He cites getting a top-five finish in the Ditch Run as a pivotal factor in winning the Roadmaster Series.

"The most heartfelt moment was

Wylie Wabbit — Weckless Tim Russell, SFYC

The top three Wabbittees were the same as last year. Repeat Season Champion Tim Russell tells of three favorite events during the year:

"The first was the Wiver Wun, a downwind race to Rio Vista. It was memorable

SEASON CHAMPIONS, PART II —

because it was a quick, windy and wet race — just windy enough to make it a little scary, but not too windy that things blew up. The BBQ afterward is always a great time.



Tim Russell

"The second was the final race in the Nationals on Tomales Bay where we won the final race to win the regatta." See our report on that event in November's *Racing Sheet*.

"Last was the Great Pumpkin. Will Lowe was my trap guy. He is really good and a nice size. It was so nice to be able to put the bow down and power through the waves and actually sail faster than Kim Desenberg in a blow."

Of all the racing this year, Russell's favorite by far was the Nationals. "Tomales Bay is such a great place to sail. It's so pretty, it feels like you are in a different country. The race committee was awesome and the Inverness YC was so hospitable."

Russell's keys to success were being consistent, showing up, getting top finishes, and: "Don't go on flyers. And never give up."

Except in the Pumpkin, John Claude was the trap guy. "I've sailed less than five times in the last 10 years without him. He's so good, the best trimmer out there. I just wish he would gain 40 lbs for the windy races and then lose it for the lighter ones. The middle was done by committee: Richard Jarratt, my son Teddy, Will Martens, Scott Parker. I hope I didn't leave anybody out."

Seven of the Wabbits competed in a five-race shorthanded series, using the SSS in-the-Bay races. Colin Moore's *Kwazy* topped that series.

See www.wyliewabbit.org.

1) **Weckless**, 23 points; 2) **Mr. McGregor**, Kim Desenberg/John Groen, RYC, 32 points; 3) **The Bar-Ba-Loot**, Sarah Deeds, RYC, 34. (17 boats) **WYLIE WABBIT SHORTHANDED SERIES**

1) **Kwazy**, Colin Moore, RYC, 9 points; 2) **Bad Hare Day**, Erik Menzel, RYC, 13 points; 3) **Keala**, Ron Tostenson, RYC, 15. (7 boats)

Etchells — Capricorn Ethan Doyle, SFYC

Having also topped the local Etchells fleet in 2016, Ethan Doyle was another repeat offender. His favorite regatta this

year was the Moseley Classic. "It's a nice break from the conditions on the Circle: windy, but shifty and funky, and a fun social event with good camaraderie."

Doyle's team this year was variable but included Jack Hunger, Laura Levy, Phil Brown and "other fill-ins."

The Easom Founders Regatta is an important event in the Etchells calendar; however this year it served double duty as the Pre-Worlds. (SFYC hosted the 2017 Etchells Worlds.) "Easom was not part of the series, but we did have two other weekends of racing with a few out-of-town boats, which increased the level of competition and brought some welcome new faces to the racetrack."



Ethan Doyle

Doyle added, "I would like to do what we can to increase the utilization of Etchells on San Francisco Bay. Too many boats are sitting on the hard. I don't have answers."

If you're interested in getting an Etchells off its trailer and onto the racecourse, see www.etchellsfleet12.com or contact sfetchells@gmail.com.

The local season counters added up to 19 races. Final scores were not available at press time.

1) **Capricorn**; 2) **Imp**, Dale Hoffman, NoYC; 3) **Mr. Natural**, Chris Kostanecki, SFYC. (10 boats)

Cal 20 — Can O'Whoopass Richard vonEhrenkrook, SFYC

When we left off at the end of 2016, things were a bit up in the air for the local Cal 20 fleet, as some key sailors had moved out of the area while others had moved into the design. At the end of 2017, the shake-up didn't change the top of the leaderboard.

"It was, as I said going into the year, a transitional season," said repeat champion Richard vonEhrenkrook. "We had fewer boats on the line for any given race (the exceptions being seven boats for the CYC Midwinters and the Lipton Cup, the latter not part of our Season Championship). However, we nearly doubled the fleet in terms of boats sail-

ing at least one regatta. We went from seven attendees in 2016 to 13 in 2017. Additionally, the new boats coming in, along with the usual suspects from the last few years, were highly competitive this year. Stephanie Stroub's *First Rodeo* won Big Daddy, and her boat placed first



Richard vonEhrenkrook and Chris Cassell

in the Lipton Cup at Sausalito YC. Paul Sutcheck's *Slainte* won division honors in the Delta Ditch Run. Paul Kaplan's pristine *Sprite* was second in the Lipton and a force to be reckoned with in the CYC Friday Night Summer Series. And Peter Allen's *Star Baby* was another force to be reckoned with in their debut in the Great Pumpkin, both days.

"So, now our hope is to consolidate our new members into a cohesive fleet that will come out with regularity in 2018. Our schedule for 2018 will be using working sails only, to encourage those disinclined to kite up. It will consist of 19 races: RYC Big Daddy (3), SFYC Resin Regatta (5), four of five CBRA dates (8) and the RYC Great Pumpkin (3). Of course, all will be encouraged to attend the BYC Midwinters (spinnaker), CYC Midwinters (non-spinnaker) and other YRA and SSS events that are sailed with kites, as well as the CYC Friday Night Races."

See www.sfbaycal20.com.

1) **Can O'Whoopass**, 13 points; 2) **Raccoon**, Jim Snow, CYC, 21; 3) **Green Dragon**, Marcus Choy, HMBYC, 23. (13 boats, 6 qualifiers)

Ultimate 20 — U Decide Phil Kanegsberg/Denise Hammond, RYC

"The season started in a deluge and ended up under sunny skies and warm temperatures for the Ultimate 20 Season Championship," writes fleet captain Mike Josslyn, who sails *Uhoo!* "Two of the events eligible for the series during the winter were canceled due to storms; but the season ended with RYC's Sportboat

LATITUDE / CHRIS

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DIVING DEEPER INTO ONE DESIGNS

Invitational and the Great Pumpkin Regatta, which brought out chamber-of-commerce fair winds and blue skies."

In addition to sailing on San Francisco Bay, the U20s traveled to Huntington Lake and to Howard Prairie Lake outside Ashland, OR, for the Pacific Coast Championship. "A total of 10 events, with a minimum of six races to qualify, were held throughout the year," reports Josselyn.

"Living in Reno, NV, Phil Kanegsberg and Denise Hammond, with their son Torston and longtime crewmember Julian Slee, kept their boat moving on the trailer and the water to win the high-point average scoring system for the Matt Boroughf Trophy.

"The *U Decide* team started the season by sailing another boat, *Too Tuff*, while waiting for a new carbon mast to arrive for their boat. The switch from hull #155 to hull #2 showed that old and new Ultimate 20s are evenly matched."

"While a few of the controls were in different locations, it was pretty easy to tune the rig, put our sails up, and go," said Phil.

"One of their normally three-and-a-half-hour trips home took eight hours."

"I took the day off from work after arriving home at 2 a.m.," commented Phil.

"Racing at Howard Prairie was a treat," he said. "The weather was great, with winds in the low teens and temperatures in the 80s. The competition was fabulous, with good boats traveling from Oregon, California and Nevada. We got off to a quick start and were able to hang onto our momentum long enough that 13-year-old Torston was able to drive in his first one-design event in the last race."

Going into the last race of the season at the Great Pumpkin, *U Decide* and *Uhoo!* (last year's season champion) were tied for points. "As the wind conditions built throughout the races, Phil demon-

strated his skills in powering through the waves to win the final series and the championship," said Josselyn.

1) **U Decide**, 61.8 points; 2) **Uhoo!**, Mike Josselyn, RYC, 55.9; 3) **Uagain**, David Woodside, CSC, 44.1. (7 boats)

Mercury — Axon Doug Baird, SFYC

"I started sailing Mercurys in 1953 and have been sailing them ever since," said Doug Baird, who, like many of the champions in this feature, graced these pages last season. We wondered how this year differed from last.

"I got another really outstanding suit of Doyle sails; they made a tremendous difference. Also, I was not competitive in our class championships; I think that made me sit up and take a renewed approach."

The Northern and Southern California Mercurys sail a Travel Trophy Series, putting a lot of miles on their trailers in order to put miles on their Mercs. Baird said he nearly got blown off Highway 1 near Shell Beach and didn't participate in the first regatta of the year. (Shell



Doug Baird and Robert Lanzafame with the booty at Huntington Lake.

Beach is near Pebble Beach.)

A high point of the season was sailing with an old friend at the High Sierra Regatta, where he first used the new sails. "Robert Lanzafame owns a Tartan Ten and has sailed with his family on their Mercury for most of his life. Without his experience and commitment, it would have been difficult adjusting to new equipment and being competitive."

Baird has two favorite events: the Stillwater YC's Labor Day Regatta in Pebble Beach and the Joe Logan at the St. Francis. "We were beaten in both of them by Scott Easom. It is a real treat to be able to race against someone of his caliber and be in it."

Baird also mentioned the Turkey Day Regatta in San Pedro. "My crew there was Chris Messano, who is a really great crew/tactician. When I get off track he is always there to get me back on the dime!"

Other crew included Kate Chandler and Doug's son Michael Baird.

"Thanks for your attention to the Mercury Class," he added. See www.mercury-sail.com.

1) **Axon**, 33 points; 2) **Fast Break**, Randy Smith, SFYC, 28 3) **Rob Moore**, Scott Easom, SFYC, 16. (38 boats)

El Toro Senior — Cygnus Arthur Lange, FSC/HPSC

Amazingly, Art Lange has now won the El Toro Senior Series in 2008, 2011, 2012, 2013, 2014, 2016 and 2017.

"The competition was much better this year than in past seasons," said Lange. "There were several top sailors who missed too many races, allowing me to take the top spot."

"Every race this season provided great memories," he writes. "In the Bullship, one of the hardest races on the schedule, I started right next to Nick Nash (the



The 'U Decide' crew at RYC. Left to right: Julian Slee of Sacramento and Denise Hammond and Phil and Torston Kanegsberg of Reno.

"It is a tribute to our great fleet that another owner was willing to let us borrow his boat to race," added Denise.

Once their new rig was in place, the team finished the series in their own boat. "We are definitely still trying to figure out how to tune the new carbon rig," said Phil.

"Phil and Denise faced some travel difficulties due to the fabulous winter in the Sierra," commented Josselyn.

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Art Lange

winner) and managed to go partly the right way and mostly the wrong way and ended up 12th. About five races into the season I was in fifth place and realized I'd have to do a

lot better in the second half. What made the difference was attending all of the races and winning two of them.

"The most fun regatta this year was the 'Worlds' at Pinecrest Lake. The conditions were perfect for my skill set; the winds cooperated by punishing all of the other sailors and leaving me to enjoy the races. That does not happen too many times a season, and it's really special when it does happen."

See www.eltoroyra.org.

1) Art Lange, 19 points; 2) Gordie Nash, RYC, 21; 3) John Pacholski, SCYC, 22. (46 boats)

El Toro Junior — F-Bomb Chase Englehart, RYC

At age 13, Chase Englehart is one of the youngest El Toro sailors competing at his level. Some of the most important moments of his season were "sailing in high winds against the Hawaiians, a huge tacking duel on Lake Merritt against Peter Marlett to win the day, and when I was on Pinecrest Lake and I got a really high placing in the Senior fleet and passed many of the Seniors on the last race to get fifth overall."

Chase's favorite regatta was the El Toro Nationals hosted by RYC. "The wind was a little high for a small person like myself, but I enjoyed hanging out with the Hawaiians and competing against them. Every day I am happy because that it is one day closer to the Nationals in Hawaii." The Nationals will be held on Kaneohe Bay, Oahu, in 2019.

"I really owe it to the amazing junior program and coaches at RYC. I have been sailing there for six years, and it is the best thing that I could have done in my



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Chase Englehart

sailing career."

Next year, Chase is hoping to excel in J/22 sailing, win the El Toro season again, and "sail on as many big boats as I can so I can get my name out there."

1) Chase Englehart, 15 points; 2) Wesley Seifers, RYC, 21; 3) Kyle Schaefer, SCYC, 22. (22 boats)

We'll wrap up our reports on the 2017 Season Champions with visits to the Yacht Racing Association (YRA), the Singlehanded Sailing Society (SSS) and the Bay Area Multihull Association (BAMA), plus the Lasers and possibly a few others, in the January 2018 issue of *Latitude 38*.

— **latitude** / chris

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It was raining cats, dogs and frying pans. The morning commute over the bridge to the city was going to be almost impossible, with the little map on my phone showing bright red all the way. Only the carpool lane could help, so I diverted to the bus stop to see if I could pick up some casual carpool passengers. Thankfully, there were more riders than cars lined up for the hookup, so no waiting. And before I had even stopped rolling there were three commuters folding up their dripping umbrellas and piling into my car.

"Sorry about all the sailing gear in the back seat," I apologized to my new passengers.

"Say, what kind of boat do you have?" asked the man sitting directly behind me as he repositioned a coil of



Navisafe running lights: Finally, a portable, clamp-on, self-contained battery-powered navigation light that works reliably and complies with the two-mile visibility requirement for boats under 12 meters LOA. \$60, plus another \$27 for the clamp-on rail mount.

new dock line and a canvas bag full of tools that were blocking his access to the seatbelt buckles.

We traded the usual vital info that's exchanged between sailors: Boat details, where we berthed, races we had sailed, skippers and crew we both knew from years past, where we had cruised. With the introductions over, my passenger showed some curiosity regarding some of the gear that was making his backseat ride even more cramped than usual.

"I've never had much luck with those battery-powered running lights," he said as he examined a box he was shifting to a different spot on the backseat floor in an attempt to find some leg room.

"You must be thinking of those old clamp-on lights with the two D cells and the light bulb," I said. "Those were pathetically dim and hardly lasted two

hours on a set of batteries."

"I had the newer model with the LED lights," my passenger explained. "They were brighter and lasted a long time on four AA batteries, but the on-off switch was flaky. I had to give my bow light a dope slap every so often just to get it to turn on. The box back here looks like a completely new design."

"You'll like them," I predicted. "Much brighter LEDs. Finally there's a portable nav light that meets the two-mile visibility requirement. No problem with the switch so far, and battery life is pretty good, even though they're only powered by three AAA cells. I have two of them on my boat as a backup, and that one's a gift for one of my crew. He sails a small boat with no electrical system, and keeps getting thrown out of beer can races for finishing after sunset with no lights."

"That's generous of you," remarked the passenger. "My wife and I usually exchange something major for the boat. Sometimes even a new racing sail or a haulout and bottom job. But this year it seems the boat has everything, so I'm at a loss..."

"You know, I've had gyro-stabilized binoculars on my Amazon wish list for years," I said wistfully, "but they never seem to show up under the tree."

"That's a great idea," said my passenger. "I'd love to have a pair of those on the boat. They're expensive, but they would work as the main holiday boat gift."

"But, like, it's a fire truck," said a young woman's voice from the other side of the back seat. The voice was much too familiar.

"Lee? Is that you?"

With her identity hidden by the umbrella and the raincoat, I hadn't noticed that it was Lee Helm, naval architecture grad student and occasional race crew who had been the third person to climb into my car, now seated in right rear.

"Aloha, Max!" she answered cheerfully. "And *mahalo* for the lift."

"But why are you going across the bridge on such a nasty day? Don't you have a thesis to finish?"

"I'm working in a design office in the city during the academic break," she explained. "The work is interesting, but commuting



Stabilized binoculars: Thanks to spinoff technology from digital cameras, stabilized binoculars are down to \$360. This is for the low-end Canon 8x25 model. But, for the full benefits of stabilization and high-quality optics, you'll still need to spend a boat buck (\$1,000) or more.

sucks. Convinces me that I'm, like, in no rush to finish my degree. Commuting just sucks."

"Especially today," I agreed. "Rain plus holiday traffic. But what do fire trucks have to do with stabilized binoculars?"

It's, like, the first rule of gift-giving," Lee explained. "No fire trucks."

"I don't think anyone in my family would like a fire truck," I said.

"No, Max. 'Fire truck' is code for a present that you buy for someone else, but you really want it for yourself. As in, 'let's buy Mom a fire truck' as typically expressed by a kid to his dad while shopping for a gift for Mom."

"I see."

"She's right," said the older woman in the front seat on my right.

I vaguely recalled that it was a term of art popularized by *Car Talk's* Click and Clack.

"If the stabilized binoculars are what you really want," she continued, "then proper gift etiquette dictates that you are not allowed to buy them for someone else. Even if you think she might like them, too. If you want them more than she does, that disqualifies the item as a



Knipex pliers: The best pliers ever made. Replaces conventional pliers, channellocks, small wrenches and even some sockets, so they are perfect for a small-boat toolbox. The cam-action design multiplies gripping force and keeps the gripping surfaces parallel, and they won't slip out of position like conventional channellocks. About \$50 for the 7-inch size.



Ronstan scissors: \$55 for a pair of scissors? Yes. These are the ones sold by Ronstan for cutting Dyneema, Kevlar, fiberglass or carbon cloth and other high-modulus fibers. I much prefer a good pair of scissors to a knife: faster, safer, one-hand deployment, and the better tool for cutting sail repair tape. You can find them online without the Ronstan branding for \$40, or a smaller model with the same blade technology, better for personal carry, that costs around \$28.

thoughtful gift."

"You're making this hard," said the passenger behind me.

The driving was also getting difficult, with the rain coming down so hard that I could have used a radar overlay on the GPS screen. Even the carpool lane was slowing down to a fast crawl.

"I have a more serious problem," complained the right-front passenger. "My husband isn't a sailor, but he has a workshop, and he loves tools. The problem is that he already owns every tool imaginable."

"Is my tool bag within reach?" I called back to the rider right behind me. "Pass up that pair of pliers, the ones with the red and blue handle, if you can find it.

The passenger passed the tool over my



Spotlight: Every boat that sails at night needs a very bright flashlight. The one made by Rayovac uses six AA batteries and puts out 670 lumens, is waterproof to the IPX7 standard, and the switch keeps working even after five seasons in a damp locker. \$36.

right shoulder, and I gestured for him to give it to the woman on my right.

"These are the best pliers ever built," I said. "Expensive, but they replace channellocks, pliers and most of the small wrenches and sockets."

Lee was more interested than the woman in the front seat, and she asked to take a closer look at the tool.

"Cool!" she exclaimed. "That cam action gives it a gripping force magnifier of at least ten to one — normal pliers are more like three to one. But how do you adjust the . . . Oh, I see: Push the button, and it locks in place. No slipping, like with regular channellocks. And the jaws stay parallel, so no damage to the corners of nuts or bolt heads. Max, where can I buy one of these? It's perfect for a small race boat, where you have to keep the weight of the onboard toolbox to a minimum."

"They cost about \$50," I informed her.

"Too much for a starving student," she said. "I'll write to Santa."

She passed the tool back up to the frontseat passenger, who wrote down the name of the product.

"Damn holiday traffic," I muttered as my car came to a stop, dead in the water. Even the carpool lane could not help us now. "Don't all these people know enough to do their shopping online?"

"I know what I really want for Christmas," said the man behind me. "A small, fast powerboat, so I don't have to schlep across this bridge twice a day."

"It will be a bouncy ride in weather like this," I added. "Better build it with fully submerged hydrofoils to smooth out the waves."

"It would need to have a fully enclosed cabin for rainy days," suggested the woman on my right.

"Start with two foiling Moth-class boats," Lee proposed. "Make them into a catamaran, with an inflatable bubble cabin in the middle."

"And a 75-horsepower outboard on the back," I proposed.

"Don't need anything that big," Lee calculated. "With the right propeller it will go 30 knots with only 15 horsepower." It was a very slow trip to work, but by the time I let my passengers off downtown we had all the details of our one-person 30-knot power foiler worked out, at least in theory. Lee was even trying to figure out how to make it amphibious and road-legal.

Only a few more days of holiday traffic to endure.



Robline 2 mm spool: Every boat needs another 50-ft spool of two-millimeter lashing line. \$16.

Bah humbug.

max ebb

Holiday Book Ideas:

How to Read Water: Clues and Patterns from Puddles to the Sea (Tristan Gooley \$11) — Full of insights about water and waves, and the non-geek will find it refreshingly intuitive and non-technical. We can forgive Tristan for a small error in his depiction of the Kelvin wave train, and his omission of some favorite duck pond and bathtub experiments in wave propagation and standing waves. It's a must-read for all sailors.

Emergency Navigation: Improved and No-Instrument Methods for the Prudent Mariner (David Burch \$20) — This is the best book ever on the subject of traditional Polynesian navigation, although the Polynesians are hardly



Keychain light: Perfect for the sea bag zipper pull, so you don't wake up the off-watch while you search for your watch cap. You can find them online by the dozen for not much more than a dollar each, but this \$5 model seems to be particularly bright and long-lived, with a replaceable battery.

MAX EBB



Glowfast tether: This harness tether has a high-load-release soft shackle. Other tethers have quick-release metal shackles at the harness end that can be hard to release under high load. The Glowfast is also a little lighter and thinner, but still meets US Sailing equipment requirements. Glows in the dark, too! \$95.

mentioned. No cultural baggage here, just the technical explanations of how it's done. In some ways, ancient celestial navigation is a lot easier than it's often made out to be. The book is a good text on non-electronic coastal piloting skills, too.

How to Use Plastic Sextants: With Applications to Metal Sextants and a Review of Sextant Piloting (David Burch and Tobias Burch \$20) — The

authors actually like plastic sextants, and their enthusiasm comes through. You are not getting the most out of your Davis MK15 or MK25 (or your metal sextant) without this book.

Psychology of Sailing: The Sea's Effects on Mind and Body (Michael Stadler \$12) — Stadler, a sailing psychology professor in Germany, has produced a comprehensive treatment of common navigation and piloting errors, perception errors, crew management dynamics, motion sickness and other human factors relating to sailing. The translation from the German is a little clunky in spots, but the diagrams are good. Perfect for watch captains, navigators and sailing geeks of all stripes.

Unfamiliar Fishes (Sarah Vowell \$11) — The history of Hawaii, from the arrival of the first Yankee missionaries in 1820 to the annexation by the US in 1898. Vowell writes in an informal and very readable pop-cult style. A perfect book to bring on a race to the islands, especially useful if your boat is deep in the bottom half of the fleet and the crew goes into cruise mode.

Even better, put it on your crew's



Fishing scissors: Preschool scissors are the traditional solution for a TSA-legal cutting implement that you can keep in your carry-on. Small fishing scissors are better. The blade is only 2" long with a rounded tip, but the blades stay sharp. \$5.

reading list before the race. It's a much quicker read than Michener, and unlike Michener, it's all true.

Happy Hooking — The Art of Anchoring (Alex and Daria Blackwell) — The definitive guide and tutorial for all kinds of yacht anchoring, going several steps beyond Dutton's or Chapman. It includes a nice section on anchoring etiquette. Light on theory but full of sound, practical advice. \$30.

Fire Truck (\$28) — Tonka still makes a good one.



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THE RACING

We start out in San Diego, with visits to two fall classics, the *International Masters Regatta* and the *Lipton Cup*, then return to San Francisco Bay for RYC's *Great Pumpkin Regatta*, the *SSS Vallejo 1-2*, TYC's *Joan Storer Regatta*, RYC's *Amazing Grace Cheney Cup*, and IYC's *Jill & Jack + 1*. **Box Scores is a mere shadow of its early fall self, and we end with **Race Notes**.**

International Masters Regatta

Twelve skippers were invited to compete in the International Masters Regatta on October 20-22. The regatta was established in 1975 in San Francisco, and was sailed there until 2012 when San Diego Yacht Club began hosting the event. The skippers must be over the age of 60 and crewmembers must be over 45.

To keep racing fair among the teams, the provided J/105 boats are rigged to a one-design standard. Races are sailed on windward-leeward courses set on South San Diego Bay.

Friday's racing was delayed due to a race-boat breakdown on the way out to the course. Luckily, a replacement boat came quickly and the race committee was able to start at 12:30. The day featured mostly 10 knots of wind, flat water and some rain. "At one point we saw 18 knots of breeze," reports PRO Susi Graff. Dr. Laura Schlessinger of Santa Barbara YC, the only female skipper this year, said she experienced a bit of a learning curve on the first day of racing. "These guys are formidable, and I better have a bigger breakfast tomorrow. I'm not used to the J/105s; they are a completely different animal to me, but I sure liked it when the wind came up. When I heel, I'm happy!"

Bill Campbell of SDYC was the star of the day, winning three out of four races.

Racing began on time on Saturday, with the wind at a light 5 knots and building. "The second day was 16 knots — a lot for San Diego," commented Marinite Steve Marsh, who

crewed for Jon Andron of St. Francis YC. Saturday was full of surprises, mainly during Race 6, which featured a start that landed the SDYC commodore in the water. John Reiter, crewing for Dave Perry (Pequot YC), and the boat rep on

board both visited the Masters 'dunk tank'.

Sunday was light, shifty and warm. The RC postponed for an hour until the breeze came up to 5 knots. There was a huge wind shift to the right at the end of the first race, so the RC re-set everything for the second and third races. Due to timing, they only ran 11 races total, and sent competitors on a long course for the last one.

Going into that final race, Bill Campbell and Jon Andron were pretty much locked in for first and second places. However, it was incredibly tight between third through fifth places. Tad Lacey (SFYC) placed fourth in Race 11, solidifying his third-place podium finish, just one point over defending champion Bill Menninger of Newport Harbor YC.

This was Lacey's first time racing the Masters as a skipper, though he has crewed it several times before. "We had great races today," he said on Sunday. "We went from seventh place last night to third place overall by the end of today,

StFYC (the dark blue boat) leads a pack of J/105s at a mark rounding on Day 3 of the Masters Regatta in San Diego.



BOTH PHOTOS CYNTHIA SINCLAIR

was the winner of Race 10. "We had a fun weekend, but we were all racing for second place. Bill Campbell is a well-deserved champion, and he sailed beautifully. My favorite race was the race we won. It was puffy and streaky, and

we were able to be in the right place at the right time."

Campbell has been sailing J/105s for a while now, though this was his first Masters as skipper. "We were fortunate to have a couple of great starts and races. We were able not to lose boats but to always gain boats if we had to." Campbell is a three-time America's Cup sailor, in 1983, 1992 and 1995. Jon Andron sailed on *Intrepid* in the 1970 America's Cup.

"San Diego showed everybody how to do it. They literally crushed," said Marsh.

"We changed boats each race," he explained, transferring off a floating dock with the help of 'Dockettes' in pink shirts. For Masters we sailed with a boat



The commodore and a boat rep went for an impromptu swim on Day 2 of the Masters.

and I owe it all to my crew. They did a fabulous job on the course, calling the wind, trim, tactics, everything."

Andron placed second overall and



rep onboard. In Lipton we won't have a boat rep." In the Lipton Cup the following week, Marsh sailed with Chris, Phil and Jon Perkins and Tom Purdy of SFYC.

— latitude/chris

MASTERS REGATTA, SDYC, 10/20-22 (11r, 0t)

J/105 — 1) Bill Campbell, SDYC, 24; 2) Jon Andron, StFYC, 47; 3) Tad Lacey, SFYC, 56. (12 boats)

Full results at www.sdydc.org

103rd Challenge for the Lipton Cup

Named after tea baron and perennial America's Cup bridesmaid Sir Thomas Lipton, the Lipton Cup is SDYC's signature fall regatta. This year, 12 teams competed on October 27-29 on San Diego Bay, where friends and family could watch from the downtown waterfront. Like the Masters, to ensure fairness, the regatta uses equalized J/105s provided by SoCal owners.

NHYC's Jon Pinckney won the 2016 Lipton Cup. Chicago, Larchmont and New York YCs came west for this regatta for the first time. SFYC's last win was back in 1916.

On Friday the breeze hovered around 5 knots all day. Because of the light air, the race committee shortened course during Races 1, 2 and 3. There were four different race winners at the end of the day, and only four points separated first through third place.

On Saturday, the marine layer burned

off by 10 a.m., and wind at 3-5 knots greeted the racers heading out to the course. The RC worked hard managing a very busy San Diego Bay and was able to get five races off. Balboa YC, eager to improve their streak of ninths, had an aggressive start and was OCS for Race 7, but was able to finish that race third. StFYC also improved their score for the third race of the day. During a flurry of protests at the second windward mark rounding, the StFYC crew stayed focused, executing clean maneuvers and rounding the mark in second before setting off for their final run to the finish. They crossed the line in second to secure their best race of the regatta so far.

In Race 8 the sailors had some challenges with shipping traffic; thankfully all boats were able to maintain their course.

Race 9 got off to a rocky start with a postponement followed by a general recall. Hosting club SDYC had a tough first day of the regatta but improved throughout, to begin — and end — Sunday in first place overall.

After the victory, SDYC skipper Tyler Sinks said, "It feels like redemption. Having won and lost once before — it's definitely more fun to win than to lose."

"The future of the sport is in provided boats," commented SDYC Commodore John Reiter. "We had visionaries back in 2010 who helped to make this event one of the best of the best."

— latitude/chris

LIPTON CUP, SDYC, 10/27-29 (12r, 0t)

J/105 — 1) Tyler Sinks, SDYC, 54; 2) John Pinkney, NHYC, 58; 3) Chris Perkins, SFYC, 59. (12 boats)

Full results at www.sdydc.org

RYC Great Pumpkin Regatta

Richmond YC's Great Pumpkin Regatta on October 28-29 followed its tried-and-true formula of three drop-mark races on three different courses Saturday, a Halloween party on Saturday night, and a pursuit race on Sunday.

On Saturday, the Deep Water Course, over by the Berkeley Pier, had the most wind, even for the first race of the day, and observers reported lumpy seas the whole day. Mostly due to the wind ramping up, there was some attrition on all courses, but none of the entries suffered worse than the Sydney 36 CR *Encore*. At the start of the second race they were in a collision that punched a hole in their hull near the nav station. The boat went straight to KKMI. One of their crew suffered bruised ribs in the accident.

Some of the crews on the so-called 'Olympic Circle Course' suffered confusion when they were unable to find their starting area anywhere near the Olympic Circle, aka Berkeley Circle. The race committee hailed on the designated VHF frequency that the course was "east of Brooks Island" (actually it was to the south of that island that borders the Richmond Harbor.) Some boats were lost looking for it on the Circle and missed the start of Race 1. "We definitely had trouble finding the start. Other than that it was a fun day," said David Crone of *Double Down*, a Schumacher 30 that raced in the SF Bay 30 division.

That racing area had moderate breeze for Race 1, then windy and bumpy conditions for the other two. One of the Express 27s lost a crew overboard in a windy jibe, but they were able to retrieve him. The beautiful wooden 1946 Island Clipper 44 *Bolero* bravely served as the

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THE RACING



ALL PHOTOS THIS SPREAD LATITUDE / CHRIS EXCEPT AS NOTED

Saturday at the Great Pumpkin, clockwise from top left: The Olympic Circle course, which was actually at Brooks Island; it's not really 1967 — note the flatscreen color TV; "Free Angela Davis"; Sonny and Cher won the couples' costume contest; she's just a singer in a rock 'n' roll band.

finish line boat, as the finishes were all at the top end of the course.

In addition to dinner, dancing and a costume contest, Saturday night's entertainment included discussing Sunday's pursuit race. The boats must round Alcatraz and Angel Island, but it's up to each skipper to choose the direction. This year counterclockwise was favored.

"When you can reach to Point Bluff it's pretty obviously south enough," reasoned race winner Richard vonEhrenkrook of the Cal 20 *Can O'Whoopass*. "There wasn't a big hole in the east, which made getting into the Strait mo' easiah. All the Cal 20s went that way." Peter Allen on the Cal 20 *Star Baby* was ahead going into the Strait "but went too close to Elephant Rock."

Most of the multihulls went clockwise, but the winner, Peter Stoneberg's ProSail 40 *Shadow*, went counterclockwise. "We finished ahead of them," said Richard. "The clockwise boats bled out coming across the North Bay from the Strait. It was really soft. We had air until halfway between Point Blunt and the finish. We had to sit there DDW and pray. Thank goodness I had Chris Cassell to work

every puff."

While racing on Sunday, crews hunt for pumpkins and solve a trivia quiz to win extra prizes. Numerous sailors, including many kids, scooped up pumpkins. John Kernot's Moore 24 *Banditos* won the trivia contest, while also finishing fifth in the pursuit race — after having won every race on Saturday.

— latitude/chris

RYC GREAT PUMPKIN REGATTA, 10/28 (3r, 0t)

PHRF A — 1) **Twisted**, Farr 40, Michael Pohl, 5 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 8; 3) **Bodacious+**, 1D48, John Clauser, 9. (6 boats)

PHRF B — 1) **Six Brothers**, Columbia C32, Chris Kramer, 3 points; 2) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 7; 3) **Gentoo**, Soto 30, Paul Dorsey, 8. (8 boats)

PHRF C — 1) **Stewball**, Express 37, Bob Harford, 8 points; 2) **Vera Cruz**, Beneteau First 40, Michael Johnson, 11; 3) **Snowy Owl**, Express 37, Jens Jensen, 11. (11 boats)

PHRF E — 1) **PK**, J/80, Tim Stapleton, 5 points; 2) **Frisky**, Open 5.70, Dale Scoggin, 6; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 13. (3 boats)

PHRF F — 1) **Uno**, Wyliecat 30, Steve Won-

ner, 10 points; 2) **Another Girl**, Alerion 38, Cinde Delmas, 11; 3) **Sea Star**, Cal 39, Bob Walden, 12. (10 boats)

PHRF G — 1) **El Gavilan**, Hawkfarm, Chris Nash, 3 points; 2) **Nicole**, Orion 35, Mel Morrison, 6; 3) **Strange Magic**, Islander Bahama 30, Mark Werder, 10. (4 boats)

SF30 — 1) **Heart of Gold**, Olson 911S, Joan Byrne, 4 points; 2) **Tartanic**, Tartan Ten, Robert Lanzafame, 8; 3) **Wind Speed**, J/30, Tony Cas-truccio, 12. (6 boats)

J/105 — 1) **Maverick**, Ian Charles, 4 points; 2) **Russian Roulette**, Sergey Lubarsky, 8; 3) **Energy**, Jamie Isbester, 8. (4 boats)

J/24 — 1) **Shut Up and Drive**, Val Lulevich, 5 points; 2) **Downtown Uproar**, Darren Cumming, 8; 3) **Evil Octopus**, Jasper Van Vliet, 8. (4 boats)

J/70 — 1) **Bottle Rocket**, David Schumann, 3 points; 2) **Rampage**, Tom Thayer, 6; 3) **Prime Number**, Mark Thomas, 9. (6 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin, 6 points; 2) **Wile E. Coyote**, Dan Pruzan, 6; 3) **Di- anne**, Steve Katzman, 10. (10 boats)

MELGES 24 — 1) **Posse**, Sallie Lang, 4 points; 2) **Blue Dream**, Ryan Conner, 5; 3) **Inso-lent Minx**, Zhenya Kirueshkin-Stepanoff, 11. (4 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 3 points; 2) **Wet Spot**, Mike O'Callaghan, 7; 3) **Moore Wave*Ohs**, Zurt Lahr, 9. (9 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell, 6 points; 2) **Mr. McGregor**, Kim Desenberg, 6; 3)



The Bar-Ba-Loot, Sarah Deeds, 10. (6 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygjer, 6 points; 2) **Albacore**, Michael Quinn, 7; 3) **Alegre**, Chris Klein, 7. (4 boats)

ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 3 points; 2) **Uagain**, David Woodside, 8; 3) **Uhoo!**, Mike Josselyn, 9. (4 boats)

CAL 20 — 1) **Raccoon**, Jim Snow, 5 points; 2) **Green Dragon**, Marcus Choy, 6; 3) **Recluse**, Vince McPeck, 9. (5 boats)

RYC GREAT PUMPKIN PURSUIT RACE, 10/29

MONOHULL — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Star Baby**, Cal 20, Peter Allen; 3) **Old School**, Yankee Dolphin, Dick Loomis; 4) **Green Dragon**; 5) **Banditos**; 6) **Kwazy**; 7) **Immoral**, Moore 24, Matthew Van Rensselaer; 8) **El Gavilan**; 9) **Arcadia**, Mod. Santana 27, Gordie Nash; 10) **Moore Wave*Ohs**; 121) **Selene**, Cheoy Lee Offshore 40, Stan Starkey; 122) **Great Expectations**, Catalina 320, Brian Forster. (125 boats)

MULTIHULL — 1) **Shadow**, Prosail 40 cat, Peter Stoneberg; 2) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 3) **Ma's Rover**, F-31R, Mark Eastham; 4) **Wingit**, F-27, Amy Wells. (16 boats)

Full results at www.richmondyc.org

SSS Vallejo 1-2

The change of seasons could be felt in this year's Vallejo 1-2, run by the Singlehanded Sailing Society on October

Great Pumpkin Sunday: The pursuit converges on 'Pelican' at the finish; Richard vonEhrenkrook and Chris Cassell vanquished more than 100 boats with a humble Cal 20; pumpkin hunting while racing (the crew of 'Marrakesh' successfully nabbed this one); room for more on 'Zamazaan'?

21-22. Summer was gone along with her winds, and warm sunlight with a light breeze indicated that the autumn we love in the Bay Area was here.

The Vallejo 1-2 is the last event of the SSS series and is two races in one regatta: Saturday is sailed singlehanded and Sunday doublehanded, with a pleasant overnight in between at the Vallejo YC. The winds are often mellow and the waves slight, making for a great introduction to racing your boat by yourself for the first time.

Saturday's start was near the location of the old Olympic Circle G buoy near Southampton Shoal. While the boats milled about waiting to start, a flood current built and a shifty northerly breeze hinted at just enough pressure to get everyone across the line. But the wind shut down completely just before the third start, forcing the race committee to postpone. "We decided the boatyards would be the only ones to benefit," commented race chair Rick Elkins.

With the postponement a lot of boats got caught on the wrong side of the line and couldn't make it across against the flood. Richard vonEhrenkrook on the

Cal 20 *Can O'Whoopass* saw it coming. "I anchored just above the line knowing that the northerly wasn't going to stick," he said. "Once out of postponement and with the flood and the westerly filling in, I was able to start." A bit farther up the course, he reported: "Looks like the Zamboni left glass at the Richmond Bridge."

The number of boats not starting was staggering, as the rule that a boat can't start later than 30 minutes after their appointed time was applied. Out of the 52 on the line only 28 officially started.

The sailors who made the start enjoyed a fun yet tricky drag race to Vallejo. Sailing in the multihull division were Truls Myklebust on his F-27 *Raven* and Mark Eastham on his F-31 *Ma's Rover*. They battled within shouting distance all the way to Point Pinole until *Raven* had a spinnaker problem and *Ma's Rover* sped away. But just before the turning mark into the Napa River Truls noticed *Ma's Rover* coming back upwind from the Carquinez Strait. "I thought, 'Did he get lost?'" said Truls. But the reality was worse than that.

"I fell overboard while trying to clear a sheet," explained Mark. "I was on the

THE RACING

LATITUDE / CHRIS



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Vallejo 1-2. Left: Joe Balderrama on the Express 27 'Archimedes' was the only racer to carry his spinnaker all the way up the Mare Island Strait. He said he was being lazy: "I didn't want to deal with the #1." And, he was trying to "stay ahead of those pesky Wyliecats." Above right: Sunday's startline. Right: Mark Eastham didn't find his inflatable PFD to be helpful when he fell overboard.

port ama when I fell in and was just able to hold on to the boat."

Meanwhile *Ma's Rover* was on autopilot and heading straight for the ship *Golden Bear*, docked at Cal Maritime Academy. "I was able to work my way down to the stern where I found the spinnaker sheet dragging in the water. Using that and with one big last-ditch effort I was able to haul myself aboard."

He got control of *Ma's Rover* in the nick of time before the trimaran could plow into *Golden Bear*. All the boats that started finished by the 7 p.m. deadline, and the sailors were eager to race on Sunday.

When the next déjà vu day dawned it was to a very light, shifty northerly and building flood. The first two divisions started down the Mare Island Strait before the SSS race committee, perched on the VYC deck, postponed. Out of 31 boats on the line only 0 finished.

Two boats stuck it out until the cut-off time: Truls on *Raven* making it as far as the Brothers before the deadline hit, and Phil Krasner on his Express 27 *Wetsu* hoping for a miracle. The rest anchored once (or maybe two or three times) before finally pulling the cord or pushing the button to head home.

— ncs

SSS VALLEJO 1-2, 10/21-22 (2r, 0t)

PHRF 109< — 1) **RedSky**, Olson 34, Brian Boschma. (5 boats)

PHRF 111-150 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Bandicoot**, Wyliecat 30, Al Germain. (13 boats)

PHRF >152 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook. (11 boats)

SPORTBOAT — 1) **Archaeopteryx**, Hotfoot

20, Ryan Georgianna; 2) **Max**, Ultimate 24, Bryan Wade; 3) **Kwazy**, Wylie Wabbit, Colin Moore. (10 boats)

EXPRESS 27 — 1) **Archimedes**, Joe Balderrama; 2) **Verve**, Ron Snetsinger. (5 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Redhawk**, Hawkfarm, Jerry McNulty; 3) **Bullet**, Express 37, Laurence Baskin. (8 boats)

MONOHULL OVERALL — 1) **Archaeopteryx**; 2) **Max**; 3) **Summertime Dream**; 4) **Basic Instinct**; 5) **Can O'Whoopass**; 6) **Kwazy**; 7) **Arcadia**; 8) **Six Brothers**, Columbia C32, Chris Kramer; 9) **Archimedes**; 10) **Sleeper**, Olson 30, Adam Correa. (51 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **Ma's Rover**, F-31R, Mark Eastham. (2 boats)

Full results at www.jibeset.net

A Trio of Women's Races

Due to the smoke and uncertainty filtering down to San Francisco Bay from the Wine Country wildfires, Tiburon YC postponed their Joan Storer Regatta from its original scheduled date of October 14. Thus it came to be that three female-centric races were packed into the first two weekend days of November.

The Joan Storer is a memorial to a TYC member who crossed the bar in 1989. She was described as a "social racer and party pal."

In the old days of the race, only one man could be aboard, and he was not allowed to touch the helm. These days, to encourage participation, that requirement has been relaxed, and the dudes are welcome as long as at least half the crew are women.

Nine out of the 12 entries were able to make it to the rescheduled race. "It was fast," reports TYC race chair Cam Tuttle. Seeing a 5- to 8-knot northerly and building ebb at the start, he chose



KRISTEN SOETEBIER

4.2-mile and 3.9-mile courses. "Flags on shore were drooping."

The wind filled in, though it stayed northerly for the entire race. Mariellen Stern on her lovely wooden 26-ft Leif Beiley design, *Cinnamon Girl*, had the strongest start, followed by a one-tack beat on port. She rounded the windward mark first. Ian Matthew's C&C 29-1 *Siento el Viento* was the only boat that flew a spinnaker. Shirley Vaughan's Hawkfarm *Redhawk* had a strong run with a big overlapping jib, catching everyone and finishing first.

The J/105s had some confusion over which course to sail and followed the shorter course by mistake. Shannon and Rolf Kaiser sailed their J/105 *Donkey Jack* with one-year-old Luke; Isla, almost 3; Will, 5; Odette, 4; Odette's mom Theresa Brandner; and Betsy Weiler — for a ratio of one adult per small child.

All the entry fees and bar tips were donated to the Hirshberg Foundation for Pancreatic Cancer Research in Joan Storer's name.

Due to the date change, the Joan



LATITUDE / CHRIS

SHEET

Storer conflicted with Richmond YC's Amazing Grace Cheney Cup on November 4. In its second year, the Grace Cheney honors an RYC member who passed away suddenly last year. Nine boats made it to the line for the all-female race.

Racers report a "perfect course" — start outside the Richmond breakwater and round Red Rock to port. It was an upwind beat into the northerly to Red Rock. After boats rounded the 'mark' and crews set a spinnaker or whisker pole, the wind clocked around 180° for an upwind finish back at the race committee boat.

That Sunday, Island YC hosted the Jill & Jack + 1 on the Oakland-Alameda Estuary. This triplehanded coed race requires 'Jill' to drive (this year the race was renamed from the original 'Jack & Jill + 1'). The race committee ambitiously gave the fast boats the longest course: two laps up to Jack London Square and back (8 miles), and the slower boats a slightly shorter two laps. But the course

Joan Storer winners at TYC. Left to right: David Eichhorn, race chair Cam Tuttle, Vee Hoff and Ian Matthew of 'Siento el Viento'; David West, Shirley Vaughan and Patrick Fryer of 'Redhawk' (missing: Eleanor Bonifacio). The Hawkfarm also placed first in TYC's Red Rock Regatta on October 28.

is cleverly designed to be shortened after one lap. Get a gun or a horn the first time you sail through the finish line and you're done. Don't hear anything and you go around again. Attempting to read the minds of the RC volunteers is one of the amusements of the first lap.

On November 5, winds were fluky on the Estuary with light spots, some nice puffs, wind shears and big shifts — even more than usual. The twice-around course was therefore shortened to one lap. All 11 boats flew spinnakers. Pails, filled with goodies for each member of the crew, were the prizes.

— latitude/chris

TYC JOAN STORER REGATTA, 11/4

SPINNAKER — 1) **Siento el Viento**, C&C 29-1, Ian Matthew. (3 boats)

NON-SPINNAKER — 1) **Redhawk**, Hawkfarm, Shirley Vaughan; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern; 3) **Galante**, Folkboat, Anna

Schreier. (5 boats)

Full results at www.jibeset.net

RYC AMAZING GRACE CHENEY CUP, 11/4

SPINNAKER — 1) **Moxy**, Moore 24, Ann Lewis; 2) **Evil Octopussy**, J/24, Robin Van Vliet; 3) **Lilith**, Wyliecat 39, Karin Knowles. (6 boats)

NON-SPINNAKER — 1) **Zingaro**, Santana 22, Jennifer McKenna; 2) **Jewel**, Alerion Express 28, Linda Corrado; 3) **Friday's Eagle**, Catalina 30, Maude David. (3 boats)

Full results at www.richmondyc.org

TYC JILL & JACK + 1, 11/5

SPINNAKER <167 — 1) **Wile E. Coyote**, Express 27, Allison Tinney; 2) **Jombo**, Wylie Wabbit, Collette Meyers; 3) **Bombora**, Express 27, Rebecca Hinden. (5 boats)

SPINNAKER >168 — 1) **Obsession**, Harbor 20, Aimee Daniel; 2) **Faster Faster!**, Merit 25, Junette Kushner; 3) **Lelo Too**, Tartan 30, Emily Zugnoni. (6 boats)

Full results at www.jibeset.net

SYFC LEUKEMIA CUP PERKINS CORPORATE CHALLENGE, 10/21 (5r, 0t)

J/22 — 1) **Kilroy Realty**, Liam Kilory, 5 points; 2) **Ronning Family**, John Kostecki, 18; 3) **Sartle**, Bart Hackworth, 20. (7 boats)

LEUKEMIA CUP, SFYC, 10/22

CLASSIC — 1) **Royono**, 71-ft Herreshoff yawl, Jim Rumer; 2) **Water Witch**, 50-ft Stone P-Class cutter, John & Gena Egelston. (2 boats)

SPINNAKER <73 — 1) **Peregrine**, J/120, David Halliwill; 2) **Kuai**, Melges 32, Daniel Thielman; 3) **Bright Hour**, Farr 40, James Bradford. (12 boats)

SPINNAKER 75-108 — 1) **Looper**, Melges 24, Duane Yoslov; 2) **Serenade**, Sabre Spirit 36, Hank Easom; 3) **Insolent Minx**, Melges 24, Zhenya Kiruashkin-Stepanoff. (9 boats)

SPINNAKER 111-114 — 1) **Bottle Rocket**, J/70, David Schumann; 2) **Jennifer**, J/70, Chris Kostanecki; 3) **Boomer**, Melges 20, Marcus Canestra. (5 boats)

SPINNAKER >117 — 1) **I Love My Wife**, Etch-

THE BOX SCORES

ells, Pam Healy; 2) **Leda**, L-36, David James; 3) **Abba-Zaba**, Tartan Ten, Greg Arkus. (10 boats)

NON-SPINNAKER <124 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Freedom**, Worth 40, Jib Martens; 3) **Mamaluc**, J/105, Scott Lamson. (12 boats)

NON-SPINNAKER 126-156 — 1) **Bolero**, IOD, Richard & Mark Pearce; 2) **Allegro**, Alerion Express 28, James Titus; 3) **Bosporus II**, Columbia 36, Rick Wallace. (12 boats)

NON-SPINNAKER >158 — 1) **Just Em**, Cal 20, Sally Clapper Lauman; 2) **Raccoon**, Cal 20, Jim Snow; 3) **Baby Blue**, Cal 20, Craig McDow. (8 boats)

J/105 — 1) **Lulu**, Don Wieneke; 2) **Blue Ribbon**, PJ Campfield; 3) **Javelin**, Charlie Abraham. (12 boats)

KNARR — 1) **#125**, Jon Perkins; 2) **Kulani**,

Tim Dowling; 3) **Niuh**, George Hecht. (13 boats)

Full results at www.sfyfc.org

TYC RED ROCK REGATTA, 10/28

SPINNAKER — 1) **Siento el Viento**, C&C 29-1, Ian Matthew; 2) **Don Wan**, Santana 28, Don Kunstler; 3) **Nymph**, S&S 30, Jeb Pickett. (4 boats)

NON-SPINNAKER — 1) **Redhawk**, Hawkfarm, Shirley Vaughan; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz; 3) **Hurricane Gulch**, C&C 33, Richard Selmeier. (6 boats)

Full results at www.jibeset.net

RYC SHORT COURSE, 11/5 (5r, 1t)

LASER — 1) Hendrik Reidel, 4 points; 2) Emilio Castelli, 7; 3) Tracy Usher, 12. (14 boats)

RADIAL — 1) Laird Henkel, 5 points; 2) Toshi Takayanagi, 6; 3) Laurie Davis, 13. (8 boats)

BYTE — 1) Michele Logan, 4 points; 2) Caryl Woulfe, 8. (2 boats)

Full results at www.richmondyc.org

THE RACING SHEET

ORNAITH KEANE / RYC



Deirdre Collins (left), skipper Ann Lewis and crew sailed the Moore 24 'Moxy' to a win in the Spinnaker Division of the Grace Cheney Cup.

Race Notes

The Transpacific YC has announced they have loosened the restrictive criteria defining monohulls eligible to receive the First to Finish 'Barn Door' trophy in the 50th **Transpac** race from Los Angeles to Honolulu in July 2019. Movable ballast and non-manual power will be allowed. Contenders may not be more than 100 feet overall.

Stan Honey of Palo Alto received the President's Trophy at the inaugural World Sailing Awards in Puerto Vallarta. The award recognizes an individual for work in developing sailing. The Emmy Award winner's technological innovations have enhanced understanding and enjoyment of such diverse televised sports as sailing and football. As a navigator, he won the Volvo Ocean Race, set numerous world records, and currently races on the 100-ft monohull *Comanche*. First Federal Bank is seeking to spon-



LATITUDE / CHRIS

Dan Pruzan, Allison Tinney and Larry Ho won their division in the Jill & Jack + 1 on Dan's Express 27 'Wile E. Coyote'.

sor a team in the 2018 **Race to Alaska**. A video contest will aid them in selecting an entry to 'bankroll'. "Any team that has applied and been accepted is eligible to enter the contest," says Race Boss Daniel Evans. "All they have to do is create a video and send it in to enter." See www.r2ak.com/first-federal-video-contest. The deadline to enter the contest is March 1.
— latitude/chris

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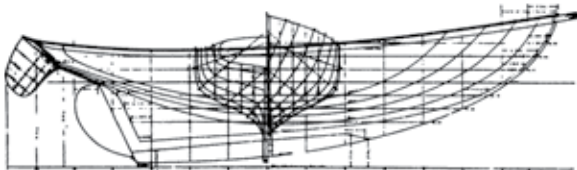
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*This month we offer our **Best Advice for Planning a Successful Bareboat Cruise and Recruiting Ideal Crew**, plus our thoughts on **Why Every Charter Skipper Needs a Ditty Bag**.*

A New Year Brings New Options for Chartering Getaways

What? Last page of the calendar already? How the heck did it get to be December?

Ah, well, that could be a good thing, as the promise of a new year often brings new opportunities — and perhaps even some exhilarating adventures on the water.

With that in mind, let us point out that holiday gatherings with friends and family are ideal settings for you to introduce the idea of organizing a crewed or bareboat charter during the new year. Why? Because, despite the hustle and bustle of holiday chores and activities, most folks tend to be in an upbeat mood and open to new ideas and topics of conversation during holiday gatherings.

As we often remind you, because fleets are relatively small at many popular charter destinations, it's wise, if not essential, to reserve your ride at least six months in advance in order to secure a boat in the size range, and with the interior configuration, that will work best for your group. So December is the perfect time to lock in a booking for the summer months — regardless if you intend to sail in the Caribbean, the Med or the Pacific.

We know from experience, though, that it's not always easy to get a firm commitment from potential crew, even if they are your BFFs or family members. But we understand why, given the mind-numbing time and money pressures of

Chartering can be fun for all ages, but before you recruit either family or friends, be sure their personalities will blend with other shipmates.

our workaday world. So let us propose a strategy that might help you seal the deal on an epic sailing vacation.

First, of course, you'll need to decide on where you want to sail and who will join you as crew. Needless to say, the better you know your shipmates, the less likely you'll have to face uncomfortable crew dynamics. To our way of thinking an ideal charter crew member is the sort of person who approaches life with an upbeat attitude, and is always quick to lend a hand with whatever chore or challenge is at hand, regardless if he or she knows an outboard engine from an anchor windlass. You can easily train a neophyte how to sail — it really isn't rocket science. But it's much harder to train a perpetually self-absorbed grump how to become a cheerful team player.

So we suggest you pencil in a list of your top crew choices and invite them to a little holiday gathering that will include plenty of time for you to make your charter pitch in detail.

As with any presentation — in school, at a business meeting or around the dinner table — the better prepared you are, the more likely you'll achieve the results you're after. So, rather than relying on descriptions alone to convey the details of your potential boat and destination, we suggest you show up with charter company brochures or a pre-planned list of websites, plus a chart of the cruising grounds and perhaps a simple handout that spells out proposed trip dates, and a realistic assessment of costs.

As you consider different destinations, think about what their main attractions are compared to the interests of your crew.

For example, if your potential sailing buddies love nightlife and live music, the minimally developed Sea of Cortez would be a bad choice. But by contrast, if your crew are all nature lovers who would rather anchor alone in a secluded bay and snorkel in clean, clear water than go



COURTESY THE MOORINGS

bar-hopping and boutique shopping, the Sea could be a winner.

Likewise, if your crew would get more turned on by places rich in centuries-old cultural history than by seeing miles of unspoiled white sand beaches, then places such as Croatia, Turkey or Sardinia would be a better choice than a sleepy Eastern Caribbean island.

Assuming everyone will pitch in with expenses, then everyone should naturally have a vote on the big decisions. And be aware going in that high-priced airfare can be a deal-breaker for many potential boatmates. What are some less expensive options? Generally speaking, boat rental prices and the costs of provisioning don't usually vary dramatically from one venue to the next, but airfares obviously do. We love Tahiti, Australia and New Zealand, but the cost of flights to reach them can be painful. So if your potential crew aren't in the mood to splurge this year, consider closer-to-home venues such as the Pacific Northwest's Salish Sea (more on this next month), Belize, Downeast Maine or the Chesapeake — perhaps coupled with touring through our nation's capital. Even more affordable, of course, would be a cruise out to our own Channel Islands from a variety of charter bases such as Santa Barbara, Oxnard,



LATITUDE / ANDY

OF CHARTERING



If you're a history buff, you'll love exploring ancient harbors in the Med such as the Greek harbor of Symi, seen here.

Long Beach or Marina del Rey. In any case, wherever you decide to sail, don't wait until the last minute to book your flights, and go ahead and use up those precious frequent flyer miles before the airlines find some reason to take them away from you.

The last bit of advice we'll share on recruiting crew and nailing down a reservation is a mantra that we've written a thousand times in these pages: Get a deposit check from each potential crew! Trust us, if you insist on getting deposits instead of simply verbal commitments, your crew members will build the rest of their lives around the trip dates. But if you leave it loose, even your best friend might waffle right up to the last minute, then bail on you. And that could be as bad for your bottom line as it would for your friendship with that flaky sailor.

Okay, that's it. End of sermon. Now get out there and start planning, because we can't think of a more thrilling getaway option than vacationing under sail.

— *andy*

The Skipper's Ditty Bag

Old-school sailors who crew on tra-

ditionally rigged boats always carry a few essential items with them such as an extremely sharp knife, a marlinspike — you know, one of those pointy hand tools used for rigging work — and a little canvas pouch called a ditty bag that contains often-used supplies and accessories.

While most chartering aficionados wouldn't know a ditty bag if they saw one, not to mention what to put into it, we think the concept of bringing along a tote bag stocked with a few essential items makes good sense regardless of what sort of boat you sail on — including chartered bareboats.

What sort of contents are we talking about? For starters, no self-respecting sailor should ever be caught without a sharp rigging knife. And even though charterers rarely sail at night, each of your shipmates should bring along at least one good flashlight — in

addition to an LED headlamp with fresh batteries that has both red and white modes of light.

You'll rarely find a charter boat supplied with more tools than a multi-tip screwdriver and a pair of pliers — perhaps because the base's maintenance crews really don't want you fiddling around with engines, pumps or other costly gear. Nevertheless, we always like to bring along some sort of multi-tool, such as a Leatherman, even if we only end up using it to open beer bottles, because you never know when some piece of deck hardware will need securing or whatever.

Although this next recommendation may sound unnecessary, we always leave a little space in our sea bag for 'cordage'. That is, several lengths of light yacht braid line — say, a few three-footers and a few ten-footers — plus one 20-foot length of heavier stuff, i.e. half-inch.

When would we use this stuff? You'd be surprised. We've never seen a bareboat yet that came equipped with light cordage, yet there are typically all sorts of uses for it during a vacation trip, such as lashing down rented kayaks or boogie boards, and securing sun covers or rain flies over hatches.

And the heavier stuff? When sailing deep downwind, your boatmates will think you're a genius when you whip out that 20-foot length of the heavier stuff and wing out the clew of your roller-furling genoa to a rail cleat or stanchion base. Doing this not only gives your genny more consistent power and your boat more speed, but it will prevent the inevitable fluttering and flogging that big headsails are known for when sailing deep. Needless to say, a whisker pole would do an even better job here, but bareboats rarely if ever come with them.

Salty tall-ship sailors don't carry

How's this for a porthole view? The Eastern Caribbean is a wonderland for sailors who love white sand and funky beach bars.



WORLD OF CHARTERING

meds or toiletries in their ditty bags, but you might want to, especially if you are assuming the role of captain. We're talking about basic stuff such as Band-Aids, seasick meds, Pepto-Bismol chewables, plus over-the-counter pain meds such as ibuprofen — and not just for hangovers. Even though you may be so steady-footed that you never get a scrape or a bruise, your crew may fall prey to all sorts of 'boat bites'.

The other category of stuff that we always bring along, yet was unknown to the sailors of olden days, is electronic gadgetry. Even though navigating in most popular bareboat venues is usually simple, and most boats now come equipped with chart-plotters and other navigation aids at the helm station, charter trips can serve as ideal testing grounds for gadgets that you eventually expect to use on your own boat for local daysailing or cruising.

For example, if you have an iPad, load it with a nav program such as Navionics and test it side-by-side with your boat's



LATITUDE / ANDY

These days, a modern sailor's ditty bag might contain a VHF, smartphone and PLB. But don't forget the cordage!

plotter. For starters, you can see how the tablet (or smartphone) compares in terms of glare, image clarity, screen redraw speed (when zooming in or out) and battery life.

If you're stocking your toy chest for

cruising, you might also test items like PLBs (personal locator beacons) such as the popular InReach, which allows you to navigate, send Tweet-like messages to the folks back home (via satellite), and, God forbid, call the cavalry in case of a bona fide emergency.

You might also rent or borrow a satphone for your charter so you can get a feel for their strengths and weaknesses prior to investing in one for cruising.

Handheld radios are another obvious item for your ditty bag, not only because they come in *really* handy for communicating with your crew while ashore, but also because while on charter you'll finally have time to read the instructions and learn about their less-obvious functions.

The list could go on and on, of course, but you get the idea. And if you really want to take a salty approach to this project why not hand-stitch your own ditty bag, just as old-time sailors did?

— andy

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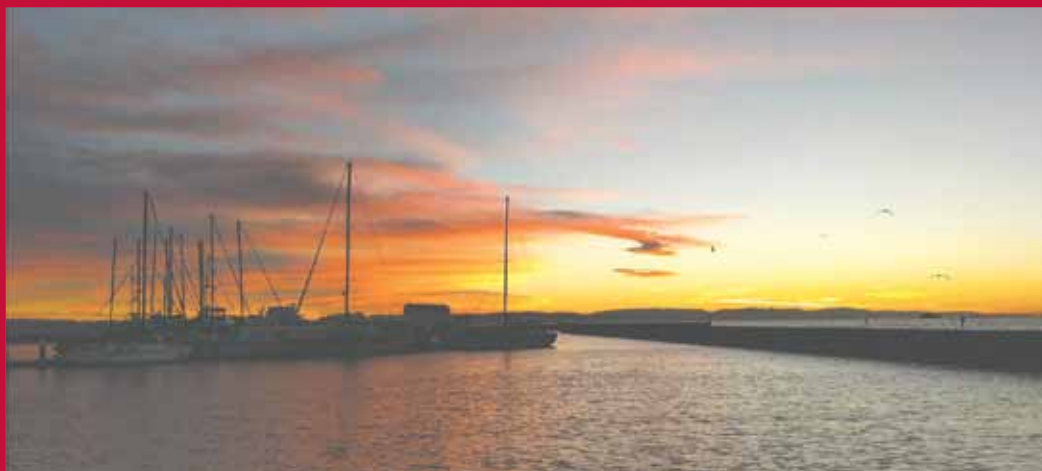
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CHANGES

With reports this month from **Finalmente's** rendezvous with old friends in Greece; adapting **Tahu Le'a's** accommodations to Sharon's special needs; Michelle's first overnight passage on **Pineapple**; **Scallywag** rallying to help the hurricane recovery in Puerto Rico; and Cruise Notes.

Finalmente — Dolphin 460 Cat Annibale and Krissy Orsi Reunion Tour in Greece (Italy via Stockton)

We had a special reunion aboard *Finalmente* in early September. Tom and Annie McCollum, along with Urban and Cynthia Gomes, were able to join us for a week of cruising in Greece. In 1969, while living and working in the ski resort town of Bear Valley, we all started families.

The four of them arrived in Poros on the ferry from Athens. After hugs and kisses, we tendered to *Finalmente* to drop off their bags, then headed for lunch and a grocery resupply. That left time during the afternoon's warm sun for the girls to enjoy the customary arrival drink, an Aperol Spritz. They were



Above, 'Finalmente's' Ni and Krissy Orsi strike a pose. Below from left, Cynthia, Annie, Urban and Tom.

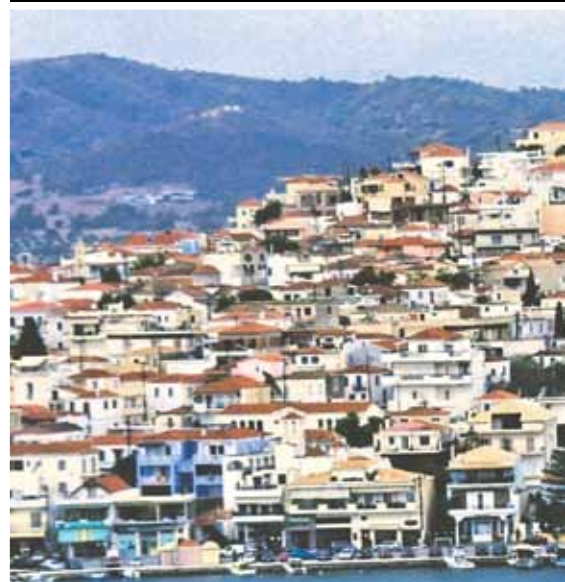
all smiles after a few cool ones, and soon found themselves floating in the warm Mediterranean water.

With the winds in our favor we decided to sail to Ermioni for the night. After a great sail we side-tied on a wall on the south side of the town near the bar,

Cavo Bianco. Later that day we enjoyed a relaxing lunch at Kabos. The combination of too many drinks and being distracted by our good friends Gabby and Paul, who came by to say hello, caused me to make a huge mistake with the watermaker. I closed the valve going to the water tank while also closing the overflow valve.

Pressure built quickly and popped a hose connection over the main power enclosure — and there went the circuit board.

My heart sank and all I could think about was having to carry water to the boat as we did last year when the genera-

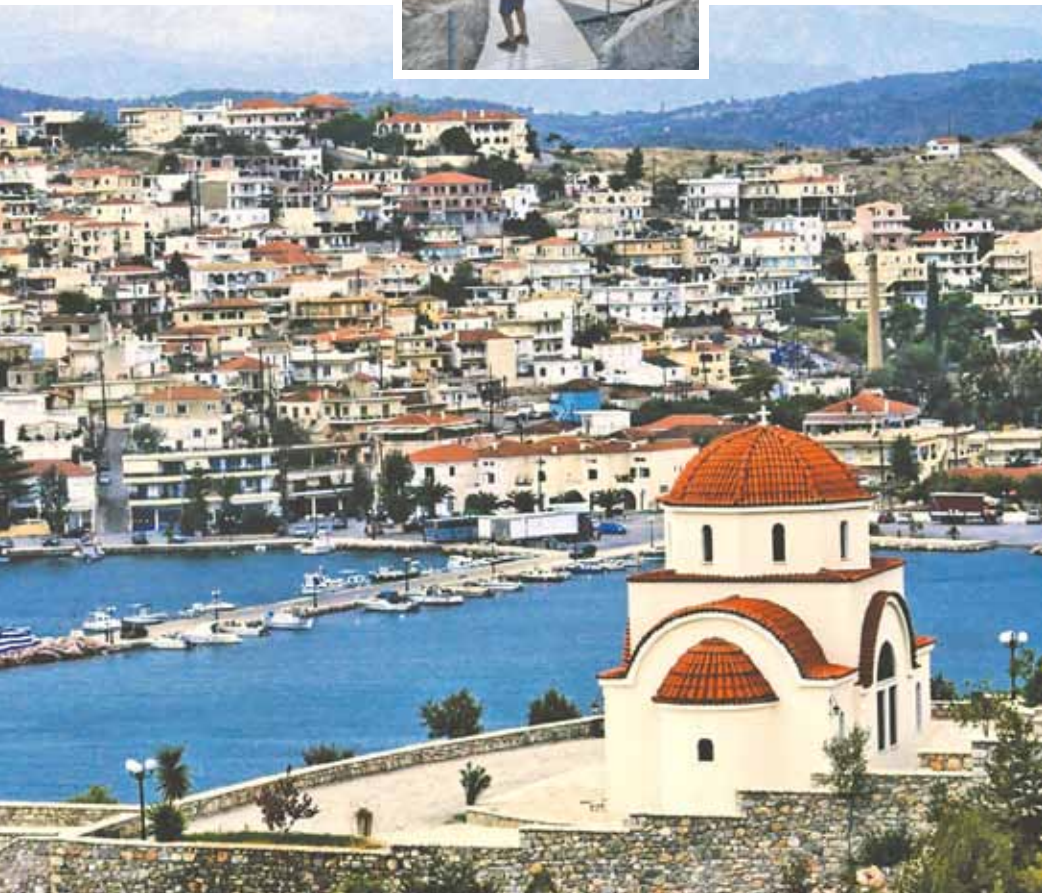


Spread: Even in a country full of picturesque harbors, postcard-pretty Ermioni stands out. Above from left, 'Finalmente' at the dock in Poros; Greek folk dancers in Ermioni; exploring the prehistoric Franchthi cave, first inhabited 35,000 years ago; nothing cures jet lag like a dip in Homer's wine-dark Sea.

tor quit working. Luckily, after some number two. The next morning, after Krissy finished doing laundry, she could not open the washing machine door. Damn, we were ready to leave and now the door was locked shut with clothes inside. I tried a dozen ways to open it before I brought out the BIG hammer, and there went our washing machine for good.

Now, after lucking out with a new watermaker circuit board, could we be so lucky as to find a new washing machine in this little town of Ermioni? The guys headed out looking (with little hope), while the girls decided to celebrate Annie's birthday by spending the day visiting the island and town of Hydra.

To our complete surprise, we actually



TOP PHOTOS FINALMENTE

found a store that sold exactly what we needed! We bought it on the spot, had it delivered that afternoon, and installed it that night. Luck was on our side once again, but all I could think about was what that third bad thing might be . . .

With a new working washing machine, and confirming that the watermaker circuitboard would arrive in Ermioni in a few days, we headed to Chinitisa for the night. After a great, relaxing sail, we anchored, swam, and went ashore for dinner while the sun was setting.

Arriving back in Ermioni, we again side-tied on the south side of town, and noticed that a section of the *riva* (sea walk) had been roped off for some special activity. Then we noticed the loudspeakers next to us. The third thing was about to happen — we would be kept up all

night while people partied next to us blaring loud, awful music until the wee hours of the morning — right?

Wrong! It just so happened that we had tied up in the perfect location to be entertained by several Greek dance troupes from all over Greece. This occasion only happens in Ermioni once a year. Go figure!

And to make the day even better, our circuit board had arrived and the watermaker was soon up and running again.

The following morning we headed to Spetses, and later anchored off Limanaki Beach for a dinner of tuna that we had caught on the crossing from Sicily to Greece.

So it went for the rest of the week with stops in Porto Heli, Kilada and Lepitsa Beach for swimming, dining and a visit

to the Franchthi Cave.

Thankfully, that third bad thing never did happen, unless you count that the visit ended all too soon. We headed south to Porto Heli to drop off Tom and Annie who had to head home to California, and a few days later, Urban and Cynthia had to take their leave as well.

As 2017 winds to a close, Krissy and I reflect on one more year of a very fortunate life, which we have lived and enjoyed with so many friends and family.

— ni 11/5/17

Readers — "Ni" and Krissy grew up in Stockton. After retirement, they moved to Italy to be near their daughter and her family. They splashed the Brazilian-built Finalmente in 2007, and have been living aboard ever since. They winter in Sicily and cruise the Med from May through October.

**Tahu Le'a — Morris 46
David Cohan & Sharon Jacobs
Overcoming Handicaps
(Redwood City)**

Raised eyebrows and questioning looks followed us down the docks in Southwest Harbor, Maine, as we rolled and bumped Sharon in her wheelchair toward *Tahu Le'a*, our cruising home. Although only 9 and 13, our daughters were a well-practiced team as we helped Sharon into a sling-type bosun's chair, hoisted her up, and lowered her gen-

David Cohan and Sharon Jacobs know a bit more than most about the challenges of cruising.



TAHU LE'A

CHANGES

tly into the cockpit. Heading ashore again the next morning, near low tide, the marina ramp looked impossibly steep. No worries — another sailor would invariably offer to help, as we hoisted Sharon like an Egyptian queen and paraded her up the ramp.

Sharon has secondary progressive multiple sclerosis, a form of the disease in which her symptoms slowly worsen over time. She has gradually lost the use of her legs, and suffers from impaired balance, making living and traveling aboard a sailboat rather challenging. When she was first diagnosed almost 30 years ago, Sharon's handicaps were minimal. Fifteen years ago she needed to use a walker, but could still move around our boat and climb ladders and marina ramps, albeit slowly. By a dozen years ago she was limited to a few steps with a walker, and needed to use a wheelchair for any longer distances.

Cruising while handicapped? Is it realistic to go cruising — real, liveaboard,



long-distance cruising — when a key member of the crew has physical handicaps? The answer is yes: with enough flexibility, adaptation, willpower and help from family, friends, and more

than a few good Samaritans.

A bit of background: I grew up sailing on the Bay and wanted to go cruising since I was a teenager. My spouse and partner, Sharon Jacobs, didn't know she wanted to go until we met. Luckily, I came with a sort of truth-in-advertising clause. It wasn't quite my opening line, but somewhere in our first few conversations I asked, "Would you like to come sail around the world with me someday?"

Sharon somehow sensed that this wasn't just a line, and I wasn't joking. So she thought about it. A lot. We agreed at the outset that neither of us was interested in having kids — little did we suspect that cruising might

Spread, 'Tahu Le'a' at anchor in the Bahamas. Above from left: family photo at Clipper Cove, circa 1998; Sharon rides a specially-designed 'bosun's chair' from the cockpit to her wheelchair; Sharon on her 12V companionway 'elevator'; good Samaritan Scott from 'Tamure', lends a helping hand. At left, David and Sharon's first boat, 'Synergy', sails the Bay.

change this particular plan.

Wanting to get started on serious cruising while still in our early 30s, we deferred our global goals and, taking two years off from our careers, set off to circumnavigate the Pacific from 1987 to 1989 on our first cruising boat, *Synergy*, a Southern Cross 35. It was quite an adventure, and included all of the classic South Pacific island groups,

IN LATITUDES



ALL PHOTOS TAHU LEA

as well as getting off the routes most traveled. Among the most memorable stops in that latter group were visits to Vanuatu, an amazing extended stay in the remote Solomon Islands, and two months traveling half the coast of Japan.

Our cold and damp return to the States was via the far North Pacific — through the Aleutians and Bering Sea, with stops in Dutch Harbor, Kodiak and ultimately magnificent Glacier Bay. Then a homestretch through the Inside Passage and along the West Coast back to San Francisco. We sailed back under the Golden Gate on October 17, 1989, a date that would be remembered for reasons other than our arrival.

After briefly debating if the Loma Prieta earthquake was a message that we should head right back out to sea, we decided to work another 10 years, then set off again for extended cruising.

Two years later, much had changed. Sharon had been diagnosed with her particular form of MS. She had also decided she wanted to have kids! As she puts it, seeing all those beautiful Polynesian kids, and all the great kids and families on cruising boats, led her to change her mind on the subject — and mine.

And there was no question we were taking them cruising!

By 1996, we had our two wonderful daughters, Kimberley and Kaela, both of whom were sailing by the time they were a month old, and cruising the Bay and Delta by age 1.

As Sharon's physical challenges progressed, we were determined to fulfill our goal of extended cruising with our kids. One of the first things we realized was that, to accommodate the girls and adapt to handicaps, we needed a bigger boat. Our Morris 46 *Tahu Le'a* was built by Morris Yachts in Southwest Harbor, Maine, and launched there in 1999. She was customized with dozens of adaptations for Sharon to facilitate her handling the boat and moving around the cockpit, deck and cabin.

We arrived a month after the boat was commissioned for a full summer of cruising in Maine

with a 3 and 7-year-old. It was a great way to shake down the boat, learn to integrate the kids into the big picture, and test out some of the systems that had been designed for Sharon.

That fall, *Tahu Le'a* was trucked to the Bay. We spent the following summer cruising down the coast to the Channel Islands, Catalina and Newport. After getting our kids started in school in the South Bay, Sharon was still doing well enough that she and I delivered *Tahu Le'a* back to the Bay from Ventura.

Unfortunately, by 2003 Sharon's condition had progressed to the point that she could only walk a short distance with a walker, and needed the wheelchair thereafter. I designed and built a powered lift to get Sharon on and off *Tahu Le'a*; another to get her from the cockpit into the cabin; and a removable bucket seat we could mount in our inflatable dinghy (after learning that someone with limited leg function couldn't balance on a dinghy thwart or tube).

Despite the modifications, which worked well, and Sharon's willing spirit, which hadn't dimmed, it was clear

One of the great pleasures of raising kids, ashore or afloat, is watching them grow up. Compare these photos of teenage Kimberley (left) and Kaela to the photo at upper left.



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that we needed to wait a couple of years to go cruising — simply because the girls needed to be old enough to be full crew.

That transition had already begun, as our older daughter, Kimberley, became our primary helmswoman at age 10, maneuvering in and out of marinas and anchorages. (We subscribe to the logic that smaller, capable crew should steer, while the larger/stronger crew work anchor gear, dock lines, and the like.)

The wait was over in 2005. By now we realized our dream of a circumnavigation was no longer realistic. Nor, as much as we love the Pacific, were long ocean passages. A fallback that appealed to everyone was more East Coast cruising. So we had *Tahu Le'a* trucked back to Maine. With our kids now 9 and 13, we began two years of cruising the East Coast from Maine to the Bahamas and numerous points in between, with a midsummer side trip to Nova Scotia. While we did not do any long ocean passages, we did do over a dozen overnight passages, with several that lasted three to five days/nights, including the Bahamas to Southport, NC, and Cape Cod to Shelburne, Nova Scotia.

Kimberley, at age 13, stood full solo watches, day and night, inshore and at sea. Kaela, age 9, combined with Sharon's eyes, ears and experience at the navigation station, formed our third watch team.

Kimberley continued her role as principal helmswoman and Kaela as a capable deckhand, as together we worked *Tahu Le'a* in and out of hundreds of anchorages, marinas, locks, canals and occasional hurricane holes as we carefully monitored storm activity. Cruising over 12,000 miles, our family learned to work efficiently together as a team, whether underway or exploring anchorages or towns. We talked through each maneuver or passage in advance, shared responsibility for the outcomes, and never yelled — well, at least about boat issues.

It was such an incredibly rewarding experience that, rather than return *Tahu Le'a* to the Bay Area, we laid her up in Maine in 2007, then returned in 2009 for another full summer of cruis-

ing starting and finishing in Maine. Kimberley, having joined the PYSF high school dinghy racing team in Redwood City on our return to the Bay Area, was immediately drafted into the Lunenburg YC's high school sailing team during our month-long stay in Mahone Bay (Nova Scotia), while the rest of us enjoyed the beautiful area and reunited with friends we had made three years earlier.

It's been almost eight years since our last extended cruising. Sharon suffered some serious health setbacks shortly thereafter, and while she has been slowly but steadily recovering since then, she has not regained the ability to stand or walk even a few steps. So our family sailing is limited to daysails on *Tahu Le'a* from her homeport at Westpoint Harbor in Redwood City. Our kids and I have done a bit of Bay cruising, and Kimberley and I continue to pursue our mutual obsession with sailing small, fast, wet dinghies.

We haven't given up dreaming, but extended cruising again will require some medical breakthroughs for Sharon that are conceivable, but far from guaranteed. Or perhaps *Tahu Le'a* will next carry our daughters on their own cruising journeys as they are now young adults beginning to establish their independent lives, but also still dreaming of cruising in their futures.

While our cruising is currently limited, we would love to help others who



might see a bit of themselves in the challenges we faced. We'd be happy to demonstrate the modifications we made on *Tahu Le'a*, and pass on our ideas, insights and experiences. Handicapped or not, sailors love to tell stories and help their fellow cruisers, and we're no exception!

You can reach me at david_cohan_98@yahoo.com.

— david 10/25/17



Spread, 'Pineapple' in Alameda shortly after her commissioning in August. She is Outbound 46 hull #65. Above left, John and Michelle underway. Center, shipboard cats Guinevere (shown) and Sir Chase take part in all phases of boat life. Above right, the Zeratskys arrived in Ensenada during the Dia de los Muertos (Day of the Dead) celebration and had to sample the holiday fare, including this pan de muerto (bread of the dead). Michelle's review? "What's not to like about a buttery, chewy roll covered in sugar? The decoration on top is meant to be bones, but that didn't scare us from devouring the bread the next morning with our coffee."

we were ready to travel slow and live simply, preferably in warm weather.

But before we could slow down, we hustled. After we sold the Sabre, we bought a new Outbound 46. After commissioning *Pineapple*, we outfitted her, moved aboard, and headed south.

So far, every day has brought new excitement and plenty of new experiences. As we cruised through the familiar waters of the California coast, I experienced a "first" that was important to me — my first overnight passage.

It happened early on. Some mixed swells and gale-force winds had kept us in Monterey a few days longer than planned. Once the conditions improved, we were more than ready to get back on the water.

We talked about different routes that could help us make up some lost time. Sailing straight to Santa Barbara from Monterey was low on the list, as it would be an overnight sail. We weren't anticipating an overnighter until farther south, when it was unavoidable. John has a lot of experience with overnight passages, but this would be new to me and we had an unspoken understanding that we would wait until it was necessary.

As the forecast began showing an ideal weather window from Monday night until Wednesday morning, our

The first overnight passage is a rite all new offshore sailors must face sooner or later. Thankfully, Michelle's did not include anything that went bump in the night.



**Pineapple — Outbound 46
John & Michelle Zeratsky
Night Sailing Newbie
(San Francisco)**

John and I have spent the last five years tasting the cruising lifestyle in

our 1990 Sabre 38, *Aegea*. Weekends and vacations sailing the California coast and the Delta convinced us to leave 9-to-5 life and see more of the world than the view from the conference room window. At the old age of 34,

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departure time was set. On Monday afternoon, John asked, "Have you thought any more about sailing all the way to Santa Barbara?"

There it was. In his own gentle, yet suggestive way, he told me what he thought we should do.

Motivation was very high to be in sunny, warm Southern California, so I agreed.

I was filled with nervous excitement, the feeling where you are about to push yourself out of your comfort zone, and while you can back down, you know you are not going to.

We scheduled three-hour watches planned around John's being awake to round Point Conception. My first watch was from 11 p.m. to 2 a.m. Just as I stepped into the cockpit and John retreated for some rest, an orange, fire-like moon rose over the hills. The beauty of the scene forced me to take a deep breath and remember to enjoy the next few hours, instead of torturing myself

with needless panic. And, mostly, I did!

It was much easier to see the horizon than I had feared. I was expecting to spend hours staring into black nothingness. Fortunately, it was a mostly clear night, lights on shore were visible, and I could see oil rigs a couple of hours out. It was easy to scan the horizon and reassure myself that my eyes and the radar were not missing anything.

Boredom was another concern, but the time passed much more quickly than I'd expected. I listened to Pod Save America with one earbud and set a timer to remember to check the radar and the charts every 10 minutes. A little entertainment went a long way.

The hardest part was getting out of bed when it was time for my watches, but it was only one night and I was happy to let John rest. The sun rose on my second watch, and by 9 a.m. we were both up, removing extra layers and approaching Santa Barbara. The feeling of relief and the delightful

weather kept my energy up through the next day.

We are now in Ensenada, planning our next overnight passages as we head to Cabo. While our plans would have fit in nicely with the Baja Ha-Ha, we decided not to participate. With the new boat we were unsure of our timeline and didn't want to make any commitments. Our plan is to cruise the Pacific coast of Mexico and Central America and hopefully reach Panama in June.

— michelle 10/21/17

Scallywag — Islander 37 Victoria Fine & Jon Vidar Rally to Rebuild After Hurricanes Maria and Irma (Puerto Rico)

As Californians who faced both Hurricanes Irma and Maria head-on during our first cruising season in the Caribbean, we felt powerless under the force of weather unlike anything we'd seen.

But cruisers don't sit still for long. Af-

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ter the skies cleared, we and other hurricane-hole buddies from around the world formed a brigade of boat-based first responders to ferry help to harbor communities across the Caribbean.

First, we stuffed boats to the headliners with immediate aid, followed by Cessnas, then cargo ships. We called ourselves Sailors Helping, and our little effort grew fast, as did an outpouring of volunteers and donations.

Everyone in the Caribbean is worried that people won't want to cruise there this season. But tourism is the lifeblood of these islands

and there's no reason to stay away: The warm local welcome and bathwater beaches remain the same.

So we called up local boaters, marinas, charter companies and rally orga-



When the going got tough, cruisers in Puerto Rico got going, helping to ship supplies to hurricane-stricken areas via planes, ships and their own boats. Photo: Victoria Fine

nizers to collect and share information. Through the island chain's massive "coconut telegraph," we collected fresh data on the status of Caribbean ports and ways to volunteer within easy dis-

tance from harbors.

All that information is now live on www.SailorsHelping.org, and we're working with clubs and rallies throughout the season to deliver needed goods and organize volunteer projects where they're needed most.

If you're cruising to the area with a group or charter company this season, be sure to ask how you can lend a hand through one of the projects we're organizing. If not, please pass along the message to anyone who's nervous about visiting that there are still plenty of pretty, open ports to share

a beer alongside new friends. We, and they, will greet you with open arms.

— victoria 11/10/17

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Cruise Notes:

If you're 'in the neighborhood' of Banderas Bay this month, consider taking part in the Banderas Bay Blast and/or the Pirates for Pupils Spinnaker Run, December 12-14. The action-packed BBB is three days of 'nothing serious' sailing fun on the water, and equally fun sailor socializing on land. On the 14th, the 12-mile Pirates for Pupils Spinnaker Run goes from Punta Mita to Paradise Village Marina. (Note that this is a downwind sailing event, not a half-marathon footrace.) Costumes are encouraged on the P2P, and make sure there are plenty of Super Soakers in your onboard armory.

Now in their 10th year, these events are sponsored by Marina La Cruz, PV Sailing, Punta de Mita Yacht & Surf Club, Vallarta Yacht Club and *Latitude 38*. We're proud to say that all proceeds go to local charities and past events have contributed thousands of dollars to helping out local children and

those less fortunate. To register, go to www.vallartayachtclub.org.

Giselle and Clifton Miller are down in Guaymas working fervently on the refit of **Sedna**, a 1985 Hans Christian 38T they found languishing in Marina Palmyra back in January. After sailing from their homeport of Juneau, Alaska, to Mexico in a Cal 34 back in 2011, they decided to purchase the heavier boat for their intended Pacific Rim circumnavigation. Under four previous names, the green-hulled HC had been around the sailing block a few times — including an abbreviated Pacific Rim trip (South Seas, Hawaii, Alaska) under her first owner. The Millers' short-term goal is to have the boat ready for the Pacific Puddle Jump, which departs Puerto Vallarta this coming spring. The long-term goal, as mentioned, is "to sail *Sedna* back to Alaska, the long way around the Pacific, Philippines, Japan and the Aleutians." (*Sedna* is named for

the Inuit/Arctic goddess of the sea and honors the Millers' Alaskan roots.)

In between the sanding, painting, varnishing "and eating copious tacos," Giselle has been recording interviews with people in the yard — cruisers, yard workers and even guards (in both English and Spanish) — for a narrative that documents their journey.

And she wants many more cruisers to take part in what she calls a "collaborative story project." Giselle wants to compile a list of short sailing proverbs from all cruisers. "We're seeking words of advice, wisdom, rules, encouragement, whatever, from folks who have been there, done that — young and old, beginners to the saltiest veteran cruisers." (Here's one example we heard a long time ago from the saltiest guy we know, Commodore Tompkins: "It's easier to stay warm than get that way.") Submissions will be posted on the Millers' website, possibly included in one or

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more podcasts — and featured in a future issue of *Latitude 38*. To submit, go to www.sednastories.com and click 'your stories.'

We were delighted to meet a group of sailors a few weeks ago who call themselves **Captain Teem**, who are cruising south — somewhere on the Sea of Cortez — on their 1968 42-ft custom Dutch-built steel sloop **Alsager**.

"We are Evan, Tanja, Mats, Kruiser and Noah, a mid-40s Canadian/German couple with a 3-year-old son, a cool dog and our Canadian surfer/pro gambler friend," they wrote in response to our query about what other types of sports various cruisers were into. "We have kiteboards, surfboards, SUPs, fishing



rods, snorkeling gear, our new Porta Bote tender and a speargun onboard. We are hoping to make plenty of sushi!"

Captain Teem has a fun social media presence on their website www.tosailornottobe.com (and are on all the major platforms as **To Sail or Not To Be**). The crew of *Alsager* said they don't really

Clif and Giselle Miller in their home waters of Alaska, and again in Mexico. Can you tell which picture is which?

have an itinerary, as they planned to harbor-hop down the California coast as weather permitted, looking for surf spots on the way. They hoped to check out the Extreme Sailing Series in San



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Diego, before harbor-hopping down Baja and turning the corner into the Sea of Cortez, then over to Punta Mita.

"With a family new to long-distance sailing it's a bit of an experiment, so we're not setting our expectations unnecessarily high and want to keep our goal simple — enjoy the trip, however far we go or how long we're gone."

We look forward to following this group as they cruise Mexico, and will bring you some of their dispatches in the coming months.

We met Aimee Mitchel and Brett Henderson when they attended the Baja Ha-Ha kick-off party in San Diego to introduce their new cruising app, **Cuttlefish**. A few years ago, Aimee was traveling the Western United States when she found a ride to Mexico and ended up cruising the Sea of Cortez. She's been a regular cruiser there ever since. And that's not easy, considering she's made her fre-



Captain Teem aboard 'Alsager', a 42-ft custom Dutch sloop.

quent trips to the Sea of Cortez from Western Australia (which is the remote part of a remote country). In fact Aimee's become so enthused by the Sea of Cortez she bought her own boat, a

Rafiki 37, **Hindsight**, so she could spend more time there. Right after the start of the Ha-Ha, she and Cuttlefish business partner Brett were headed south to put the boat back in the water for some more time on the Sea.

Our friend Glenn Howell stopped by the office the other day to catch us up on his post-2016 Pacific Puddle Jump cruising. Since leaving Panama, he sailed to the Marquesas on his Atlantic 55 **Rocketeer** and carried on to the Tuamotus where the boat had been hauled out and is waiting for the next leg of a Pacific cruise. Possible courses include a loop north over the Pacific High and

back to San Francisco, where he might just look for a place to live aboard the 55-ft x 28-ft Chris White design. Then again, there are a lot of great places to go with a 55-ft catamaran.

San Francisco local Andy Paul, who's had his Tayana 37 **Bodicea** in

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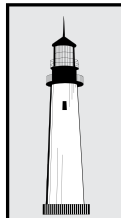
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South Beach Marina, has moved up to a Hallberg Rassy 60 named **Contrarian**. She's currently berthed in Mahon on Menorca in the Balearic Islands, but will be headed to Cascais in Portugal for a winter refit before going to Sardinia in the spring. More sailing in the Med coming next summer.

We also heard from Ian Deas from Walnut Creek. Ian, who's done the **Clipper Round the World Race**, just put his boat, a Hanse, to bed for the winter in Mallorca. He dropped us a note from the Canaries saying, 'I set off on Sunday on the ARC Rally for St. Lucia, and not only is the Wi-Fi very poor here, but we are really busy trying to get ready for the start. I am crewing for friends on their Catana



Speaking of Christmas sailing memories, these Russian sailors dressed as Father Frost and sailed down the Yenisei River as part of local holiday celebrations a few years ago.

471, **Umoya of London.**

As we wrap up the year, we're reminded that there's nothing like spending the holidays at home with friends

and family. But a sizable cross-section of cruising sailors spend many memorable holidays in places far from where the home fires burn. If you are or were among them, we'd like to know about your most memorable **Holidays from 'out there.'** Please send all of your reminiscences (and a few photos) to editorial@latitude38.com, and we'll share some of them in an upcoming *Changes*.

To everyone out there, Merry Christmas and Happy Holidays to all of you former cruisers, current cruisers, planners and dreamers. We wish you fair winds and following seas, safe anchorages, and epic, memorable adventures in the year(s) to come — and hope you will share some of them with us.



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

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17-FT GIG HARBOR JERSEY SKIFF. 2007. Sausalito. \$11,500. Just in time for Christmas! Excellent condition, 2 covers, 2 sets oars, roller furling jib. \$18K new. Full details and photos at Gig Harbor Boat Works website. (415) 902-3385 or chrispeterson05@yahoo.com.

24-FT J70, 2014. Sausalito. \$49,995. Hull ID: UCF70609E414. Boat is in excellent condition, sailed 1 regatta. Velocitek and Nautalytics compass. Honda 2.5 engine. Mast and boom cover, rudder cover, Harken top cover. Harken full top cover with skirt. Boat is kept in Sausalito. Bottom and foils are perfect. Triad trailer. North Sails, two sets. Has everything available from Sail 22 including yet to install Soft Deck Kit. Call or email for details. (415) 819-3408 or geraldodricoll@gmail.com.



23-FT STONE HORSE, 1980. Alameda, CA. \$16,500. 'Alert' is Edey & Duff's hull #107 built in 1980. She's one of a very small number located on the West Coast. *Alert* is a full-keel cutter designed for the rough shoal waters and fresh breezes, making her the ideal knockabout for San Francisco Bay. With her club-footed stays'l, roller-furling jib, and triple-reefed mains'l, she can take everything the Bay can dish out. Her large cockpit is comfortable for up to 6 adults. And when the wind dies, her quiet and economical 13hp Beta inboard marine diesel engine (new in 2003) will get you home. And with the new Raymarine Autotiller (2016) is ideal for singlehanded. Contact (503) 539-1904 or ccollinsworth@me.com.

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. (804) 928-3550 or pema.metta@gmail.com.

25 TO 28 FEET



26-FT MACGREGOR 26X, 1998. Loch Lomond Marina, San Rafael, CA. \$9,000. Yamaha 50hp OB, furling jib, dual batteries, VHF radio, depthfinder, sun shade, sail covers, cockpit cushions, dockside power, Porta-Potti, bottom paint, no trailer, excellent condition. (707) 321-1026.



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25-FT US YACHTS 25, 1979. Stockton Sailing Club. \$2,000 /obo. Designed by Gary Mull. Fixed keel sloop, with 3hp OB and 3 sails. In good shape, no known problems. Contact (858) 382-3801 or jfrench07@gmail.com.



28-FT COLUMBIA, 1969. Richmond Yacht Club. \$1,400. A nice example of an enduring William Crealock design, *El Retiro* has good interior volume, with aspects, including an AC dehumidifier and refrigerator, that make this boat a good option for a small but capable liveaboard. Fin keel, spade rudder, wheel steering. She has a main and a self-tacking jib. When the wind is light, there is a working Atomic 4 gas inboard. Interior space includes a V-berth forepeak, a salon dinette which converts into a double, and two quarter berths. Could use some TLC, which is reflected in the price. Contact Tim at rycfoundation@gmail.com or (510) 331-7899.



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 or magnetlounge@yahoo.com.

28-FT ISLANDER, 1976. Belvedere, SFYC. \$7,000/obo. Great beer can racer. Diesel engine. Hood sails in good condition. Bottom stripped to glass and painted in 2015. Interior needs work. (408) 888-4104 or david@evanshouse.org.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$9,000. Well cared for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko_2@comcast.net.



25-FT CATALINA 250WB, 2006. Braito's Marina Clearlake. \$20,500. Very clean ready to sail. Furling jib, wheel steering, 2009 Nissan extra long shaft 9.8hp OB with electric start, 2014 150% jib, 2012 asymmetrical spinnaker. With trailer. Email codethree4me@yahoo.com.

26-FT YAMAHA, 1987. Redwood City. \$8,000. Fun little daysailer in good condition, inboard 1GM Yanmar, depth and speed, compass, GPS, weather radio, TV, reefing lines, tiller, head, new upholstery. Contact letsreclaimthiswood@gmail.com or (650) 465-1735.



25-FT NORDIC FOLKBOAT, 1979. SF Marina. \$15,000. Svendsen-built, with brand new sails and deck, hull recently refastened, new toerails/rubrails, so good for another 30 years. *Nordic Belle* is now a fast boat in excellent condition, scoring second place in this year's International Folkboat Regatta. SF Marina berth and great class racing on San Francisco Bay, see website. Owner relocating. See more at www.sfbayfolkboats.org. Contact (650) 465-7555 or wynn.nick@gmail.com.



26-FT REINELL, 1975. Discovery Bay. \$2,000. First \$2K takes boat and trailer. Great condition, only selling to make room for a new boat. Contact (925) 350-1004 or mikef4man@icloud.com.



25-FT YAMAHA, 1979. Pittsburg Marina. \$9,500/obo. Great Bay and Delta boat. Solid sloop. Yanmar YSM8 diesel. One main, 3 jibs, one spinnaker in good shape. Clean boat. Hauled Jan 2017-bottom painted. VHF, new depth/knot instrument. Used for cruising and is a dry boat. Has custom cover. Porta-Potti, galley, sleeps up to 5. Pictures available. (209) 559-5116 or oldskiff43@gmail.com.



28-FT PEARSON TRITON, 1962. Mexico. \$15,000. Offshore cruiser extensively modified. Masthead rig, new standing, running rigging, chainplates. New solid S.S. railings, chain, bottom job. Diesel, radar, GPS, roller furling, autopilot, wind-vane, storm sails, hard dodger. See www.sailboatlistings.com/view/69480. Contact svcoconutexpress@hotmail.com or (720) 499-5970.



30-FT NEWPORT II, 1978. Point Richmond. \$24,500. Major price reduction! Well maintained and continuously upgraded. \$30,000 invested in the last 3 years. A great racer/cruiser setup to race singlehanded or with crew in the Bay and ocean, or cruise the coast, Bay and Delta with your family. Great liveaboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple carbon racing sails, folding prop, diesel, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.



30-FT COLUMBIA, 1973. Ventura/Oxnard. \$5,500. Strong running Farymann diesel 24hp. Wheel, autopilot, refrigerator, stove, SR wind speed, knotmeter, compass, clock, VHF's, GPS. Ready to sail, clean, slip available. (805) 684-5602.



30-FT ETCHELLS, 700. \$3,750. Very clean Etchells race boat that makes a very fun daysailer as well. Excellent galvanized trailer. Two excellent, crisp North Main/jib sail sets, and an excellent spinnaker. Several jibs, mains, spinnakers for daysailing. So. California boat. (650) 720-8958 or mtown@att.net.



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 CATALINA, 1979. Ventura Harbor. \$6,000. Well equipped Mk I. Wheel steering, roller furling Atomic 4, clean interior. Call or email for list of features. Must see must sell. Contact (805) 218-3731 or rmac010@gmail.com.

29 TO 31 FEET



30-FT NEWPORT II, 1978. Point Richmond. \$24,500. Major price reduction! Well maintained and continuously upgraded. \$30,000 invested in the last 3 years. A great racer/cruiser setup to race singlehanded or with crew in the Bay and ocean, or cruise the coast, Bay and Delta with your family. Great liveaboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple carbon racing sails, folding prop, diesel, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.



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30-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 more at http://sailboatdata.com/viewrecord.asp?class_id=160. Call (415) 425-4300.



30-FT CATALINA TR BS, 1977. Alameda. \$22,000. A performance cruising yacht, upgraded with modern equipment. Universal diesel, 2 AGM batteries, 51A alternator, 100W solar, electrical, Strong Track, main and 2 jibs, rigid boom vang, whisker pole on mast, ST Lewmar jib and spin winches, dodger with connector to bimini, standing rigging and lifelines, tiller and rudder, Garmin 541 chartplotter, AutoHelm 2000, FW pressure system, Nova Kool refrigerator, Sony stereo, oiled teak throughout. Contact (510) 289-7818 or krrivee@gmail.com.



32-FT CAPE DORY 300 MOTORSAILER. 1985. Sausalito, CA. \$44,500. Hull #696369. LOA: 32' x 11' 6", LWL: 30', draft: 3' 11", displmt: 11,500 lbs, Westerbeke, 46hp diesel, 813 hrs, serviced: April 2017. Tanks: 2 fresh H2O plastic, (75 gal. total). Fuel: 1 alum. (50 gal.). Holding 1 plastic (25 gal.), hot H2O, ice box, auto/manual electric bilge, shower, head Jabsco 2015, 2 dbl berths, power 30A, 2 batteries, charger. Instruments: Raymarine 2013 plotter 2012 cSeries. VHF radio - Standard Horizon 2012, Matrix AIS/GPS GX2200. No autopilot, Edson compass, main single reef, Lewmar winches and 2 travelers, Spinlock clutches, mast ht. 46'6", jib with roller furler, self-tend. Stainless standing rig 2015. St. wheel, lazy jacks. Contact (415) 307-7711 or radarriau@mac.com.



35-FT SANTANA, 1979. Grand Marina, Alameda. \$8,900. Fast and Fun, clean, engine runs well. Priced to sell. Call (559) 281-7616 or (559) 974-2421.



30-FT OLSON, 1982. Santa Cruz Harbor. \$15,000. Awesome boat. Race. Cruise. Well maintained. Very clean and dry. Hull #197. New mainsail, furling jib, spinnakers and pole, and much more. Includes 2hp Honda OB and trailer. (707) 540-3328 or jjurbany@gmail.com.

32 TO 35 FEET

35-FT HUNTER LEGEND 35.5, 1994. Long Beach. \$44,000/obo. New EP full-batten main with StackPack cover, UK 150 roller furling headsail. Bottom paint and wax Nov '17. Custom Ultraleather cushions and memory foam mattress, folding wheel, starboard cockpit table, custom cockpit cushions, AGM batteries, poly holding tank, Yanmar 3GM30F. Call (714) 457-2078.



33-FT S&S CUSTOM, 1960. Richmond Yacht Club "F" Dock. \$23,000. *Spirit's* for Sail: having raced and cruised some 75,000+ ocean miles, this flush deck woodie legend is looking for a new captain. Almost Pacific Cup-ready, take her out the gate! Email for a link to *Spirit's* History dropbox. Contact (510) 517-8531 or gkiskaddon@gmail.com.



35-FT OHLSON YAWL, 1959. Bellevue, WA. \$20,000. One owner since 1986. Mahogany on oak, Sitka spruce spars, Westerbeke auxiliary. Extensively rebuilt, vast sail inventory, full-boat cover. *Aeolia* is a capable cruiser, veteran of 1,000 races, including 11 Swiftures, and still racing in the Seattle area. Owner will turn 80 this year and needs to slow down. (425) 562-6896 or chrisbuchsel@comcast.net.



30-FT ISLANDER, 1976. Berkeley Marina. \$5,000/obo. Yamaha one horse engine - only 20 hours on it, Awlgrip hull paint, AC, hot water tank, Spars painted 6 years ago, new cushions. (510) 677-7599 or lucymarine@mac.com.

32-FT COLUMBIA 5.5, 1964. Valley Springs. \$5,000. *Ripple* is hull No. 17. Price reduced from \$6500. Main, jib, spinnaker. Good mast and boom. Trailer was sold. Contact (209) 772-9695 or bonnielopezunr@gmail.com.



34-FT SAN JUAN, 1981. Monterey. \$26,500. Fast, comfortable, safe, and ready to go. Well maintained by knowledgeable owner. Call or email for more information. Contact (831) 277-5602 or kaveinga@sbcglobal.net.



35-FT ROBB, 1963. Coyote Point Marina, San Mateo, CA. \$24,500. Teak-planked Cheoy Lee, full-thickness teak decks all in excellent condition. Hauled July 2016 for bottom, topside, mast repainting and new mast wiring. Reliable Albin AD-21 diesel. Santa Cruz main with Hood 100% & 135% jibs all in good condition. Spinnaker fair. 2-speed self-tailing Anderson winches. New tiller pilot, DSC VHF. Inflatable dinghy. Two-year-old full boat cover. Hauled regularly, well maintained. Must see. Documented. (650) 223-9395 or contact@pontduvin.net.



30-FT CATALINA 30 MK II, 1987. Alameda, CA. \$10,000/obo. Well maintained. Universal diesel, 2 AGM batteries, 51A alternator, 100W solar, electrical, Strong Track, main and 2 jibs, rigid boom vang, whisker pole on mast, ST Lewmar jib and spin winches, dodger with connector to bimini, standing rigging and lifelines, tiller and rudder, Garmin 541 chartplotter, AutoHelm 2000, FW pressure system, Nova Kool refrigerator, Sony stereo, oiled teak throughout. Contact (510) 289-7818 or krrivee@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 RIVAL 32 MK III, 1975. Alameda. \$22,000. Selling our boat of the last 10 years. Solid bluewater cruiser, great if you're thinking of heading to Mexico or just want to cruise the Bay. Also a great boat for a singlehander. Plenty of work completed, including instruments, sails, rigging, etc. Check out the website for details! www.rival32rain.com.

33-FT DUFOUR, 2003. SF Marina West Harbor. \$50,000. French-built sloop, excellent sailer, one owner. 35' City slip available for transfer fee. (415) 753-2031, (415) 331-9199 or gramek@aol.com.

33-FT HANS CHRISTIAN, 1985. Marina del Rey. \$75,000. Well maintained HC33, 30hp Yanmar, Grundig fridge, Furuno radar, Raymarine autopilot, Ham/SSB, Weatherfax, TV/PC monitor, AIS and much more. Email for more specifics: sean_spratt@hotmail.com or call (650) 743-0083.



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35-FT SCHOCK, 1985. Avila Beach, CA. \$15,000. 1985 Schock 35 sailboat and newly installed mooring. Two mainsails, jib, genoa, and spinnaker with sock all in good condition. Vessel has three double and two single berths with thick cushions. Bottom painted September 2015 along with mast and boom (all Interlux black) and deck painted with Kiwi grip. Vessel is in good shape for cruising, racing, or liveaboard. Mooring for up to 40-ft vessel included in Avila Beach, CA, where boat is currently located. Mooring includes a town-provided water taxi to and from your vessel, 365 days a year! Moving and must sell, first \$15,000 takes boat and mooring. Contact jasonjarvis@gmail.com or (805) 868-5737.



35-FT J/35, 1993. Long Beach, CA. \$48,500. Bathtub cockpit, newly painted mast. Great sail inventory, Harken three-speed primary winches, two-burner stove with oven. Pressure water, nice interior, 2 jumbos on mast. 72 PHRF. Contact (714) 403-2042 or E.mcclure@sbcglobal.net.



35-FT ERICSON, 1972. Santa Cruz. \$18,000. Great liveaboard I must give up to become a daddy next year on land. Westerbeke 25hp, diesel inboard, Force 10 propane oven, windlass anchor, 12V and 110 plug-ins, VHF, depthsounder, autopilot, AM/FM/CD stereo, electric toilet flush in head, water heater, propane heater, refrigerator, tabernacling mast with electric winch. See <http://sfbay.craigslist.org/scz/boa/d/ericson-35-sail-boat/6364535968.html>. (831) 239-8339 or gregpepping@gmail.com.

36 TO 39 FEET

36-FT ISLANDER, 1973. Emeryville. \$16,000. Hauled Oct 2017, ST4000 autopilot, depth meter, VHF radio, 2013 standing rigging, tabernacle mast, folding prop, new storm jib, Bruce anchor, electric head, stove, pressure water, Palmer P60, wheel steering, binnacle compass. See <http://sfbay.craigslist.org/eb/boa/d/73-islander-36/6387373077.html>. Call (510) 708-0701.

37-FT RAFIKI, 1974. Eureka, CA. \$8,000. Hull, mast, boom, Volvo diesel. This Rafiki has had years of neglect, needs a new interior and owner! Hull is sound. Open to offers. Email Limeygary@yahoo.com.



37-FT S&S 'CLASSIC 37', 1965. Vuda Point Marina, Fiji. \$15,000. Lovely outfitted cruiser in Paradise, hop onboard where we left off. Fiberglass, S/T winches, A4 motor, Aries windvane, liferaft. See website: www.cadenceofthesea.com or email for details: cadenceseamail@gmail.com.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link: www.facebook.com/Sailing-with-Laughter-1460745737303673. Contact Patrick at svlaughter@aol.com or (831) 238-5697.



37-FT HUNTER LEGEND 375, 1993. Santa Barbara. \$65,000. Super-clean, well maintained coastal cruiser that does not show her age. Owner moving to smaller boat. Fractional rig replaced in 2007 and many upgrades since then, including belowdeck hydraulic steering, all new electronics in 2015, Flexofold 3-bladed prop, new 2017 RIB dinghy and Tohatsu OB. 1200 hours on Yanmar 35hp. Write for photos and complete equipment list. Santa Barbara slip is available. Email Secondwind3@lcloud.com.



36-FT PEARSON 365 KETCH, 1978. Marina Bay, Richmond, CA. \$55,000. Cleanest Pearson 365 ketch on the market. Anywhere! Westerbeke V40-2900 hrs. Meticulous owner, meticulously maintained. Original gelcoat. Must see. More at <http://sfbay.craigslist.org/sfc/boa/6372109495.html>. Email ix_andy@yahoo.com.



38-FT MORGAN 383, 1982. Sausalito. \$39,500. Classic yacht equipped for racing or bluewater sailing, yet comfortable for leisurely cruising and entertaining. Stout construction for safety. Sails well under all conditions. Meticulously maintained. Polished wood interiors, new cushions and canvas, beautiful brightwork. New standing rigging, newer sails, rigged for short-handed sailing. Refurbished Perkins 50hp diesel engine. Upgrades include a state-of-the-art GPS/radar chartplotter and navigation system, refrigeration, stainless steel portlights, electric head, large battery power system with new batteries. Optional Offshore Safety Package, including emergency rudder, EPIRB, life raft, storm sails, etc. Berthed in Sausalito (slip available). Owner will deliver to any port in California. (916) 541-6607 or doug@dmahone.com.



37-FT TARTAN, 2000. Port Ludlow, Washington. \$148,500. Gorgeous Tim Jackett-designed cruiser in excellent condition. Professionally maintained. Tan deck and canvas over dark blue hull. Spacious interior with cherry cabinets and lockers over teak and holly sole. Yanmar 40-horse auxiliary. For photos and specifications, inquire at: svblackacre@gmail.com.



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 more at website for the L-36's connection to Lapworth's Cal-40. John Hamilton and Carol Leonard. See <http://L-36.com/history.php>. Contact (415) 821-4731 or HamiltonSFO@gmail.com.

36-FT CATALINA, 1989. Brickyard Cove Marina. \$44,600. Very good condition. Clean, all wood newly varnished, autopilot, depth gauge. All canvas fairly new, dodger, bimini, wheel cover. Contact (925) 367-5122 or arobinson2001@aol.com.



37-FT BENEUEAU FIRST 36.7, 2002. Kaneohe Hawaii. \$92,500. Farr-designed. Racer/cruiser, deep keel/rudder. Fractional rig, rod rigging. All racing gear, all cruising gear. Raced Hawaii, cruised SoPac. Lewmar opening ports, 3 double strms. Refrigerator, hot water, 12v/110v systems, dodger, all cruising comforts. Extensive covers/awnings. Excellent condition. Recently hauled, new bottom paint. Includes new Plastimo liferaft, new Ullman main, 5 headsails, cruising main, 2 spins. Carbon fiber pole. Raymarine linear-mech Autohelm. Rates 84. (808) 937-2878 or gcgillette62@gmail.com.



36-FT C&L MARINE, 1979. Oxnard, CA. \$29,500. Looking for a capable cruising boat that fits in a budget? This Doug Peterson-designed stout offshore cruiser might fit the bill. She's the little sister of the Kelly Peterson 44, with high bulwarks, bronze portlights, skeg-hung rudder, encapsulated keel, keel-stepped mast. NEWLY REFIT, rebuilt Volvo 35hp diesel, new upholstery, electric head and much, much more! See pix at website: <http://bit.ly/MonnieGayPix>. Contact (503) 490-3305 or rob@southboundsolar.com.

40 TO 50 FEET

46-FT KELLY PETERSON, 1985. New Zealand. \$144,952. Proven bluewater cruiser designed to deliver the perfect cruising experience in all weather. This boat is well fitted, in good shape and ready for adventure. Major refit in 2010! (707) 291-4920 or pjgans@comcast.net.



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42-FT HUNTER PASSAGE, 1993. Cabrillo, Long Beach. \$99,500/obo. Unique one-of-a-kind cruise-ready. Very motivated seller. Owner spent 15 years perfecting this boat. 20GPH watermaker, dive compressor, custom bedding, UHF/VHF, custom helm repeater electronics. Too much to list, must see to appreciate the value of the add-ons. Will consider reasonable offers. Not that it reflects much upon her current value, but we have over \$550,000 invested (I can't believe it!); asking all reasonable offers considered. If you want a pristine, actual cruise-ready boat, with the expertise of two avid sailors who will show you how to avoid the usual cruising pitfalls, look no further. See <http://sv-marilyn.com>. (949) 254-4300, (949) 307-3901 or skyrkingtwo@gmail.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. More at www.sellingesprit.com or chaynkt@sailingesprit.com.



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 more at <http://muchogustosailing.wordpress.com>. (925) 948-5613 or ed.witts@gmail.com.

47-FT OLYMPIC, 1975. Malta. \$145,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Icemaker, washer/dryer. Holding tank. Contact (559) 683-4837 or j-nick@sti.net.

44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$112,000. *Donna Rose*. 7 sails. Full list of equipment and maintenance records upon request. Located Mazatlan, Mexico. Contact Captain Rick at captrnick@hotmail.com.



44-FT CHERUBINI, 1979. Cudjoe Key, FL. \$275,000. Excellent condition. The perfect combination of tradition and modern features: Westerbeke 63B in-mast furling, electric genoa winches, bow thruster, Sea Frost refrig, 4kw Genset, Evolution Drive, Raymarine autopilot and Tridata instruments. Garmin touch screen chartplotter/radar, AB Inflatable 2015, 2-1/2hp Lehr and 15hp Yamaha. For much more information check out: www.ananda-the-cherubini.com. (617) 901-4531 or bartjones@aol.com.



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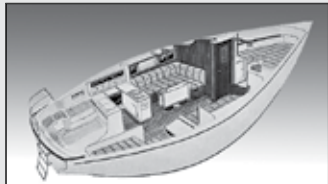







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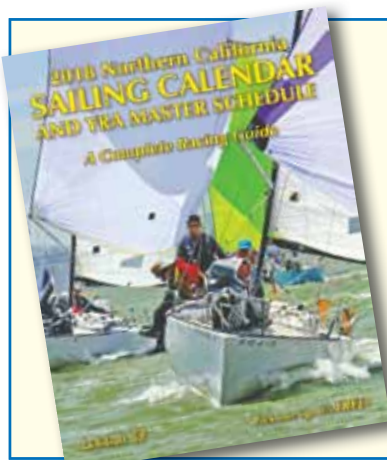
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30' CAPE DORY, 1980
Beautiful little pocket cruiser (or day sailer!) constructed to highest standards, shows very nicely inside and out. **\$23,000**

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CAL 29, 1977 Classic plastic with a DIESEL ENGINE for price of an outboard! Boat shows well, has a RF jib and is lying in a potentially transferable Sausalito Yacht Harbor slip—nice package all 'round! **\$11,000**

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by Costa Mesa's Dittmar Yard. A beautifully restored/rebuilt thoroughbred of the West Coast yachting tradition. Low hours modern diesel, recent sails, teak decks. Beautiful, traditional, seakindly bluewater windjammer. Some exterior maintenance due. All good & awaiting your pleasure. **Asking \$42,500**



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45' SPARKMAN & STEPHENS Masterpiece by Olin Stephens, NA. A magnificent sloop in beautiful condition. New Yanmar diesel, full galley, full boat cover, copper fastened. Impeccable provenance. *Valiant* is a rare treasure and **MUST BE SEEN!** Asking **\$99,950**



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30' RAWSON Ctr. Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays'l furling, 2 mains, wind-solar-ait charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A great Garden design & well set up for serious cruising. Asking **\$27,500**



STEEL DUTCH-BUILT LRMV REDUCED TO SELL FAST!

65' FEADSHIP Motor Yacht. World's Most Prestigious Motor Yacht Builder

Twin Detroit diesels, aux genset, dual helms, full electronics, bow thruster. Sleeps 12+, full galley, 2 heads with showers. Just hauled. New hull and bottom paint. Recent upgrades, fully operational - and **MORE!** Great potential! **Asking \$49,950**



16' OPEN 5.0 by Phileas 2007, like new. Honda 4-stroke outboard, trailer, two spinnakers, jib, main, swing keel, retracting bow sprit, hoisting straps, full boat cover. ... & **MORE!** **Amazing, Exhilarating Performance!** Asking **\$17,000**



AFFORDABLE CRUISER

CAL 2-46 Ketch Great Bill Lapworth center cockpit design. Comfortable/roomy blue water cruiser/liveboard, 80 hp dsl, full galley, aft stateroom, shower, 6'5" headroom, watermaker, wheel, dodger, davits, outway full-keel, AP, radar, roller furling, self-tailing winches and MORE! Asking **\$59,950**



VALUE!

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**



MUST SELL NOW!

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 **\$14,450**



65' TUG Steel 785 hp, 12 cylinder Caterpillar diesel main, partially overhauled with remaining parts to finish overhaul included, two GMC 2-71 diesel-power auxiliary generators. Big, roomy and strong. Asking **\$19,950**



REDUCED!

29' GULF Pilothouse Motorsailer wheel & PH helms, dsl, new main, jib & standing rigging. Spinn, lazy jacks, teak & holly sole, end. head w/shower. A good handling, well-built & capable pocket cruiser. Very desirable & a lot of boat for the money. Asking **\$14,950**

52' DYNA YACHT CPMY

High-quality Coastal Cruiser, two double staterooms with full heads, elegant and comfortable open layout. Enclosed Flybridge with lots of seating, A/C and heat, genset, twin **VERY LOW HOURS** dsls, new upholstery and paint, radar, full galley, much more. **Asking \$99,950**



BARGAIN!

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 **\$19,950**



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, port 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**



REDUCED!

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 **\$59,950**



MAKE OFFERS

43' GIB'SEA/DUFOR 126 Spacious 4-cabin sloop by Gilbert-Joubert/Nivell. Dsl, wheel, AP, GPS, radar, SSB, VHF's, refrig, propane stove w/open in great galley, pressure H&C water, life raft. Excellent cruising design, rigged for shorthanded sailing, MORE! Asking **\$62,500**



MUST SELL NOW!

36' ISLANDER Sloop. Illness forces sale. Cruise equipped, new upholstery, dsl, dodger, self-tailing winches, AP, lines led aft, RF, new running rigging, full galley, beautiful inter., convertible settee/ship's table & MORE! Priced for quick sale. **\$19,950**

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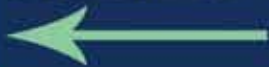
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