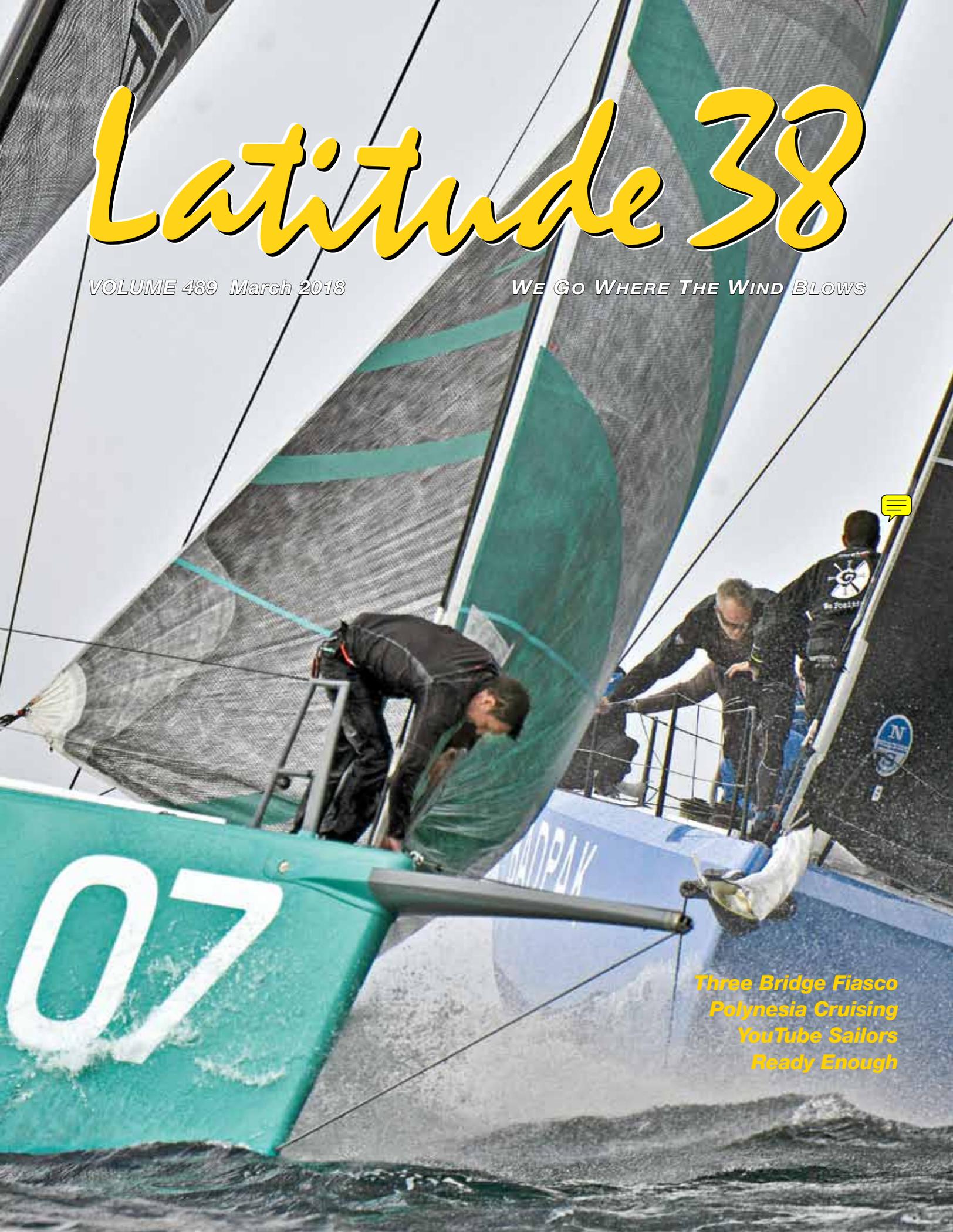


# Latitude 38

VOLUME 489 March 2018

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# Every Ocean Race: An Escapade

PHOTO BY ERIK SIMONSON



Ocean racing involves “excitement, daring, and adventure,” the very definition of an escapade. So Nick Schmidt’s Express 37 *Escapade* is an aptly named winner of the 2017 Season Championship in PHRO-2, the offshore division for boats with PHRF rating between 63-102.

Nick and the crew of *Escapade* are hooked on ocean racing, “developing new modes for speed through bigger waves and enjoying the fast downwind rides back home.” Racing in the Express 37 one-design class inside the Bay has only added to their performance offshore.

## *Escapade*\*

*Escapade*’s carbon class jib from Pineapple Sails was the “workhorse” for the season and is still going strong after three years of hard racing. A (10-year-old) bright yellow Pineapple spinnaker added speed and control for the downwind slide back through the Gate.

(We built the boat a new bright yellow spinnaker this winter. Shhh, don’t tell the competition.)

News Flash: As this goes to press, *Escapade* placed first in the 4-race 2018 Corinthian Yacht Club midwinter series. Congratulations, Nick and crew!

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Cover: Sailing in San Diego during the SCYA Midwinters, 52-footers *Vesper* and *BadPak* prepare to set spinnakers at the windward mark rounding.

Photo: Martha Blanchfield/Renegade Sailing

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

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## *Latitude 38*

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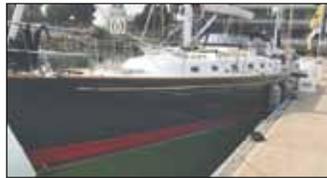
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2016 Ranger 31 CB \$299,950



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42.5' Catalina 425 3-cabin, 2018 .....	279,168
38' Catalina 385, 2018 .....	228,731
35' Catalina 355, 2018 .....	192,183
31' Catalina 315, 2018 .....	135,533

### Pre-Owned Catalina Yachts

45'5" Catalina 445, 2016.....	<b>SOLD</b>
42' Catalina 42, 1994 .....	<b>NEW LISTING</b> 118,000
34' Catalina 34 MkII, 2006 .....	<b>NEW LISTING</b> 119,900
34' Catalina 34, 1988 .....	<b>NEW LISTING</b> 45,000
30' Catalina 30, 1985 .....	<b>SOLD</b>

### Pre-Owned Sailing Yachts

50' Hunter 50 AC, 2012.....	285,000
40' Tartan 4000, 2012.....	<b>NEW LISTING</b> 449,000
40' Hunter 40.5, 1996 .....	79,000
38' Beneteau First 38s5, 1991 .....	<b>REDUCED</b> 63,000
25' Harbor 25, 2008 .....	<b>REDUCED</b> 49,900
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# CALENDAR

### Non-Race

- Mar. 1** — Sail under the full moon on a Thursday.
- Mar. 1** — Corinthian YC Speaker Series presents Matthew Brown, (Winning) the Talisker Whiskey Atlantic (Rowing). Tiburon, 7 p.m. Free but RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).
- Mar. 1-Apr. 8** — *Lady Washington* and *Hawaiian Chieftain* will visit Ventura through 3/6; Redwood City, 3/9-15; Oakland, 3/17-25; Antioch, 3/27-31; and Crescent City, 4/7-8. Info/tickets, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).
- Mar. 2-4** — Match Racing Clinic with Dave Perry on J/22s at SFYC. For youth 14-18. \$75. Info, [www.sfyfyc.org](http://www.sfyfyc.org).
- Mar. 3** — Sail a Small Boat Day, Richmond YC, 10:30 a.m.-3:30 p.m. Free rides on a variety of boats and craft, free hot dogs. Expect to get wet! Info, [www.richmondyc.org](http://www.richmondyc.org).
- Mar. 3, 15, 17, 30, 31, Apr. 5, 7, 14** — Dockwalker volunteer training. 3/3: Loch Lomond YC, San Rafael, 9-11:45 a.m.; 3/15: Sequoia YC, Redwood City, 6:30-8:40 p.m.; 3/17: Vallejo YC, 1-3:30 p.m.; 3/30: USCG Recruiting Center, Oxnard, 1-3:30 p.m.; 3/31: Del Rey YC, Marina del Rey, 10 a.m.-12:45 p.m.; 4/5: Oakland YC, Alameda, 7-8:30 p.m.; 4/7: Bodega Marine Lab, 10 a.m.-12:45 p.m.; 4/14: Silver Gate YC, San Diego, 10 a.m.-12:45 p.m. Pre-registration is required. Info, [www.dbw.parks.ca.gov/?page\\_id=29199](http://www.dbw.parks.ca.gov/?page_id=29199).
- Mar. 3, Apr. 7** — 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.
- Mar. 3-31** — Sailing in Access Dinghies, 9:30 a.m., and Veterans' Sail, 10:30 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).
- Mar. 4** — Mariner's Sunday, St. Luke's Presbyterian Church, San Rafael, 10 a.m. Interfaith service with StFYC Sons of the Sea Chorus singing traditional nautical hymns. Info, [www.stlukepres.org](http://www.stlukepres.org). Brunch available at Loch Lomond YC; call Donna, (415) 492-0472. To come to LLYC by boat, call Christine, (415) 454-7228.
- Mar. 4-25** — Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).
- Mar. 5** — Big Fish Meet & Greet, Hidden Vine, San Francisco. 5-7:30 p.m. Drinks & light appetizers with Ocean Conservancy CEO Janis Searle Jones and chief scientist George Leonard. Info, (800) 519-1541 or [www.oceanconservancy.org](http://www.oceanconservancy.org).
- Mar. 7** — *Latitude 38* Spring Crew List Party, Golden Gate YC, San Francisco, 6-9 p.m. \$7 cash at the door; \$5 ages 25 and under with ID. Munchies, door prizes, no-host bar. Info, [www.latitude38.com/crewlist/CrewParty/CrewParty.html](http://www.latitude38.com/crewlist/CrewParty/CrewParty.html).
- Mar. 7** — Corinthian YC Speaker Series presents Liz Baylis, What Is Blind Match Racing and How Does It Work? Tiburon, 7 p.m. Free but RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).
- Mar. 7-28** — 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.stfyfyc.com](http://www.stfyfyc.com).
- Mar. 7-28** — 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](mailto:mossfish@gmail.com).
- Mar. 8, Apr. 12** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, [www.singlesailors.org](http://www.singlesailors.org).
- Mar. 8-11** — International Ocean Film Festival. Most films screen at Fort Mason Center, San Francisco, with additional programs on Sunday at the Roxie Theater, S.F., and Lark Theater, Larkspur. Info, [www.oceanfilmfest.org](http://www.oceanfilmfest.org).
- Mar. 8-11** — Sacramento Boat Show, Cal Expo. Info, [www](http://www).



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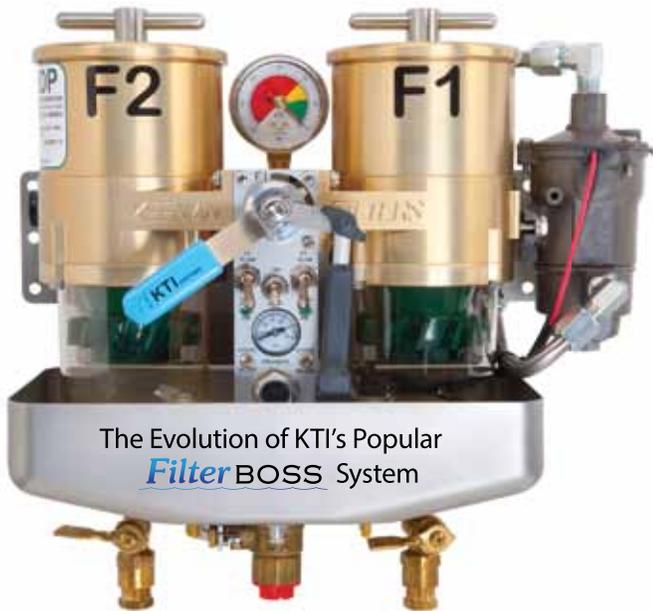
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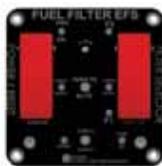
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## CALENDAR

[sacramentoboatshow.com](http://sacramentoboatshow.com).

**Mar. 9** — Spaulding Marine Center in Sausalito and the Latitude 38 Movie Club present *Mutiny on the Bounty* (1935) starring Clark Gable. 7 p.m. Free. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Mar. 10** — Women's History Month and Irish-American Heritage Month programs on Hyde Street Pier, San Francisco. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Mar. 11** — Spring forward for Daylight Saving Time.

**Mar. 11, Apr. 7** — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. April's event coincides with the Berkeley Bay Festival. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Mar. 15** — BCDC meeting to consider cease and desist order against Westpoint Harbor in Redwood City. Bay Area Metro Center, San Francisco, 1 p.m. Info, [www.bcdc.ca.gov/cm](http://www.bcdc.ca.gov/cm) and [www.change.org/p/westpoint-harbor](http://www.change.org/p/westpoint-harbor).

**Mar. 16-18** — Potter Yachter Fest with St. Patrick's dinners Friday and Saturday, Peninsula YC, Redwood City. Trailer sailors welcome. Ed, (650) 771-1945.

**Mar. 17** — St. Patrick's Day.

**Mar. 17** — Blue Room Lecture Series: Does the Whale's Magnitude Diminish? Maritime Labor and the Environment in Melville's *Moby-Dick*, with Amy Parsons, associate professor at Cal Maritime. Maritime Museum, San Francisco, 1 p.m. Free. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Mar. 20** — Vernal Equinox.

**Mar. 20** — Racing Rules of Sailing with Beccie Mendenhall at HMBYC, Princeton, 6 p.m. Info, [wsmanager@hmbyc.org](mailto:wsmanager@hmbyc.org).

**Mar. 31** — Sail under the second Blue Moon of the year, on a Saturday. Sorry, no eclipse.

**Apr. 1** — Easter Sunday.

**Apr. 8** — Swap Meet & Open House, Berkeley YC, 6 a.m.-1:30 p.m. Seller spaces \$20. Club tours. Info, (510) 843-9292 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 12** — Corinthian YC Speaker Series presents Gavin Pretor-Pinney, *Cloudy with a Chance of Joy*. Tiburon, 7 p.m. Free but RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**Apr. 14** — Women in the Wind, Stockton SC. For women only: veterans, active duty, first responders and wives. Classroom and in-the-water workshop. \$60; pre-register by 3/31. Info, [www.sailtorecovery.org](http://www.sailtorecovery.org) or [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 14 or 15** — Advanced Safety at Sea (Hands-on), Encinal YC. \$200. Prerequisite: 8-hour Safety at Sea Seminar. Pat, (925) 407-5507 or [www.pacificcup.org](http://www.pacificcup.org).

**Apr. 14-15** — Bodega Bay Fisherman's Festival, Westside Park, 10 a.m.-5 p.m. \$12-\$14. Info, [www.bbfishfest.org](http://www.bbfishfest.org).

**Apr. 19-22** — Pacific Sail & Power Boat Show and Marine Sports Expo, Craneway Pavilion and Marina Bay Yacht Harbor, Richmond. Info, [www.pacificboatshow.com](http://www.pacificboatshow.com).

**Apr. 22** — Opening Day on the Bay. Theme: Nations on the Bay. PICYA, [www.picya.org](http://www.picya.org).

### Racing

**Mar. 3** — Mercury Series #1, hosted by EYC on the Estuary. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**Mar. 3** — Long Distance #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 3** — Berger & Stein Santa Monica Bay Race. Del Rey YC, [www.dryc.org](http://www.dryc.org).

**Mar. 3** — John Pitcher Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 3, 17** — Spring Series. FLYC, [www.flyc.org](http://www.flyc.org).

**Mar. 3, 31, Apr. 7** — Singlehanded/Doublehanded Races.



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## CALENDAR

SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Mar. 9-10** — Port of Los Angeles Harbor Cup/Cal Maritime Invitational Collegiate Regatta. Info, [www.layc.org](http://www.layc.org).

**Mar. 10** — Santana 22 Team Racing in Santa Cruz. Info, [www.scyc.org](http://www.scyc.org).

**Mar. 10-11** — Big Daddy, with buoy racing on Saturday and a pursuit race on Sunday. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 10-11** — California Dreamin' Invitational Series, sailed in J/22s. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 11** — Baxter-Judson Series Race #1. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**Mar. 11, 25, Apr. 8** — Spring Series Races #1-3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 14** — Wednesday Night Races begin in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Mar. 14, 21, 28, Apr. 4, 11, 18** — Spring Series for J/22s and J/70s. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 16-18** — San Diego NOOD Regatta, SDYC & Coronado YC. Info, [www.sailingworld.com/nood-regattas/san-diego](http://www.sailingworld.com/nood-regattas/san-diego).

**Mar. 17** — Rites of Spring for singlehanded, doublehanded and full crews. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Mar. 17** — Rosenblum Regatta. SFYC, [www.sfyfyc.org](http://www.sfyfyc.org).

**Mar. 17** — Doublehanded Long Distance Race #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 17, Apr. 14** — Small Boat Solar Series. EYC, [www.encial.org](http://www.encial.org).

**Mar. 17-18** — Spring One Design for J/120, J/111, J/105, J/70, J/22, Express 37, Express 27, Melges 24 and Moore 24 classes. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 17-18** — BAYS Winter Series #4 for youth in Redwood City. PYSF, <https://sites.google.com/pysf.us/home>.

**Mar. 17-18** — California Laser Masters in San Diego. Mission Bay YC, [www.mbyc.org](http://www.mbyc.org).

**Mar. 21-24** — Farr 40 West Coast Championship, Cabrillo Beach YC, San Pedro. Info, [www.farr40.org](http://www.farr40.org).

**Mar. 23-25** — Laser Midwinters West in Santa Barbara. Santa Barbara YC, [www.sbyc.org](http://www.sbyc.org).

**Mar. 24** — Doublehanded Farallones, with shorter courses available: Race to the Sea, Race to the Bar, Race to the Sea Buoy or Race to the Weather Buoy. BAMA, [www.sfbama.org](http://www.sfbama.org).

**Mar. 24** — Jaws Pursuit Race in Sausalito. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Mar. 24** — SF Pelican Races, Lake Merritt, Oakland. Info, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Mar. 24** — Club Championship Series. CYC, [www.cyc.org](http://www.cyc.org).

**Mar. 24-25** — Spring Dinghy for 505, C420, Nacra 15, I-14, Laser and Radial classes. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 29-31** — Nacra 15 Midwinters West & Youth World Qualifier in Long Beach. Alamitos Bay YC, [www.abyc.org](http://www.abyc.org).

**Mar. 30** — Friday Night Races begin in Berkeley. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Mar. 30** — Friday Night Grillers Series begins in Alameda. BBYC, [www.bbyc.org](http://www.bbyc.org).

**Mar. 30-Apr. 1** — 50th annual Southern Straits race. West Vancouver YC, (604) 921-7575 or [www.southernstraits.ca](http://www.southernstraits.ca).

**Mar. 31** — Sadie Hawkins Race for women skippers on the Estuary. IYC, [www.iyc.org](http://www.iyc.org).

**Mar. 31** — Trans-Folsom Challenge. FLYC, [www.flyc.org](http://www.flyc.org).

**Mar. 31** — Champion of Champions Regatta in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Apr. 6-8** — Etchells Midwinters West, Coronado Roads, San Diego. SDYC, [www.sdyfyc.org](http://www.sdyfyc.org).

**Apr. 7** — Bullship Race for adult El Toro sailors from Sausalito to the San Francisco Marina. No, really, they do this. SYC/RYC, [www.richmondyc.org](http://www.richmondyc.org).

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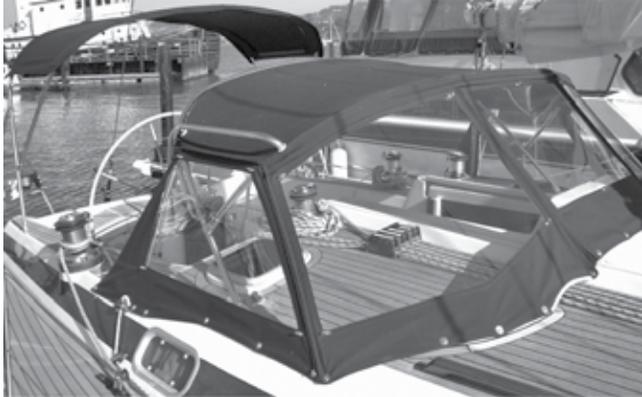
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## CALENDAR

**Apr. 7** — Doublehanded Lightship. IYC, [www.iyc.org](http://www.iyc.org).

**Apr. 7** — America's Schooner Cup Charity Regatta in San Diego, a fundraiser for the Navy-Marine Corps Relief Society. Silver Gate YC, [www.americasschoonercup.com](http://www.americasschoonercup.com).

**Apr. 7** — Classic Boat Invitational Series #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Apr. 7** — Carmiggelt/NorCal Series #2 for Mercurys, hosted by EYC on the Estuary. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**Apr. 7** — Andy Byrd Memorial Pursuit Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Apr. 7** — Don Wan Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Apr. 7** — North Bay Series #1. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 7-8** — J/Fest for J/120, J/111, J/105, J/70, J/24 and J/22 classes. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Apr. 7-8** — Opti Harken Series #2. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Apr. 7-8** — California Dreamin' Invitational Series concludes, sailing in Catalina 37s. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Apr. 7-8** — NWICSA Rainier Cup collegiate regatta on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**Apr. 8** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 13-15** — Ficker Cup. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Apr. 14** — SSS Round the Rocks for singlehanders and doublehanders. Skippers' meeting 4/11 at IYC. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 14** — South Bay Interclub #1. IYC, [www.jibeset.net](http://www.jibeset.net).

**Apr. 14** — Summer #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 14** — Commodore's Cup. BVBC, [www.bvbc.org](http://www.bvbc.org).

**Apr. 14** — Commodore's Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Apr. 14-15** — Resin Regatta. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Apr. 14-15** — Wheeler Regatta. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 14-15** — Camellia Cup Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 14-15** — San Francisco Cup Challenge. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Apr. 15** — Baxter-Judson Series Race. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

### Remaining Midwinter Races

**BAY VIEW BOAT CLUB** — Midwinter Madness: 3/10. Info, [www.bvbc.org](http://www.bvbc.org).

**BENICIA YC** — Frost Bite Series: 3/3. Dan, [race@beniciayachtclub.com](mailto:race@beniciayachtclub.com).

**BERKELEY YC** — Chowder Races: Casual racing every Sunday through March. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Sunday morning dinghy races, year-round, intraclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**ENCINAL YC** — Jack Frost: 3/3. Info, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 3/3. Info, [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days on the Estuary: 3/11. John, (510) 521-2980 or [www.iyc.org](http://www.iyc.org).

**LAKE MERRITT SAILING CLUB** — Robinson Midwinters: 3/10. Peggy, (510) 836-1805.

**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon, year-round. Info, [www.kbsail.org](http://www.kbsail.org).

**OAKLAND YC** — Sunday Brunch Series: 3/4, 3/18, 3/25. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Small Boat Midwinters (Sundays): 3/4. Optis & El Toro Green Fleet (Saturdays): 3/3. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SAN FRANCISCO MODEL YC** — Victoria R/C races Wednesday afternoons year-round, Spreckels Lake, Golden Gate Park. Info, [www.sfmjyc.org](http://www.sfmjyc.org).

**SANTA CRUZ YC** — Santa Cruz Midwinters: 3/17. Info, [www.scyc.org](http://www.scyc.org).



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165,000 Contact: Newport/Alameda



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## CALENDAR

**SANTA ROSA SC** — Spring Lake Winter Series: 3/18. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Chili Midwinters: 3/4. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 3/17 (St. Patrick's Day Race). Redwood Cup pursuit race series: 3/10. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever Midwinters: 3/17. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 3/3. Info, [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 3/3. Info, (707) 643-1254 or [www.vyc.org](http://www.vyc.org).

### In the Tropics

**Mar. 1-4** — WesMex International Small Boat Regatta. Vallarta YC, [www.wesmexregatta.org](http://www.wesmexregatta.org).

**Mar. 2-4** — St. Maarten Heineken Regatta. St. Maarten YC, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 2-10** — San Diego to PV Race. Info, [www.pvrace.com](http://www.pvrace.com).

**Mar. 3-Apr. 11** — ARC Pacific Rally. Los Angeles-Cabo San Lucas departs 3/3; Cabo-Hiva Oa, Marquesas, departs 3/15; awards in Nuku Hiva, 4/11. Info, [www.worldcruising.com](http://www.worldcruising.com).

**Mar. 5** — Pacific Puddle Jump Sendoff Party, Vallarta YC, Nuevo Vallarta, 3-6 p.m. Media presentation by *Latitude* editor Andy Turpin, plus immigration and customs info provided by Tahiti partners. Mini-profiles of attending crews will appear in the magazine. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**Mar. 8** — Pacific Puddle Jump Sendoff Party/Tahiti Bon Voyage, Balboa YC, Pacific side of the Panama Canal, 10 a.m.-2 p.m. with *Latitude* editor Andy Turpin, Tahiti's Stephanie Betz and reps from marine businesses in Fiji and Tonga. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**Mar. 9-12** — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, [www.loropianasuperyachtregattaandrendezvous.com](http://www.loropianasuperyachtregattaandrendezvous.com).

**Mar. 9-14** — MEXORC. Info, [www.mexorc.com.mx](http://www.mexorc.com.mx).

**Mar. 10** — Pacific Puddle Jump Sendoff Party/Tahiti Bon Voyage, Shelter Bay Marina, Caribbean side of the Panama Canal, 9 a.m.-4 p.m. with *Latitude* editor Andy Turpin, Tahiti's Stephanie Betz and reps from marine businesses in Fiji and Tonga. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**Mar. 15-18** — St. Barths Bucket Regatta. St. Barth YC, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Mar. 20-24** — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 23-25** — St. Thomas International Regatta in USVI. St. Thomas YC, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 26-Apr. 1** — BVI Spring Regatta & Sailing Festival. Royal BVI YC, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Mar. 29-Apr. 2** — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, [www.bequiaregatta.com](http://www.bequiaregatta.com).

**April 2-30** — Cruisers Rally to El Salvador. A spring rendezvous in Bahia del Sol. Info, [www.elsalvadorrally.com](http://www.elsalvadorrally.com).

**Apr. 8-14** — Les Voiles de St. Barth. St. Barth YC, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**Apr. 12-15** — Bay Fest, La Paz. Sailboat race, seminars, workshops, games, sports, chili cook-off, wine tasting, dinners, music, raffle. Club Cruceros, [www.clubcruceros.net](http://www.clubcruceros.net).

**Apr. 18-24** — Antigua Classic Yacht Regatta. Antigua YC, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 21-22** — Paradise Cup for J/70s and Laser Masters. Vallarta YC, [www.vallartayachtclub.org](http://www.vallartayachtclub.org).

**Apr. 27-29** — Newport to Ensenada Race. NOSA, [www.nosa.org](http://www.nosa.org).

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



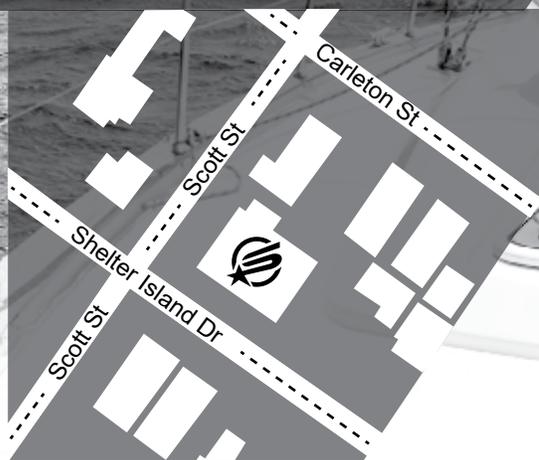
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# CALENDAR

Association, [www.sailingweek.com](http://www.sailingweek.com).

**May 7-12** — Tahiti Pearl Regatta. International fleet racing. Info, [www.tahitipearlregatta.org.pf](http://www.tahitipearlregatta.org.pf).

**May 9** — Antigua Bermuda Race starts. Royal Bermuda YC, [www.antiguabermuda.com](http://www.antiguabermuda.com).

**June 15** — Newport Bermuda Race starts. CCA/Royal Bermuda YC, [www.bermudarace.com](http://www.bermudarace.com).

**June 22-24** — Tahiti-Moorea Sailing Rendez-vous, co-sponsored by Latitude 38. Celebrates the arrival of the Pacific Puddle Jump fleet with traditional music, dance, cuisine and sports. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

**June 23** — Singlehanded TransPac to Hanalei Bay, Kauai, starts in Tiburon. SSS, [www.sfbaysss.org/main/shtp-2018](http://www.sfbaysss.org/main/shtp-2018).

**June 30-July 4** — Vic-Maui International Yacht Race starts in Victoria, BC. Info, [www.vicmaui.org](http://www.vicmaui.org).

**June 24-July 1** — Optimist North Americans. Vallarta YC, [www.vallartayachtclub.org](http://www.vallartayachtclub.org).

**July 9-13** — Pacific Cup starts. PCYC, [www.pacificcup.org](http://www.pacificcup.org).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

## March Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
3/03Sat	0031/5.7	0603/1.0	1218/5.9	1823/-0.1
3/04Sun	0108/5.7	0651/0.9	1309/5.4	1903/0.5
3/10Sat	0539/5.0	1253/0.7	2022/4.2	
	LOW	HIGH	LOW	HIGH
3/11Sun	0100/2.9	0741/5.0	1448/0.5	2208/4.4
	HIGH	LOW	HIGH	LOW
3/17Sat	0033/5.1	0604/1.3	1219/5.4	1820/0.2
3/18Sun	0101/5.3	0640/1.0	1302/5.3	1853/0.5
3/24Sat	0507/5.5	1208/0.0	1942/4.2	
	LOW	HIGH	LOW	HIGH
3/25Sun	0014/2.8	0618/5.5	1321/-0.2	2050/4.5
	HIGH	LOW	HIGH	LOW
3/31Sat	0016/5.7	0603/0.4	1225/5.5	1813/0.3
4/01Sun	0050/5.8	0646/0.2	1315/5.2	1851/0.8

## March Weekend Currents

date/day	slack	max	slack	max
3/03Sat	0148	0424/2.2E	0748	1048/3.5F
	1354	1642/2.4E	2012	2318/3.8F
3/04Sun	0224	0506/2.2E	0836	1142/3.2F
	1448	1736/2.1E	2048	
3/10Sat	0100	0412/1.8F	0724	1018/1.2E
	1448	1812/2.4F	2136	2330/0.9E
3/11Sun	0312	0612/1.8F	0924	1218/1.3E
	1636	2000/2.6F	2324	
3/17Sat	0154	0424/1.9E	0730	1048/2.9F
	1348	1624/2.0E	1948	2312/3.4F
3/18Sun	0218	0448/2.1E	0806	1130/2.9F
	1430	1706/1.9E	2018	2348/3.4F
3/24Sat	0018	0354/2.4F	0636	0918/2.0E
	1336	1718/2.6F	2106	2324/0.9E
3/25Sun	0142	0500/2.3F	0748	1036/1.9E
	1500	1824/2.9F	2212	
3/31Sat	0130	0412/2.5E	0754	1048/3.6F
	1400	1636/2.2E	2000	2306/3.9F
4/01Sun	0206	0448/2.5E	0842	1136/3.4F
	1454	1730/2.0E	2036	2342/3.6F



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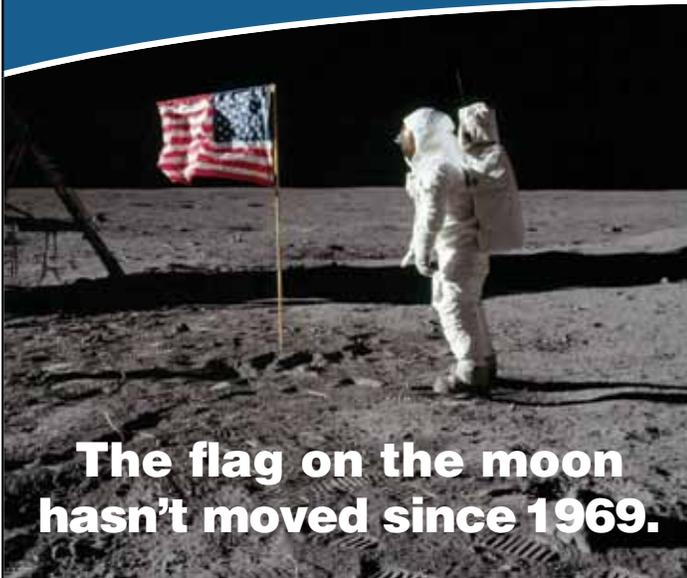
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## LETTERS

### ↕ **AN EDITORIAL ABOUT THE BCDC**

Good news from the BCDC. Following their loss in the Point Buckler Delta case with John Sweeney and the riotous support from the masses for Westpoint Harbor in Redwood City, things are changing. It appears their efforts to clean up the Bay are largely complete and the agency will likely start winding down its operations. How do we know? As we mentioned in *Loose Lips* last month, among the BCDC's many regulatory citations, one of the issues cited in a multi-page complaint against Scott's waterfront restaurant in Jack London Square includes the following concerns from the chief enforcement officer: "All of the tables should be silver and round, and they were not. Instead four were silver and square, and 10 were brown and round." Clearly, if an agency created to improve the Bay now has the time to concern itself with the shape and color of tables at waterfront restaurants, its work must surely be finished. Granted, there were more serious charges raised against Scott's, but if we were an agency hoping for a shred of public support, we'd probably leave the tables out of the report.

Likewise with Westpoint Harbor, which is a beautifully built, environmentally friendly marina that has created public access out of a waste zone. In response to an ongoing BCDC action against Westpoint, a petition has been circulating and has almost 5,000 signatures in support of the marina and calling on the California legislature and state auditor to investigate the BCDC. What's more, numerous advocates have been willing to trek to BCDC headquarters in San Francisco to testify on behalf of Westpoint, a testament to the waterfront value Mark Sanders has delivered to South Bay residents. (The next opportunity for community support of Westpoint Harbor will be at the BCDC offices near City Hall at 55 Golden Gate Ave., San Francisco, on March 15.)

Amidst the blight that was post-industrial San Francisco Bay in 1965, the Bay Conservation and Development Commission was formed to "encourage the Bay's responsible and productive use for this and future generations" as well as being "tasked with requiring maximum feasible public access within the Bay's 100-foot shoreline band." In the 50-plus years since, the BCDC and other agencies have done a remarkable job in restoring the Bay's health. For those of you who grew up in the Bay Area in the '70s, you might remember seeing mattresses, washing machines and all manner of outrageous flotsam littering the shoreline. Back in the day, we remember hearing people say, "The Bay should just be filled in, because it's full of raw sewage and it stinks."

Today, the vast, multi-county expanse of San Francisco Bay is teeming with life, including humpback whales, seals, porpoise, windsurfers, kites and sailors. Last summer, Bay Area waters received "remarkable grades" from [www.healththebay.org](http://www.healththebay.org), a nonprofit that monitors water quality throughout California. Heal the Bay found that "100% of the 15 monitored beaches" in San Francisco County earned A or B grades in 2017, even after the torrential rains and toxic runoff from last winter. If Alcatraz Sharkfest Swim had been held 50 years ago, you might have dissolved before you hit the shore, but today, the event sells out, attesting to everyone's enjoyment of our waters and the faith that the Bay is clean and safe.

Unfortunately, the once-admirable mission of the BCDC has now become more toxic to the people around the Bay Area than the spoils that it was created to clean up.

Fifty years ago, the BCDC had numerous supporters as they took on industrial and municipal entities whose unfiltered pipes were dumping straight into the Bay. The fact that public support appears to have swung almost 180° from



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## LETTERS

those days suggests it's time for a course correction. As so often happens, the well-intentioned mission has turned into an overzealous bureaucracy that has lost sight of the values it once shared with its natural allies. The public — which enjoys swimming, paddling, fishing and sailing on the Bay — finds their Bay access points and marine service facilities threatened by a well-meaning staff who appear to have lost sight of the agency's mission for "responsible and productive use" and "maximum feasible public access." As the saying goes, having lost sight of our objective, we've redoubled our efforts.

Over the last 50 years we've all added holding tanks, increased pump-out stations, switched to biodegradable soaps, continued our education, reduced, reused, recycled, participated in beach cleanups, and continued to support a more sustainable Bay. However, as we look at the various artist's renderings of proposed new waterfront condo developments complete with views of elegant sailboats seen from condo decks, we wonder how much longer those sailboats will be there to enhance the views and lifestyle of these new waterfront dwellers.

If we were the BCDC, we'd do all we could to expand access, because we know that if more people get in and on the Bay, more people will want to protect its waters. We'd add launch ramps with nearby adjacent parking (like the major public ramp expansion on Shelter Island in San Diego), we'd make sure there was an ample number of boatyards and marine services, and we'd make sure any proposed waterfront development incorporated expanded Bay access — that does not mean a path allowing you to walk near the Bay, it means a beach, a dock, a ramp, a marina and any other facility that increases the ease and frequency of Bay use.

Finally, we'd suggest that the BCDC sponsor the Westpoint Regatta as a gesture of goodwill to South Bay sailors. While we understand that there are fine points to be ironed out between a business and a regulatory body, we think that Westpoint's overwhelming environmentally friendly design is something to be celebrated — as is the BCDC itself.

Without question, the Bay is better because of the BCDC, so we should be applauding their success rather than defending against its overreach.

*Readers — Next month, we will bring you the BCDC's response to this editorial. And in May, we'll have a response from Mark Sanders at Westpoint Harbor.*

### ↑↓ A CONCERNED BAY AREA RESIDENT

Thanks for your stories about Westpoint Harbor, and for letting people know about their struggles with BCDC. Certainly, what Mark Sanders has done is quite remarkable and it's a shame that BCDC has sailed so far off course from its real purpose, to focus on improving the Bay — which is exactly what Mark has done.

I also found the story about Bay Area restaurants [January 15 'Lectronic] quite ironic. Why? Because the following posting celebrated the Bay's waterfront restaurants, which are similarly subject to BCDC's jurisdiction. For example, Scott's Seafood Restaurant on the Oakland Estuary has been targeted by BCDC's chief of enforcement, big-time.

Really? With the mess we have on Richardson Bay — which is ranked as the fourth highest on BCDC's own enforcement prioritization list — they are going after Westpoint Harbor, which is ranked #24, and Scott's #67, out of the 170 targeted 'offenders' on their list. This is absolutely *incredible!*

If Gene McAteer were alive today, the man who co-authored

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## LETTERS

the legislation that created BCDC, and knew his vision of the agency had turned into a body focused on inspecting and counting the number of chairs and colors and table shapes, I think he'd be terribly disappointed, to say the least.

Anonymous  
 Planet Ocean

### ↑↓ ACCESS IS KEY

We were in Marina Village for *months* on our way south from Seattle to (eventually) Australia. We loved our time sailing on the Bay. Access is a critical component of preservation.

Mike and Liz Scott  
 Argonaut, Cal 40  
 Currently in Australia

*Mike and Liz — It might be hard for anyone arriving on the San Francisco Bay waterfront to imagine what's already been lost. Much of today's concerns are looking to save the remnants of a multi-decade decline in access and services. The Bay Area has lost more than 30 boatyards in the last several decades. Alameda had three boatyards 10 years ago, but, after Svendsen's moved to Richmond, the Boat Yard at Grand Marina is the last facility on the island.*

*The new condo project adjacent to Grand Marina was formerly a collection of small marine businesses, while the condo project down the street at 2100 Clement was home to Wylie Design Group and North Coast Yachts, builders of Wylie Wabbits, Hawkfarms, Wylie 34s and numerous other boats. The seniors' home at Mariner Square once housed many marine services, sailboat dealers and North Sails, and also hosted one of the most successful boat shows in the Bay Area. Then there are the silting channels of San Rafael, San Leandro and Petaluma, just to name a few. You can drive the waterfront and see once-active launch ramps now crumbling and inaccessible.*

*To be fair, some of this has been the result of a decline in participation. With the 'chicken and egg' nature of life, it's hard to know which came first: Are declines in participation the result of declines in access and services, or is it the other way around? Regardless, we think it would be much harder to add back what was removed than to simply preserve the limited access points that remain.*

*The enormous effort and challenges faced by Mark Sanders to develop a new marina on vacant, toxic land near the Bay are a clear example of the hurdles. The small marine businesses in Alameda that once employed local people are now housing for commuters struggling to get on and off the island via narrow, congested tunnels and bridges. If you were a young, mechanically inclined craftsman with entrepreneurial dreams, what kind of capital and stamina would you need to open a new boatyard on the waterfront?*

*And what if all those people living in the condos start looking longingly at the Bay and decide they want to go sailing? The way things are going, it would probably be faster to commute to the City by sailboat. — ja*

### ↑↓ WESTPOINT WOES, AGAIN

Amazing, simply amazing. Another road to hell. I read the [January 22 *Lectronic*] article and kept shaking my head; what an exercise in bureaucratic stupidity. Sounds like the typical antics of homeowners' associations in Southern California — conflicting rules created by anal-retentive martinets.

Does anyone at the BCDC acknowledge that they are contradicting state and federal rules which supersede any local ordinances and edicts by lesser organizations? All I can say is that I am glad I don't live in the People's Republik of Northern



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## LETTERS

California. Hell, it's bad enough down here!

Anonymous

### ↑↓ THANKS FOR THE SUPPORT

Your continued support of our community efforts to save Westpoint Harbor is most appreciated. It gives the perspective of the boating community and is well balanced. We had a major effort to get the word out about a BCDC meeting, and your readership is the best source of both concerned and informed people in the water-oriented community.

We are going to include all of the *Latitude* and *Lectronic Latitude* articles and letters in the public record. It's not clear the BCDC commissioners are aware of the staff actions, and your collective thoughtful voices are a wonderful balanced approach to them. Thanks again and we will keep you posted.

Bob Wilson

*Mystic*, Grand Banks 36

Westpoint Harbor, Redwood City

### ↑↓ REEL THEM IN

I think that, like the Federal Communications Commission, the Bay Conservation and Development Commission has overstepped its bounds and needs to have its charter revised. Too much power in the hands of just a few unelected persons.

Matthew Peterson

FastBottoms Hull Diving

Alameda

### ↑↓ BRIGHT LIGHTS

Nothing like a bright light in the room to get the rats scurrying. It is time for more than just a few good men to do something. Large groups of "concerned" citizens showing up at hearings may be what the BCDC understands. It would be nice if there were a way to vote to cut off BCDC funds that they are using to attack Westpoint Harbor. Watching the BCDC use my tax dollars to destroy a model harbor project that I very much support is one of life's great frustrations.

Chad McNamee

*Enter Laughing*, Little Harbor 44

Portsmouth, RI

### ↑↓ MY THOUGHTS ABOUT THE BCDC . . . AND THE ISAACSONS

I think it is time for the legislature to look into disbanding the BCDC, which may have once served a vital purpose but

has now descended into power grabbing for its own sake. There seems to be a great deal of duplication of effort by governmental bodies to protect San Francisco Bay.

Also, great to see the bit about Glenn and Gaby in *Lectronic Latitude* on January 31. I sailed with them on *Re-Quest* before moving up to Seattle. Open the dictionary and look up "class" and you will probably see their picture there.

Chuck Barrett

*Away*, Cobalt 246

Seattle, WA

COURTESY THE ISAACSONS



**Glenn Isaacson, who races the Carl Schumacher-designed 40-ft daysailer 'Q' on San Francisco Bay, and his wife Gaby were honored as Belvedere's 2017 Citizens of the Year at the end of January.**

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## LETTERS

Chuck — We're not at all surprised to hear kind comments about the Isaacsons from you and other readers. — cw

### ↑↓ I JUST WANT TO SAIL. HOW DO I DO IT?

I am a 29-year-old nurse and lover of the water currently living in Sacramento. I have college sailing experience at the University of Southern California, and I'm also part of a sailing co-op in the Bay Area, where I'm learning how to be a competent and useful crew member. I was so excited to come across your website and learn about the Baja Ha-Ha cruise.

It's a dream of mine to sail from San Diego to Baja. Can you please let me know what I can do to join one of the boats in this year's rally, how much it would cost me, and if I need any certifications? Also, can you please let me know if there are any other sailing events in California that I can get involved in? Thank you!

Tiffany Sanders  
Sacramento

*Tiffany — We have a few suggestions for you:*

1. Sign up on our free online crew list. For the Baja Ha-Ha, use the 'Mexico-Only' Crew Form. You'll find it on our website at [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html).

2. Come to our Crew List Party on March 7 at Golden Gate Yacht Club in San Francisco. \$7 cash admission. See [www.latitude38.com/crewlist/CrewParty/CrewParty.html](http://www.latitude38.com/crewlist/CrewParty/CrewParty.html).

3. Get involved in sailing near you. Hone your skills on small boats at Lake Washington Sailing Club: [www.lwsailing.org](http://www.lwsailing.org)

4. Go to Stockton Sailing Club or a Bay Area yacht club to get involved in crewing on larger boats. Spring racing is starting up, and skippers are always looking for crew. Joining a race team is



**While the Crew List Party only happens twice a year, the Crew List itself is online 24/7. Wanna sail? The Crew List can help you.**

a great way to further hone your sailing skills and learn the fine points of being part of a crew.

5. Go to the Pacific Boat Show in Richmond on April 19-22. Pick up our April issue for the boat show planner insert, and also see [www.pacificboatshow.com](http://www.pacificboatshow.com) for details.

6. There are no certifications required to crew on a Ha-Ha boat, but local sailing schools offer excellent courses with certifications for anyone wanting to get a solid knowledge base and gain experience and confidence.

Good luck and have fun! — cw

### ↑↓ CONTROL THE BLEEDING

I very much enjoyed your February issue article Sea Lion Bite Survivor Saved by Sailor, as it illustrated how sailors are often first responders and therefore need to be prepared for all kinds of emergencies. The swimmer who was bitten by the sea lion was very lucky because, as the EMTs later explained, the bleeding caused by the bite created a potentially life-threatening situation.

Few people realize that uncontrolled bleeding is the number-one cause of preventable death from trauma. It is

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## LETTERS

JOHN HENRY



**Are you prepared to encounter a severe bleeding scenario on your boat?**

for this reason that the American College of Surgeons is now recommending that Bleeding Control Kits be part of first-aid kits — and sailors should take note. I would encourage those who

wish to learn more to visit [www.bleedingcontrol.org](http://www.bleedingcontrol.org)

John Henry

*Fleur de Mer*, Beneteau Oceanis 38  
Alameda

### ↑↓ A GIRL'S GOTTA DO, PART DEUX

Jumping into roles, the ones we dream about when we're doing all the seemingly super-important stuff that life tosses our way. So why not join along sailing sleek and fast toward a landfall many, many miles away? I swallowed the anchor after selling *Tramuntana*, my Catana 431 formidable French cat once christened *Bright Wing* by the late John Walton (see *A Girl's Gotta Do, Part 1* in *Latitude 38's* August 2010 issue).

The Marquesas was, is, and continues to be a place I need to experience, so as every year *Latitude 38* proudly puts the allure of the Pacific Puddle Jump so attainable, it was the saving of the September 2017 issue that allowed fresh confirmation of why it's time to cast off the lines.

Luck seems to find me, a rusty thrown shoe but game for more of what once defined me. I'll be a crewmember of *Sao Nicolau*, the Jeanneau DS45 crossing in March, making this a high-water mark of taking a big bite outta the ass of life. Pacific Puddle Jumpers class of 2018, I am humbled and freckled with fantastic thanks at this opportunity of pure kismet.

Opportunity shows up; do we sit it out? The opportunity to invite my Barcelona-born dock rats (Catana 431 *Far Niente*, 2000-2003, Port Vell) to meet me on the other side of the Pacific. It's a Spring Break adventure air mystique. I'm using it to gel images of downwind forays of fun, of sand and surf, expose 'em to the sailing community in its native habitat. This is where I may need a hand from the fleet.

The dad feels uneasy to have sons awaiting Mom; Mom thinks an island is a contained jungle gym, much like the kid-proofed catamaran they once explored. *Latitude 38* readers might help hatch a plan to assuage one worry — *Sao Nicklau's* not making landfall by April 3. It would be a real help to have a boat or two available as a local contact. A sailing host that's looking for child labor, yes completely third world, yet they are both highly capable young men: Collin is almost 16 and RC just a few weeks shy of legal age. They can scrub a head and cook a soufflé while fixing your Wi-Fi — rebooting the world of welcome to paradise while they wait, just in case we arrive in port later than April 3. There's an Airbnb booked for us, so they've got a place. Readers/cruisers can touch base at [artfarmfennville@gmail.com](mailto:artfarmfennville@gmail.com).

It's French for me, baby. French boats, French Polynesia and the delicious things of a certain Sportif swagger. Yes, all of it. Let's indulge — be French or at least cast a wide-brimmed hat in the direction of the beauty that is the South Pacific.

Wishing for fair winds and phosphorescence in my wake.

Christine Currie, KF6UFG

*Miss B Haven*, 1952 Lyman 17-ft woodie  
Santa Cruz/Saugatuck, MI



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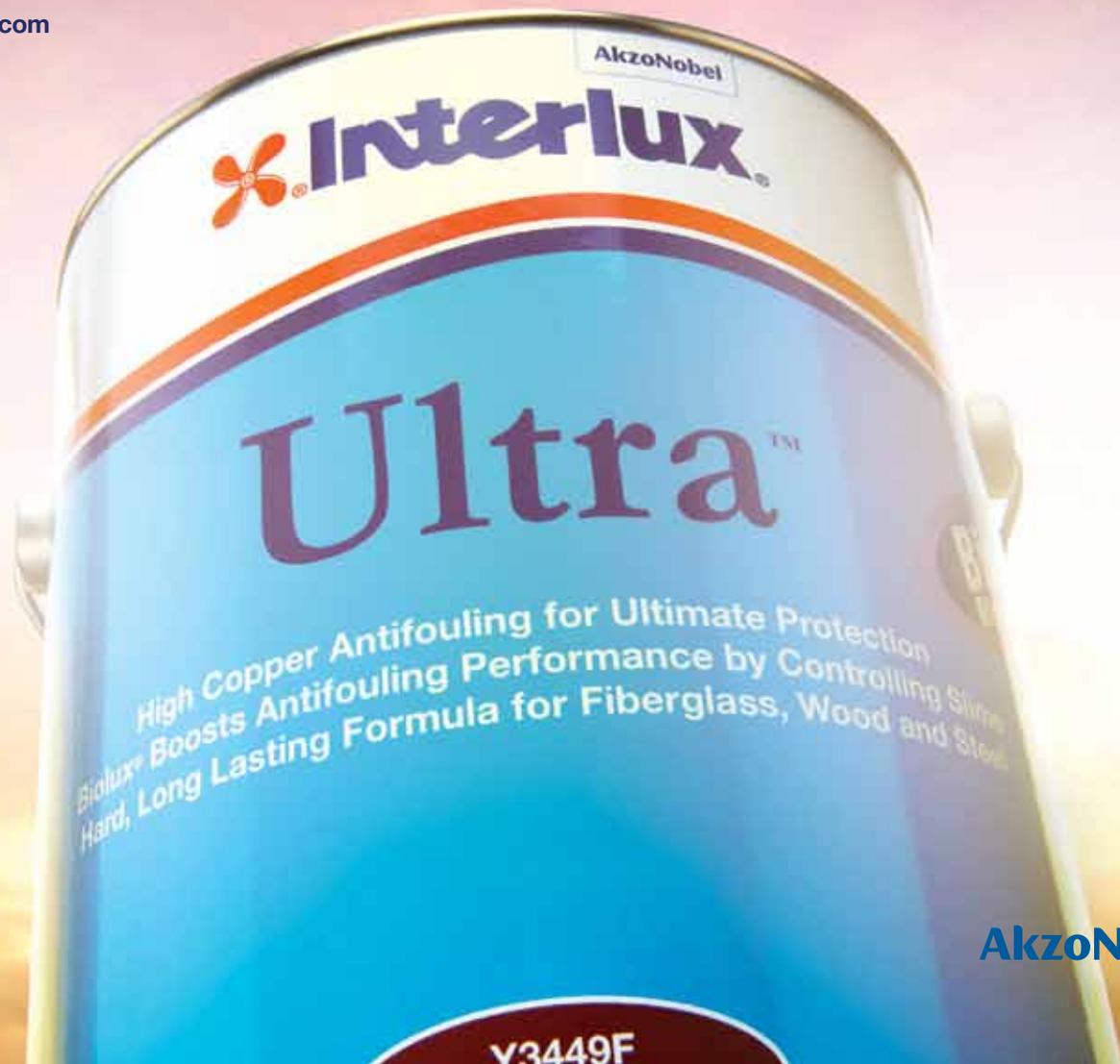
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## LETTERS

*Readers — Christine adds: "My little lovely Lyman is a 17-ft slice of cute; she's the rare-ish side-steer version. A nice way to explore the Lakeshore and proximity of Great Lakes and ponds." — cw*

### ⇅ SAILING THE GLORIOUS SALISH SEA

As my favorite bareboat charter destination, I can surely appreciate the high marks given the Salish Sea in your Charter



RAY WILSON

**Trees, water and more tree are on tap in the glorious Salish Sea.**

Notes [in the January issue of *Latitude*]. Although informative, I hardly saw the report as a "detailed look" at chartering in those "well-protected waters of the Pacific Northwest." Permit me to highlight the section between Desolation Sound Marine Provincial Park and the region of Quadra and Cortes Islands, where my crew and I accomplished a portion of our 15-day charter last summer on a Hanse 495.

Our most exciting destination was Octopus Islands Marine Provincial Park and neighboring Waiatt Bay. Those granite islands comprise a tight cluster along the northeastern shore of Quadra Island, offering secluded anchoring surrounded closely by forest trees. The Park opens into Waiatt Bay toward the southeast — an expansive bay offering shallow anchoring depths near 30 feet even at its center.

It was a peaceful, uncrowded site where we lingered four nights. It's easy to go ashore there for short hikes on forest trails to either Newton Lake or Small Inlet Marine Park — both worthy destinations. You also mentioned the challenge of rapid currents, which indeed must be met heading to the Octopus Islands and Waiatt Bay from the southeast. The course made is via Beazley Passage into Surge Narrows.

Whereas the tidally forced currents of such passages are not to be casually approached, they are certainly practicable with planning. The guides advise transiting during periods of slack current.

After clearing the passage returning southeast, a delightful destination not far is Gorge Harbour at Cortes Island. One finds there a quaint village with a general store, restaurant, pub, showers, laundry and summertime activities. Addition-



RAY WILSON

ally, there's a marina, with a fuel dock, offering transient slips; and you can get water there as well (200-liter limit). I felt adventure transiting "the gorge" into the harbor as I imagined Poseidon



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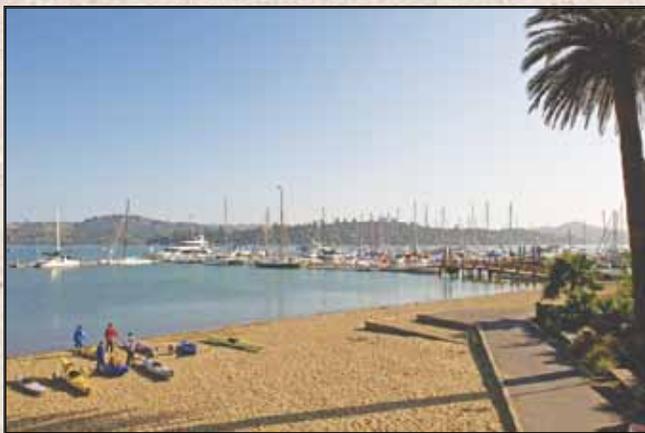
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## LETTERS

might arise as in Jason and the Argonauts to hold back the towering rocks!

We come finally to Desolation Sound, a destination of renown. The dramatic scene greeting you entering the Sound is incomparable — that, I do admit! But as a popular summertime destination, it was crowded in Prideaux Haven and other anchorages nearby. Deciding on a suitable anchoring spot required trial and error. For us, it seemed the choice destination of power boaters, for we were surrounded by them by the end of our first day.

The charting destinations that the Salish Sea offers are vast in number, but each is nevertheless unique. I never fatigue of its scenery. To "detail" the Salish Sea would likely take a year's worth of issues of *Latitude 38*. But you have done your readership a courtesy by pointing future charter vacations in that direction. Bon Voyage!

Ray Wilson

King's Gambit, Bavaria 38E

Long Beach

### ↑↓ THE DORADE PARADE

I grew up in Seattle around the Seattle Yacht Club in the 1940s and was an out-of-state member till the '80s, having moved back to the Bay Area in 1950. My father was a member of Seattle YC from 1941 till his passing in 1981. I note in his 1979 club roster that *Dorade* was still sailing and was owned by Charlie Ross. I know she was very actively raced during her years in the Northwest. I'm sure a research of Seattle YC's racing history will show her name in many of long-distance races during her life in the area.

Doug Murray

Murmur, Hunter 356

South Beach, San Francisco

*Doug — Interesting point. We gathered Dorade's results from [www.dorade.org](http://www.dorade.org), which makes no mention of her time in Seattle (the results skip from 1953 to 1997). Following your tip, we discovered the book Dorade: The History of an Ocean Racing Yacht by Douglas A. Adkins. We picked up the story after Ralph James — Dorade's third owner in a decade since she left New York — sold her to John Franklin Eddy, "a scion of one of the great lumber and commercial families of the Pacific Northwest," and one of Dorade's longest continuous owners. The Sparkman & Stephens yawl would go on to make various types of history in Seattle.*

*Upon his death in 1978, Eddy bequeathed Dorade to Mystic Seaport "for its charitable, scientific and educational purposes." But she never went to Connecticut. Mystic put her up for auction immediately, and she was bought by Antonio Gomez, a retired airline pilot who "had loved the boat for decades, was enchanted by Dorade's beauty and fame, by tales of her races and her owners."*

*This is where Charlie Ross comes in (though we're not entirely sure how — we were reading Adkins' book off the Internet, where two pages were unavailable. We tried tracking down a hard copy before deadline with no luck, so please forgive yet another abbreviated history). Ross was apparently the skipper and a central figure in organizing crew — as well as tempering Gomez. Prior to the Swiftsure Race, which involved a prestigious gathering of yachts in front of the Empress Hotel in Victoria, Gomez chugged sangria out of a bota bag while dancing naked on Dorade's foredeck.*

*Meanwhile, Ross had something to prove. Many sailors didn't think Dorade was up for the grueling Swiftsure, believing that "her days of long distance ocean racing were over,"*

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# LETTERS

Adkins wrote, "The Transpac committee had doubts as well. Charlie Ross sought to allay them by successfully completing the Canadian race, being admitted to race to Honolulu and then heading south for the Transpac in early July."

In that year's Swiftsure, Ross skippered Dorade through a gale, and she eventually ran aground. The crew feared the worst (especially Gomez, who did not know how to swim), Ross got Dorade off the sand and continued with the race. She came into a crossing situation with Zubin Ubi II, a 44-ft fiberglass sloop. Approaching on port, Ross bore away to take the sloop's stern. Believing that Dorade wasn't going to make it, Zubin also bore away, sending the boats careening toward each other head on "with a combined speed approaching 20 knots. The boats collided, with Dorade's slender but powerful wooden bow" splitting through the fiberglass boat and sinking her.

There are few boats with such an amazing and expansive history, which includes both glorious and inglorious moments, as Dorade. Thanks for the reminder.

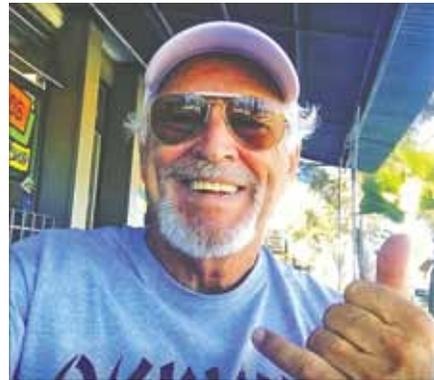
Readers — Doug Murray added: "I have been a faithful reader for years. My wife and I were fortunate to take off in 1991, at the age of 54, for six years on our Liberty 458 down the coast. I have our Some Like it Hot T-shirts from 1991-92 that we got in Cabo upon arrival, before the first Baja Ha-Ha.

"We cruised through the Panama Canal all the way down to Trinidad, then to Fort Lauderdale, then trucked back to San Francisco — six years to get there and six days to get back. We were featured in Changes In Latitudes many times in the '90s. My motto is 'Go now; don't wait!'" — th

## LOOKING FOR A LOST SHAKER OF SALT WHILE ON OUR WAY TO HAWAII

I very much enjoyed reading your Buffett story in the October 18 *Lectronic Latitude*. It brought to mind a tale of two Buffett lovers, sailing and heading south. It was the 1986 Pacific Cup aboard the Express 27 *Light'n Up*, and we were about halfway. It was not a very windy year, just average and

kind of boring.



**Jimmy Buffett has inspired all manner of adventures — ranging from the quixotic to the ill-advised. Most of the escapes involve some manner of intoxicant, and are never dull. Photo from the Jimmy Buffett and the Coral Reefers Facebook Page.**

The squalls were 'suck squalls' that year — in other words when one hits, it somehow sucks all the wind off the ocean and you just bob there and get rained on. One night a big one hit and we took the kite down and went below. Hours later at sunrise it stopped. We poked our heads out of the hatch with the half-ounce and noticed that there was an Express 37, like,

100 feet from us! But their kite was all wrapped in a knot in the rig, with lines over the side and no one on deck. It was a riot to see. The wind was beginning to build, so we set and, bing bango bongo, we were off like a bride's nightie.

Gary Clifford, my shipmate who did not let any small deed go uncelebrated, was pumped up and happy as a sailor could be. He came up from below with two Buffett-inspired 'boat

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## LETTERS

drinks' and a boom box with Buffett all queued up. "Cheers," he said. "Last night sucked big time, but here we go! This is great, just friggin' great!" He proceeded to put the boom box on the cabin top and hit play, and there we were in Buffett-land.

After the boat drinks hit, the mood was awesome. We put on our straw hats, laughed at that E37 sight and plotted our victory. That is when I noticed the wind had started to change direction. "Holy shit Gary, we just got a giant header. We are pointed at Hawaii and the wind is abeam and the pole is on the headstay. OMG! We are going to hose the fleet now! So more boat drinks and celebration — the mood got better, and we were overbearing in victory!

Later that day, when we did a peel and had to remove the boom box, we noticed that the header had gone away. That's when we noticed that the boom box was next to the compass! Oh no! The compass swung back about 90 degrees and there went our glorious header and victory. Yes, Jimmy was there — his boat drinks had taken their toll and his music had headed us south to Mexico for a whole wondrous day!

Anonymous  
Margaritaville

### ↑↓ RANDALL REEVES

Thanks for all your Randall Reeves coverage. I am a fan; I've read every one of his blog posts from crewing on the Northwest Passage to finding the 'right' boat for the Figure 8 Voyage. I wish him all the luck in the world and anxiously await each new post. I've got an old world globe with a yellow stickie for Randall's position that I update daily. Go Mo!

Jim Sinclair  
*C'est la Vie*, (a sailor stuck in a powerboat)  
Portland, OR

### ↑↓ FOLLOWING THE FIGURE 8

I used to sail out of Santa Cruz but got transferred to Colorado about 18 years ago, so I haven't had much chance to sail since. I now live vicariously through your magazine, in spirit



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with all the *Changes in Latitudes* and the races. Please continue reporting about Randall Reeves and the Figure 8, along with all the other sailing stories out there.

*Randall Reeves taking care of business somewhere below (way below) the Cape of Good Hope in a post from early February.*

I've finally gotten my wife to agree to take sailing lessons, after about 20 years of pleading, finagling, bribery etc. We plan on going to San Diego and getting bareboat-

certified this coming spring or summer, then it's off to charter in the Caribbean, the Med and the South Pacific.

Anyway, until we can actually do this, we follow your stories. Thank you for your writing and reporting, the Baja Ha-Ha, (which we plan on doing someday) and all the other ways you promote sailing.

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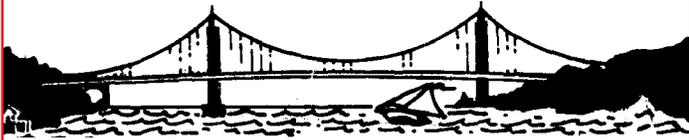
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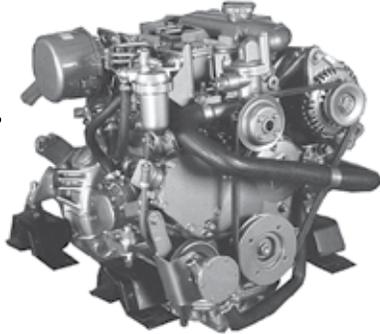
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## LETTERS

Rick — *We're just the vessel. The real stars are the sailors!* — th

### ↑↓ ENOUGH OF THE BAJA HA-HA ALREADY!

How about an edition or two without any mention of that damned Baja Ha-Ha. Please!

Chris  
Planet Latitude

Chris — *It's true that, while it's only two weeks a year the Baja Ha-Ha takes up a fair amount of ink and gigabytes in Latitude, especially with the 25th anniversary of the rally approaching this fall.*

*For some perspective, our newest editor was in San Diego last October for the Ha-Ha kick-off parade. The sheer size of it — as well as the unmistakable spirit — was something truly special to see. When more than 100 boats clog San Diego Bay, you get the sense that something important in the sailing world is happening. — th*

### ↑↓ THE LATITUDE MOVIE CLUB PRESENTS WHITE SQUALL

I have always liked/loved and cringed at *White Squall*. I agree with virtually all of your assessment [from a January 5 'Lectronic, where we called *White Squall* a great sailing film with



HOLLYWOOD PICTURES

plenty of excellent footage, but also, contrived, "as if the film were desperate to be dramatic and taken seriously."]

But the one thing about the movie that leaps out now 20 years post-release is the lack of electronic diversion: No

scenes of the boys lying in their bunks or sitting on exotic beaches staring at screens, which is undoubtedly what would have been the case today. One of the gifts of sailing (which I hope I have imparted to my children) is the opportunity to decompress and to gain self-confidence in doing a tough job well. I think of how diminished the experience aboard the *Albatross* would have been had it occurred today.

PS: A big thank you, 'Lectronic *Latitude* and *Latitude 38*. I am temporarily living in London and going through terrible withdrawal at not being able to roll out of bed and onto a boat. Logging onto your site is as torturous as it is rewarding as I see familiar names of boats and sailors your mag. It stokes the longing, but also lets me feel close to home waters. Thank you.

Michael Weinman  
Landlocked in London

### ↑↓ I SAILED ON THE ALBATROSS

I crewed as an Able Body Seaman on the *Albatross* (the Dutch spelling) during 1956, '57 and '58 in the Atlantic, Pacific, North Atlantic and the North Sea. Between the movie *White Squall* and the book *The Last Voyage of the Albatross* [which the movie was based on, written by real-life crew member Chuck Gieg] it's fantasy versus reality.

Steve Gann  
Boomer, Cal 40  
Monterey

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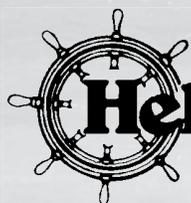


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## LETTERS

### ↑↓ SAFETY AND THE VOR

Until the tragic collision of Vestas/11th Hour Racing and a fishing boat near the Leg 4 finish in Hong Kong, I was thoroughly enjoying the online coverage of the Volvo Ocean Race. I probably watched at least 15 hours of the amazing videos from the boats. It was thrilling, and a bit scary, to see the crews push the boats hard, often in extreme conditions. But even



VOLVO OCEAN RACE

**Team Sun Hung Kai/Scallywag crew member Alex Gough (whom everyone calls Joey) is pulled back onboard after taking a trip to the drink on Leg 4. "It showed everyone how hard it is to actually see a guy in the water, even in 18 knots and sunshine," said 'Scallywag' skipper David Witt.**

before the lucky man-overboard recovery on Team Sun Hung Kai/Scallywag, it was increasingly unsettling to watch the crews on deck without life vests or harnesses, day and night, often in 30-plus knots of breeze, with

spray and green water smashing into the cockpit. I can count on one hand the videos that showed anyone tethered in.

It's not just the danger the unprotected crewmembers pose to themselves, their shipmates and their boats. It's not just the risk additional lost lives would pose for the future of the race. It's the message being sent to the millions of sailors around the world, particularly younger ones — it's OK to be reckless as long as you're good.

The broadcast team on the website and the sailors they've interviewed have danced around the issue. The sailors on the boats don't discuss it. Someone should say it. The skippers of the boats should require everyone on deck to wear harnesses and clip in all the time they are offshore and not becalmed. They should require everyone on deck to wear life vests at night and any time the breeze is up. If the skippers won't require it, the race committee should.

Buzz Blackett

California Condor, Jim Antrim-designed Class 40  
Point Richmond

### ↑↓ LET'S TALK ABOUT ELECTRIC WINCHES

Sorry to hear about our Corinthian YC shipmate Greg Quilici's losing his hard dodger [after an electric winch malfunction]. Rochelle and I have a Catalina 470, *Mischief*, and noted an instance of the runaway cabin-top electric mainsheet winch on the C470 Owners Forum.

I recall the problem was that the control button malfunctioned in the 'on' position and ran until the winch overheated and popped the breaker, but no dodgers were claimed to be harmed in that event. Our response upon reading this [from January 24's *Lectronic Latitude*] was to replace our aging control buttons, and to (usually) remember to disconnect our winch circuit breaker when away from *Mischief*. I'm thinking we need to secure the mainsheet off the winch as a further precaution — the Catalina hard dodger is a very expensive item!

Marty and Rochelle Thamm

*Mischief*, Catalina 470

Alameda

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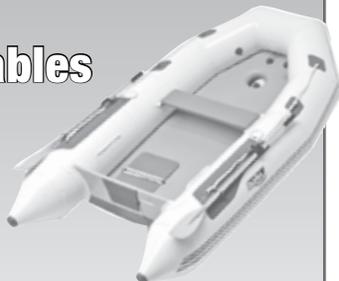
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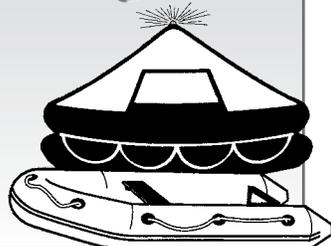


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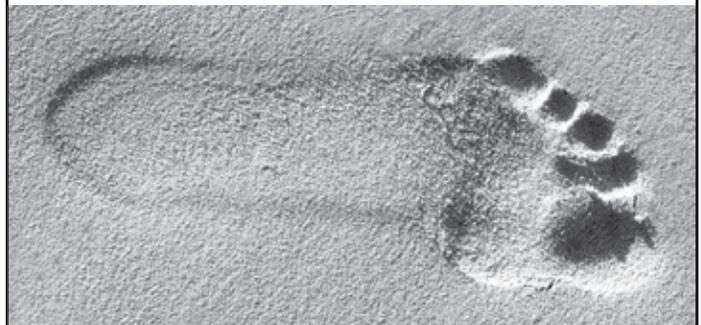
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# LETTERS

## ALWAYS UNWRAP. ALWAYS

All six winches on our boat Soozal are electric Harken 50.3s. We *always* make it a habit to unwrap the mainsheet



GREG QUILICI

*Greg Quilici's Catalina 445 'Blue Seaclusion' had an electric winch go autonomous on him, bringing his boom crashing down on his hardtop dodger. The unfortunate incident prompted a healthy discussion about electric winches. The consensus seems to be: Unwrap your lines and turn the power off.*

on our German mainsheet system winches and hold the sheets in place via jam cleats. Taking the wraps off the winches insures that an accidental firing of the winches will *not* have any effect on what they are connected to. We also have a large red master-power cutoff switch for all of the winches located near the main breaker panel, and we make sure that this separate main power switch is turned off before leaving the boat.

Daniel Woolery  
Soozal, King 40  
Dana Point

## LESSONS LEARNED

I have had this happen on *Moontide* twice over the last 12 years, and both times it was due to the microswitch in the foot pedal getting stuck. (I'm on my third set of switches in 12 years of heavy use — come on, Harken and Lewmar.) Both times the switches failed to cut out as the main was being two-blocked. I never knew I could get a line out of the self-tailer that fast. I now hand-tail the last couple of feet of halyard every time.

At maybe \$40 or \$50 a pop for the branded switches, I went to an electronics supply house, and for around a buck apiece replaced the switches.

Bill Lilly  
*Moontide*, Lagoon 470  
Currently in Tyrell Bay, Carricou, Grenada

## IT HAPPENED TO ME

I have a Catalina 470 and the same thing happened to me with a Harken power winch — luckily I was aboard and was able to trip the circuit breaker before it did any damage. I had an electrician look at it, and he said it was wired wrong. From that point on, I turn off the circuit breaker for all electric winches (the boat has three) before leaving.

Mike Muttart  
*Day Dream*, Catalina 470  
Alamitos Bay

## PROTECT THOSE BUTTONS

I've seen this happen twice in the last year. The first was at Richmond Yacht Club; I was walking down C dock headed for my boat and I heard a squealing coming from a Beneteau 40.7. I found the winch running and the jib sheet fraying, and pieces were all over the deck. I tapped the activation switch/button a few times and it stopped, so I thought, OK, but when I started to walk away it started up again. I removed the jib sheet from the winch and called the office manager to contact

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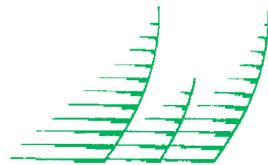
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## LETTERS

the owner of the boat. (I did notice that the rubber button of the switch was cracked and brittle from sun damage.)



GREG QUILLICI

Another angle of a 'whoops' moment.

The second instance was in the BVI. I was busy working on deck on our boat and I heard a mainsheet creaking and cracking and pulling — on the boat directly behind me. I looked over and saw the boom getting lower and lower and lower . . . When I was about to run over to the boat, I noticed the owner was scrambling to get out of the way because it looked like the boom was going to come down all the way to the binnacle — but then it stopped. The owner mentioned this has happened to him three times.

I recently changed out all of my electric winch deck switches, which just had the rubber button exposed to the sun (they were cracked and a few had little holes), with new switches that have a lid that closes over the rubber button. This will keep the sun off the rubber button(s) and my grandson's fingers off buttons too!

Captain Steve Hill  
Soirée, Beneteau 49  
Nanny Cay, Tortola

### ↑↓ BEWARE OF THE SWITCHES, AND HOISTING SOMEONE UP THE RIG

In regard to malfunctioning electric winches, yes I have heard of it before. It happened on my own boat. It wasn't the winch that was malfunctioning, but the microswitch inside the push-button. The switch corrodes, then short-circuits on its own, and stops working either open or closed.

It happened when I was hoisting the main on my 57-footer — the winch just kept going. Fortunately I was there; I just took the halyard off the self-tailer and asked for someone to trip the breaker. No harm done. I just replaced the switch.

However, when I was cruising in the South Pacific I met a German lady who lost her husband in a horrific way because of the same issue. She was hoisting her husband up the rig, halyard on the self-tailer, when the switch failed closed; one leg of the husband jammed under the V of the lower shroud, but his body kept being hoisted all the way to the top as she panicked and could not remove the halyard from the self-tailer. His leg was torn, and he died.

From that day forward, I *never* hoist anyone using the self-tailer, and I've instructed my three boys to do the same. Please tell everyone.

Frederic Laffitte  
Kyrnos, Tim Barnet custom 57  
Seattle, WA

### ↑↓ IT ALMOST HAPPENED TO ME

The article on winches brought to mind one of the scariest moments of our two-year cruise aboard our Wylie 65 *Saga*. Her mast stood 95 feet off the water, so the electric halyard winch was imperative for my 5'3", 125-pound wife to haul all 200 pounds of me to the top. Because the winch was located inside the pilothouse, it necessitated a bit of gymnastics to

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# LETTERS

operate the winch and communicate with me.

Arriving in the Rio Dulce, we couldn't find the measurements for the bridge height and decided the easiest thing to do was to eyeball from the top of the mast. As I got to the second spreader, my ankle caught inside the shroud and I was very close to getting yanked out of the harness or having my foot torn off. Because the engine was running, my wife had difficulty hearing my frantic 'instructions' and barely stopped in time. Like most accidents, it was entirely caused by operator error — in this case my own inattention. We had several feet to spare on the bridge, so the whole exercise was unnecessary in the first place.

Matt Stone  
Ex-Saga, Wylie 65  
Napa

↑↓ **OK, ONE MORE WARNING**

Some years ago there were reports — in *Latitude 38* I'm sure — of electric anchor windlasses self-actuating. If I recall correctly, one or two cruising boats upped anchor and drifted off somewhere in Mexico. In one case the owners were ashore hiking and heard the chain clicking up and were able to get back aboard in time to save/capture the boat.

The takeaway was to *always* turn off the breaker. I think it was assumed moisture had caused a circuit to close and turn the winch on.

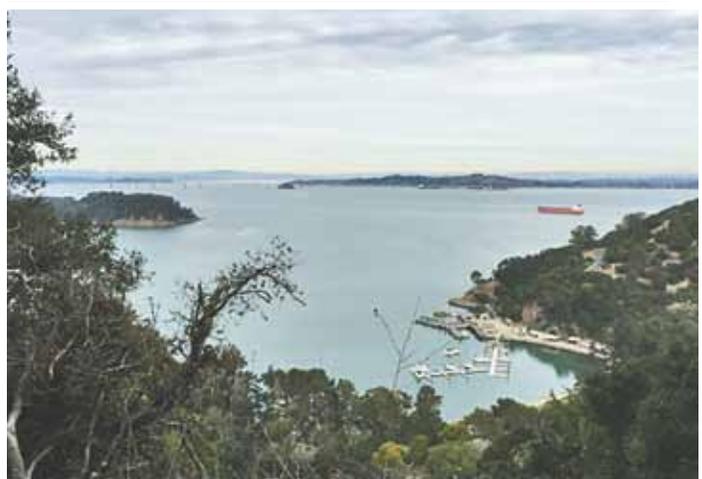
Cliff Shaw  
Rainbow, Crowther 10m catamaran  
San Francisco Bay

↑↓ **HOW DEEP DO THESE WATERS GO?**

My wife and I spent Saturday night at Ayala Cove and it appears to have been dredged. Last year we could not get to any of the mooring balls unless it was at least a +4-ft tide. Saturday we came in close to high tide and had 11 feet of water. Even at low tide we had 8.5.

We draw 8 feet and did not have any problems getting in or out. Maybe others can confirm or deny this. It makes spending a night in the cove much easier not having to plan around the tides as much.

Greg and Lynn vanDalen  
Escapade, Cal 39 MkII  
Sonoma



*Ayala Cove, as empty as you'll ever see it, on Christmas Day 2017.*



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## LETTERS

Greg — We can't definitively answer your question at this time, and hope to take this opportunity to solicit information from our readers. In the meantime, we'll quote Dane Faber, a longtime Marin sailor: "The cove is still too shallow at a zero tide. The middle of the mooring field has about 3-4 feet at a zero tide. The perimeter moorings are better, likely due to the shape of the cove and how the tidal currents circulate." In 2016, Faber was working on a campaign to lobby government representatives to have Ayala Cove dredged.

To our knowledge, this hasn't happened yet. Has anyone heard differently? Please write us at [editorial@latitude38.com](mailto:editorial@latitude38.com). — th

### ↑↓ SPEAKING OF DEEP WATER . . .

There was an alert this morning at 3 a.m. for a possible tsunami starting at 6 a.m. I was anchored overnight in Richardson Bay on my Beneteau First 29 in about 13 feet of water.



IAN TULLER

Ian Tuller's Beneteau First 29 'Phoebe' snug as a bug in the recently mentioned Ayala Cove.

Until the alert was canceled at 4 a.m., I was racking my brain and Googling like crazy to figure out what I should do. The best I could come up with was to get into much deeper water. What do you and your readers suggest?

Ian Tuller

Phoebe,

Beneteau First 29  
 Sausalito

### ↑↓ HERE'S WHAT WE DID IN HILO

In 1976, I was aboard a NOAA vessel that surveyed Hilo Harbor for marine charting. As *Latitude* readers may know, Hilo has a rather dubious distinction of having experienced many tsunamis, some of which came from earthquakes generated locally by the active volcano on the Island of Hawaii, others by earthquakes generated in distant locales.

The captain met with all of the bridge officers (who might be on watch when a tsunami warning was received) to discuss options. We had earlier received a briefing about the amount of time we'd have between a tsunami warning's being issued and the anticipated arrival of said tsunami: If the earthquake originated in Alaska or Japan, we'd have several hours' warning. If it originated locally, we'd have maybe 15 minutes. The captain said that if he was not aboard and we were tied up to a pier, we should evacuate the ship immediately. If we were anchored out, we should let all the anchor chain go if it was a locally generated earthquake, and head to sea immediately. That discussion made for lost sleep for many of us, I suspect.

In 1979, I was again aboard a NOAA vessel working in the eastern Gulf of Alaska when the Coast Guard advised mariners that there was a tsunami alert for the area where we were doing oceanographic observations, which involved a pattern of lines that ran fairly close to shore and then back out into deep water, so the captain took a look at the pattern and adjusted the lines to ensure we'd be in deep water at the time any tsunami was projected to hit.

There was no tsunami, but it made for an eventful few hours, especially after the Coast Guard asked us to help them contact a university research vessel that was in the area and not responding to their repeated attempts to hail them. We

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# LETTERS

were finally able to raise the university vessel, and it turned out nearly everyone was ashore; the person on duty had no idea how to get the vessel underway, and there was no way to contact anyone ashore. Poor planning, that.

What both of these experiences taught me was to think through what steps to take to safeguard lives and, if possible, property. It's not unlike thinking through what one would do in the event of fire, crew overboard or other potentially dangerous scenarios those of us who spend time on boats might face.

Cheryl Laufle  
Seattle

## ↑↓ THIS ONE TIME IN BOLINAS

My college pals and I were surfing at Bolinas when the tidal wave from the 1964 Alaska quake arrived in the Bay Area. Bolinas being a south-facing beach, the effect was minimal there. I described it as a tide cycle that lasted 10 minutes instead of the usual 11.5 hours. Our towels and clothes on the beach got wet, but the ride on our boards was not memorable.

Bill Crowley  
Erewhon, Newport 30  
Glen Cove, Vallejo

## ↑↓ THIS ONE TIME IN FIJI

I was in Suva, Fiji, some years ago when we experienced three cyclones. We were on our boat at the time and it was a memorable night for the first one. After surveying the damage the next day I decided to never stay on a boat if I could get off. Tsunamis are the same type of issue. Get the hell off and don't look back. It's not worth your life!

Fred Waters  
Planet Earth

## ↑↓ AND IN SANTA CRUZ

Having been in Santa Cruz during a tsunami [the harbor there had \$20 million in damage after the 2011 tsunami], I am of the opinion that if you can't get your boat out of the upper harbor for the duration of the event, call someone who can.

There's no question about the upper harbor's being a funnel. In the lower harbor, I would take my boat out for the day even if I had to take off work. I keep my Hobie 18 on a trailer in my driveway so I do not have the issue, but for people with boats in the harbor there is no excuse not to go a mile offshore and wait it out.

Brad Smith  
Hobie 18  
Santa Cruz

## ↑↓ NO TWO TSUNAMIS ARE THE SAME

It seems maybe the most important statement from an article about tsunamis in the *Marin Independent Journal* is, "Every tsunami is unique," particularly as it applies to the complex hydrology of the San Francisco Bay.

Carl King  
King Tide, Beneteau 361  
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# LETTERS

## ↑↓ DID YOU KNOW THAT YOU CAN FEEL AN EARTHQUAKE ON A BOAT?

I am not sure what I would do, but I disagree with the professor that a large scale tsunami wouldn't cause significant damage past Treasure Island [referring to a February 7 'Lectronic that quoted an academic who said, "By the time a tsunami reached Treasure Island or the East Bay, the wave would be less than three feet tall. It would probably not even make it to the South Bay."]

If you Google the Alaska earthquake of 1964 and the resulting tsunami damage, you will find San Rafael suffered more than \$1 million in damage. Loch Lomond suffered considerable damage, with reported waves as high as eight feet. Many boats were destroyed. Interestingly, marinas much closer to the Gate suffered little damage.

Surprisingly, I also discovered that it is possible to feel an earthquake on a boat when I was asleep aboard my sailboat at Marina Bay several years ago. I was awoken about 4 a.m. when I felt the entire boat shake, but didn't recognize it as an earthquake. My first clue was that although I could feel the vibrations from the hull and even the mast for a short time, the air and water were completely still. I checked online and confirmed that there had been a relatively small earthquake centered a short distance away. I considered the possibility of a tsunami, but the effects appeared to be localized and not very significant.

Mark Rinkel  
Folalier, Beneteau Oceanis 370  
Emeryville

*Everyone — Tsunamis are one of those worst-case scenarios that seem far too improbable to take seriously, but are more frequent than we'd like to admit. As several readers pointed out, there was a severe tsunami in the '60s that made it all the way to Marin and caused a million dollars in damage. Is it therefore prudent to come up with some sort of plan?*

*Do any of you have friends who can't believe you live in California, what with the earthquakes and all? Longtime residents accept earthquakes as a scary inconvenience, and accept that surviving them — and their aftereffects, such as tsunamis — is largely a matter of luck, of being in the right place at the right time. Because the majority of tsunamis that could theoretically hit the Bay Area would be generated from very far away, there's a good chance we'd have time to react, and thus be faced with a set of decisions. Do you rush to your boat? Do you dare jump aboard and head for deeper water? Do you buy more insurance?*

*Since tsunamis are so varied in nature, frequency and severity, it's impossible (and would be foolish) to come up with a set of protocols. This is the rule of thumb we live by: life before property. First and foremost, get yourself, your loved ones and your neighbors out of harm's way, and hope for the best for your boat. But if you're stuck with nowhere to go, yes, get yourself to deeper water. — 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 Ave., Mill Valley, CA, 94941.*

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## LOOSE LIPS

"What a drag!" was our entry for this month's Caption Contest(!). Yours were much better, with fishing and waterskiing quips dominating the droves of entries we received. "Hit it!" was (brilliantly) suggested so many times that we turned it into a drinking game. Thanks everyone! And thanks for playing. Aaaaannnnnd the winner is:



LATITUDE / ARCHIVE

**Protest! Wrong crew recovered! — Christopher Mendonca**

"Always take a wrap around the dock cleat before you try to pull the boat to the dock!" — Allyn Schafer

"How do I unhook this thing without hurting it?" — John Dahl

"OK, I promise I will never cook fish in the microwave again." — Steve Banbury

"Sailing with mother-in-law!" — Romeo Dretcanu

"Wanted: New crew member for recently vacated 'Emergency Tiller Position'. Must be tall, thin and be able to navigate through all sea states. Bonus for having gills." — Jake Goza

"Remember to always stay clear of the ladder, boss." — David Elmore

"The only time we go back for a hat is when there's a head in it." — Richard Whiting

"What's this line dragging in the water? I'll just untie it. There, we're pickin' up speed now." — Doug Purdy

"If you can't get the spinnny up faster we'll keelhaul you again." — Al Burdulis

"All set, shake the reef and let'er rip; one ski, no problem." — Douglas J. White

A few weeks ago on Facebook, we asked you to share some of your favorite sailing jokes. What we got was an absolute treasure trove that we're going to tap from time to time, starting with this one from Albert JK III:

A pair of novice sailors' best mate died, and in his will, he specified that he wanted them to bury him at sea. So the pair set out from shore in a rowboat with the body. They had rowed out a little way when one man got out of the boat and stood knee-deep in water.

"We need to go out farther," he told the other man. So they rowed out another 50 yards, and the same sailor jumped out again to find the water reached his chin.

"We need to go out farther," he said again. About 150 yards from shore, he jumped out of the rowboat again and disappeared under water. After five minutes, he reappeared coughing and spluttering, and said to the other:

"That's far enough. Hand me the shovel."

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# SIGHTINGS

## king of his cassel

Being the king of your own castle in the world of sailing is no easy task. But Carter Cassel — the captain of the National Historic Landmark ship *Alma* — says he's right where he wants to be. He's in charge of a big boat, part of a sail training program, and he's raising two children. After growing up in a sailing family and dreaming about being in command of a ship, Cassel spent some time at a maritime academy before he found his unique place in sailing.

"I was lucky; my parents actually were in the yacht racing world, so they were already doing that when I came along. They plopped me in a junior program," Cassel told us on a warm February day. Carter grew up sailing Sabots which he likens to his current command. "A Sabot is basically a smaller version of this thing," he laughed as we stood on the deck of the 126-year-old, 80-ft scow schooner *Alma* which is completely square and flat-bottomed, and was designed to move cargo — namely hay — around the pre-industrial Bay Area and Delta. (Because it has a centerboard, Carter called *Alma* the world's biggest Opti.)

continued on outside column of next sightings page

## and the sea

One of the most convoluted, bizarre — and true — murder mysteries of our time involved sailors. And it just got stranger.

Mac and Muff Graham were old-school cruisers who completed a circumnavigation aboard their 38-ft wooden ketch *Sea Wind* in the '60s. Heading out again from their homeport of San Diego in 1974, they sailed to Hawaii, then to Palmyra Atoll, about 1,000 miles to the south. They arrived in July, intending to stay awhile, as did the younger, hippie-type couple on a rundown 30-footer named *Iola*. The Grahams' plan was just to enjoy the tropical paradise. The younger couple were there ostensibly to grow marijuana and smuggle it back into Hawaii.

Other cruising boats came and went,



## keeps telling

until, in late August, it was just *Sea Wind* and *Iola*.

In September, *Sea Wind* arrived back in Hawaii with a new couple sailing her. Instead of Mac and Muff, it was Duane 'Buck' Walker and Stephanie Stearns from *Iola*. Although the boat had been given a different color and name, friends of the Grahams recognized *Sea Wind*, and authorities arrested Walker and Stearns.

They had a well-rehearsed story ready. The Grahams, they said, had gone out fishing on their inflatable and never came back. Walker and Stearns later found *Sea Wind's* dinghy "capsized on a reef." They claimed the Grahams told them that, if anything ever happened, that they —

continued in middle column of next sightings page

**The 80-ft scow schooner 'Alma' — seen here in a Master Mariners regatta a few years ago — was called the "world's biggest Opti" by her skipper, Carter Cassel.**



## cassel— continued

Growing up, Cassel had what he called highly competitive and successful older brothers. He said it seemed logical that he would follow in their footsteps. "But when I got to be a little older, I wasn't into it. I think it was because I didn't win that much, and it's no fun if you don't win. So when I became an unruly teenager, I kind of bagged the whole thing, but I still had my sights on being the captain on a big ship."

Cassel attended Cal Maritime Academy in Vallejo right out of high school, but eventually departed from the mariner fast track. "I wasn't clear on where or what kind of fit I would make somewhere. So I took some time off. Actually, I toured with the Grateful Dead selling grilled cheese sandwiches," he laughed.

Carter eventually found his way onto a local Southern California boat, the *Pilgrim of Newport*, a 118-ft schooner built by Dennis Holland — in his yard.

"When I was a kid, *Pilgrim* was a fixture. You could see the bows sticking out over the fence and there was this crazy guy that raised his family in a boat." Cassel said he was invited to do an overnight sail on the *Pilgrim* to Catalina. "I was hooked, man. The sail training thing — it all just sunk in. After that, all I did was try to find work on traditionally rigged boats." Carter went on to work for the Nautical Heritage Society in Dana Point aboard the *Californian*.

Sail training, which involves daysails with kids of all ages, or overnight and deepwater voyaging with older students, was especially enticing to Cassel. "It's this whole idea of using traditionally rigged vessels as a vehicle to educate people on how to be a conscious world citizen." Carter credits Irving Johnson — a merchant marine, documentarian and proponent of traditionally rigged vessels — as one of the fathers of modern sail training and progenitor of global stewardship, which, to Cassel, translates into a modern environmental ethos.

"He articulated this idea of how to survive on a boat, this tiny little vessel. We have to watch out for it, we're all shipmates and we have to work together to figure this out. And that has always been interesting to me." Carter said that many people are excited just by the look of traditional rigged vessels, but they become even more awestruck once they're aboard and see how they work. He said traditional vessels promote a spirit that perpetuates itself. "Boats like *Alma* have a longer lifespan; boats like her have outlasted their intended purpose. We have thousands of kids come on *Alma*, and all it takes is for one of those children to grow up to do something that's significant, and then to give back to the funding and the longevity of a boat like this."

Cassel did some ocean racing, tapping his family's pedigree for a time, and enjoyed the experience of going fast offshore. "But I have a young family now, at this park, and that's kind of my thing. It's a great fit, *Alma's* a great fit for young people. I'm lucky that I have two young daughters and they get to come out on the boat occasionally. It's really neat to be able to still do what I've gotten to do all this time. I joke that as soon as my kids say, 'I hate boats, I want to play tennis', I'll do that." But luckily, they're enjoying it, so I'm getting the best of both worlds."

— tim

We will bring you more of our interview with Carter Cassel in an upcoming *Lectronic Latitude*.



Cassel in his kingdom at the National Maritime Historic Park.

LATITUDE / TIM

## ior warhorse soldiers on

Many old horses are put out to pasture, their memories of youthful racing and frolicking slowly fading away. But not *Zamazaan*. Just when the veterinarian is called and it looks like the end is nigh, she perks up and gets frisky. *Zamazaan* is Greg Mullins' Farr 52 IOR warhorse that's still lookin' good sailing on San Francisco Bay and the Pacific Ocean. "I bought the boat a few years ago from Chuck Waghorn, whom I crewed for in the '90s," says Greg. "But her history goes way back . . ."

*Zamazaan* is Farr design #60 with the designation of a 'cruiser/racer'. According to the Farr website, "The design brief was for a good all-around ocean racing yacht, with the emphasis on long passage races where a predominance of reaching and running conditions could be expected, but also a yacht that would be fast for its size for harbor and gulf racing, using handicap systems other than IOR." Although Bruce Farr built boats to the IOR rules, he always leaned toward finer lines and wider sterns without the usual bumps and pinched ends of the competition.

*Zamazaan* was built of kauri wood and completed in 1977 for her original owner, Neville Price, an architect based in New Zealand. Commodore Tompkins was the first Bay Area sailor to race on her. "Price moved to Tiburon, and she was then sold to a local car dealer named Bob Cole. Bob sent me down to New Zealand in 1980 to deliver the boat back to San Francisco. We did some racing in the Hauraki Gulf and then headed north for the trip home. With four of us on board we made it to Tahiti, where my wife and daughter joined us for some cruising, then we made it to Honolulu just in time for the Clipper Cup."

Since racing was in her blood it seemed logical to sign up for one of the most competitive regattas in the US. "I arranged for a Bay Area crew to fly in, and to my surprise Bob Cole signed us up in the A fleet against a lot of good boats. Even though we were all new to the boat, we dominated. We even finished ahead of *Windward Passage* in the long-distance race. It was great racing. After the Clipper Cup we sailed her back to San Francisco in time for the Big Boat Series and dominated that also," said Commodore. "We were fast."

Bob Cole eventually sold *Zamazaan* to an owner who raced her to Hawaii. She sat unused and neglected in Ala Wai Harbor for several years. Then she ended up in Southern California with an owner who got caught smuggling drugs from Mexico. The next owner was the federal government, until Chuck Waghorn brought her back to life and raced her on the Bay and ocean in the '90s.

"Chuck Waghorn approached me in 1995 and said, '*Zamazaan* is my boat now, and I'd like you to race with us to Mexico,'" said Nancy Potter Tompkins. "I didn't know him or the crew, and it was my first ocean race. We broke a lot of stuff and had to fix the main that tore apart by setting up a Betsy Ross style of sewing. We made it, although we finished last. But we were the talk of the town with everyone congratulating us, and we did make it to the party."

Greg Mullins also crewed for Chuck in the '90s, and *Zamazaan* was raced hard during those years, competing in the ocean, Bay and even Delta. "The Delta Ditch Run is not what she was designed for, but we had a lot of fun. Being one of the bigger boats, *Zamazaan* has to have the Benicia railroad bridge lifted to get through. One year Chuck hit the bridge with the mast," says Greg. "It took a few years to buy her," he added. "Chuck kept saying he wanted to sell but kept hanging on."

The next big race for *Zamazaan* will be a return to Hawaii in the 2018 Pacific Cup. Pete McCormick is on the team getting things ready. "There is a lot to do. We are building a new rudder and steering system by Larry Tuttle and Scott Easom, a new boom and, of course, a full inventory of sails. Greg has always had a Hawaii race on his list and when we said, 'You can do this,' he started the ball

continued on outside column of next sightings page

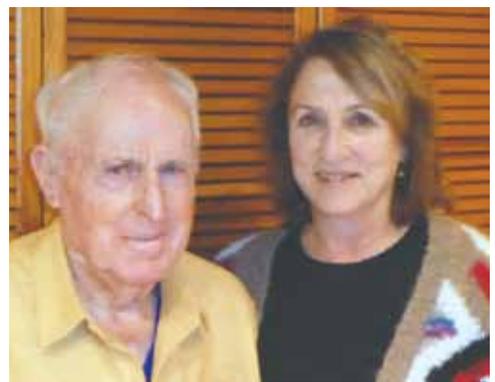
## the sea keeps telling

Walker and Stearns — could have *Sea Wind*. They'd tried to tow *Iola* back to Hawaii, but the smaller boat ended up on a reef and they abandoned it there.

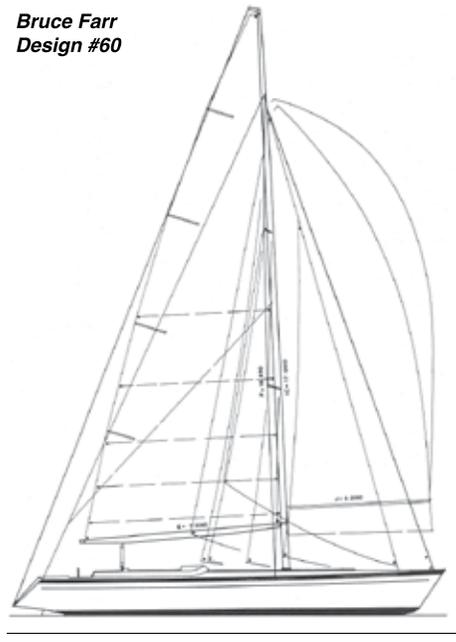
Nobody bought the story, and they were charged with the theft of *Sea Wind*. Tried separately, they were both found guilty and both spent time in prison.

At the time, many of the Grahams' friends and families felt that something bad had happened to Mac and Muff, but an investigation at Palmyra turned up no evidence of foul play.

Seven years later, in 1981, another cruising couple beachcombing at Palmyra came across the dismembered skeletal remains of what turned out to be Muff



Bruce Farr  
Design #60



ALL PHOTOS WWW.NORCALSAILING.COM

## — continued

Graham — most of it still stuffed in an old metal box. Forensic analysis suggested she might have been tortured before being killed with a gunshot to the head.

Walker and Stearns went back to court, again separately, this time on murder charges. Walker, represented by a public defender, was convicted and sentenced to life in prison. Stearns, whose family could afford it, hired Vincent Bugliosi, the lawyer who had gained fame for the successful prosecution of Charles Manson in 1969 (and co-authored the book about it, *Helter Skelter*). For Stearns, he got a 'not guilty' verdict and another book deal with the 1991 publication of

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## zamazaan — continued

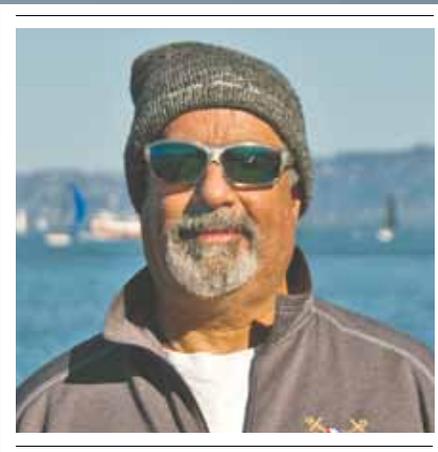
rolling. We plan on 10 or 11 crew. That's about how many it takes to jibe safely."

"The boat has a storied history, and I hear it's one of Bruce Farr's favorites to this day," says Pete Rowland, one of the leaders in *Zamazaan's* most recent comeback. "Without fail, while at the local clubs and the subject of *Zam* comes up, I hear, many times from some grizzled old sailor at the end of the bar: 'I've sailed on that boat.' I always ask, 'Tell me your *Zamazaan* story!' It's nothing short of remarkable that a 40-year-old boat built of endangered wood is still competitively raced.

"The *Zam* is also a lucky boat as there've been a few times she seemed destined for mothballs before a new benefactor has come along. Greg Mullins saved her from certain demise this time around — like a drowning victim on her third time down. Greg has grabbed her by the collar, pulled her out of the drink, and breathed new life into her."

— ncs

**Spread:** 'Zamazaan' races in the Golden Gate Yacht Club's Seaweed Soup midwinter series. **Inset left:** Former 'Zam' crew Commodore and Nancy Tompkins. **Inset right:** 'Zam's current owner, Greg Mullins.



# SIGHTINGS

## keeping up with the korals

I went to Hawaii knowing a few things: I should bring a swimsuit and sunscreen. And because I was a recent graduate with a history degree, going to visit an institute for marine biology research might make me feel like a fish out of water. I was already planning to visit Hawaii as part of a three-month post-college trip, when *Latitude's* Mitch Perkins connected me with his cousin, Zac Forsman. Zac is a postdoctoral researcher at the Hawaii Institute of Marine Biology (HIMB) who works on coral genetics and is currently trying his hand at coral farming — an untrodden path for humans. Zac was kind enough to invite my friend Olivia and I to try our own hands at underwater farming. We were stoked for the opportunity (and discount accommodations!).

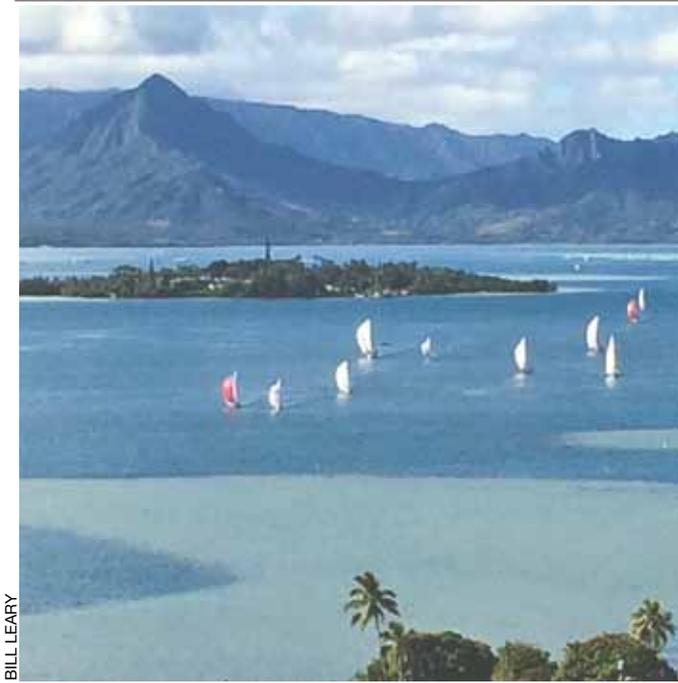
Zac's everyday commute involves a short boat ride, since HIMB is located on Moku O Lo'e, or Coconut Island, which is surrounded by coral reef in the middle of Kaneohe Bay (the same bay where this summer's Pacific Cup will finish in July). While staying at HIMB, I took advantage of the opportunity to race in KYC's monthly Sunday

*continued on outside column of next sightings page*

## the sea keeps telling



*Malcolm and Eleanor Graham (he nicknamed her 'Muffin') were 43 and 40, respectively, at the time of their disappearance in 1974 from Palmyra Atoll in the mid-Pacific Ocean.*



*Hawaii, being the big tropical showoff that it is. Clockwise from bottom: Beer can racing off Diamond Head; a photo of Kaneohe Yacht Club's 'second Sunday' race, sailing past Coconut Island and HIMB; the author gluing coral fragments to cement blocks; the real-life specimen; the Hawaii Institute of Marine Biology campus.*

BILL LEARY

## — continued

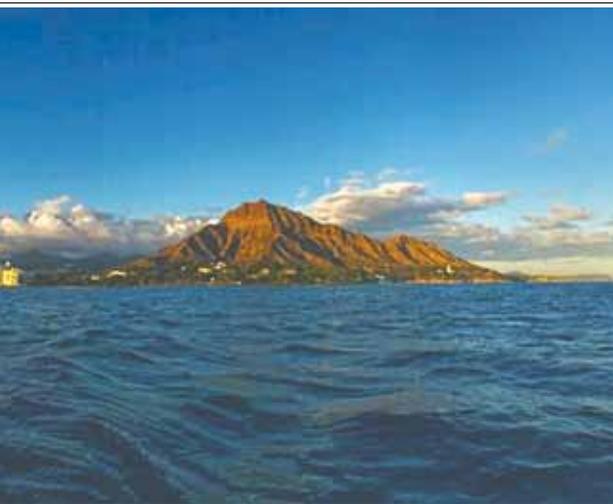
*And the Sea Will Tell*, later made into a TV movie.

Co-written with Bruce Henderson, *And the Sea Will Tell* is still a page-turner these many years later. The writing is first-rate, making the numerous twists and turns of the story that much more mesmerizing.

Now a new book calls into question not only the verdict in Stephanie Stearns' trial, but also many of the 'facts' in *And the Sea Will Tell*.

*Final Argument* was written by Tom Bucy, a retired attorney of 40 years and a sailor for 50. After reading *And the Sea Will Tell* a few years ago, he got hold of actual court transcripts for the Stearns trial. (She is called Jennifer Jenkins in *And the*

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ALL PHOTOS HANNAH ARNDT UNLESS OTHERWISE NOTED

## korals — continued

race. When the course took us around Coconut Island, I couldn't help laughing at how creepy and mysterious the 'science island' looked with its large tanks on shore and warning signs about high voltage.

During my stay, I connected with a few sailors, like former Bay Area sailing instructor Annick Cros, who completed her PhD at HIMB, continued her tenure with postdoctorate research on coral reef connectivity. She developed a love of the ocean through sailing, and shared her thoughts on how sailing and marine biology interact for her personally. Annick was born in Guadeloupe and has lived many places since, including Tahiti, which is where she first learned to sail. After several years away from the ocean, her family moved to San Francisco, where Annick spent her high school years, and where her love for sailing blossomed. She was a junior at San Francisco Yacht Club, and by the time she reached college, worked at SFYC as an instructor. For Annick, those summers turned out to be the foundation for some long-lasting friendships in the Bay Area. She still stays in touch with notable sailors such as Jon Shinn, Joe Penrod, Vikki Fennell and Glenn and Gaby Isaacson.

"If I hadn't learned to sail when I was a kid, I don't think I would have the sense of adventure that I do now," Annick said. "That's what sailing gives me as a marine biologist. I think of summers on the Bay in the freezing water, chasing sharks and spending nights over at Angel Island. That's really how I got my sense of adventure, and that's reflected in my desire to be on or in the water all the time. It's really shaped me.

Annick feels that sailors have a role to play in ocean conservation. "Sailors are the ones who really come face to face with it," she said. "The old-timers who have been sailing their whole life, they must see crazy changes." Annick said people are becoming more proactive in really sticking up for the ocean and getting the landlocked public to realize what's going on. "Sailors come from all walks of life," she said. "They come from parts of society that scientists don't always reach out to; sailors can be great spokespeople for the oceans."

Not all of the HIMB scientists I talked to were as salty and sailorly as Annick, but most had at least spent some time on the water and felt it had been a positive influence in their life. Brian Bowen — a research professor at the University of Hawaii and a head of the ToBo Lab at HIMB — took his first sail on a Sunfish as a kid on Cape Cod. Brian spends a lot more time on power boats these days for research, but said, "I'm just so glad I got my start with sailing because it takes you so much closer to the sea. I developed important instincts from sailing as a teenager. I notice which way the wind is blowing; I notice what the clouds are doing. I'm much more connected because when you're a sailor, you have to pay attention to those things. When you're a motor boater, you don't." For sailors, the lessons and instincts learned out on the water benefit our day-to-day lives. For marine biologists like Annick and Brian, what they've learned on the water benefits their research about what's underneath it.

Despite the setbacks in environmental policy we're currently experiencing, it was reassuring and inspiring for me to connect with sailors and scientists on the front line of preserving a sustainable planet. I hope more sailors can find a way to help — maybe some of this year's Pacific Cup sailors can find a moment to visit HIMB.

Volunteering at HIMB made me contemplate the myriad ways sailors can continue to advocate for ocean conservation, and how we can better facilitate conversation between marine scientists and the sailing community. Plenty of sailors send photos showing the trash they pick up while out for a weekend cruise. It's little steps like these that can make a big difference for the ocean, and for the planet at large.

— hannah arndt

# SIGHTINGS

## tea time for maserati

Giovanni Soldini and *Maserati* obliterated the 'Tea Route' record from Hong Kong to London at the end of February, completing the 13,000-mile historic trade route in 36 days, and smashing the 41-day mark set in 2008 by the 100-ft maxi catamaran *Gitana 13*. The victorious Soldini was



MASERATI

*Giovanni Soldini looks a lot like 'The Most Interesting Man in the World'. To us, he may well be.*

elated by the performance of his MOD70 and his crew, but ever the competitive perfectionist, took a moment to contemplate what the record could have been. "With more favorable weather conditions in the Atlantic, we could have gained another three or four days," Soldini was quoted as saying in a press release.

So what's the Tea Route? In the Golden Age of Sail, clipper ships used to sprint from the exotic and spice-rich Orient back to London with their holds full of England's preferred beverage. "Being first in London meant selling tea at three times the price of those who arrived later," Soldini said. "It was on these routes that people first started to think about how to make boats sail faster. This was the origin of modern yacht design."

Soldini has a penchant for records with historical context. The monohull *Maserati* (a Volvo 70, formerly *Ericsson 3*, ) broke the 'Tea Clipper Trade Route' record between San Francisco and Shanghai, China, in 2015. One of Soldini's most famous records was the 'Gold Route' from New York to San Francisco, a mark that was held by the 225-ft clipper ship *Flying Cloud* for 135 years before being bested in the '80s. The monohull *Maserati* set the current Gold Route mark of 47 days in 2013.

Congratulations to Soldini and crew Guido Broggi, Sébastien Audigane, Oliver Herrera and Alex Pella.

— tim

## will you party at the crew party?

Social networking only gets you so far and then you need to meet real people socially, and, well, network. Which has the word 'work' in it, so let's dip back in time to borrow a funner verb — party.

The intent of the networking — er, partying — will be finding a boat to sail on or finding crew to sail with you on your own boat. At this party you'll find longtime friends and fresh faces, old salts and young blood, eager novices anticipating their first sail and weathered vets of racing campaigns, ocean voyages and cruising rallies.

*Latitude 38's* Spring Crew List Party will be held on Wednesday, March 7, 6-9 p.m., at Golden Gate Yacht Club in the San Francisco Marina. Admission is \$7 cash only at the door, or just \$5 for partygoers age 25 and under with ID. Included in the price is a buffet of munchies; a door-prize drawing for *Latitude 38* logowear and 40 free tickets to the Pacific Boat Show in Richmond on April 19-22; color-coded name tags; and a sailing slide show. GGYC's bar will sell drinks.

Representatives from the Yacht Racing Association will be on hand to answer questions and help anyone who wants to start racing in the Bay Area. A highlight of the evening will be Sal's Inflatable Services' liferaft demo. A party guest will pull the cord, inflating the raft right in the middle of onlookers, who will then have an opportunity to pile in and snap selfies. *Latitude* crew, including Tim Henry, will be there too — tell us a compelling crew list story and we'll share it with our readers.

You can sign up to crew or to find crew using the free online Crew List at [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html). You don't have to be on a Crew List to come to the party, but the party makes for a con-

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## the sea keeps telling

*Sea Will Tell*.) He found that many of the quotes and facts in Bugliosi's book are modified to spin in the defense's favor. For example, a cross-examination that didn't go Bugliosi's way is reworded to make him sound like a veritable Atticus Finch.

Bugliosi admits in *And the Sea Will Tell* that he knows nothing of sailing and the sea. Bucy points out that, apparently, neither did his co-counsel, the prosecution team or the judge. On that basis alone, Bucy cites several instances where even the most basic maritime knowledge could easily have led to Stearns' conviction.



NEGRİ FIRMAN

## — continued

Then there is her almost certainly phony 'diary', which was offered into evidence, or her constantly evolving fabrications on the witness stand. But our favorite parts of this book are where Bucy occupies a virtual prosecutor's chair and — using the actual transcript — "objects!" on various grounds to Bugliosi's lines of questioning — something the real prosecution apparently did not do very often.

Although *Final Argument* is not as polished a book as *And the Sea Will Tell*, it offers an interesting new perspective on

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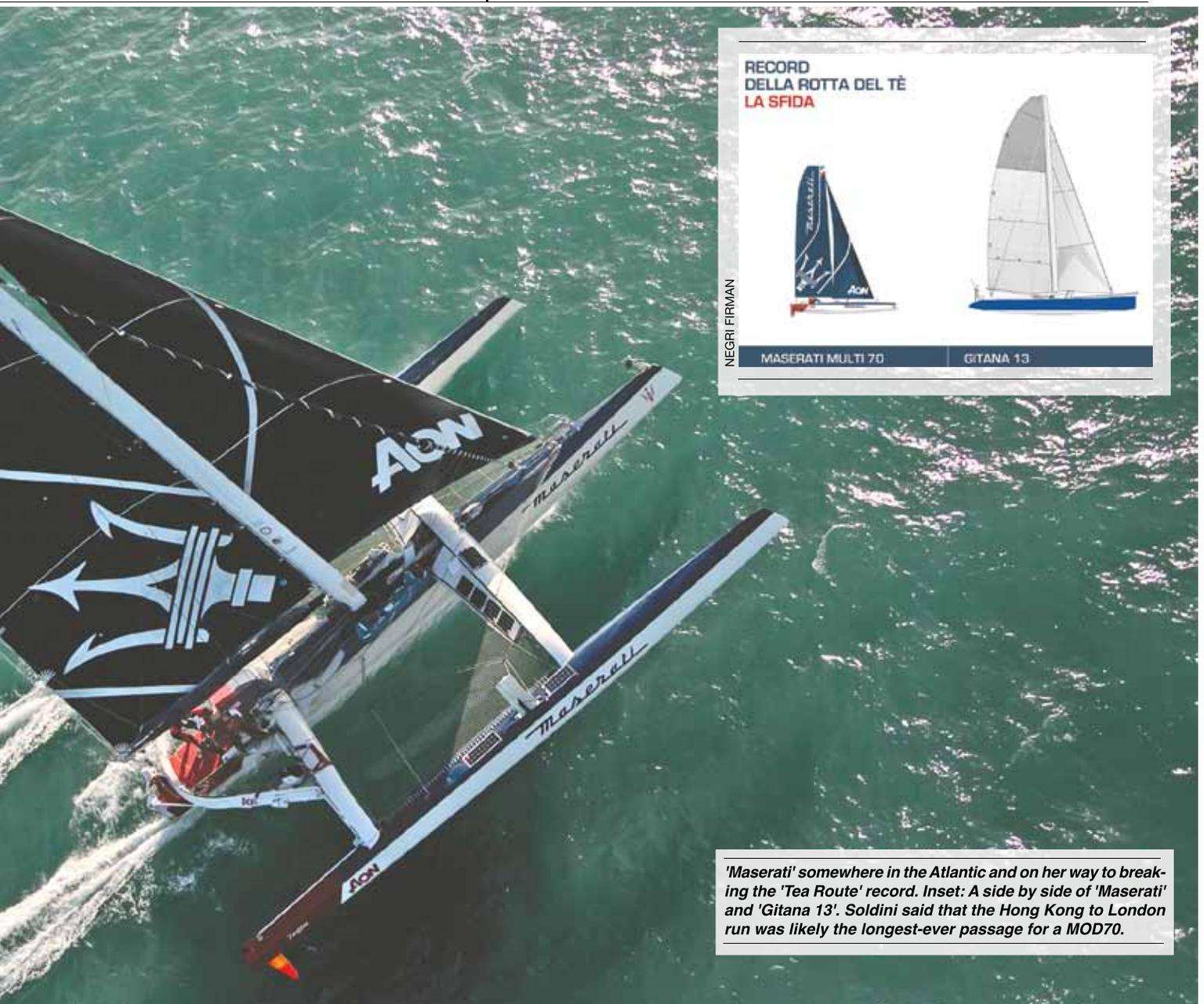
## party at the crew party — continued

venient neutral meeting place to make first contact with a prospect you found on the Crew List.

This is a party in the City, and some folks come straight from the FiDi or from tech jobs in recently renamed neighborhoods. Others come straight from their boats (though hopefully not straight from mucking out their bilges or servicing their diesels). Still others get spiffed up just for the occasion. It doesn't matter. Come as you are. We suggest that you carry business or boat cards to hand out to people you meet, and bring copies of your sailing résumé — if you have anything to put on one.

This particular social network doesn't expect any interference from the Russians, but Russian sailors and all others are invited to come socialize with us!

— chris



*'Maserati' somewhere in the Atlantic and on her way to breaking the 'Tea Route' record. Inset: A side by side of 'Maserati' and 'Gitana 13'. Soldini said that the Hong Kong to London run was likely the longest-ever passage for a MOD70.*

## Japanese spirit returns to the bay

Just as thousands of French sailors were inspired by Bernard Moitessier decades ago, Japanese mariners have their own sailing guru who planted the seed for adventure. In 1962, Kenichi Horie sailed singlehanded from Japan to San Francisco. He was 23 years old, and at the time was only the second person to sail solo across the Pacific. Horie would go on to write a book about his trip — which was made into a critically acclaimed film called *Alone Across the Pacific* — as well as make several more solo voyages. But it's not enough to simply be inspired, you have to follow through. That's something Tomio Ikegawa has done several times in his life.

We recently visited Ikegawa-san and his wife Kazue-san aboard their 32-ft gaff-rigged ketch *Hanamaru* in Alameda's Grand Marina.

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## the sea keeps telling

this enduring mystery. And Bucy makes a strong case that Stearns was every bit as guilty as Walker for the terrible business that went down on Palmyra that summer of 1974. Both *Final Argument* and *And the Sea Will Tell* are available through the usual sources, online and off.

— jr

Some factoids from our notebook:

- The remains of Mac Graham have not been found.
- Muff Graham's remains are apparently



**Spread:** Tomio and Kazue Ikegawa strike a pose next to their gaff-rigged ketch 'Hanamaru' (note the articulating bowsprit in the raised position). **Inset:** Ikegawa-san shows the exploits of his extensive sailing in the Pacific. **Far right:** Ikegawa taking a sextant shot as a young man.

## — continued

still in FBI storage in Hawaii. Bucy is working to have them returned to the family for proper burial in San Diego.

- Buck Walker spent 22 years in prison. He was paroled in 2007 at age 69 due to declining health. He moved to Willits, where he died of a stroke in 2010.

- Vincent Bugliosi died in Los Angeles in 2015.

- Stephanie Stearns, who changed her name, is still alive and living free.

- The whereabouts of Sea Wind, if it still survives, are unknown.



## japanese spirit — continued

The Ikegawas were finishing a two-month visit to the Bay Area after completing a 56-day passage across the Pacific last summer from Japan to Victoria, BC.

This is the second time Ikegawa-san has sailed to California from Japan. In 1977, when he was only 25 years old and a self-described 'unskillful sailor', Ikegawa-san left Japan aboard his 26-ft sloop *Oumei* headed for San Francisco. During the trip, *Oumei* was rolled and dismasted over the course of a four-day storm in mid-Pacific. When the weather finally calmed, Ikegawa-san jury-rigged a mast and continued eastward, running out of water on day 106. Eight days later, a passing freighter dropped him supplies and he continued on, eventually making landfall at Fort Bragg after 118 days at sea. Only 15 hours after arriving, he left Fort Bragg to complete his voyage to San Francisco. He then repaired *Oumei* and continued sailing, returning to Japan via Mexico and the South Pacific.

Back in Japan, Ikegawa-san pursued a career as a boat carpenter, and would eventually own his own boatbuilding business. During his tenure, he built *Hanamaru*, a strong, cold-molded gaff-rigged ketch that he and Kazue-san are currently cruising aboard. Nearly everything on the boat is handmade: from the articulating bowsprit (which saves marina fees by folding up and reducing the LOA of the boat) to the deadeye turnbuckles and skillfully whipped rigging. The boat is small by modern American cruising standards, but the Ikegawas seem very content with their home. Ikegawa-san proudly pulled out the original plans to show us the exquisite drawings by the Japanese naval architect who designed the boat.

But Ikegawa-san didn't spend all of his time running his business after he returned to Japan from his epic 1977 Pacific crossing. He continued with a string of sailing adventures, including round trips to Hawaii and New Zealand. Last summer's Pacific crossing was the start of his fourth major voyage, but both Ikegawa-san and Kazue-san displayed humility regarding their impressive accomplishments. Offering us Japanese tea, Kazue-san lightheartedly admitted her lack of enthusiasm for sailing across oceans. Yet, here she was, shrugging off the tribulations of an almost two-month passage.

At the end of January, the Ikegawas sailed under the Golden Gate bound for La Paz, Mexico. After that they will begin working their way down to the tip of South America for the southern summer. We wish them well as they continue their journey and hope that their adventures will inspire another generation of Japanese sailors.

— bruce balan



TOMIO IKEGAWA

## getting your start on a sunfish

Readers — You never cease to amaze us. In early January, we made the following statement/asked the following question: "The nice thing about learning to sail when you're young? You get to do it for longer. How many who started sailing young on a Sunfish are still enjoying the sailing life today?" Your responses — some of which were published last month in *Letters* — were overwhelming. We couldn't get to all of them, but here are a few:

"The two best material gifts my folks ever gave me were a surfboard and a Sunfish," said San Franciscan Dave Biggs. "Our family spent summers living on our wooden 35-ft Pacemaker powerboat on Fire Island, a barrier beach on the south shore of Long Island. There are no paved roads there, so the Sunfish had to be brought over by ferry. It was quite a surprise when it arrived. I had zero interest in sailing then, but after launching it and sailing away with zero lessons, I was hooked and sailed it every day there was wind all summer long for many years.

"We got braver (or dumber) over time and would hook up a line to the top of the mast to trapeze in heavy winds with two people, which was a blast. But that also fatigued the mast at the step and the mast eventually sheared off at the deck, leading to a rather long paddle home one day, upwind of course. Since then, I've never been without a sailboat — except in college — going through a Nacra 5.2 and 5.8, later a Catalina 30 and now a 1980 Cal 35 Mk II (*Runnin' Late* at Coyote Point Marina) that I've had for 20 years on the Bay."

Mark Nolfi said he was 11 years old "the first time an older woman (high school senior) took me sailing on the Foster City Sloughs in her family's Sunfish. Despite the cold weather and cold water, I was smitten by the experience — both the sailing and the older woman. My family and I are now on our third boat, a Hans Christian 33, and intend to participate in the Baja Ha-Ha 2018. Can't wait!"

Mike Herz said that not only did he start sailing a Sunfish at a young age, he built a "reasonable facsimile" as a shop project in junior high school, in 1949. "Although Alcort began producing them just after WWII, I don't think I'd seen one before starting my project. I covered a very heavy wood frame surfboard with Masonite, waterproofed it with spar varnish, added canoe leeboards, a metal rudder and a lateen rig sail, then sailed it for a number of years on a small lake in Minnesota. I learned to sail inland lakes on 'X', 'Y' and 'E' boats at a YMCA summer camp before I discovered the Bay and oceans, and graduated to more serious racing and cruising on Cal 20s, Tritons and the Ericson 35.

"I sailed in the 1980 Singlehanded Transpac. I've sailed from Cabo San Lucas to the Straits of Juan de Fuca; also Cape Breton and Nova Scotia to the Carolinas on our Seawind 1000 as well as the Seychelles, Croatia and Australia on others' boats. I'm still sailing the rivers and coast of Maine, season permitting."

Jeff Deuel learned to sail in the Berkeley Lagoon with John Beery Sailing School. "They started us out in El Toros, but as we got the hang of things, we were allowed to take out the Sunfish. Seven-year-old me was obsessed with them. I had every AMF brochure I could get my hands on and talked about them nonstop. I finally got my pop to spring for one, and he came home with a Sunflower. I hid my shock well (Snark was the same company that made the 'Kool' cigarette, and was marketing sailboats. I sailed the sh\*t out of that boat). I bought an outboard Johnson from a garage sale (with the exposed flywheel on top), made a transom bracket out of plywood and terrorized the Alameda lagoon with my friends. I kinda miss that goofy boat."

Barry Spanier didn't start on a Sunfish, but said he "endured" them a few times. Spanier, who now runs West Maui Sail and Canvas, got his start on an El Toro on Lake Merced. "We lived in the Sunset and I would ride my bike from home, through the zoo as a shortcut, carrying my sail in a bag. The boat was in the storage room and I could manage it alone by the time I was 12 or so. So many afternoons spent

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## here comes the

Sharpen your #2 pencil and open your datebook (OK, OK, tap your calendar app) and take note.

The Pacific Sail and Power Boat Show (ex-Strictly Sail Pacific, ex-Pacific Sail Expo) will return to Richmond's Marina Bay Yacht Harbor and the neighboring Craneway Pavilion on April 19-22. Once you're there, you'll realize that your friends from *Latitude 38* will be hard to miss.

You'll find our crew, magazines, info and logowear in booth #C-1 in the pavilion. We'll also host special guests, who'll impart knowledge and share sea stories, in our booth throughout the show. Keep an eye on [www.latitude38.com](http://www.latitude38.com) for updates.

Have a beer on us and celebrate TGIF on Friday, April 20, at 6 p.m. *Latitude 38* will be the keg sponsor for the Exhibitor Party at Assemble Restaurant in the pavilion.



DANA DUPAR

## pacific boat show

Come to this après-show mixer and meet Jimmy Buffett and other notable sailing celebrities (we've invited Jimmy every year and he's never showed up, but you never know — this could be the year).

Your ticket to the show includes admission to scores of free seminars, and *Latitude's* publisher John Arndt will lead two of them on Saturday, April 21. From 10:30 to 11:30 a.m. he'll impart insights about getting your sailing story into these very pages. In the 2:15-3:15 time slot, John will host a panel of new Bay Area liveaboards who will share their experiences and tips.

We'll have much, much more info in our April issue boat show planner insert. Order tickets at [www.pacificboatshow.com](http://www.pacificboatshow.com) by March 31 for a \$2 discount, and use code LATTUPBS18 for an extra \$2 off.

— chris

## sunfish — continued

sailing alone on the lake, fantasizing about faraway destinations and landing on strange shores. Once I went sailing I never thought about doing much else.

"My father lived on Balboa Island when I was a teen in the 1960s, and I spent summers there. I learned to sail on Kite dinghies in Newport Bay, and on dad's Pearson Triton. I spent many years afterward away from the sea, and returned to sailing small boats on lakes in Oregon in the 2000s. Then, in 2011, I bought my first cruiser, a 34-ft Crealock, which is now in Mexico. I never stopped loving to sail, and am so grateful for those early years."

Jay Hawkins said he has great memories of learning to sail in Hawaii. "It was 1970; we had just moved to Oahu; my dad was being deployed to Vietnam for his second tour. He brought home a Sunfish and taught us how to sail. Dad left to go to war, and me and my two brothers enjoyed that boat the whole year. Dad returned to us from the war, and, unhappily, we were then stationed in Germany for three years. Of course, I'm still sailing, as my wife, Janice, and I have spent 10 years on our sailboat *Ceildh* in the Sea of Cortez and mainland Mexico."

— tim



BOB CROWLEY

TOM BURDEN

*Spread: Reader Dana Dupar started in a Boston Whaler dinghy, which had the Sunfish's lateen rig. Inset right: A picture of Tom Burden's first Sunfish. Inset left: Standing at the dock is Royal Cancún Sports Director Juan Marmolejo, who oversees operation of the Sunfish fleet, and is a friend to Latitude reader Bill Crowley, who makes an annual pilgrimage to Cancún to sail a Sunfish "every day for two weeks each fall" since 2003.*

# THREE BRIDGE FIASCO —

The Three Bridge Fiasco pursuit race takes singlehanded and doublehanded sailors on a 21-mile tour of three Bay Area bridges. But what happens when one bridge tries to hog all the racers for itself? On January 27, the sailors on 317 boats found out.

For the second year in row, a big ebb dominated the race day's tidal currents — and the discussions of which would be the best way to tackle the course. Because, you see, each skipper chooses his or her own direction and order of rounding the three marks: Blackaller Buoy near the South Tower of the Golden Gate Bridge, Red Rock near the Richmond-San Rafael Bridge, and Yerba Buena/Treasure Island under the Bay Bridge.

Among other decisions, racers must choose their direction of crossing the startline, which lies south to north between the Golden Gate Yacht Club

and its X buoy. Westbound starters found themselves quickly in the grasp of Blackaller and the Golden Gate Bridge, which drew them like supermagnets. In the light northeasterly, some starters tried to hook X on starboard tack, then turned back to attempt Treasure Island, but couldn't make forward progress in the ebb. Another strategy was to start eastbound, on port, hugging the shore to take advantage of the smidgen of current relief that was found there. A few others headed straight for Red Rock.

What little breeze there was died. The ebb was merciless. Sails slatted, and a growing group of boats was sucked into a gyre of confused water around the North Tower of the Golden Gate Bridge, Lime Point and Horseshoe Cove. Another group rounded Blackaller then anchored along the San Francisco shore to keep from drifting backward through the Gate.



# ONE BRIDGE GETS GREEDY

Dan Willey's Nauticat 44 *Galaxsea*, an early starter in the sequence, was the first to withdraw. Some faster boats had to retire before they even started, as they could not make it across the line within the 30-minute time limit for starting.

By now, you are reminded why this race has the word 'fiasco' in its title. Veteran Bay and ocean sailor Richard vonEhrenkrook, whose Cal 20 *Can O'Whoopass* was carried well west of the Gate, remarked later, "You have to embrace the Fiasco fully, or please stay at home. Humility should accompany your plan for the day. We were among the many who endured Groundhog Day at the North Tower, including some boats

*Abeam of the of the Golden Gate, Jonathan Livingston wrangles the Wylie 39 'Punk Dolphin' solo, while scores of competitors are swept out to sea.* — all photos Latitude / Chris except as noted

# THREE BRIDGE FIASCO —

JEFFREY BERMAN



**The North Tower of the Golden Gate Bridge tried its very best to keep all the racers for itself. Tall, short-period, sloppy swell funneled in at the headlands didn't help matters.**

that had set out directly for Point Blunt. I stopped counting at 20 passes."

In an attempt to break free of the ebb, sailors inched around the North Tower, coming uncomfortably close to the rocks of Lime Point, hoping for current relief in Horseshoe Cove.

"*Dura Mater* was caught in that maelstrom at the North Tower for about an hour trying to get past Lime Point," reports Cal 2-27 skipper Jackie Philpott. "It reminded me of my route home to Oakland from the Berkeley Marina — what is referred to as The Maze by the traffic people. I am always surprised by how few accidents occur there, largely because people slow down and are generally courteous of one another. The same behavior was apparent in the Golden Gate. First there were just a few of us: *Dura Mater* and some really quick Merits. We watched as dozens more were flushed our way, some skippers resigned, others indignant. I was impressed by the tenacity of the sailors and the focused determination to remain calm in the face of the increasingly violent water around us. It was like a ballet of wild things: a

dozen or more boats sailing right up to the rocks on starboard, then, slowly, one by one, calling for 'Room to tack!' and the row of boats unfolding one by one to port." Even firing up an engine and motoring at six knots, it was a challenge to make headway against the ebb.

Bob Izmarian sailed on his brother's J/32 and ended up in the other big group, which was strung out along the San Francisco shore like links in a chain. "Luther and I on *Paradigm* started toward Blackaller and rounded it to port without drama," he reports. "Our plan was to find a counter-current and work our way down the Cityfront to TI. What followed was a series of anchoring drills. Every time we hoisted the anchor we lost ground. We never made it back to Anita Rock, and finally pulled the plug about 3:30."

"It was crazy out at Crissy Field, where boats were yelling, 'I'm on starboard!' and other boats were yelling back, 'I'm anchored!' observed Greg Clausen on the Olson 25 *Carpe Vita*.

"My start was just early enough in the ebb," writes Bob Johnston of the J/92

*Ragtime!*, "and there was just enough breeze to thread the needle of boats and get to the line. I approached up-current and was almost swept over early, but a timely puff of wind allowed me to stay away from the line until it was time to cross. A last-minute scan via binoculars had Blackaller looking pretty hopeless. The *Can* appeared to be headed to Point Bonita, a pied piper with his merry band in tow. The whole TI area was glassed off, and I knew the entire South Bay was emptying itself through there. I decided to head northeast to the corner of Alcatraz, then over to the Berkeley flats. Alas, the breeze wasn't steady enough to overcome the building ebb, and Plan B quickly developed: Try to get to the west end of Angel Island and out of the worst of the current. *Timberwolf* (Dave Hodges' Farr 38) tacked over to starboard and headed for Richardson Bay, where a northerly was coming toward us. *Another Girl* (Scott Easom on an Alerion 38) soldiered ahead on port toward Angel Island. Their faster boats and mad skillz enabled Dave to reach the wind and Scott to reach the current relief, while I was destined to join Richard's merry band.

"I soon found myself in the washing machine off Point Cavallo and spent the next hour fighting my personal battle of wind vs. current. The breeze would fill and I would surge ahead, and I could start to see the Sausalito waterfront. Then the wind would drop and I would get swept back. Each time I would end up a little closer to the rocks and the amused fishermen on shore. Finally it was time to start the engine and get out of there. The Coast Guard came on our channel later and reinforced this notion for the boats behind me."

And yet... and yet... somehow four boats got around the whole course before the time limit of 7 p.m.

Volunteering on the GGYC race deck that afternoon, SSS Commodore David Herrigel wondered, "Why is there a Moore coming down with his kite up?" Why?

**'Khimaira', 'Another Girl' and 'Ma's Rover' work their way through Raccoon Strait, hoping to make it to Red Rock.**

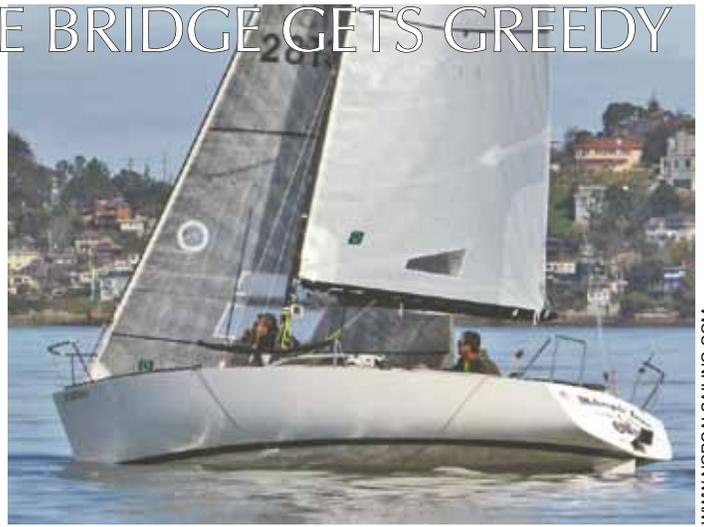


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# ONE BRIDGE GETS GREEDY



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**Left: 'Mojo' works the current relief along Tiburon's Kiel Cove past a flock of gulls. Right: Their sights set on Red Rock, Will and Zack keep 'Motorcycle Irene' moving in the North Bay.**

Because the Moore 24 was about to win the race.

"We had a great day," said John Gray, the skipper of *Immoral*. "Amazing, beautiful, sunny. We rode the ebb almost the whole day. It was only at the very end that we found a little flood. We went straight to TI and were able to make a lot of progress over the ground all the way over to the Bay Bridge, and then as soon as it stopped, we thought, 'This doesn't look good,' and we dropped our anchor. We ate lunch, then raised our anchor for about an hour. We made it around that one corner, and it was pretty much inside the river from there. We got a push all the way to Red Rock, we got pushed through Raccoon, and we got pushed along the Cityfront. Racing with me was my very good friend Matt Van Rensselaer, a huge part of the day going well." *Immoral* finished at 5:25 p.m.

"As I motored through Raccoon Strait the two F25s were battling it out, getting swept sideways in the lulls but inching forward," said Bob Johnston.

*'Immoral's anchoring drill at Yerba Buena Island.*

"The entire Bay east of Angel Island was nearly glassed off. The two F25s would ultimately finish. I'm utterly baffled about how they pulled it off."

"The race was true to its name, a test of patience, decision making and persistence," said Mark Zimmer, skipper of *Khimaira*, one of the two F-25C trimarans. "This was the first time doing this race that I went in with no real plan — it was going to be an audible on the lesser of all evils. Last year, we were among the few that went counterclockwise, and it paid. However, we almost didn't make it around TI before the tide change. Those behind us who missed the window did not finish the race. So, we knew that it would be a tough rounding with the huge ebb. We also didn't want to hit Blackaller without wind for risk of getting sucked out the Gate, and there was no way we could make it through Raccoon against the ebb and river runoff — so we thought. All of our options required wind. So, our plan was made minutes before our start: Get through the starting line with the current then go find the wind.

"We motored upstream and shut our outboard down just before the 5-minute mark and pointed into the slight northeasterly as we drifted toward the line backward. We saw *Mojo* (the other F-25C) start just ahead of us as they immediately turned back into the current near the X mark on port tack. We turned toward the line and were heading right at them on starboard and squeezed in between them and the mark, then pointed north into what little wind we could feel. It looked like we were going to Red Rock first. *Mojo* followed

suit and got ahead of us in the fluky breeze. We noticed a lone monohull heading east with pressure near Point Stuart: That was our new wind. We made the call to go for it even though it meant going through Raccoon the wrong way. We kinda threw a fakey bear-away to try and get *Mojo* to think we were going to leave Angel Island to port, then waited until they weren't looking and quickly headed up, sheeted in, and took their transom before they could react. Finally, we had clean air, only to discover that the wind had all but dissipated by the time we got to Point Stuart. *Mojo* had caught back up to us, and we took turns leading in and out of the current. We knew that shooting over to Tiburon was the right thing to do, but putting three hulls perpendicular to what felt like a 7-knot current sure didn't feel right the first time we tried it, and we chickened out. Mark Eastham's F-31 *Ma's Rover* went for it and fell back, but we soon saw them blasting east along the shoreline; we knew we had to commit.

"Once across, we started gaining on *Ma's Rover* and the big cat cruiser *Deguello* near the northeast end of Raccoon when we heard a 'beep beep beep.' The crew of *Deguello* were waving and shouting that they were aground — only then did the beeping noise register: It was *Khimaira's* depthsounder! 'Tack now!' My awesome crew, Mark Lewis, had had the wherewithal to turn on our depthsounder as we entered the Strait. That was close!"

It took *Khimaira* three attempts and two to three hours to escape the grasp of Raccoon Strait. "It was finally go time with clean air and a freshening northerly, with a pretty good lead over those behind us — especially *Mojo*!" continued Zimmer. "However, *Mojo* started getting bigger as we approached Red Rock. What was about a mile lead soon fizzled to 5-6 boatlengths. We rounded, hoisted the kite, and enjoyed the best boatspeed of the day. Still *Mojo* was right there —



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

# THREE BRIDGE FIASCO —

it was race on! We tried going deep, we tried heating it up, but we could not shake them. It was as if we were tied to a leash! It wasn't until we started a series of jibes between Berkeley Pier and TI that we started to grow our lead again.

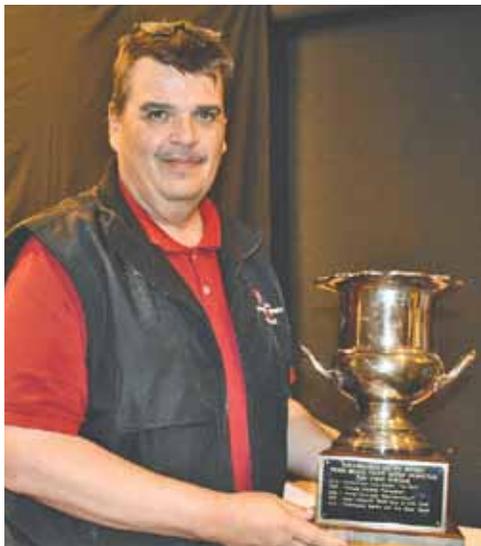
"We wanted to be sure not to get trapped in a hole on the leeward side of TI, so we took a wide path. We saw *Motorcycle Irene* douse and head up, then

I made the call to douse. I happened to look up into the sun toward the City and noticed the outline of a huge cargo ship silently heading right toward us. We were pinned and continued on a reach with the kite and waited for the ship to block our wind to douse — sounded good in theory anyway. By the time we got pointing north again, we had lost more distance than we had hoped — and there was *Mojo* again!

"We held our own tacking along the City until the sun started setting, taking the wind with it. We knew *Mojo* is set up better for light air than *Khimaira*, and it showed with every tack. Finally, in an act of desperation, we unfurled our screacher and tacked out into what looked like slightly better pressure even though we knew the current wasn't favorable. It didn't pay off at all — we saw *Mojo* ghost round Blackaller well ahead. It was over. *Mojo* sailed a great race and never cut us any slack."

"We intended to head for Yerba Buena first," said Chris Harvey, who has owned *Mojo* for five years. "However, as our start was approaching, it was apparent that boats trying to start west to east were not making way toward the line, so we decided to start east to west and buttonhook the X buoy. When we turned around X, we were unable to make way, so we decided to head to Red Rock first."

Harvey and his crew, Dan Mone, prepared to anchor immediately after starting. However there was a light breeze coming from the northwest, so they sailed toward it and never did have to anchor. "*Khimaira* started just behind us, and what followed was effectively a 7-hour-long battle between the two of us. When *Ma's Rover* tried to set her chute and head toward Blunt,



**Chris Harvey (left) won the Multihull Doublehanded Trophy, and John Gray won the Monohull Doublehanded Trophy. No singlehanders finished.**

we were distracted just long enough to get rolled by *Khimaira*. We regained our lead over *Khimaira* as we sailed up to the beach off Angel Island's West Garrison.

"As we rounded Point Stuart, the glassy water and ripping ebb in Raccoon did not look promising. We were the first in, but as soon as we hit the ebb, we were flushed back out. *Khimaira* made an attempt, with the same result. After a couple of attempts, we both made it around the point and began working our way along the north shore of Angel.

"The wind in Raccoon was extremely light as the three boats worked their way along the north shoreline, with *Ma's* finding the bottom on a couple of occasions. *Khimaira* was first to escape the grips of the light air and tenacious current in the Strait, putting several hundred yards on us in the refreshing 10-knot

northerly. On the beat to Red Rock, we were making big gains, and by the time we rounded, there were only a few precious boat-lengths between us.

"*Khimaira* went to her masthead kite against our standard fractional chute. The run down to the Berkeley Pier was classic match-racing stuff. During this leg we hit our top speed of the day, 13.8 knots.

After the jibe to clear the pier, the wind started getting softer, and the boats were now being pushed along by a building flood. *Khimaira's* kite paid off in the lighter conditions. Heading under the bridge we could see *Motorcycle Irene* up ahead, giving the wind hole on the south side of Yerba Buena the respect it deserved, so we followed their line. Once clear, we doused the chute and headed uphill in the now-building flood.

"What followed was an epic match race between two well-sailed F-25Cs short-tacking up the Cityfront. On each tack we were making noticeable gains in the waning westerly."

The start-finish line is restricted, and the tris had to go around it. "As we approached X, *Khimaira* had to tack to avoid crossing the line, while we were able to clear it and head all the way to shore for current relief," continued Chris.

"Once against the shore, we tacked onto port and were now pointed almost directly toward Blackaller, while

**This group — some anchored, others not — has rounded Blackaller Buoy and searches for current relief close to the beach. Some instead found sand with their keels.**



# ONE BRIDGE GETS GREEDY

*Khimaira* continued out into the current. It took us another half hour to get to Blackaller in the dying breeze. About a quarter mile out we could see the Moore 24 *Immoral* rounding Blackaller, so we knew we were now battling for second overall. We exchanged congratulations as we ghosted past each other."

*Mojo* rounded Blackaller, set the chute, and drifted toward the finish. "*Khimaira's* masthead kite was working much better in the light air and was clearly making up some of the distance on us, which had us sweating a bit. Thankfully we got a nice puff near the line and only then did we know that we were home free."

We find it amusing that each F-25 skipper thought the other's boat was better suited to the evening's light air.

The fourth boat to finish was the Express 27 *Motorcycle Irene*, sailed by Will Paxton and Zachery Anderson. "Our route took us up the Cityfront toward



**Finishers Mark Zimmer (left) and Will Paxton told fellow racers 'how they did it' at the awards ceremony on February 7.**

TI," reports Will. "That was our Plan A. As we rapidly caught up with everyone in front of us and the path around counter-clockwise looked grim, we noticed a puff coming from the north. The Hawkfarm piloted by Chris and Nick Nash was heeled over and looking good cracked off and headed for the Richmond shore, so we jumped on that puff and went with them, along with Randall Rasicott's *J/24 Flight*. We sailed up the mid-Bay as the wind dwindled to 0, and then played leapfrog in the puffs with the other two

boats clawing in the ebb toward Red Rock. We never anchored.

"Finally the wind filled in from the north and we were off to short-tack around Red Rock and set the kite for a pleasant ride all the way around TI. We could see the two F-25s behind us in a strong easterly blasting along in the low teens, but we were doing about 6.5 knots enjoying lunch.

"The tris caught us as we rounded TI in about 8 knots of breeze, and, with less pressure and no relief on the shore, we beat up the middle of the Bay in the early flood. As we approached Pier 39, the wind shifted to the west, giving us no respite from the flood or any angle to fight the tide to our advantage. Our speed over the bottom was rapidly dropping under 3 knots, but there was nowhere to go, so we just plowed ahead in the sunset and dying breeze. In the distance I could see a tiny boat. A purple kite popped up at Blackaller. 'Nooooo,' was the collective sigh on our boat, as we have been second overall three times and were hoping this was our day — but then we got back to



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# THREE BRIDGE FIASCO

work just trying to finish. We rounded Blackaller in the last puff and jibed at Anita Rock. The wind completely quit; we aimed the boat back at the beach with the last of our momentum so as not to be swept past the outside of the finish line, and finished drifting at 6:22. Anyone who says they know the answer to this thing is crazy, but that's why it is so fun!"

For a highly entertaining video edited by Larry Baskin of the Express 37 *Bullet*, see <https://vimeo.com/253448908>. It's set to the tune of Steely Dan's *Do It Again* — perfect! They, like so many others that day, saw way too much of the bridge that tourists pay good money to view from the same vantage point. The video shows untold numbers of tacks and what appear to be several near misses with fellow competitors and some kayakers who appear at 3:30 minutes in.

The Three Bridge Fiasco is just the first event in a Bay and ocean series organized by the Singlehanded Sailing Society. The zenith of the season is the Singlehanded TransPac to Hanalei Bay,



LARRY BASKIN

*The Express 37 'Bullet's GPS track (seen close-up in the inset) looks more like a childish scribble.*

which will start on June 23.

The second race of the series, SSS Corinthian, was held on February 24 just before this issue went to press; we'll have a report on that in April's *Latitude*. Also see [www.sfbaysss.org](http://www.sfbaysss.org).

— *latitude* / chris

### SSS THREE BRIDGE FIASCO, 1/27

OVERALL — 1) **Immoral**, Moore 24, John Gray/Matt Van Rensselaer; 2) **Mojo**, F-25C, Chris Harvey/Dan Mone; 3) **Khimaira**, F-25C, Mark Zimmer/Mark Lewis; 4) **Motorcycle Irene**, Express 27, Zack Anderson/Will Paxton. (317 boats)

Complete results at [www.jibeset.net](http://www.jibeset.net)

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# FRENCH POLYNESIA CRUISING —

*After years of cruising the world, circumnavigator John Freeland has memories of many exotic places, but French Polynesia was the standout among them all. His unsolicited endorsement of that French Overseas Territory couldn't have been submitted at a better time, as this month dozens of westbound cruisers will embark on the Pacific Puddle Jump passage from the West Coast to the Marquesas and beyond.*

**A**fter a single circumnavigation I can't claim to know every nook and cranny available to bluewater cruisers, but having taken a total of 10 years to close the loop, my experience is cer-

I hardly saw any yachts while working on trading schooners from Trinidad to Anguilla. But a comparison of the Caribbean basin to French Polynesia as a long-term cruising area provides some tantalizing food for thought. For starters, consider that the five archipelagos of French Polynesia cover a vast area of the South Pacific that is as big as Western Europe.

## The Marquesas Islands

The Marquesas are geologically young volcanic Islands similar to the Hawaiian archipelago, but not as volcanically active and lacking the hordes of tourists. Currently, they get very regular supply ships and frequent, regular air service to all islands except Fatu Hiva. Well-known writers such as the Hiscocks list several anchorages in the Marquesas among their favorites, and that archipelago is cyclone-free.

There is now a haulout yard in Hiva Oa that can accommodate most modest-sized yachts, and there are also attended moorings available. Shipping parts from Papeete is cheap by regular cargo ships.

## The Tuamotu Atolls

There are 78 atolls in the Tuamotu Archipelago, but only about a dozen of these jewels of the Pacific are visited regularly by cruising yachts. Plenty more are worth seeing. These islands are generally formed by a ring of low-lying *motus* (islets), laid out like a string of pearls that form lagoons, and are essentially small inland seas containing fantastic coral and reef fish.

I can attest that 20 years ago, a major issue like an engine problem could have been nearly catastrophic in these waters. But today, many atolls enjoy the aforementioned regular air and freighter service. Twenty years ago, finding slack water in passes (breaks in the fringing reefs)

was an absolute guessing game. But now the cruiser-developed 'guesstimator' is usually within 45 minutes of being spot-on.

Another relatively new development in the Tuamotus is that Apataki Atoll now has a haulout and storage yard that uses hydraulic lift trailers and, by comparison, has better prices than most Caribbean yards.

## The Society Islands

The Societies are classic South Pacific islands with gorgeous mountains and fringing reefs, the most famous isles among them being Tahiti and Bora Bora. You'll find many fine anchorages here, reasonably good boat supplies, marinas, boatyards and many worthwhile cultural attractions ashore.

Each of these islands is encircled by a reef, with a flat-water lagoon inside it, adjacent to the land. As a result, anchorages are well protected and have backdrops of absolutely stunning verdant mountains, and beaches skirted with coconut palms.

## Gambier & Astral Archipelagos

Farther afield and less often supplied, these islands provide a real break from the modern world for the few cruisers who visit them.

In terms of variety of geography, it is fair to say that French Polynesia offers a much wider range of cruising opportunities than, say, the Lesser Antilles.



**From one generation to another, reverence for traditional music and dancing is universal throughout the archipelagos.**

tainly more than a 'mile wide and a foot deep'.

Now that I'm nearing the end of my cruising years, I thought it might be worth sharing a well-kept secret: There are no better cruising grounds in the trade winds belt than French Polynesia. Such claims are usually made on the basis of beautiful pictures with mountains and palm trees, but in addition to all that, a look at some facts is worth consideration.

Many people love the idea of exploring a cruising area over the period of many seasons without making long bluewater passages, but generally the South Pacific is ruled out when considering such arrangements. After researching the history of cyclones in French Polynesia, it occurred to me that for the most part, the French only share this huge hunk of paradise with other sailors who are bent on crossing the South Pacific in a season or two.

We recently spent four years in the Caribbean basin and enjoyed it immensely. Of course, it has changed since my first trip there in 1975, when



## Getting There

The challenges of getting to French Polynesia depend mostly on where you start from. If you're leaving Europe, the Atlantic crossing takes the average bluewater cruising boat about three weeks. By comparison, the trip from the Galapagos (roughly 1,000 miles west of Panama) to the Marquesas, the easternmost island group of French Polynesia, often takes closer to a month.

*There are 78 atolls in the Tuamotu Archipelago, yet only about a dozen of these jewels of the Pacific are visited regularly by cruising yachts.*

Once across the Caribbean, transiting the Panama Canal is a unique experience, albeit a wee bit nerve-racking on occasion. The cost is about the same as an extra haulout. It's worth remembering that on the route from the southwestern Caribbean all the way to the Marquesas, cyclones are not a factor.

It's roughly 4,000 miles from Panama to the Marquesas, or 3,000 miles from the Galapagos, a stop-off that I would enthusiastically recommend. The

*The salty Herreshoff replica 'Rhapsody' glides into Cook's Bay beneath the majestic peaks of Moorea.*



oft-heard claims of prohibitive costs are overstated.

Needless to say, from the West Coast of North America, French Polynesia is far and away easier to reach than the cruising grounds of the Eastern Caribbean.

Once you arrive in French Polynesia, your biggest jumps will be three to five days between the major archipelagos.

## Weather & Cyclones

French Polynesia was long considered to be out of any cyclone region, and, while relatively rare, they can occur during El Niño conditions.

Meanwhile, with an estimated 63,000 boats damaged or destroyed in the 2017 Atlantic Hurricane Season, many boat owners are now asking, "Why risk keeping a yacht in the Caribbean?"

In Polynesia, many cruisers apply a seasonal strategy that can best be described as "hurry off to New Zealand in one season" to avoid the November-to-March cyclone season. But for savvy cruisers who wish to make French Polynesia their main cruising ground, there are several options worth considering.

The option of staying in the Society Islands has higher risks than in, say, the Marquesas, which are virtually immune to cyclones due to their proximity to the equator (between 8° and 10°S). Nevertheless, major storm risk in the Society Islands is minimal except during El Niño years.

Cyclones are dependent on warm seawater in order to form, and due to the cooling effects of the



*Every year in July the best dancers, musicians and athletes come to Tahiti to compete in a sort of cultural Olympics called the Heiva.*

Humboldt Current, French Polynesia is on the outer edge of the South Pacific cyclone belt.

In comparison to the Caribbean, records show that there has only been one cyclone in the Society Islands and the northern Tuamotus for every 22 hurricanes in the Caribbean Basin.

El Niños are among the most thoroughly researched climate patterns, backed by millions of dollars in super-computer computation time. In a careful review of satellite-based cyclone tracks from 1969 to 2010, no storm with hurricane force (>64 knots) winds has come within 50 nautical miles of Tahiti, and only two within 100 nm. The highest reported gust in Tahiti was 87 knots.

In the same period, a Google search shows that six hurricanes came ashore on the coast of New York — not a place one normally associates with fear of devastating storms.

Remaining in the Societies during the cyclone season (again, November to March) during a La Niña or a Neutral ENSO (El Niño/Southern Oscillation) year, you will probably experience reduced trade-wind strength and somewhat higher temperatures than during the dry months (April to October), but conditions will still offer fine cruising.

The Gambiers have well-protected anchorages and are a bit cooler than the more northerly islands and atolls of French Polynesia, although they are remote and lack the 'first world' supplies and services of the Societies.

Staying in the Tuamotus during cyclone season is an option, but doing so requires keeping a close eye on the weather, and being ready to move across

# FRENCH POLYNESIA CRUISING —

the lagoons when strong winds change direction. Such caution is equally necessary during the winter months (April to October).

In El Niño years there are five secure options (fewer for multihulls): The Marquesas and Gambiers have never had



**Outrigger canoe racing is the national sport. Every afternoon you can see strong-armed men and women practicing in the lagoons.**

a tropical cyclone. There are two boatyards with hard stands for dry storage in Raiatea (in Tahiti's Leewards), one in the Tuamotus and one in the Marquesas. Tahiti has a protected anchorage at Terevau that many cruisers consider to be a good hurricane hole, and many also opt to simply leave their boats in Marina Taina, close to Tahiti's capital, Papeete. However, none of these options are completely risk-free.

That said, it is worth noting that once you sail west of the Society Islands, the likelihood of experiencing major storms between November and March increases as you travel through the South Pacific islands.

## Coral Reefs

My first trip to the Caribbean's Lesser Antilles was in the mid-'70s. Back then, I don't remember ever seeing large areas of damaged or dead coral. But fast-forward 40 years and it seems like a special treat to find areas with healthy coral in the Eastern Caribbean.

Having snorkeled all over the globe doesn't make you an expert on the relative health of coral reefs, but most cruisers in the Tuamotus, Society Islands and Gambiers generally find the snorkeling and diving to be exceptional. French Polynesia, being on the eastern side of the South Pacific Basin, benefits from the Humboldt Current's moderating effect on ocean temperatures, reducing the deadly incidence of coral

bleaching caused elsewhere by elevated water temperatures.

Besides the subjective impressions of cruisers, experts support the fact that French Polynesia is ideal for those

of us who find coral ecosystems to be one of cruising's biggest perks. The *Ocean Health Index* reports: "Worldwide, 60% of coral reefs are already seriously damaged." A report titled *Status of Coral Reefs of the World, 2008* says, "The reefs [in French Polynesia] are generally in good condition, especially the outer reef slopes of the high volcanic islands and atolls, as there have

been no major natural disturbances during the past decade. The vast majority of the 15,000 km<sup>2</sup> of reefs and lagoons of French Polynesia are under low risk of degradation in the coming decades; provided that the impacts of climate change are not too strong." In comparison, sadly, the International Union for Conservation of Nature's report states: "The Caribbean's coral reefs have collapsed, mostly due to overfishing and climate change [bleaching]."

## Keeping a Yacht in French Polynesia

Visiting vessels can remain for up to three years without any customs issues. At the end of this period some

owners then sail to the Cook Islands or another nearby island nation, then return to Tahiti and reset the clock.

If you prefer to import your vessel the duty is now 8% of the boat's assessed value (plus additional broker's fees).

Holders of European Union passports can stay in French Polynesia (without working) as long as they like. North Americans get 90-day visas upon arrival, which cannot be extended locally. However, *prior to setting sail* Long Stay Visas of up to a year can be arranged in person at a French embassy or consulate.

## Comparing Tourism Stats

Since the Great Recession of 2008, tourism in French Polynesia has dropped, and remains around 140,000 tourists per year, compared to the population of about 240,000.

By comparison, the Caribbean Basin gets more than 5,000,000 tourists annually. We have been on Caribbean islands where tourists far outnumbered islanders when multiple cruise ships were visiting.

Except during a few annual events, French Polynesian anchorages are never as crowded as those in the Eastern Caribbean.

## Downsides to Long-Term Cruising in French Polynesia

To be fair, there are a few negative

***Bora Bora is the most famous — and some say the most beautiful — isle in Tahiti's Leewards. But many cruisers prefer laid-back Huahine.***



MARINE NATIONALE / PM BOUDARD SABINE

# SIMPLY THE BEST

aspects to long-term cruising in French Polynesia. These include:

- Non-Europeans need to apply for a visa before coming if they wish to stay more than three months.

- Airfare from the US is generally higher than to the Caribbean.

- In the Caribbean the infrastructure for yachts is more extensive than in French Polynesia, although sadly, hurricanes Irma and Maria have significantly reduced services in Puerto Rico, the Virgin Islands and St. Maarten.

**A**s final food for thought, here's a summary of why I think French Polynesia is the world's best tropical cruising ground:

- Safest tropical cruising grounds from cyclones (while still having trade winds.)

- A wide range of island geography.



**A traditional sailing canoe cuts across the Moorea lagoon. Yes, the water inside the fringing reefs really is that blue.**

- Uncrowded anchorages.
- Very low crime rates.
- Very friendly people.
- Infrastructure very well supported by the French.
- Excellent health care system.
- Little of the extreme poverty seen in other tropical areas.
- Reasonably good infrastructure for yachts.

- Healthy coral reefs.
- In a year French Polynesia gets the same number of tourists as the Caribbean gets in less than nine days.

- The Society Islands and Northern Tuamotus only get one cyclone for every 22 hurricanes in the Caribbean basin.

- There has never been a cyclone in French Polynesia equivalent to a Category 5 Hurricane, such as Hurricanes Irma and Maria.

- French government supports good emergency services.

**A**ll these factors contribute to the fact that when many world cruisers hear the word "paradise," they immediately think of French Polynesia.

— **john freiland**

*John and several fellow cruisers have authored a 90-page guide to resources for cruisers in Tahiti. You'll find it at [www.tahiticruisersguide.com](http://www.tahiticruisersguide.com).*

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# ▶ YOUTUBE SAILORS —

It's been 25 years since reality TV changed the concept of entertainment by putting 'ordinary' people in front of a camera. But the Internet — and specifically YouTube — has taken reality TV a step further. Instead of just appearing on screen, ordinary people are now creating and producing their own content. Among the many videos spawned since YouTube's inception in 2005, several popular sailing channels now have hundreds of thousands of fans.

Historically, sailing has been seen as too much of a niche to garner interest from traditional media outlets, but YouTube has enabled the creation of highly specific entertainment. Sailing channels — which can also be called 'vlogs' (an abbreviation for video blogs) — usually star young, attractive people in exotic locales, and in some cases, have created a business model where complete strangers are funding cruisers' adventures. The top 10 YouTube sailing channels alone have approximately 300 million views. 'YouTube Sailors' are introducing an increasingly larger audience to the joys and excitement of the cruising lifestyle. Given the generous selection of sailing channels, we thought it was time to review the most popular vlogs.

Commenting on the technology revolution that has made the modern sail vlog possible — which includes affordable high-definition cameras, drones and broadband Internet access in remote

locations — Brian Trautman, the skipper of *SV Delos*, said in an interview with *Slow Boat Sailing* that YouTube represents "the first time you can cut out the networks and all the middlemen. We're just three people on a sailboat running off solar power, and people are realizing you can put out pretty-darn-good content that will hold people's interest. We enjoy the fact that nobody is telling us what to do." With enough viewers and

supporters, sailing channel creators can actually make money on their videos — and in some rare cases, make a living. Currently, there are about four dozen boats trying to fund their cruising through ad income and crowd-funding supporters.

Because the top YouTube Sailors have started to accumulate a significant audience and income, more and more crews are developing channels, creating competition for viewers and fueling an arms race of production quality, content and variety. Each channel has a different take on the cruising experience, including the level of partying and adult-ish content, and emphasis on sailing versus in-port exploring. And because ad revenue is so paltry, sailing channels need to generate massive numbers of views to start making meaningful earnings.

How are the current crop of YouTube Sailors attracting clicks? Given that the overwhelming demographic for sailing videos is male, it's probably not shocking

*YouTube represents "the first time you can cut out the networks and all the middlemen."*

**You can't talk about 'Delos' without talking about scuba diving. In episode 135, the crew dives with sharks at Bassas da India, a remote atoll in the middle of the Mozambique Channel. The 'Delos' crew brings viewers some stunning underwater footage.**



that attractive female companions and crew are nearly universal in the world of sailing vlogs (tropical locations are also a prerequisite, which in turn brings out the bikinis). Over half of the sailing vlogs have some form of pixelated nudity — some is fairly gratuitous, while some is a natural result of living on a boat in the tropics. Most channels naturally focus on the places they're visiting, but some vlogs feel more like travelogues with the sailing itself as a bit of an afterthought.

If you're already an experienced cruiser, these channels can be a great source of information on particular locations you're interested in, and the YouTube Sailors will sometimes answer posted questions about unusual anchorages, provisioning for long passages, etc. But if you're a novice interested in cruising or a liveaboard lifestyle, these videos are both informative and inspiring.

While each channel produces videos according to their unique perspective, most inevitably show the challenges and compromises of longer-passage sailboat cruising: dealing with third-world customs officials, MacGyvering repairs on the water, and paying \$16 a gallon for diesel in a remote location. As pure

# MUST-SEA REALITY TV



**Top row from left: The core crew of 'Delos': Brian Trautman, his younger brother Brady and Karin 'Kazzatron' Syrén. Middle row: 'Delos' has seen some serious sailing in her almost 10 years of cruising. Bottom row from left: The people featured in 'Delos' are just as interesting as the places, which (bottom right) are spectacular.**

entertainment, these videos enable you to live vicariously through the crews in a unique way, as opposed to professionally produced shows. The crews are not actors and the YouTube platform allows you to connect through comments and live broadcasts, and to enter contests to join the crew for a few weeks.

The thing to know about sailing vlogs is that they're working hard for their success. The rule of thumb is that it takes approximately an hour of production time for every minute of published video. For YouTube sailors, it's likely that shooting and editing video has taken over a portion of their cruising experience. Some of the most compelling footage comes from dramatic and often stressful situations, though having a camera in people's faces during big seas or broken rigging may not be appreciated or safe. In fact, it's apparent that some of the most trying situations don't make it into the posted videos.

Here's a summary of the top sailing vlogs. Most of these videos are between five and 15 minutes long, so viewers can

quickly sample the channel. It's easy to start at the beginning, as YouTube allows you to sort by date from oldest to newest. But most channels have evolved, and the newer content is much improved.

## Sailing SV Delos

What can you say about a vlog that

dynamics, but the soft-spoken Brian keeps it from degrading into cheesy melodrama. (Rumor is that Brian has declined multiple reality TV offers.)

Of the sailing vlogs, SV Delos focuses on the realities of sailing. The crew have tackled some challenging passages including the southern Indian Ocean

has more traffic than the US Navy's YouTube channel? *Delos'* skipper Brian Trautman started sailing a Catalina 22 on Lake Washington in Seattle in the early 2000s, and began dreaming of a long-passage cruise. In 2008, he purchased a 53-ft Amel Super Maramu ketch, and quit his tech job a year later. He set sail for New Zealand with his younger brother Brady and girlfriend Erin. Eight years and 240 videos later, Brian and his tribe have become the most popular sailing channel in the Internet universe. What makes SV *Delos* number one? They do all the basics well: regular and reliable posts, quality videography and editing, good music and interesting locations.

Perhaps more important are the people. *Delos* generally runs four to six crew, the core of which is Brian, Brady, and Brian's Swedish girlfriend (since 2011), Karin Syrén. The remaining crew rotates, and since their original passage, there have been more than 50 different participants, some of whom won a slot through the "who wants to be a *Delos* pirate?" contest. The variety has created interesting group



ALL PHOTOS THIS PAGE / YOUTUBE — SAILING SV DELOS

# YOUTUBE SAILORS —

(episode 107) and rounding the Cape of Good Hope. The boat has been fully knocked down five times, has visited remote locations such as Chagos, an uninhabited atoll in the Indian Ocean (episode 88), and St. Brandon Shoals (episode 117). They've also been boarded and robbed three times in their 70,000 miles of travels. Brian is a confident and prepared skipper and has an impressive ability to make repairs at sea and in remote ports; *Delos* has published several technical videos related to repair work on the Amel. As of early 2018, *Delos* is on the eastern coast of South America.

## Sailing La Vagabonde

Riley Whitelum and Elayna Carausu, an attractive couple from Australia, met in Greece the summer of 2014 shortly after Riley purchased a Beneteau Cyclades 43 in Italy with plans to sail the Mediterranean. Both were amateur sailors. Elayna said that, "After spending a few weeks onboard, I realized how little Riley actually knew about sailing. But I was happy to learn with him, make mistakes and work to figure things out."

Riley added: "The two big events were buying the yacht and meeting Elayna. I won't go into too much detail here; suffice it to say that I love her more than anything. She is the best thing that has ever happened to me. She can sail to windward at, like, almost 30 degrees and can hold her own in five-meter swell and gale-force winds. One helluva boat. Elayna is also good."

*La Vagabonde* has sailed across the Atlantic, through the Caribbean and Panama Canal, across the Pacific and on to New Zealand. "We've suffered terrifying storms, pirate scares, financial breakdowns, equipment failures, water shortages, and other 'interesting' mis-

**Drones have dramatically upped the quality of self-produced YouTube sailing channels.**



**Top row from left: The incredibly charming and talented Elayana and Riley of Sailing La Vagabonde. Middle row from left: If you ever wondered what Captain Ron would look like in a few years, Captain Rick Moore might be the answer; sailing in the Caribbean with young crew keeps his channel competitive. Bottom row from left: Nikki and Jason Wynn have their own unique and engaging charm.**

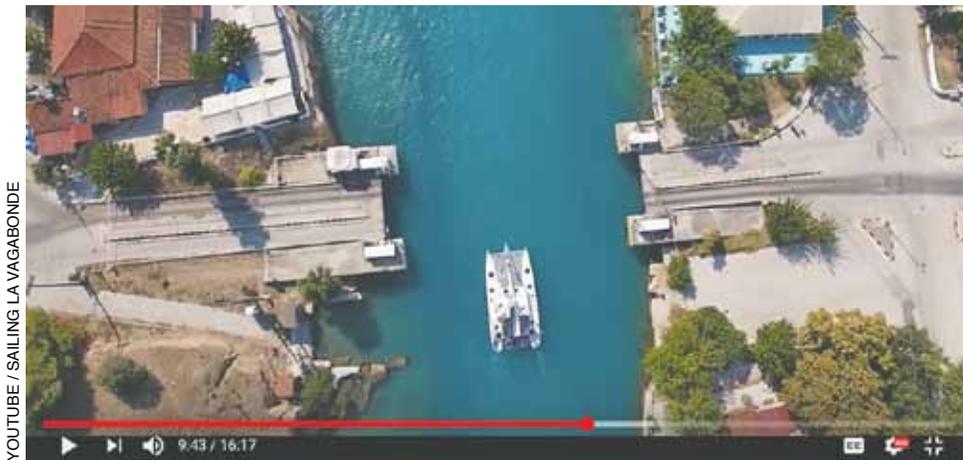
haps, but we wouldn't trade living on the sea and traveling wherever the wind takes us for anything," Elayna said.

Elayna had previously traveled through Australia in a psychedelic-colored van and started creating and posting videos as an artistic outlet and

a means to keep her family and friends updated on her adventures. For her, documenting *La Vagabonde* was a normal part of traveling. Although there's the occasional extra crew, most episodes focus on Riley and Elayna and the people they meet. They're both charismatic, and Riley has a mischievous sense of humor. Elayna is a talented musician and will occasionally grab her guitar and entertain the crew — and the viewer.

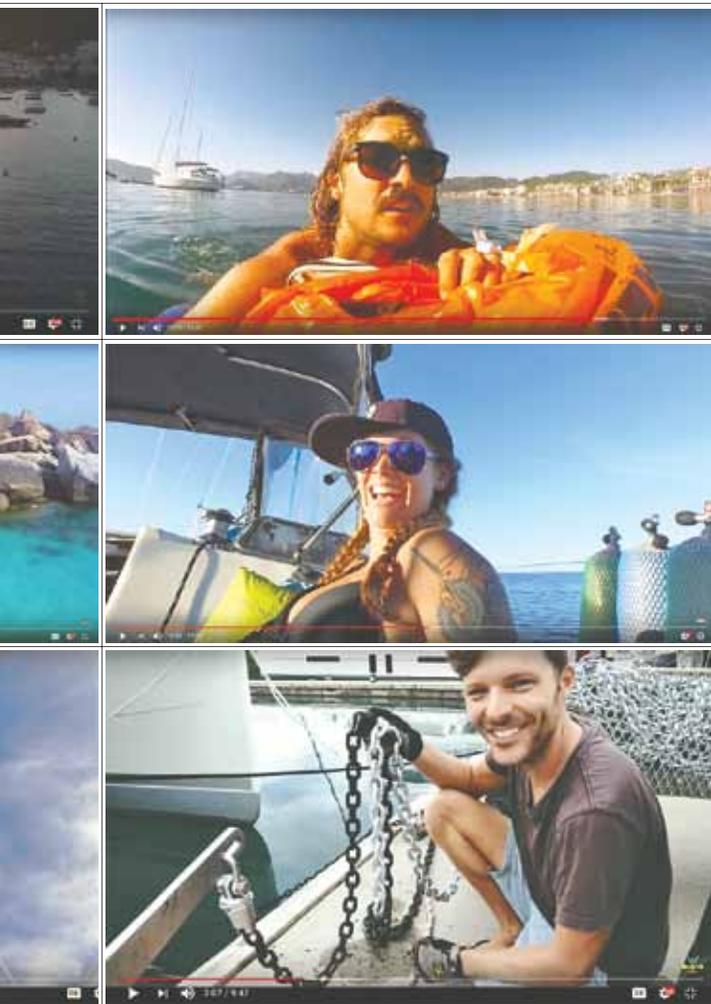
A frequent question posed to Riley — as well as most of the YouTube Sailors — is how can a young person afford to purchase an ocean-capable yacht and cruise full-time? Riley, who was 30 when he bought the original *La Vagabonde*, worked on offshore oil rigs and in the mines of Western Australia.

In 2016, after Riley pitched the benefits of being associated with one of the world's most popular sailing vlogs to the French catamaran builder Outremer, they worked out a deal to purchase the 45-ft model at a reduced price and



YOUTUBE / SAILING LA VAGABONDE

# MUST-SEA REALITY TV



## Gone with the Wynns

Jason and Nikki Wynn describe themselves as perpetual travelers, modern-day documentarians and a source of inspiration for others interested in the "non-sedentary lifestyle." In 2010, after getting fed up with their lifestyle in Dallas, Texas, they bought a motorhome and spent six years traveling North America and documenting their adventures — as well as building-up a sizeable fan base. In April 2016, they decided to switch their adventures to the water, and purchased a Leopard 43 catamaran, despite having no sailing experience. After four months of classes and some coastal sailing with an experienced captain, Jason and Nikki left Fort Lauderdale, and spent the next year cruising Florida and the Bahamas before tackling the longer passage to Panama. Compared to the sometimes-hedonistic atmosphere of other sailing vlogs, *Gone with the Wynns* is a wholesome take on adventuring. Jason and Nikki are earnest and present an aspirational view of relationships and marriage.

You may find yourself wondering if any couple could possibly be that happy together.

You share this channel with your grandchildren or when hosting your next pre-Cana retreat. Although a majority of their 27 million lifetime views came from their RV-ing days, their 80 or so videos since switching to their boat have aver-

aged 60- or 70,000 views, putting them into the top five of sailing vlogs.

## Sailing Nandji — Frothylyfe

Yoshi and Bonita are a young Australian couple sailing a '96 Roberts 40-ft cutter-rigged sloop from Queensland to New Caledonia via the Great Barrier Reef. The channel features the challenges of cruising in remote areas on a limited budget with an older boat prone to breakdowns (they were towed back into port after engine failure on their shake-down sail). They're a fun-loving couple who seem to roll with the punches.

## WhiteSpotPirates

Somewhat unusual in the world of popular sailing vlogs, *WhiteSpotPirates* is the tale of Nike Steiger, a young woman from Lüneburg, Germany, who's single-handing *Karl*, a 1992 Reinke Super 10, a 34-ft aluminum sloop. Nike describes *WhiteSpot* as the "undiscovered areas on each individual's personal map of life," and eloquently describes the challenges and wonder of chasing her dream. And like many of the sailing vlogs, she states her goal of encouraging others to pursue their own passions.

Nike's first challenge was getting *Karl* seaworthy. The Super 10 was purchased in Panama and needed almost 12 months of work — mostly by Nike herself. After finally setting sail, she said buying and fixing up *Karl* was the best decision of her life. One of the few singlehanding channels, *WhiteSpot* enlightens viewers about the solitude and self-reliance involved in solo sailing. Nike's first year was spent circumnavigating the Western Caribbean, taking her from Panama to

***If Gone with the Wynns are chic suburbanites and Rick Moore is a middle-aged pirate, then 'Sailing Nandji' is the bohemian sailing channel.***

company-provided financing. In episode 105, they get the cat up to 22 knots (despite Elayna's pleas that they were on the verge of pitchpoling). In October 2017, Riley and Elayna got engaged and are currently back in the Med with plans to sail to the US in 2018.

## Captain Rick Moore (aka Sailing Sophisticated Lady or SSL)

Rick Moore, a 50-year-old Canadian, started a charter and commercial videography business in the British Virgin Islands in the mid-2000s while living aboard *Sophisticated Lady*, a 50-ft Jeanneau. His channel has evolved over time into its current form, which allows viewers to live vicariously through Rick and his Jimmy Buffett-esque island lifestyle.

The action takes place in the Caribbean, and is heavy with bikinis, parties, diving and sunsets. The videos provide an insightful view of the laid-back live-aboard lifestyle, with the occasional sailing passage. There is interesting material on the history and people of the area, and the channel makes a compelling argument for life outside the rat race.



YOUTUBE / SAILING NANDJI

# ▶ YOUTUBE SAILORS

THIS ROW / WHITESPOTPIRATES



THIS ROW / SEACHANGE



Colombia, San Andreas, Guatemala, Roatan, Cuba and Cayman and back to Panama.

Many vlogs describe the trials and tribulations of cruising — diesel engine problems, getting stuck in the doldrums, or dragging anchor — but Nike is unique in the way she opens herself up emotionally and describes the highs and lows of pursuing her adventure. Her narration and content is intelligent and introspective, her videos are high quality, and you'll find yourself rooting for her — and maybe a little concerned for her safety.

### Honorable Mention: SeaChange

While not in the top 25 for views, subscribers or Patrons, *SeaChange* is number-one in our book. It's the story of Brandon Savory, Andrew Tomayko, Scott Gallyon and their dog Peanut, who refit a Taiwanese-built 1984 LaFitte 44 and sailed the Western Caribbean. Although they only made seven videos between 2016 and 2017, this channel has cinematography, editing, narration and music superior of any sailing vlog to date. The result is a unique, beautiful depiction of sailing and adventuring. (Caleb White is credited with the narration, which is evocative and literary in style.)

The *SeaChange* crew sails from Fort Lauderdale to Belize and up up the Rio Dulce River in Guatemala, then travels into the interior of Guatemala to help a team bring solar-powered lighting to a remote village. They tackle a 1,000-mile passage from Honduras to Dominica before heading to Suriname and eastern South America. It's been almost a year since *SeaChange* posted its last video, though their content is more like

**Not all YouTube Sailors follow the same formula. Top row: Nike Steiger documents the trials and tribulations of singlehanded sailing in 'WhiteSpotPirates'. Bottom row: Burly, bearded dudes, dogs and beautifully shot scenes make 'SeaChange' something truly special.**

short films. Social media posts from the crew suggest that they're working on something larger. These guys are worth watching. Don't be surprised if you find *SeaChange* on IMAX in late 2018.

### Making Money from Sailing Videos

With the exception of *SeaChange*, all of the videos reviewed have likely pulled off their goal of covering most, if not all, cruising expenses. But these channels are the exception, not the rule. Dr. Linus Wilson, Associate Professor of Finance at the University of Louisiana at Lafayette, long-passage cruiser and creator of the website *Slow Boat Sailing*, has done extensive analysis on the sailing video phenomenon. He said, "It's likely only the top five sailing vlogs are covering their cruising costs. The next five are making enough revenue to contribute in a meaningful way to their cruising kitty, but are basically making close to minimum wage on their video-creation efforts." (Clearly, there are worse ways to make minimum wage than filming sailboats and attractive crewmates in a tropical location.)

Wilson continued: "if you're not in the top 10, you're likely struggling to cover the cost of your video gear and technology. Half the sailing channels raising money on 'Patreon' made less than \$73 per video. Right now, *SV Delos* and *La Vagabonde* are probably making more money than everyone else combined."

Patreon, a Web 'crowdfunding' site,

has become a much more important income source to the YouTube sailing community. Patreon lets people connect with fans who 'sponsor' all types of creations, including sailing videos. A Patron of a sailing channel might sign up for \$5 per video, which gives them early and exclusive access to content. Sailing channels on Patreon, have an interesting hook and advantage over other content creators (like publishing poetry), as several boats offer crew opportunities.

Here's an example of the importance of Patreon to YouTube sailors: *SV Delos* currently has 1,732 Patrons collectively paying approximately \$13,000 per video. They published six videos in November 2017, resulting — theoretically — in up to \$74,000 in revenue that month alone (Patrons are allowed to put caps on their contributions, such as paying for no more than one video per month, so the *Delos* number is likely lower). In comparison, their 71 million lifetime views would equal \$296,000 in YouTube ad revenue over seven years.

Sailing channels will continue to evolve and offer increasingly sophisticated production and more narrowly tailored sailing experiences, all of which is likely get more people on the water, chasing their own adventures. What's next? Increased use of drones, 360-degree cameras, and virtual reality are all safe bets, but ultimately sailing sells itself: the beauty of being on water, relying on Mother Nature, and the freedom to go where you want. The YouTube Sailors are exposing a massive audience to what many of us have had the privilege to know and live for years.

— greg winters

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# SOUTHBOUND SHAKEDOWN —

When you're working toward making an ambitious offshore cruise, it's only natural to fret about whether you're adequately prepared. Even if you buy a brand-new boat, there's always plenty more — newer, faster,

his self-taught education should be to make an overnight interisland passage 'down island'.

Because I'd learned to sail in college

was sound and had adequate safety gear, we were all young and fit, we more or less knew where we were going, and we were smart enough not to attempt entering St. Maarten's Marigot Harbor at night — to our untrained eyes, the fixed nav lights seemed impossible to find against the maze of brightly lit streets and buildings ashore.

I thought back on that adventure recently while my wife Julie and I were doublehanding our Cross 45 tri *Little Wing* from San Francisco to Mexico. We'd spent the months leading up to our exit in a frenzy installing all sorts of

expensive new gear, which would ultimately make our cruise safer, faster and more comfortable. But as summer turned to fall, and fall morphed into winter, we felt ever-increasing pressure to shelve our remaining projects and head south, whether thoroughly ready or not.

Although we'd done only a rudimentary shakedown of several new systems, even in our semi-ready state we had more safety gear, more redundant navigation and communications devices, and newer sails than on any boat we'd previously sailed offshore. That said, our rapid succession of installations left us with a daunting stack of owner's manuals to read and digest. Today, months after departure, we're still sorting out the subtleties of some of our new gadgets.

For us, like many southbound sailors before us, the cruise to San Diego, then Cabo, then Puerto Vallarta has served as the shakedown we thought we'd do in our home waters. But in the enduring words of Miles, Tom Cruise' mischievous sidekick in the 1983 blockbuster *Risky Business*, "Sometimes you gotta say 'What the F---', and make your move . . . Saying 'What the F---' brings freedom. Freedom brings opportunity. Opportunity makes your future."

Not that we normally take life-altering advice from fictitious film characters, but in this case

— and actually knew the proper names of most of the boat parts — I was recruited as first mate, while Steve, another eager neophyte, rounded out the crew list.

None of us knew how to navigate — this was years before GPS — so we took an hour-long lesson from a local charter skipper who showed us the basics of reading a chart, then explained the principles of set, drift and magnetic compass variation. When he looked up and saw our befuddled expressions, he said, "Don't worry, guys. This ain't rocket science. It's only about 80 miles from Virgin Gorda to St. Maarten. So leave Gorda Sound early in the morning sail east-southeast, and by afternoon you'll see the silhouettes of St. Maarten and Anguilla. From there you could sail by line of sight all the way to Grenada."

With that, we soon set sail with blind confidence. Along the way we ran out of wind and drifted over a shallow bank where we bobbed like a wayward cork all night. That caused both of my boatmates to become seasick, and their misery eventually inspired me to put on a scopolamine patch. But when I rubbed my right eye shortly afterward, my vision went so wonky that I thought I was going blind. Nevertheless we eventually arrived safely at St. Barth, where we beamed with pride about our accomplishment as we ordered our first frosty Heinekens at the island's most famous watering hole, Le Select.

Were we properly prepared? Pfft! No sailing instructor worth his salt would say so. But the boat

***If you crave solitude, sail the coast of Baja in wintertime. This is one of a half-dozen cruisers we saw between San Diego and PV.***

safer, smarter — gear you could add to your inventory. So, for many sailors who enter the cruising life after years of procrastination, it's a matter of being 'ready enough', rather than thoroughly prepared. After all, as I learned during my first offshore passage decades ago, preparedness is a relative term.

Back in the early 1980s, while living in the Virgin Islands, I got to know a vacationer named Donnie who became so thoroughly smitten by the magic of sailing that he canceled his return air ticket, quit his job as a high-stakes Hollywood litigator, bought a 36-ft sloop, and announced to his success-obsessed parents that he was growing a beard and had developed a deep affection for reggae music.

Having learned the basics of sailing during a few tourist daysails, Donnie quickly figured out how to get on and off the hook and maneuver his new ride safely. So he figured the next step in

***Ironically, these Baja fishermen live a tough life, but they could eat lobster every night. Note the customized Ullman Sails engine cover.***



ALL PHOTOS LATITUDE / ANDY



the point is well taken, as it is much easier to procrastinate — for years — than to pick a departure date on the calendar and commit to setting sail, ready or not. Indeed, if you were to poll the 10,000+ sailors who've done the Baja Ha-Ha rally over the past 24 years, we'd bet that most would say they had a good time, but more importantly, the event's concrete starting date forced them to quite procrastinating and finally throw off their docklines.

If you're curious about the newfangled gear we now have on board, read on. (Editor's note: It is not our intention to endorse specific products. Brands

*Months after departure we're still sorting out the subtleties of some of our new gadgets.*

mentioned are simply those we chose to purchase after researching various options.)

**AIS (Automatic Identification System) transponder** — Installing one of these small devices along with its own dedicated GPS and VHF antenna should dramatically affect your peace of mind in terms of alerting you to approaching marine traffic — and letting other vessels know where you are. Not all non-

**Below: Afternoon sun gives our solar panels a bit more juice. Right: Exiting Marina Coral at low tide. Our radar got us in safely at night.**

commercial vessels have them, but they are a tremendous enhancement to normal watch-keeping, especially when interfaced with a chartplotter. (Ours is an em-trak.)

**Helm station chartplotter** — If your binnacle or helm station is completely exposed to the elements you may balk at the idea of installing an expensive new chartplotter next to it. But since we have a hardtop pilothouse, doing so was a no-brainer — especially since we were double handing, as whomever was on watch alone never had to leave the helm unmanned to navigate.

We chose the B&G Zeus 3, which proved to be an awesome investment. Like other top brands on the market, many onboard systems can be interfaced with it, unless they are relatively ancient, such as our old-but-reliable Autohelm autopilot.

One of the coolest things about the Zeus (and perhaps other late-model units) is that it can generate its own Wi-Fi signal, so you can be lying in your bunk with a smartphone or tablet and see a duplicate image of what's being displayed on the mother unit.



**As beam winds build off central Baja, Julie dowses the main of our ketch-rigged tri. We sailed comfortably under 'jib and jigger' until dawn.**

details. (Remember the disastrous *Vestas Wind* incident during the 2014 Volvo Ocean Race?)

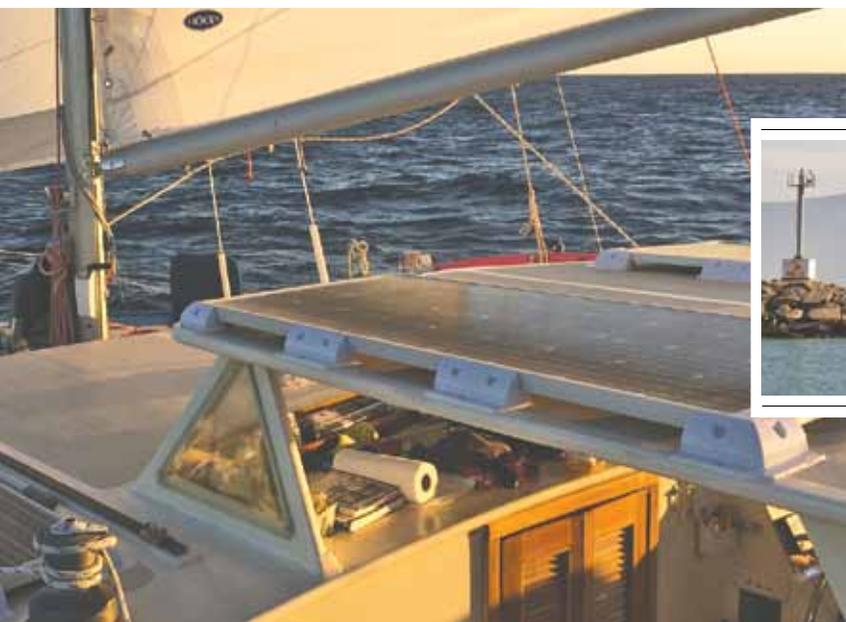
Do we carry paper charts? Absolutely. Murphy's Law is often at play on the ocean, so total dependence on electronics, and the ability to keep them charged, could leave you unable to navigate without paper backups.

**Radar** — Whether your unit is old-school or

digital, it can save your bacon in heavy fog, alert you to oncoming traffic, and clearly confirm shoreline contours — which is especially useful in Mexican waters, where much of the chart data was recorded a century ago. You may have a certain nostalgia for old-school radar, as we do, but once you sample the functionality of a good-sized digital unit, you'll probably never be tempted to go back. In addition to image clarity, digital units use only a small fraction of the juice that old RF (radio frequency) units do, so you can rationalize leaving them on all night long without depleting your batteries. (Ours is a B&G that interfaces nicely with our B&G chartplotter.)

Although we didn't plan it this way, much of our 1,400-mile cruise thus far has been traveled with minimal moonlight, and we've dared to make eight nighttime landfalls in both marinas and anchorages — several of which we wouldn't have dreamed of attempting

Two cautions about this and similar units though: Make a habit



of zooming in occasionally to be sure you are not missing AIS targets or crucial chart

without radar. We wouldn't expect you to follow our lead, though. As any cautious mariner will tell you, heaving-to offshore until dawn is almost always the safer option.

**DSC-enabled VHF radios with GPS**

# SOUTHBOUND SHAKEDOWN

— These days, many modern VHF's, whether handheld or built-in, are enabled with Digital Selective Calling and are associated — when properly registered — with your boat's unique MMSI number. In addition to boat-to-boat calling features via special frequencies, they can send out mayday alerts specific to your exact location when the unit has built-in GPS capabilities. Decades ago, all this would seem like sci-fi fantasy, but today such units are commonplace, and relatively inexpensive. Plus, many handhelds are waterproof and float. (Both our built-in and handheld are made by Horizon.)

**InReach satellite device** — These compact, handheld units have been mentioned often in *Latitude*, as they offer an incredible combo of functionality in a waterproof device the size of a pack of playing cards.

Although our unit's ability to serve as a mini-EPIRB may be its greatest attribute, it can also be used to send and receive simple text messages via satellite, receive detailed offshore weather forecasts, and even navigate in a pinch.



JULIE TURPIN

***We did almost all installations ourselves. But we were thrilled to have our buddy Gustavo fit the new radar while berthed at Sugar Dock.***

(InReach is now owned by Garmin.)

Other major purchases we made prior to leaving the Bay included a suit of Hood Sails (made in the USA!) that help us go faster and point higher, a

vertical Muir anchor windlass powerful enough to dead lift our Rocna anchor and all 250 feet of chain, a 400-watt array of (Solarworld) solar panels, and a 500-amp-hour bank of AGM batteries that holds enough juice to keep our new Frigoboat fridge chilled 24/7 and run Otto the autopilot for hours without recharging.

Conspicuously absent from this list is an item we anticipate will become one of our most valuable 'crewmembers': our Hydrovane self-steering device, the pieces of which we actually carried all the way to Puerto Vallarta in lockers. But it's next on the list for installation.

Compared to our freewheeling days of bare-bones island-hopping, when we navigated by line of sight and dead reckoning, we feel as if we're on the cutting edge of gear and gadgetry these days. Even so, by some assessments we're probably still not thoroughly prepared. But what the heck, we're ready enough for the next adventure.

— **latitude/andy**



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

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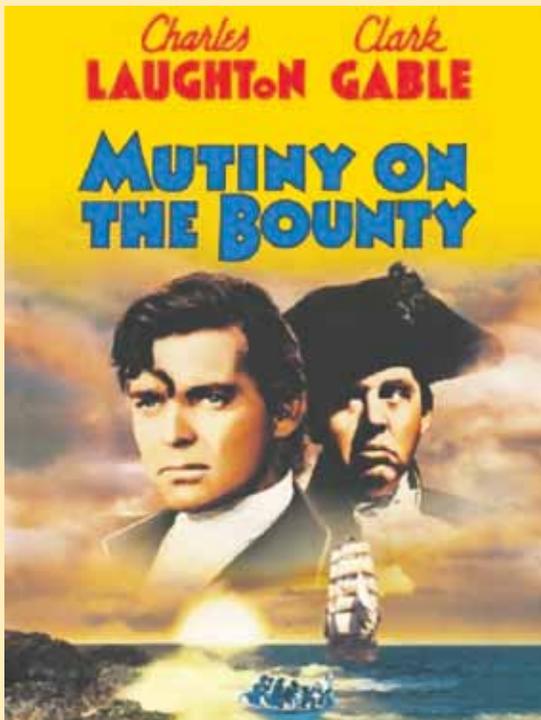
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I once tried to go to a City Council meeting to make a public comment, and it was not a good experience. Public comment is supposed to come first, but first there was an interminable debate about the agenda, then another long wait for my turn to speak, and then in my allotted two minutes it seemed as if no one was really paying attention to my relatively obscure issue about marina parking policies. And for all that trouble, after leaving City Hall, I was rewarded with a parking ticket.

There's a much better way to make individual opinions known to public officials: Attend a ribbon-cutting ceremony. These are usually lightly attended affairs, especially if the park or project that was just completed is one that didn't involve much public controversy. The government officials often outnumber the public, so while everyone waits for the mayor to show up and the speeches to begin, there's easy access to the commissioners, councilmembers, supervisors, representatives, staff and local advocates who are obliged to be there.

That was the case at a recent ribbon cutting for a new waterfront mini-park and "water access point" on shoreline land near a major freeway. It was a joint project by Caltrans, the regional park district, the multi-county Water Trail, and the city. It had taken about 12 years to get from the plan approval to the opening ceremony.

After a very productive conversation about improving marina parking with the assistant city manager, I noticed an SUV with a bunch of windsurfer boards on the roof rack driving across the grass between the access road and the water. The bumper sticker read: "If this were easy, they'd call it kiteboarding." The SUV came to a stop on a gravel patch close to the beach, among a gaggle of other large vehicles with boards and roof racks. The small lot was full anyway.

I was not too surprised when Lee Helm piled out of the vehicle along with about a half-dozen sailors. She spotted me right away.

"Yo, Max!" she waved. "Wind's up!"

"Uh, kowabunga!" I answered, using the only surfing jargon I knew.

"Like, what brings you to Annette's Secret Surfin' Spot?" she asked when I walked over to see what sort of gear she was sailing these days.

"It's the official ribbon-cutting ceremony for this new park," I informed her.

"That's interesting," she replied.

"We've been launching here for years, especially when the tide is too low for some of the other sites. The kiteboard-

ers too. It's, like, one of the few places within miles that has good wind, and also a long enough stretch of beach to lay out the kite strings."

"Funny," I said, looking at the park site plan that had been distributed to all the people attending the event. "The plan calls for a kayak put-in, funded by the Water Trail project, but it doesn't say anything about windsurfing or kiteboarding."

"Clueless bureaucrats," she shrugged. "The plan was probably first approved before I was born. Maybe even before you were born. And, like, there's way too much inertia in the public process to adapt to any major change in use, even though the windsurfers have been here for at least five years."

"The plan does show basketball courts as part of this park," I said.

"Yeah, right. Nothing like prioritizing water-related uses," she said. "Another brilliant design driven by park advocates and planners who want us all to come down to look at the water, but don't want anyone to actually touch it or float on it. Look at the actual shoreline: All artificial rock, except for the nice beach that formed all by itself after the freeway was built on this landfill."

Meanwhile, Lee had assembled her wetsuit, harness and related gear on the tailgate of the SUV, and threw a huge beach towel over herself, except for her head.

"I think the big disconnect between water access opportunities and public funding agencies is the failure to recognize the importance of organizational and social design along with physical design," she said as articles of clothing began to emerge from under the towel, while the wetsuit went in. "Launch and landing sites are the stated priority for the Water Trail planners. But, like, that misses the point."

Lee was, apparently, skilled and practiced at putting on her wetsuit under a towel, and didn't miss a beat with her rant.

"Any site development project or funding program that's serious about actually broadening access," she explained,



"needs to prioritize on-site storage and group ownership opportunities. I mean, look at existing resources: People with boats and cars do not have an access problem. There are good places to launch everywhere, if you can transport your boat or board there by car. Access needs to reach the people who can't afford their own boats or don't have a garage or driveway to store it in, which is, like,

*"This made me wonder if windsurfers routinely pee in their wetsuits."*

just about everyone I know. Water access plans need to prioritize on-site storage, and especially they need to facilitate the formation of new volunteer-based low-cost clubs and co-ops. University Sailing clubs, outrigger, rowing and dragon boat clubs, just for example, provide awesome access ops at awesomely low cost."

"I don't think there's any provision for

# CUTTING THE RIBBON



**Parks like this one claim to provide water access, but there's no on-site storage and no support for the sailing or paddling clubs that are necessary to make waterborne activities accessible to the public at low cost.**

on-site storage in this project," I noted.

"And a good thing, too!" interjected an older woman whom I recognized as one of the park advocates from the City Council meeting. She had probably come over to scold the windsurfers for driving on the grass.

"Fencing off an area for boat storage would be privatizing public open space," she asserted. "This is part of tidelands public trust. It's for the public, not some private boating club."

She glanced back at the assembly of city and county officials, which included some uniformed police officers who she apparently thought were following her over to the illegally parked vehicles to write some citations.

"Windsurfers and kiteboarders are the only people who ever use this part of the park," Lee pointed out. "It's, like, much too close to the freeway noise to be an attractive setting for a picnic."

The older woman stomped back to talk to the police officers again.

"She can't see beyond the low water

mark," Lee observed. "The real open space resource here is the water, not the land. Sure, we would have to fence off a couple hundred square feet for a secure place to store our gear. But it would open up hundreds of square miles of Bay to a demographic that can't afford to get out on the water any other way, except through a volunteer-based nonprofit club."

By now the wetsuit was entirely inside the towel. Most of Lee's clothing was outside the towel, and even through the towel I could tell how she was contorting to get herself inside the snug-fitting neoprene.

"At least the new bathrooms and changing rooms will serve all users," I suggested. "Even the land-bound types."

"Who needs a bathroom?" Lee said between grunts, as she struggled to pull the wetsuit over her shoulders and get everything properly adjusted. "What we need is a freshwater washdown hose. And parking closer to the water."

This made me wonder if windsurfers

routinely pee in their wetsuits.

"What about the subsidized sailing centers?" I asked. "They seem to do a good job of bringing sailing to the masses."

"Well funded public programs — like the Lake Merritt boathouse or Treasure Island Sailing Center — are also very good. But, like, as soon as there is paid staff, the costs go way up . . . if not to the end user, then to the funding source. They don't scale. The all-volunteer groups provide by far the best access for the least cost to the user and least cost to the public. Something to do with slave labor, I guess."

Now almost fully installed in her wetsuit, she threw off the big towel. "Can you do my back zipper?"

I pulled the zipper up to the collar, completing the installation.

"Then there are the commercial boat rental places," she said as she wrapped her clothes in the towel and put them back in the SUV.

"You probably don't think much of them," I guessed.

"Commercial concessions are, like, totally out of it," Lee confirmed my guess. "The prices charged by a commercial kayak or sailboat rental op might seem OK to you upscale grown-ups, but it's out of reach to everyone else. Way beyond the budget of us starving college students, for sure. The clubs and co-ops smash this barrier. Public service and community outreach is part of the DNA of the volunteer-based clubs. The only subsidy they need to thrive is to be left alone on some public land."

I noticed another van drive in and park illegally on the grass. This one had a blue placard hanging from the rear-view mirror, and when the back of the van opened I watched the elevator lower a young man on a wheelchair down to the surface.

"He's going to have a rough time of it," I thought. "The ADA ramp is in the plan, but it's not installed yet. And parked on the grass, the chair is not going to roll very well."

My fears were unjustified. About six kayakers put down the boats they were carrying to the beach and picked up the chair, carrying it over some concrete steps and then down a steep rocky embankment to the beach. A few seconds later he was lifted from the chair and deposited in the front seat of a double kayak. It was all done so quickly and smoothly, it was clear that this group of friends had been through the same drill many times before.

"Physical ADA access is fine," Lee

pointed out, "but it's really the group dynamic that makes the access both possible and worthwhile for the disabled. This kid don' need no steenkin' ADA ramp. He don' need one for any other boating activity. That's 'cause there isn't a paddling, rowing or sailing club anywhere in the known universe that wouldn't happily carry a wheelchair down a ramp or over a few stairs. But with no group, no club, no social infrastructure, the access is not just difficult, it's mostly pointless."

Lee's rant was not over. As she unbuckled her board from the roof rack, she exposed more "bureaucratic lubberly cluelessness" in the form of protected monopolies for commercial concessions in parks. "They are terrified, just terrified, of allowing a public-serving non-profit org to 'compete' with an overpriced rental operation. It's, like, criminal the way it closes off low-cost access. I mean, I can think of a couple of sailing clubs that run side-by-side with highly-subsidized sailing centers or boat rental businesses, and the proximity, like, always improves business for both. Gives the public more choice, adds redundancy to safety resources, and lots of other good synergistic effects. Writing an exclusive use contract for boat rental business should be a high crime."

Now Lee went to work on her rig, unrolling the sail, sliding in the mast, clamping on the booms and adjusting the outhaul and downhaul tension.

"As a practical strategy, Cal Boating and Waterways and other funding agencies should give major consideration to how any marina development, rebuild or maintenance project will also accommodate the clubs and co-ops that make the low-cost access possible. On-site storage for hand-launched boats is critical. It's, like, the first step to encouraging these organizations to form."

"And if your gear were stored here," I suggested, "you wouldn't all have to drive

these gas-guzzlers to bring your stuff to the water."

"Plus we could come here straight from work or class, no extra mileage to go home first to get the boards and rigs, no extra carbon footprint. Every marina can find a good place for kayak or board storage. And, like, to be useful to everyone, especially the older kayakers, it's gotta be down on the docks, where sliding the boat a few feet into the water is all it takes. Not up in the parking lot where it's a major schlep, and where it would disqualify a lot of people who are not physically up to the task of lugging

*"The only subsidy they need to thrive is to be left alone on public land."*

a luggable boat up a ramp, even if it's on wheels. Also, they gotta make the inside ties available for berthing small boats of all kinds. There are usually lots of unmarketable inside-tie dock spaces sitting empty in any marina. Human-powered boats can even go under a gangway to get to a berth that no one else can use; perfect for dragon boats. Offer the space, and the club will form around the first batch of users."

"Dragon boats, yes!" added another



**A visitor to these parks can look at the water, but to float on it, they will need their own boat, a vehicle to transport it and a driveway or garage to store it. Park planners are good at maximizing uses of open space on land, but they don't seem to know how to provide access to the real open space resource: the water.**

windsurfer who was carrying what I surmised to be a very sophisticated and expensive set of carbon hydrofoils for his board. "Dragon boat clubs are far and away the best public access bang for the marina dock space buck. The economics are favorable, the numbers of participants are big, and the required skill for safe operation is low." He was describing the exact opposite of the activity he was about to engage in.

"Dragon boats are especially compatible," he continued, "with unskilled

school, camp or youth group outings, and just one or two adults can host a group of 20 kids — a much better ratio than sailing or even kayaking. Paddling lets the kids be full participants right from the first stroke. Sailing just gets them cold, wet, scared, confused and yelled at."

"Only if, like, the grown-ups are doing it all wrong," insisted Lee. "Sailing with kids is just like teaching. First rule is, 'never let them see you sweat.' And, like, know your audience. Beginners are thrilled to be out on the water; they don't need to plane or surf or see what happens when things go wrong with the big spinnaker."

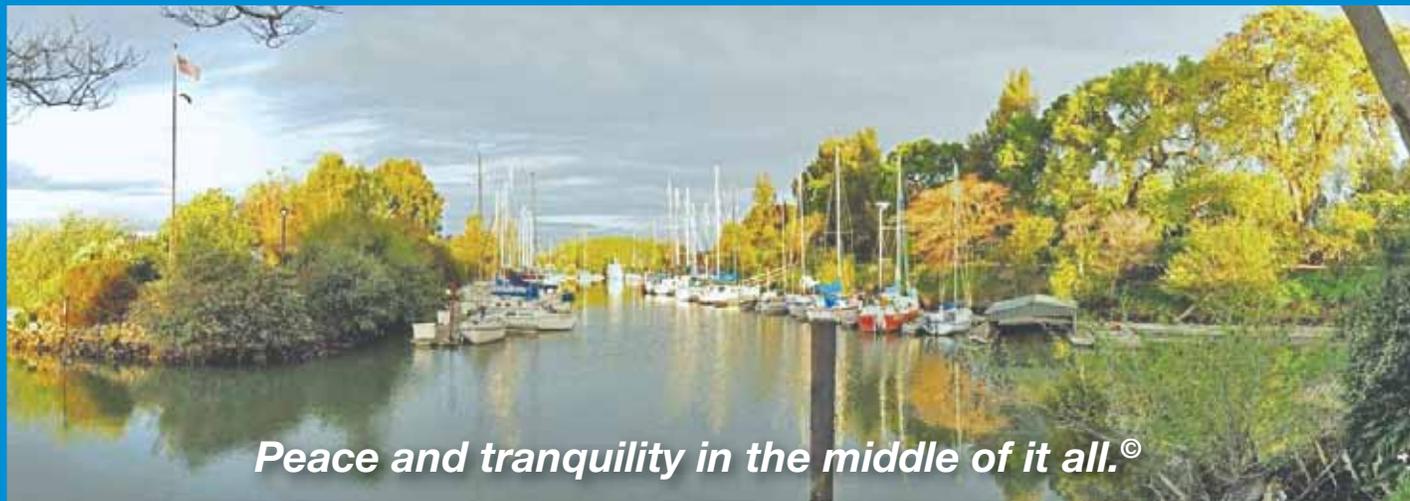
"On the other hand," added the windsurfer, seeming to change course completely, "my first sail, at age five, was on an International 14. I was just amazed at the speed. I was hooked."

"Have you lobbied the politicians here at this ceremony for the policies you're advocating?" I asked as I followed them both down to the water's edge.

"It's a no-brainer," Lee answered. "Marinas depend on low-interest loans from the Division of Boating and Waterways for major maintenance and dock rebuilds. DBW needs to require that support for clubs, co-ops, on-site small craft storage and public outreach be in the plan before any new project is approved. Otherwise they're not really serious about access for the rest of us."

— max ebb

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# THE RACING

Last month, the vicissitudes of wind and current variously taxed race crews' patience or gear. In this edition we visit **Berkeley YC, Corinthian YC, Island YC, Richmond YC** and **Southern California Yachting Association Midwinters, the Perry Cup for Mercurys** in Monterey, and **Encinal YC's Jack Frost**. **Box Scores** are back, and we end with **Race Notes** aplenty.

## CYC Midwinters End with a Bang

That loud noise you hear may be a boom. Breaking. Or maybe even a mast. Breaking. Into three pieces. Such was the worst of the carnage at Corinthian Yacht Club's final Midwinter race on Sunday, February 18. Wind velocity predictions proved accurate, with gusts up to 38 knots and a drenching ebb chop.

The broken boom belonged to Bob Bloom's *Jarlen*. When the J/35 jibed around Blossom Rock, the boom snapped just aft of the vang.

Dale Scoggin's Open 5.70 *Frisky* was getting frisky indeed in the big breeze. When the crew set the kite the rig just folded over. Among the crew was Dale's daughter Sasha, just 8 years old, an El Toro sailor in Richmond YC's junior program. She was a trouper. Cinde Lou Delmas, Milly Biller and crew on the Alerion 38 *Another Girl* stood by *Frisky* until the race committee RIB could tow the damaged boat into the CYC harbor. At the awards ceremony, the very excited Sasha Scoggin and the crew of *Another*



'Frisky's Sasha and Dale Scoggin and Dan Peterson lost their rig but not their spirit.

*Girl* received 'Spirit of Aotea' awards. *Another Girl* later towed *Frisky* back to RYC.

No injuries were reported on any of

the above-mentioned boats, and, though they didn't request it, *Another Girl* received redress in the scoring.

Sailing the new-to-him J/105 *Ne Ne*, Tim Russell had the only perfect score of four bullets in the series.

— latitude / chris

## CYC MIDWINTERS (4r, 0t)

PHRF 1 — 1) **Velvet Hammer**, Schock 40, Zachery Anderson, 7 points; 2) **Blue**, Swan 53-2, Ray Paul, 16; 3) **Chance**, Farr 395, Stan Hales, 16. (9 boats)

PHRF 2 — 1) **Peregrine**, J/120, David Halliwill, 9 points; 2) **Good Call**, J/124, Richard Garman, 16; 3) **Encore**, Sydney 36 CR, Wayne Koide, 20. (11 boats)

PHRF 3 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 7 points; 2) **Bloom County**, Mancebo 31, Elliott James, 20; 3) **Another Girl**, Alerion 38, Cinde Lou Delmas, 20. (16 boats)

PHRF 4 — 1) **Siento el Viento**, C&C 29-1, Ian Matthew, 13 points; 2) **Youngster**, IOD, Ron Young, 15; 3) **Evil Octopus**, J/24, Robin Van Vliet, 16. (10 boats)

SPORTBOAT 30 — 1) **Kuai**, Melges 32, Dan Thielman, 12 points; 2) **Six Brothers**, Columbia C32, Chris Kramer, 12; 3) **Tiburon**, C&C 30, Steve Stroub, 14. (9 boats)

20SOMETHING — 1) **Benny**, J/88, Aya Yamanouchi, 7 points; 2) **Frisky**, Open 5.70, Dale Scoggin, 12; 3) **Boomer**, Melges 20, Marcus Canestra, 16. (5 boats)

EXPRESS 37 — 1) **Escapade**, Nick Schmidt, 8 points; 2) **Golden Moon**, Kame Richards, 8; 3) **Stewball**, Bob Harford, 10. (5 boats)

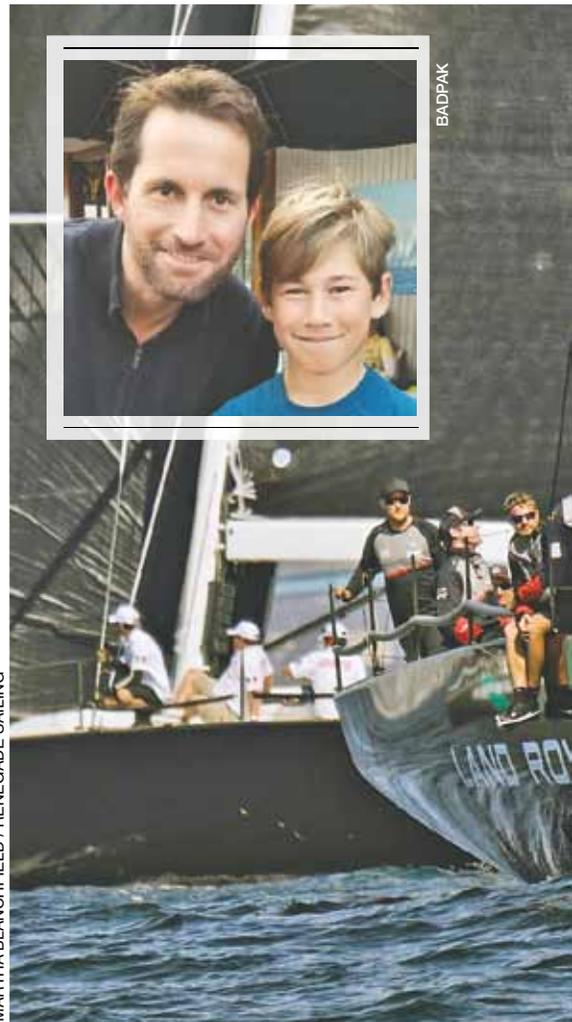
J/105 — 1) **Ne Ne**, Tim Russell, 4 points; 2) **Russian Roulette**, Sergey Lubarsky, 10; 3) **SheLovesIt**, Rich Lauman, 16. (6 boats)

EXPRESS 27 — 1) **Salty Hotel**, John Kearney, 5 points; 2) **Moonlight**, Jim Gibbs, 9; 3) **Verve**, Ron Snetsinger, 11. (4 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 7 points; 2) **Raccoon**, Jim Snow, 16; 3) **Just Em**, Ted Goldbeck, 16. (7 boats)

NON-SPINNAKER 1 — 1) **Freedom**, Worth 40, Jib Martens, 9 points; 2) **Basic Instinct**, Elliott 1050, Memo Gidley, 9; 3) **Q**, Schumacher 40, Glenn Isaacson, 13. (10 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt, 7 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 7; 3) **Big Shot**, Santana 22, Cameron McCloskey, 19. (5 boats)



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BADPAK

MULTIHULL — 1) **Adrenaline**, D-Class cat, Bill Erkelens Sr., 10 points. (1 boat)

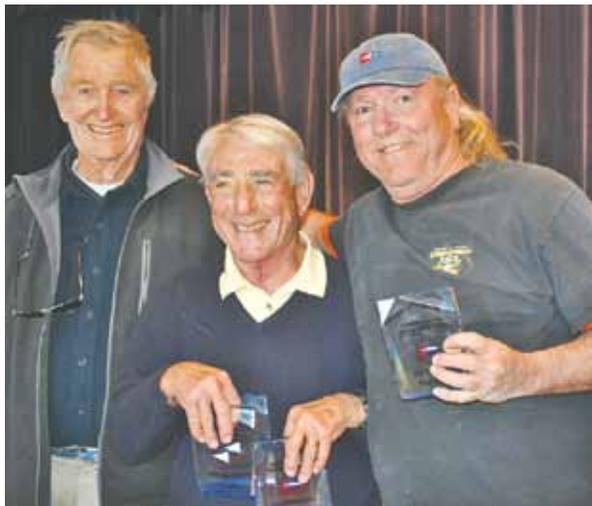
AOTEA TEAM TROPHY — **Serenade, Q, Can O'Whoopass**, Whoopie Qushion Serenade, SFYC.

BEST CORINTHIAN — **Salty Hotel**.

BEST PERFORMANCE — **Ne Ne**.

Full results at <http://race.cyc.org>

**Skippers Hank Easom, Glenn Isaacson and Richard vonEhrenkrook of SFYC won the Aotea trophy for top performance by a three-boat team from one club.**



LATITUDE / CHRIS

**Spread:** At the SCYA Midwinters in San Diego on February 10-11, the TP52 'Land Rover BAR Gladiator' and Pac52 'Rio' tussled at the start line and were both over early a few times. For more, see 'Lectronic Latitude on February 16. Inset, left page: Sir Ben Ainslie of Land Rover BAR and Kelly Holthus of 'BadPak'.



### Perry Cup Wraps Up in the Sun

Eleven Mercurys raced the final day of the Perry Cup Series on February 3. Monterey was a sunny 70°, and the water was relatively smooth. The breeze got up to 7 knots, but was mostly lower during the day, with subtle shifts. There was a current running toward the ocean. The course was set up off Lovers Point.

The first race was a twice-around windward/leeward, finishing downwind in a dying breeze. There was a very long starting line, and the advantage was to start on the pin and go inshore. Bill and Katie Worden did just that, building a lead that would win the race. The rest of the fleet tacked too soon and did not get the same wind. Doug Baird and crew Kate Conway worked their way through the fleet to place second. Jim and Kathy Bradley were third, followed by Dave Morris with Jared January. With Race 12 in the series completed, there would be four discards, tightening the standings.

Race 2 of the day was a single windward/leeward, finishing downwind. The fleet went to the shore, but that was not to be. Those who took the port tack found some breeze and it paid off. Baird and Morris were in a duel, with Baird winning and Morris second.

Race 3 was another double wind-

ward/leeward, finishing downwind. The first lap had the fleet bunched up, with the shore side more favored. On the second leg the outside paid off. During the run to the finish, places changed once more. Baird won and was followed by Morris again. Bradley did a very good downwind leg and moved up several places to third. John Mowry with Mark Gibbs placed fourth with Lyn and Odile Hines in the fifth spot.

If you look closely at the results you will see that Bradley was very consistent and had few bad races, so not too many big discards, whereas both West and Morris had a couple of big ones. The result was a tie for first between Bradley and Morris. Congratulations to Jim Bradley — he broke the tie with more first places. Lyn Hines won the Silver fleet.

Many thanks to MPYC for conducting the Perry Cup Series, as they were in a construction year on their clubhouse.

— pax davis

### PERRY CUP SERIES, MPYC (15r, 4t)

MERCURY — 1) **Stars**, Jim & Kathy Bradley, 27 points; 2) **Whim**, Dave Morris, 27; 3) **Space Invader**, Dave West, 34; 4) **Fast Break**, Randy Smith, 52. (17 boats)

Full results at [www.mercury-sail.com](http://www.mercury-sail.com)

### Fast and Fun Jack Frost

Races 7 and 8 of Encinal YC's Jack Frost Series were sailed on February 3 in near-perfect winter conditions: north wind blowing 5-8 knots; for spice, a bit of current running from north to south through the East Bay course near the Berkeley Pier; and sunny, balmy temperatures. Racing was fast and fun.

The Cal 40 *Azure*, skippered by Rodney Pimentel, barely held on to Class 1 series first place. A late start in the first race put *Azure* at the end of the fleet for that race. They pulled out of their hole with a second place in Race 8 to keep a one-point lead over the Hobie 33 *Vitesse Too* with Grant Hayes at the helm. Hendrik Bruhns's Olson 30 *WYSIWYG* moved up into third in fleet with a double-bullet

For more racing news, subscribe to 'Lectronic Latitude' online at [www.latitude38.com](http://www.latitude38.com)

February's racing stories included:

- Volvo Ocean Race
- GGYC Seaweed Soup Midwinters
- RORC Caribbean 600
- More from the SCYA & BYC Midwinters
- Previews of the High Sierra Regatta, Weekend Midwinters, March racing, and more.

# THE RACING

LATITUDE / CHRIS



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**Richmond YC's Small Boat Midwinters on February 4 had sailing on two courses. Top row: the Keller Cove course, with Sunfish, a Vanguard 15, El Toro Seniors and Juniors, and others. Bottom row, left: 29er skiff sailors; right: Ultimate 20s and Wylie Wabbits, the big boats at Small Boat Midwinters.**

day. With only one point between the three lead boats it should be interesting racing next month to determine the series winner.

In Class 2, the Islander 36 *Renaissance of Tahoe* with Stephen Douglass earned two more bullets to add to the three previous wins, sewing up their first place in class for the series.

The Olson 25 fleet had no surprises. With a second and a first-place finish, Steve Smith and crew on *Synchronicity* maintained first place overall. With a first and a third place, *Shark on Bluegrass* kept their spot at second overall, while *Grey Wulff* held onto third overall with third- and fourth-place finishes.

The Santana 22 fleet was as tight as ever with finishes within seconds and minutes of each other. Jan Grygier and Lindsey Jennings on *Carlos* were pleased to clinch first-place wins to keep their series lead over Igor Poleyov and crew on *High and Dry*. *Zingaro's* two second places pulled them up the ladder into third overall.

After several canceled (no wind) races in December and January, there will not be enough races to have any throwouts

for the series this year. March standings will be the determining races for several of the classes. The race committee and the racers are hopeful that March 3 will bring good wind for the final day to finish the season with a smile for everyone. See [www.encinal.org](http://www.encinal.org).

— margaret fago

## Dramatic Berkeley YC Midwinters

February 10-11 was the fourth of four weekends for the BYC Midwinters. Saturday was warm with sunshine and an almost steady 6-9 knots coming directly from the Gate. But by Sunday, all had changed. After Sunday's race in January, which had to be shortened just like those in December and November, we had enlisted the help of the entire racing community and the help of the 'old ones'. We asked for more wind. Well, that old adage 'be careful what you wish for' was in full almost 30-knot force!

As one can imagine, with this unexpected amount of breeze, not all were totally ready. The driver of the Moore 24 *Twoirrational* took a swim. Fortunately, the Richmond YC tender was out shepherding two J/22s sailed by the Junior

Boys and Junior Girls. RYC's Tim Stapleton tells the story:

"Mike Quinn and I were located near the starting area watching the J/22s go downwind (girls with white sails, boys with spinnaker). We were keeping an eye on the Moore because it was tied with the girls for third place. They had hoisted their kite but were not fully under control. They started to roll and I believe did a round-down and crash jibe, breaking their tiller extension and spinnaker pole.

"We immediately saw the driver/skipper flushed out the back, and we proceeded to the scene. The Islander 30-2 *Antares* had also seen the MOB and were altering course toward him. He waved them off, which I think was a big relief to them.

"The skipper was in the water waving his broken tiller extension to get our attention. Meanwhile, his boat was flogging a half-doused kite and a half-up jib, but their main was fully loaded and they were slowly sailing away. We picked up the skipper, who was wearing an inflatable PFD (which had inflated), and returned him to his boat, now about 50 yards away. All aboard said they were good, so we departed to find our kids.

"While this was happening, our boys had a serious round-up/knockdown



ALL PHOTOS THIS PAGE MARGARET FAGO

of their own. We had proceeded to the leeward mark but couldn't locate the boys. The girls pointed us in the right direction, near the pier. The girls were having their own issues with a blown-out jib window.

"I'm happy say our kids and boats were relatively good. The girls even finished the race under main alone, flying their jib as a flag. They ended tied for third, but lost the tiebreaker. I think it will be one of their more memorable 'remember when' moments."

The next excitement was scheduled for Sunday, February 25. This trophy winners' race decides who is fastest of them all.

— bobbi tosse

#### BYC MIDWINTERS SATURDAY SERIES (4r, 0t)

PHRF <75 — 1) **Swift Ness**, J/111, Reuben Rocci, 9 points; 2) **Ragtime**, J/90, Tryg Liljestrand, 12; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 12. (7 boats)

PHRF 78-108 — 1) **Special Edition**, Wilderness 30+, Mike DeVries, 7 points; 2) **Advantage 3**, J/105, Pat Benedict, 9; 3) **Yankee Air Pirate**, Olson 30, Donald Newman, 13. (6 boats)

PHRF 111-141 — 1) **Ahi**, Santana 35, Andy Newell, 11.5 points; 2) **Lickety-Split**, SC27, Rick Raduziner, 14; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 15. (11 boats)

**EYC Jack Frost Midwinters on sunny Saturday, February 3.** Clockwise from top left: **Olson 25s northbound on starboard tack**; **Santana 22s and the Cal 40 'Azure' on opposing legs**; **Michael Di-bella's Beneteau First 36/7 'Pressure Drop'**; **Hendrik Bruhns and crew on the Olson 30 'WYSIWYG' (the name is an acronym for 'What You See Is What You Get')**.

PHRF 144-195 — 1) **Phantom**, J/24, John Gulliford, 5 points; 2) **El Gavilan**, Hawkfarm, Chris Nash, 10; 3) **Achates**, Newport 30, Robert Schock, 12. (5 boats)

PHRF >197 — 1) **Mad Max**, Santana 22, Megan Dwyer, 5 points; 2) **Huck Finn**, Bear, Margie Siegal, 10; 3) **Raven**, Santana 22, John Arnold, 11. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Zack Anderson, 4 points; 2) **Wile E Coyote**, Dan Pruzan, 16; 3) **Andale**, Pat Brown, 23; 4) **Monster Express**, Ted Lohr, 25. (16 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Coyote**, Dave Gardner, 12; 3) **Raccoon**, Jim Snow, 13. (5 boats)

#### BYC MIDWINTERS SUNDAY SERIES (4r, 0t)

PHRF <142 — 1) **Lickety-Split**, 10 points; 2) **Magoo**, Melges 24, Ray Wilson, 14; 3) **Sunshine Express**, SC27, Ben Tallarigo, 14. (6 boats)

PHRF >143 — 1) **Frog Lips**, J/24, Richard Stockdale, 5 points; 2) **Evil Octopus**, J/24, Jasper Van Vliet, 18; 3) **Antares**, Islander 30-2, Larry Telford, 20. (10 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, 5 points; 2) **Eagle**, Ross Groelz, 9; 3) **Hang 20**, Lori Tewksbury, 13. (7 boats)

SHORTHANDED — 1) **Furthur**, SC27, James

Clappier, 5 points; 2) **Ragtime!**, J/92, Bob Johnston, 9; 3) **Mirthmaker**, Archambault 35, Kirk Denebeim, 17. (8 boats)

Full results at [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### Surviving the Island Days Race

After a week of unusual summer weather in early February, Island Yacht Club's Island Days Race, held on February 11, was accompanied by dark clouds and a dreary sky. This being my first race, I hardly knew what to expect. As the boats began to line up at their starting point, I looked down the gray Estuary that was full of silver, shimmering sails. As my excitement began to build, so did the weather. The midwinter series had hardly seen any wind until this race. Winds started out in the high teens, blowing primarily from the south. At the sound of the gun, we began making our way down the Estuary for our first loop. We started the race flying our big jib on the Olson 30, which we regretted soon after we made our way around the second mark. I sailed aboard *Think Fast*, whose crew consisted of only two others. As a newbie racer, I didn't feel like I was much

# THE RACING

LATITUDE / MONIQUE



**Columbia 5.5 fleet racers enjoy a post-race beer at Island YC. Left to right: Will Lowe, Ryan Nelson, Drew Guay, Steve Waterloo, Dominic Marchal and Scott McCoy.**

help. With little weight and not enough muscle, we became overpowered. When gusts of 25-30 knots hit us, we were forced to take down the big jib. Helmut 'Willi' Zarth, captain of *Think Fast*, said, laughing, "I was at least glad to finish the race, even though the horn ran out of air by the time we came to the finish line."

Encinal YC was holding a junior sailing competition, which led to some confusion and chaos on the course. Scott McCoy, who is a part of the Columbia 5.5 one-design fleet on #11 *Italia*, said he had a great start. He began the race leading his fleet before mistakenly rounding the mark that was intended for the junior regatta, allowing the others to pass him. Their fleet had three boats in the race, all of which live in the Estuary. Dominic Marchal, on #38 *Sonic Death Monkey*, recalled a jib reach for the top mark just short of Jack London Square. Rounding the mark in the lead, he then had unfortunate helming issues when his tiller became jammed, which led Ryan Nelson on *Rogue* to finish in first place.

David Ross, on a Merit 25, *Faster*

*Faster!*, recalls its being an unusual occasion for foul weather gear and wet decks in an Estuary race, unless it is raining. But he recollects taking at least 20 gallons of water into their cockpit. He described the race as "a very challenging day on the Estuary. We normally get to focus on tactics more than survival."

At IYC, I caught up with Matt Woll and his wife, Kristen Zuidema. The couple had earlier dropped their son off at EYC for the junior regatta. Matt Woll's sister, Lily Woll, and mother, Theresa Woll, were all in the car when they ran into IYC ex-commodore Paul Mueller. Looking for crew, he invited the entire family to hop onto *Luna*, a Santana 22. The Woll family, who have a history of racing, were ecstatic about their unexpected day on the water. This was Kristen's first race, and she reported that they didn't finish because it was too gusty. Although Matt says, "It felt like a victory to me!" Lily, still feeling "a high" from the race, said, "My mom has been racing for over 40 years, but today was a wild and windy

day and Mom doesn't like to miss out on anything."

A few boats reported near-misses with the Opti boats that were racing in the junior regatta and with their fellow racers, but everyone was safe.

All boats that finished the race were presented with an etched IYC stemless wine glass. I graciously accepted the souvenir of my first race. It was an unforgettable experience and surely will not be my last. It was humbling to be out on the water with such skilled and experienced racers, and I look forward to seeing them out there on March 11 for IYC Island Days #5. See [www.iyc.org](http://www.iyc.org).

— latitude/monique

## 72 Optis in SCYA Midwinters

On Saturday and Sunday, February 10 and 11, Del Rey YC in Marina del Rey ran the Stephen M. Pitts Memorial/Southern California Youth Yacht Racing Association Carrie Series races for junior sailors.

The Pitts trophy is named for DRYC junior sailor Stephen M. Pitts, who was Association of Santa Monica Bay Yacht

**Berkeley Midwinters on a blustery Sunday, February 11. Left: The Islander 30-2 'Antares'. Right: The Moore 24 'Twoirrational' gets in some heavy-air spinnaker practice before the start.**



LATITUDE / CHRIS



**Left to right: Matt Woll and his sister Lily raced on 'Luna'; Alec Liguori, George Lythcott and Steven Bayles sailed on the J/24 'Dire Straits'; and Kathy Williamson crewed on 'Faster Faster!'**

Clubs Junior Yachtsman of the year twice. He selflessly mentored younger kids and was a credit to the sport of sailboat racing and to the yacht club. Stephen tragically passed away at age 18 from leukemia.

Of the 72 boats entered, 52 competed in the Champ, or advanced, class and 20 raced in the Green, younger class. Based on ages, the Champ Class is divided into divisions. The 'Red' kids are the oldest followed by Blue and White; all range in ages from 10 to 13.

On Saturday, despite overcast skies, cool temperatures, light air and some postponements, the Champs (sailing outside in Santa Monica Bay) managed to get four races done, and the inside-the-harbor Green fleet did six.

On Sunday the sun came out and brought the wind with it; maybe a little too much breeze as one competitor capsized in the channel. The Champs ran four races and the Greens ran another three.

After the races the kids were treated to pizza, chicken fingers, mac and cheese and mini hot dogs.

Complete results are available at [www.drvc.org](http://www.drvc.org).

— andy kopetzky

#### Race Notes

The high pressure that sat over the Florida Strait in late January caused extremely high winds and seas for the week up to and through the planned start of the **Conch Republic Cup** race to Havana, Cuba, on January 26. "After a delay and schedule change we reviewed the weather further and officially canceled the race," announced organizers. "The race committee and Commodore Eschrich from Hemingway International YC all agree that the existing unstable weather preceding the strong front coming that will close Hemingway Marina and the potential for thunderstorms and squalls will make a crossing hazardous. We do not want to risk anyone's well-being for this event. We wish all participants the best and appreciate your understanding in our decision to keep everyone safe. Hope to see you in future."

We've read some criticism of this decision on other sailing news sources.

Comparison to the Rolex Sydney Hobart was made. We would point out here that CRC is a much smaller event than the often-dangerous Sydney Hobart, and not all of the crews are as experienced as most of those in the Sydney Hobart. Additionally, if the destination marina in Havana was going to be closed, the fleet would have no place to go. See [www.conchrepubliccup.org](http://www.conchrepubliccup.org).

A year and a half ago in Rio de Janeiro, **Caleb Paine** claimed America's only sailing medal at the Olympics, winning a bronze in the Finn. He took a year off, moving from San Diego to San Francisco Bay. Then, at the end of January, he won a silver medal on Biscayne Bay in the World Cup Series Miami. (Brit Giles Scott, the reigning Olympic gold medalist, had simply to finish the medal race to again ensure himself of gold.)

Drew Freides' Pacific Palisades-based **Pacific Yankee** continues its winning ways, taking the overall win at the Melges 20 Miami Winter Series on February 9-11, with Morgan Reeser as tactician and Charlie Smythe. For more, see [www.melges20.com](http://www.melges20.com).

Founded by Long Beach YC in 1965, the **Congressional Cup** will return to its roots this year, bringing back the 10-

#### REGATTAPRO WINTER ONE DESIGN, SYC (8r, 2t)

J/120 — 1) **Peregrine**, David Halliwill, 5 points; 2) **Mr. Magoo**, Steve Madeira, 11; 3) **Kookaburra**, Tom Grennan, 18. (5 boats)

J/105 — 1) **Godot**, Phillip Laby, 10 points; 2) **Big Buoys**, Colin Miller/Peter Baldwin, 14; 3) **Roxanne**, Charles James, 23; 4) **Russian Roulette**, Sergey Lubarsky, 32; 5) **Akula**, Doug Bailey, 43. (23 boats)

J/24 — 1) **Snowjob**, Brian Goeprich, 7 points; 2) **Frogflips**, Richard Stockdale, 13; 3) **Evil Octopus**, Jasper Van Vliet, 17. (6 boats)

J/70 — 1) **1FA**, Scott Sellers, 6 points; 2) **Rampage**, Tom Thayer, 11; 3) **Christine Robin**, Christy Usher, 16. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan House-

## THE BOX SCORES

rman, 10 points; 2) **Magoo**, Craig Wilson, 15; 3) **Looper**, Duane Yoslov, 18. (5 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen, 6 points; 2) **Answer**, Les Robertson, 15; 3) **Firefly**, Joel Turmel, 18. (6 boats)

Full results at [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org)

#### ISLANDS RACE, SAN DIEGO YC, 2/16-17

ORR-1 — 1) **Pyewacket**, Andrews 70, Roy Disney; 2) **OEX**, SC70, John Sangmeister; 3) **Prospector**, Mills 68, Larry Landry. (7 boats)

ORR-2 — 1) **Horizon**, SC50, John Shulze; 2) **Lucky Duck**, SC52, Dave MacEwen. (2 boats)

ORR-3 — 1) **Stark Raving Mad VII**, Swan 601, Jim Madden; 2) **Flaquita**, R/P 44, Paul Casanova; 3) **Amazing Grace**, Farr 57, Jim Puckett. (4 boats)

ORR-4 — 1) **Picosa**, J/111, Doug & Jack Jorgensen; 2) **Fractions**, 1D35X, Ivan Batanov; 3) **Kite35**, 1D35, David Nelson. (4 boats)

ORR-5 — 1) **Sleeper**, Jeanneau SO44, Ron Simonson; 2) **Onde Amo**, Beneteau First 40.7, Stephen Ashley. (4 boats)

ORR-6 — 1) **Marisol**, J/124, Seth Hall; 2) **Sonrisa**, Beneteau First 36.7, Herwig Baumgartner. (5 boats)

MULTIHULL — 1) **Mighty Merloe**, ORMA 60, HL Enroe; 2) **Chim Chim**, Gunboat 62, John Gallagher. (2 boats)

Full results at [www.islandsrace.com](http://www.islandsrace.com)

# THE RACING SHEET

JANET ZANDER



**Janet Zander and Daina Bandziulis volunteered for Del Rey YC's Optimists race committee on February 10-11.**

boat double round-robin format. Taylor Canfield (ISV), Harry Price (AUS), Sam Gilmour (AUS), Chris Steele (NZL), Eric Monnin (SUI), Joachim Aschenbrenner (DEN) and hometown favorite Scott Dickson will go up against the reigning champ, Ian Williams (GBR). Racing will begin on April 18 off Belmont Veterans Memorial Pier following the Ficker Cup,

which determines the final two contestants in Congo Cup.

With the format changes, LBYC is parting ways with the World Match Racing Tour, on which the regatta was a stop for the last several years. For complete info, check out [www.thecongressionalcup.com](http://www.thecongressionalcup.com).

**Stan Honey**, a member of the class of 2012 National Sailing Hall of Fame, will soon be inducted into the National Inventor's Hall of Fame in North Canton, Ohio. The record-setting offshore navigator, 2010 Rolex Yachtsman of the Year, Emmy winner and Bay Area resident will be honored at NIHF's ceremony on May 2-3. In addition to developing football's first-down-line graphic, Stan created the on-screen graphics for the 34th America's Cup, setting the standard for how sailing events are visualized. He is also a member of the Sports Broadcasting Hall of Fame. See [www.invent.org/honor/inductees/](http://www.invent.org/honor/inductees/)



JANET ZANDER

**Opti racing in the SCYA Midwinters. DRYC hosted the big fleet of little kids in Marina del Rey as part of their Carrie Series.**

[inductee-detail/?IID=550](#).

The **Extreme Sailing Series** will return to San Diego on October 18-21 and will finish up in Cabo San Lucas on November 29-December 2 this year. See [www.extremesailingseries.com](http://www.extremesailingseries.com) for info on the spectator-friendly professional stadium racing series.

— [latitude/chris](#)

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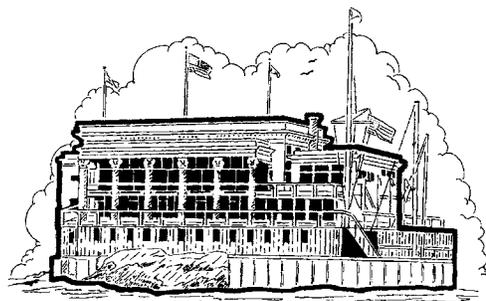
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*This month we discuss the upside of **Putting a Boat in a Charter Management Program**, and give a **Status Report on Post-Irma Recovery** in the Caribbean.*

## **An Investment in Your Peace of Mind**

To our way of thinking, vacationing — especially under sail — is a necessary component of a healthy lifestyle. Why? Because taking occasional breaks from your normal routine allows you to slow down, recharge your batteries, and have some fun, often while reconnecting with loved ones or longtime friends.

So when we hear people say they "can't afford" to go on a vacation, we think, "Funny, we can't afford *not* to," even when our wallet is feeling thin. If we didn't get away from the stress of modern urban living once in a while, we might eventually just implode.

Of course, not every sailor can spare the cash to take sailing vacations once or twice a year, but that doesn't mean they should abandon the idea altogether. If you think of a charter vacay as an 'investment' in your physical health and peace of mind, it will be easier to rationalize tucking away a few bucks into a special fun-in-the-sun fund each month. Before you know it, you'll have enough dough to lock in a deposit on a charter yacht in some dreamy location,

***Smokin' across Banderas Bay on a typical afternoon: sunny skies, flat water and moderate breeze — in the middle of winter.***

and from that point onward just thinking about your upcoming trip will likely put a little spring in your step.

The concept of 'investing in your peace of mind' is also a key consideration for folks who put boats into bareboat charter programs. Any honest broker will admit that doing so may not yield the same financial payoff as a more traditional Wall Street investment. But putting a boat in charter management is an investment in a healthy lifestyle. Knowing that in some exotic destination there is a sweet, well-maintained sailboat waiting for you to show up and put her through her paces might just be the impetus you need to get away from the rat race more often.

We were reminded of all this last month as we checked out the stunning Jeanneau 54 *Edwina* at the Paradise Village Resort in Nuevo Vallarta, Mexico, which is located along the shore of Banderas Bay. She's the first of what may become a fleet of 20 charter boats based there — both power and sail — managed by San Francisco Bay-based Club Nautique. A long-established J-World operation is located there also, and we understand that the two companies have vowed to work together cooperatively.

As we often explain elsewhere in the magazine, Banderas Bay offers some of the best sailing conditions in Mexico, featuring flat water and reliable afternoon breeze. This month, in fact, three major sailing events will be staged here: MEX-ORC, the Banderas Bay Regatta and WesMex. Additionally, the San Diego to PV Race will end here.

So it's a particularly good place to base a sailing school or charter base. For short cruises, the bay offers a variety of overnight anchorages, and the possibility of customized surf-and-turf packages would seem to be a natural also — that is, splitting your vacation time between the resort and the boat.

We should mention also that big international charter outfits with multiple bases such as The Moor-



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ings, Sunsail and Dream Yacht Charters offer attractive personal-use benefits to boat owners who enter into management contracts with them, including multiple weeks of sailing at any of their international bases, plus financial incentives.

Annual assessments of the North American sailing industry indicate that many sectors are shrinking — fewer new boats being sold, etc. — but membership in sailing clubs and participation in chartering are on the upswing. We have to assume that part of the explanation for this trend is that work and family obligations these days leave many sailors with little time to look after a boat of their own. They just want to go sailing! So we expect both local and international bareboat charter operations to have a healthy bottom line for the foreseeable future.

— andy

## **Post-Irma Recovery Continues in St. Maarten & the Virgins**

According to a variety of sources, including friends who've recently sailed in Northern Caribbean waters, many



COURTESY MATEJCYK FAMILY

# OF CHARTERING



**Bay Area sailor John Matejczyk (driving) and his family enjoy an inaugural spin around Banderas Bay aboard their brand-new Jeanneau 54 'Edwina'. She'll be offered for charters through Club Nautique. Inset left: Breaching whales are a common sight on the bay.**

marine businesses in both the Virgin Islands and St. Maarten reopened remarkably soon after last September's Category 5 Hurricane Irma devastated the region.

Today, more than six months after that unprecedented monster took its toll on the islands, most charter bases have been rebuilt and restocked with new or repositioned boats, and most bareboat charter companies are operating with some degree of normalcy. The rebuilding of basic infrastructure ashore, however — including hotels, beach bars and restaurants — has been painfully slow in many areas.

Although the British Virgins have long been the most popular chartering venue in the world by a wide margin, we're told there has been a dramatic dropoff of bookings, as former BVI fans and would-be first-timers are apparently opting

for other venues. We get that, as some of the destruction on shore must be downright depressing to view. But there is a conundrum in all this: If you love BVI culture and love sailing its waters, you should know that its anchorages and interisland channels are less crowded now than

they have been for at least the past 30 years. Plus, the local economy could really use the trickle-down from your charter fees and shoreside expenditures. The same can be said for St. Maarten, whose marine industry also suffered horrible losses.

Because tourism is the most important industry in these islands, one of the best things you — or we — could do would be to take a vacation there and spread a little love. Seriously, pity doesn't pay the rent. Working-class islanders and businesses struggling to rebuild need revenue to recover.

That said, there is a lot of specific upbeat news cir-



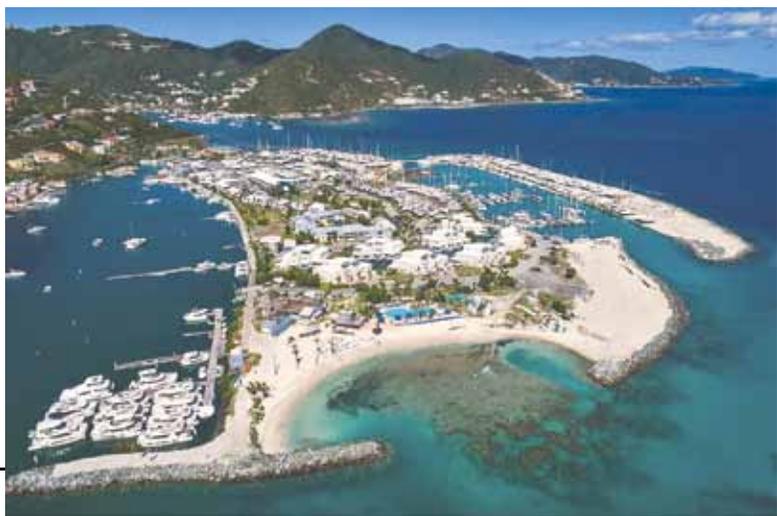
LATTITUDE / ANDY

**French designers know all about sexy, aerodynamic lines. 'Edwina', seen here in her Paradise Village slip, is a beauty.**

culating on BVI websites. One source worth checking is [bvitraveller.com](http://bvitraveller.com). While obviously bent toward a positive spin, it attempts to post updates on the status of any and all tourism-related businesses, including those within the sailing industry. Check it out and you'll find updates on everything from bareboat operators to beach bars — some more current than others.

Based on the listings, one slow-to-recover element of infrastructure is fuel docks. Only about half are apparently open these days, but that shouldn't be an issue for charterers, as bases typically have their own fuel sources. And based on personal experience during several dozen Caribbean charters, we've almost never had to refuel because charter boats tend to have huge fuel capacities. (There are at least two open fuel docks

**The original docks at Tortola's Nanny Cay Marina are gone (left). But many new slips have been installed behind a new seawall (right).**



COURTESY NANNY CAY MARINA

# WORLD OF CHARTERING

LATITUDE / ANDY



on Tortola, three on Virgin Gorda, and one on Jost Van Dyke.)

Getting water refills and ice for your rum drinks might be a greater concern, so be sure to get an update on resources from the charter base personnel before setting off on your interisland cruise.

If you saw photos of Irma's destruction, some of the most jaw-dropping images were of the shattered ruins of the

***The Bitter End YC back in the day. We hope the new design will have some of the classic charm that the original did.***

world-famous Bitter End Yacht Club on Virgin Gorda. It was absolutely pulverized, yet its staff survived, we're told, by riding out the storm in an underground storage facility beneath one of the on-site restaurants. Today, we take it as a barometer of a hopeful future for the BVI

that this waterside resort — formerly a must-see stopover for all visiting sailors — will indeed be rebuilt.

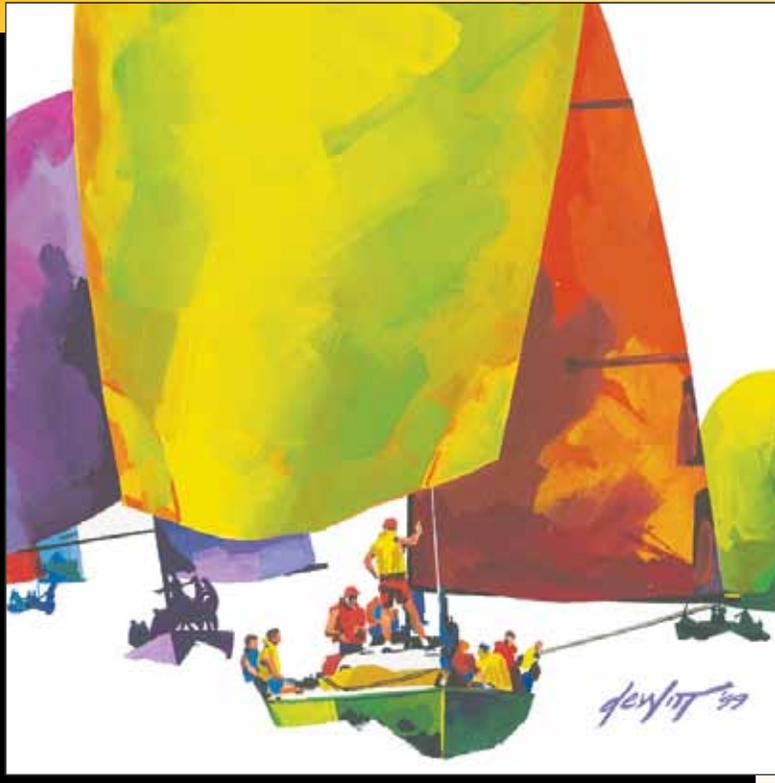
"Although Bitter End will be closed temporarily, there is no storm of any category that could extinguish our spirit," said Operating Owner Richard Hokin, "That spirit is a part of every one of us, past and present, who have experienced this special place."

How were local reefs affected? Undeniably, they took a beating. But a recent charterer who is an avid diver reports that although Irma evidently did some damage to reefs, there is still a wide variety of tropical fish around in a full spectrum of brilliant colors.

By necessity, Caribbean islanders are resilient people. Even now, in the aftermath of Irma, most who have lost their homes and businesses have embraced the challenge of starting over and rebuilding with a hopeful attitude, despite limited government help.

We can only hope that next summer's storm season is insignificant, and that any storms that form give these wounded isles a wide berth when passing.

— andy



# DeWitt

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# CHANGES

With reports this month from **Salt** on their many encounters with sea life; **Manatee** exploring the dichotomy of cruising; **Angel Louise's** two 'victory laps' around Europe and North America; some thoughtful observations on the cruising life from **Carthago**; and **Cruise Notes**.

## **Salt — Beneteau 393 Nick and Allison Edwards Scratching the Surface Sausalito**

In our first few months after departing the Bay Area on the Big Cruise, we've met some incredible people and had many



**With just their sealife sightings so far, Nick and Allison Edwards of 'Salt' could host a few episodes of 'Animal Planet'.**

amazing sails. This was, of course, part of the appeal of going cruising, and as such, something we expected. What we didn't expect is how much encounters with sea life have captured our hearts.

It began shortly after leaving Half Moon Bay on our way to Santa Cruz last September. We saw a pod of humpbacks marked by a flock of birds circling overhead. Then, a few hundred meters from the whales, we spotted a great white shark! At first I thought it was a buoy marking a crab trap, but when the buoy turned and did a slow circle, I saw it was a fin.

Allison saw the full, huge girth of the shark, seemingly a third as round as it was long and only 25 feet off our beam. Its indifference to our passing reminded me of the lions in Botswana, who know they rule the plains.

Thirty minutes after our shark sighting, Allison saw "something dead" floating near the surface. We jibed around to take a closer look.

Sure enough, what looked like the front half of another large shark was floating on its side just a few feet below the surface of the water. We approached slowly — and it moved. It was alive!

Although we'd read about sunfish, it was our first encounter with this strange creature (also known as a mola). It was a damn big fish, but as further reading revealed, the one we saw was nowhere near the largest ever documented. That fish weighed some 3,500 pounds, about twice the weight of an average horse!

Farther down the coast (this all occurred on the same day) we saw what, from a distance, looked like a bunch of dolphins leaping out of the water. As we got closer, we could see it was a group of leaping sea lions, presumably in pursuit of dinner. I'd never seen sea lions skip above the water like that in unison.

(Since then, we have noticed lone sea lions often joining small groups of dolphins, leaping out of the water as if they were a part of the pod. Not sure if this is a case of identity crisis or a clever hunting technique.)

The encounters got even better when we left Santa Cruz the next day. As we sailed south in a gentle breeze, Allison's keen eyes caught the telltale spouts on the horizon: more humpbacks. As we approached, we started counting: three . . . six . . . eight . . . fifteen whales in all.

We had seen whales before, but never this many at one time. As we approached, they seemed to sense us and started to play and show off. Several even breached, rocketing their huge bodies two thirds of the way out of the water before crashing back (no small feat; a fully grown humpback can weigh up to 75,000 pounds).

It was awe-inspiring and, admittedly a little nerve-racking as Allison and I nervously joked about the YouTube video we saw a few years ago of a whale accidentally breaching onto a sailboat. When we finally parted company, I headed down below to troubleshoot an issue with our VHF — when Allison let out a yelp and exclaimed, "Nick,

**'Salt' finishing the Baja Ha-Ha.**



they're here, they're right here!"

I popped my head up the companionway and saw the massive backs of two humpbacks less than a boatlength off our stern seemingly headed straight toward us. One thing I never fully appreciated is the noise they make when they come up for breath. It's a 'trumpet' sound, kind of like what you'd expect a giant elephant to make.

I fired up the diesel, but left it in neutral. We didn't intend to flee, but had heard that whales sometimes can't 'see' sailboats ghosting along, so the engine noise was sort of a courtesy to our visitors to let them know we were there. (We plan to research the validity of this theory.)

Shortly after this intense and amazing sighting, we were in for yet another treat. We spotted large fins cutting through the water off our bow. Orcas? Doesn't quite look right. Dolphins? Way too big.

Well, turns out they were dolphins — Risso's dolphins (thanks, Google). Also known as Monk dolphins, they range from 10 to about 13 feet and have rounded



*Spread: Allison admires the anchorage at Isla San Francisco. Above, left to right: some of the sealife that 'Salt' has encountered in just a few brief months of cruising; second from left is a 'squid storm' they chanced upon during a night passage to Topolobampo.*

heads like pilot whales. Apparently they are rarely seen or studied due to their reclusive behavior. (I have sailed the Pacific Coast from Vancouver to Panama starting from before I could walk and have never seen them before.)

The three that visited us zoomed through the water 20 feet from our starboard beam and leapt completely clear of the water. They were so majestic, it made me wish they had the same curiosity in boats or humans as other dolphins so lucky sailors would see them more often.

In the months since these early magical encounters, we've continued to make our way south — and continued to be amazed by the incredible diversity of life we've seen. We accidentally caught a mako shark, which was probably about four feet long (if we didn't have photo evidence, I would swear it was at least eight). Thankfully we managed a successful 'catch and release'

and I didn't even lose a finger.

I was glad to have a much less close encounter with a crocodile in Marina Vallarta (Puerto Vallarta). The 15-foot croc was basking in the sun a few feet from the walkway. Apparently several large males had to be relocated recently because they kept snatching dogs off the dock.

During one daysail south of Puerto Vallarta, we spotted scores of sea turtles swimming or basking near the surface. There were so many that eventually Allison stopped bothering to look up from her book when I excitedly announced another sighting. I hope this indicates sea turtle conservation efforts are yielding results.

As longtime sailors even before we knew each other, Allison and I knew we would encounter lots of sea life as we embarked on this adventure together, but the incredible richness and variety has lent a whole new dimension to the experience. Once you

throw on a mask and jump over the side, of course, that experience increases exponentially.

Our sail south from Sausalito has been magical. We had a wonderful couple of weeks on the Baja Ha-Ha, made our way north into the Sea of Cortez, across to Topolobampo and the incredible Copper Canyon (a topic for a future letter, perhaps),

and south down the coast. We're currently in Barra de Navidad with plans to make our way to Panama over the coming months.

We look forward to so many things, but especially more close encounters with the wonderful and wild marine life.

— nick 2/10/18

**Manatee – Gulfstar 47 ketch  
Rob and Becky Taulman  
The Agony and Ecstasy of Cruising  
Reno and Long Beach**

People who don't sail think the cruising life is either 'crazy' or 'paradise'. They are right on both accounts.

This story starts late last year in Bocas Del Toro, on the Caribbean side of Panama, where Becky and I had been waiting out the end of hurricane season. When the time came for us to leave and start our trek north to Mexico, the weather report noted a cold front pushing down from the States, which meant that conditions were going to be a bit rough for the first couple of days. Our hope was to tough it out and make enough easting to get *Manatee* out to the northerly winds where we'd make our

*'Manatee's' Rob Taulman enjoys the calm before the storm.*



SPREAD / SALT

MANATEE

# CHANGES

turn to the WNW. Had the forecast held, it would have made for a fairly pleasant 10- to 12-day passage.



**Becky and Rob departed Long Beach in 2014. They transited the Canal last August and hope to be in the DC area by springtime.**

As it turned out, the best parts of the, ahem, six-day passage that ended up in Isla Providencia consisted of a great half day of broad reaching right out of Panama (exactly what was forecast), followed by running downwind for 10 hours, 180 degrees off course in a 25-knot northerly, squalls, and confused, 10-ft seas. In all, it was about 18-20 hours total of "not bad" sailing. The other five days were a shit show.

I can't convey the rest in much of a chronological order because the days pretty much just melded together. I do recall that shortly after leaving Panama, Becky got sick — not seasick (at least not at first), but some flu-like illness.

Now, anybody who knows Becky knows she's tough as nails and can handle anything. Plus she's a woman. So she was still able to take her six-hour helm watches (we run six-on, six-off underway). But they were tough on her.

Her watches became more difficult after another day when she finally *did* get seasick — likely brought on by being weakened by the other bug. Eventually, she couldn't stand watch, and couldn't even get out of bed.

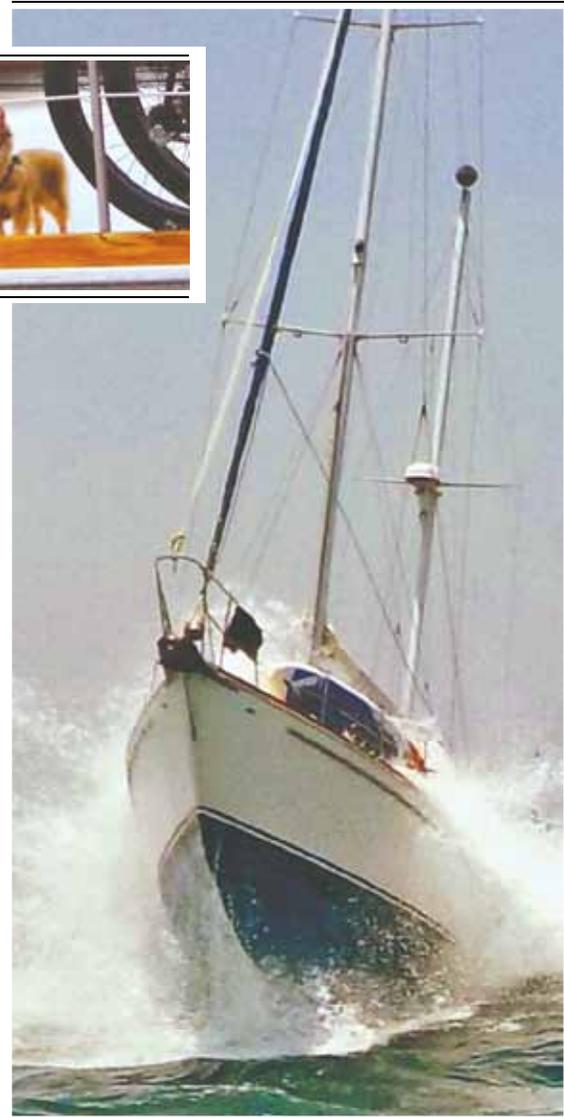
At this point, we were SSE of Jamaica and 175 or so miles NE of Isla Providencia. Conditions were not forecast to improve and Becky was nearing her wits' end. Seas were running 15-ish feet by now with winds in the 30- to 35-knot range. We ran east for a while to see if the calmer motion might offer some respite. But we were losing a lot of ground, and I couldn't take seeing Becky so miserable anymore. So we turned for the nearest protected anchorage I could find, which was at Providencia. It was 175 miles of 'backtracking', but at least it was downwind.

For those of you who can appreciate it, we made those 175 miles in 20 hours. That's an average of 8.75 knots, which is 'holy crap' fast for an old, heavy cruising ketch like *Manatee*. (Our theoretical hull speed is 8.6 knots.)

In fact, it was so fast that I realized a little too late that we were going to overshoot the island!

I'm not trying to excuse my poor navigational skills — I'll own that. But remember, with Becky stuck in bed, I was basically singlehanded. The autopilot (we call him Ray) couldn't handle the worsening conditions except in small spurts, so I had been on the helm nonstop for . . . well, as I said earlier, the timeline seems to blend together. After a while, I found that if I engaged Ray during lulls between the biggest wavesets, he could usually steer long enough for me to run down to check on Becky and get her whatever food and drink she might want (which wasn't much), then run back topside before Ray lost it.

And as for Becky's being "stuck" in bed, I wish that were literally the case. With a bed rising and falling and pitching and *'Manatee' in calmer waters.*



rolling on those big seas, she was anything but "stuck." She was flying all over that bed so that the five pillows she was using as shoring worked their way out of their pillowcases.

Because we were overshooting the island, the homestretch would be a beam reach. There was no way around it. I picked a spot on the chart where I thought it would be best to turn more to the west, engaged Ray, and ran down to grab some coffee and something to eat. Suddenly, I heard and felt the wind change direction, followed by a very loud BAM! The boat laid over to port and damn near came to a stop. We had jibed.

I ran up to relieve Ray, get us back on track and survey the damage. Luckily, I had rigged a preventer, so things didn't look too bad. But almost as soon as I finally got the boat sorted out and on course again, a cross wave hit the port quarter and — son of bitch! — I couldn't hold her. BAM! Another jibe.

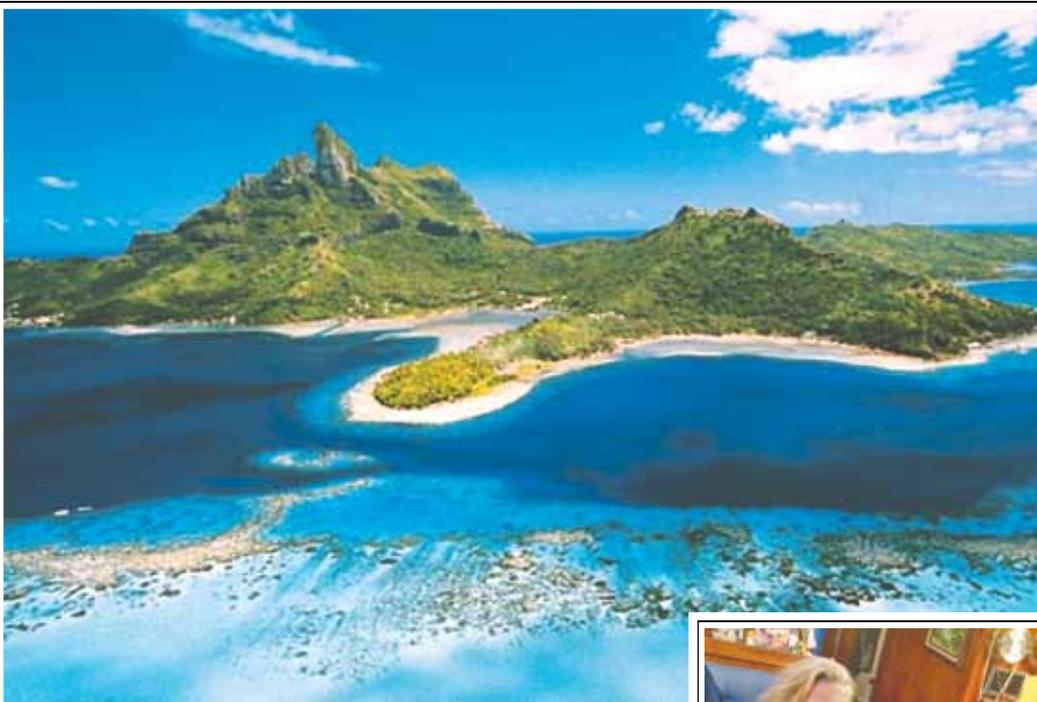
At this point, it was full-on dark and my

MANATEE

MANATEE



# IN LATITUDES



*The rewards of cruising are priceless, but the dues can sometimes be tough. These photos of 'Manatee' (left and above) crossing the bar at Bahia del Sol, El Salvador, a few years ago are not unlike what Becky and Rob went through for six days last December. Top: Isla Providencia. Above: 'Manatee's' trusty Sailrite machine has come in handy more than once. Top left: Chico the chihuahua has done a lot of traveling, by land and sea, in his 17 years.*

sense of humor was fading fast. I cursed up a storm and felt like throwing anything I could reach overboard. Then, out of nowhere, the theme to *Gilligan's Island* popped into my head. "Sit right down and you'll hear a tale, a tale of a fateful trip..."

Somehow, it lightened the mood.

Once I calmed down, I checked everything again. The rig itself looked okay, but this time something sounded different. I grabbed a light and took a look — and found we had blown out a seam about two thirds of the way up the mainsail.

The tear wasn't a big problem while we were still heading downwind. But when we made the turn onto a beam reach . . .

With Becky (and Ray) out of the picture, and having had no rest in quite a while, trying to get the sail down in this much wind by myself was too risky. I decided to

make the turn and see what happened. If the main shredded, I would just cut it free.

It still amazes me that the sail held those last 30-some miles. With the tear spilling wind out of the upper part of the sail, it even made steering easier.

Once we started getting into the lee of the island, Becky was able to muster enough grit to take the helm while I went forward to douse

the main. I clawed it to the deck like a fat kid fighting for the last Twinkie on Earth. It ended up in a balled mess lashed to the mast and the boom — not pretty, but it worked.

With the wind down to about 15 knots, we motored the last five or so miles to the harbor entrance, then had a Charlie Fox-trot of a time dropping anchor in the dark, in a place we've never been. On the third attempt, it held.

Holy crap, the hard part was over. Becky made a quick hot meal and I got a cold beer. We ate hunched over, like cats licking our wounds, talking and giggling a little as we relived bits and pieces of the last week. We found those little 'jibe circles' on the chart plotter particularly hilarious.

Before collapsing, we took quick stock of the inside of the boat, which was basically "shit everywhere." Interestingly, things we'd secured before heading out were all over the place, while things we hadn't secured very well were right where we'd left them.

We woke up the next day to find . . . wow — Providencia is beautiful! We decided to stay awhile, get rested, and explore a bit.

We were in paradise. We stayed 16 days. Crazy, isn't it?

— rob 12/22/2017

## **Angel Louise — Catalac 42 catamaran Ed and Sue Kelly The Great Loops Des Moines, IA**

There aren't many 'firsts' left — in sailing or any other endeavor. That's why an extra special 'Attaboy!' goes out to Ed and Sue Kelly of the Catalac 41 catamaran *Angel Louise*. In January, *Angel Louise* became the first known boat to complete both the European and American 'Great Loops'.

The Great Loops are circumnavigations

***What the heck kind of cruising boat is this and why do Sue and Ed seem so happy? Turn the page and find out!***



ANGELLOUISE

# CHANGES

of parts of a continent using both its coastal waters and its rivers and canals. For Europe, that consisted of portions of the Atlantic, North Sea, Black Sea and Mediterranean — along with portions of the Rhine, Main and Danube Canals. The 6,200-mile, London-to-London trek, which they completed in 2012, took 494 days.

They started the American Great Loop in Florida in 2015. *Angel Louise* sailed or



ANGEL LOUISE

**Ed and Sue are members of both the Ocean Cruising Club and Seven Seas Cruising Association. (Ed is also VP of the SSCA.) They also now fly the burgee of the AGLCA — The American Great Loop Cruisers' Association. Yes, there is such a thing.**

motored portions of the Atlantic and inland waterways, as well as portions of the Great Lakes, the Rideau Canal, the Mississippi River and the Tennessee-Tombigbee Waterway. That trip — which was 5,150 miles — took 329 days.

We should clarify that they weren't out to set any speed records. They took a lot of time to smell the roses, meet new people, and rendezvous with old friends and fellow cruisers along the way. All in all, in 11 years of cruising since they left their landbound 'homeport' of Des Moines, Iowa, the Kellys have visited 49 countries on 5 continents.

As you might imagine, it's not possible ***If someone calls you a 'looper', sometimes it's a compliment.***

to sail the entire way on either of the Great Loops. On the inland portions, there are too many low bridges (some two dozen in downtown Chicago alone) and other potential roadblocks. So on those legs, Ed unshipped the mast and *Angel Louise*, with her two faithful Yanmar 3-cylinder diesels, became a twin-engine powerboat.

On the ocean legs, the mast went back in and the Kellys were sailors again. Interestingly, Ed and Sue didn't go to Europe with the specific goal of doing the Loop. They kind of fell into it by a happy accident.

"We crossed the Atlantic to London in 2011, thinking we would travel through the French canals to the Mediterranean," Ed remembers. "Two days after we arrived, we learned that our 17-ft beam was too wide for the French locks!"

But the rivers were a different story.

"That weekend, the *Sunday Times* of London ran a giant two-page ad for a River Cruise Ship to travel from Holland to the Black Sea. We did some research, and once we realized the history and the cities we'd be traveling through, we decided then and there to attempt the trip."

On their return to the States, they spent two years cruising up and down the Atlantic Coast. On their way north from the Bahamas, "we got the wild idea to do the American Great Loop," says Ed. "The rest is history."

The Kellys are now soaking up some Florida sun (after encountering their first three days of freezing weather on the last portion of the Loop through Alabama). From there, they'll be heading back to Hope Town, Abacos, their favorite destination in 11 years of cruising.

After that, says Ed, "I'm working on convincing Sue that, even if I am 72, we ought to consider one last transatlantic voyage to Europe."

"She says, 'Maybe.'"

— jr 2/8/18

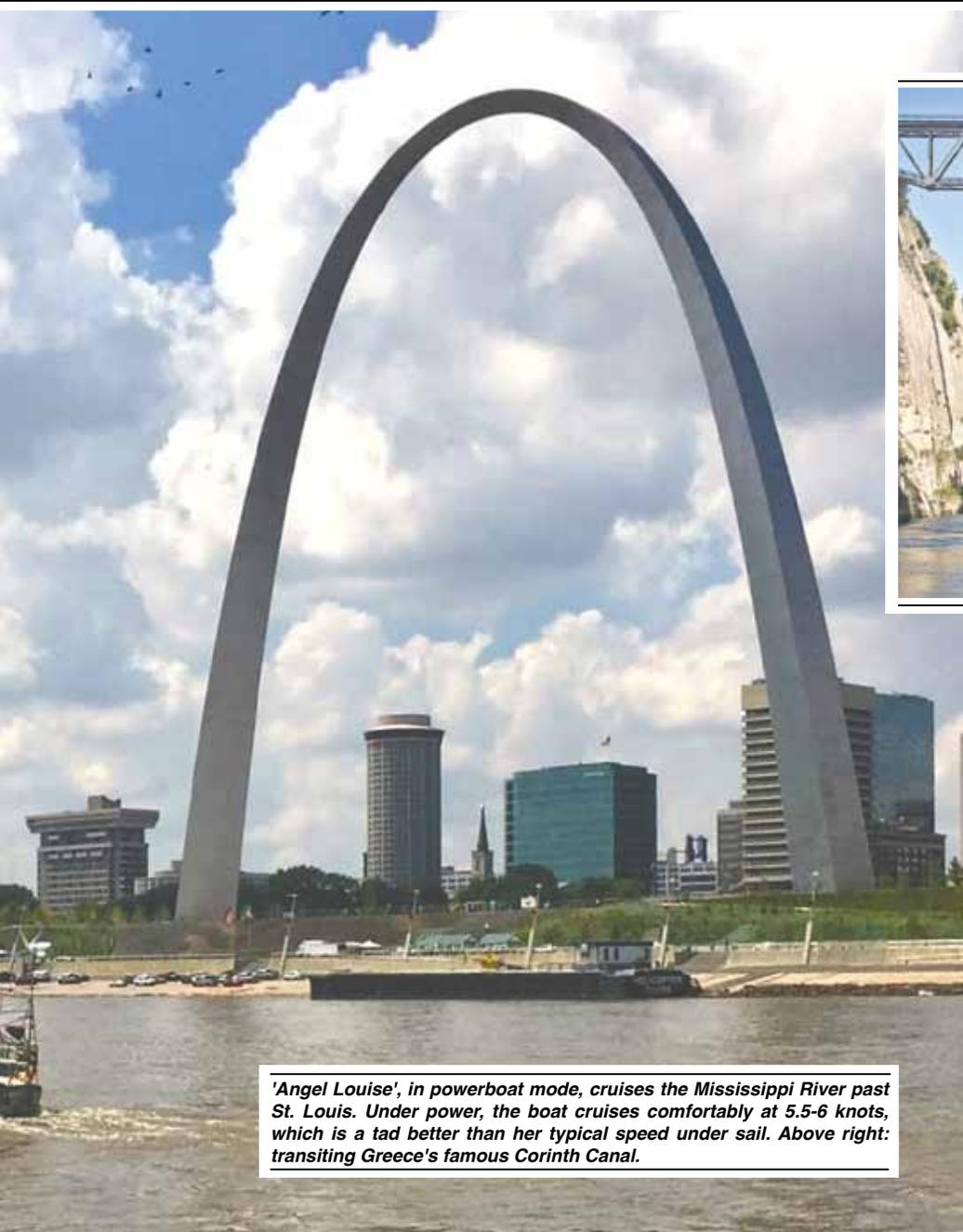


**Above, 'Angel Louise' under sail. Below, this lock on the Tombigbee River is one of 108 that Ed and Sue traversed in the American Great Loop. They negotiated 74 more during the European Great Loop.**

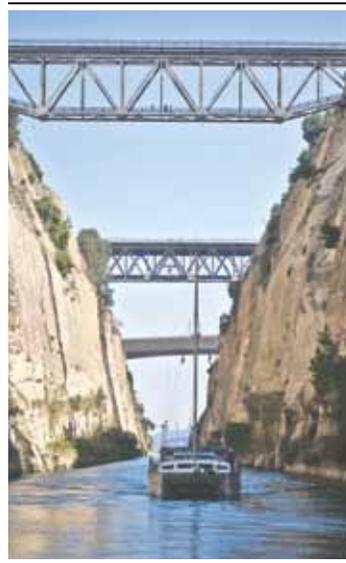


**Readers —** For those of you curious about the Catalac 41, Ed will be the first to tell you that this design is not a 'performance' multihull. Which is part of the reason he bought the boat in 2007. By modern standards, her low aspect rig, small sailplan, lack of daggerboards and large wetted surface might make her seem, well, sedate. That actually attracts some people, and we understand why. A boat that's easy to manage is an important aspect for older or less-experienced sailors. Ed and Sue count themselves as both — though Ed learned to sail on small lakes as a kid, *Angel Louise's* first Atlantic crossing in 2011 was the first time the Kellys had done more than two consecutive nights at sea. Then there's all





*'Angel Louise', in powerboat mode, cruises the Mississippi River past St. Louis. Under power, the boat cruises comfortably at 5.5-6 knots, which is a tad better than her typical speed under sail. Above right: transiting Greece's famous Corinth Canal.*



ALL PHOTOS ANGEL LOUISE

night passages, we dove headfirst into the rhythm of life at sea.

These past two years have moved slowly and fast, usually at the same time. The lows have dug deeper than we ever imagined, but the highs have reached heights we didn't know we could reach. Sure, we've learned to sail. We've learned to navigate. We've learned to weath-

er the storms. But more than anything, we've learned a few things about ourselves.

1. *Trust yourself* — Your gut knows more than you do. I usually think of this when my lactose-intolerant stomach is angry because I've eaten ice cream, but it applies to more than food. On the boat, I am not the strongest sailor. But I spent so long preaching this narrative to myself that I started believing that I was, in fact, incapable of making a decision concerning sailing. That eventually seeped into everything else. It's an ugly place to be. You are capable of more than you think you are. Have faith in your own abilities and strengths.

2. *Trust others* — You don't know everything. Period. The second you catch yourself thinking you do, take a long, hard look in the mirror: You're looking at a liar. There is something to be said for salty sailors. Those gray hairs come from experience. Listen to them. As for those

*There is a learning curve to cruising. Jose and Gina of 'Carthago' have survived some growing pains to tell you about it.*

that storage, carrying capacity, 6'5" headroom, 3.5-ft draft, functional layout, stability, and creature comforts. Kind of makes you wonder why the UK factory built only 27 of them back in the '70s and '80s.

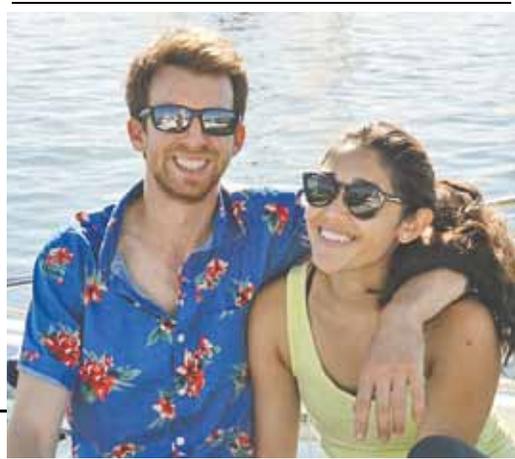
**Carthago — Beneteau Oceanis 423  
Jose Castello and Gina Harris  
Two Years Aft the Mast  
San Francisco**

Have you ever time-traveled? Well, I have. This morning, I woke up to a photo of *Carthago* on my phone that took me back to two years ago, on the dot. It was taken just after we sailed under the Golden Gate Bridge. Two years ago today, we cut the docklines and set off on the ad-

venture of a lifetime.

The photo instantly pulled me back into that very moment. I remembered perfectly the nervous excitement that filled the air; the slightly nauseous feeling of seasickness and homesickness; how, without verbalizing, we wore our feelings on our faces. "What the hell are we doing?" "Are we really doing this?" "I miss my mom already . . ."

The weather got heavy fast — some of the biggest seas we have seen to date — and there wasn't anything we could do other than push aside our nagging nerves and sail. So that's what we did. We sailed and sailed and sailed. We went farther than we ever had, we completed our first



CARTHAGO

# CHANGES



CARTHAGO

***We think most cruisers would agree that a day's worth of labor, discomfort and frustration is well worth one golden sunset.***

less salty, they come to the table with life experiences that are also valuable. We all see things through a slightly different lens and bring new ideas to the table.

3. *Perspective is everything.* I can't stress this one enough. Everything — *everything* — is about perspective. Our first year as cruisers was, I'll admit it, often-times a complete disaster. We screamed,

the end of days. Shit happens. That's just the nature of the game. Changing perspective allows you to let more things roll off your shoulders; it encourages you to laugh when you'd rather cry. Perspective has the power to change the entire mood, and in turn, an entire year at sea.

4. *Privilege does not make you entitled.* To live a life that allows you to travel as we do is a privilege. Yes, we worked hard for it. Yes, we made sacrifices for it. But it is still a privilege. We have spent much of

we cried, we yelled. Everything felt so *serious*, so stressful, so dramatic. When something breaks, it feels like the end of the world. Really. Ripping your hair out would honestly feel better. Going into year two, we spent a bit more time observing said salty sailors. They got stressed, sure. But they also knew that it wasn't

the past two years in places without the same resources we are used to in the "\ Western world. Some of these countries lack access to education, technology, even electricity. The contrast can be almost overwhelming. This is where perspective also plays a role. This contrast provides an opportunity to feel gratitude. We are lucky to be accepted into worlds unlike our own, to get a glimpse of a different life. And that's the key: different. People are people. Treat each other accordingly.

5. *You are who you are, not always who you think you are.* Long-term travel, especially by boat, presents challenging moments, situations that put even the most even-keeled characters to the test. Things are breaking, you're tired, your entire world is literally moving, which makes your best and worst qualities come shining through like never before. That reality check can be hard to deal with. "What do you mean I'm not actually perfect?" But even without the bad days, anyone who has spent time in an isolated environment (like crossing an ocean) will tell you: You have a *lot* of time to reflect on who you are, who you have been, and

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— gina 10/20/17



*'Celebrate' transits the Panama Canal.*

## Cruise Notes

After completing the 2017 Baja Ha-Ha, Charlie and Cathy Simon of the Spokane-based Taswell 58 **Celebrate** spent a relaxing time in the Sea of Cortez swimming with the sea lions at Los Islotes. Then, they charged down to Panama to transit the Canal before Christmas. They're now in Roatan, Honduras, where they're enjoying the excellent scuba diving while they wait for favorable winds to finish their Sail Around North America. If all goes as planned, that will end at Annapolis in late spring.

With the Northwest Passage under their belt (east to west, 2017), theirs

will be one of the first US yachts to have completed a circumnavigation of North America. This accomplished cruising couple are also veterans of the 26,000-mile World ARC circumnavigation, 2013-2015.

Last year, John Zeratsky of the Outbound 46 **Pineapple** sent a note to say he had just installed Google's **Project Fi** wireless service on his phones in preparation for cruising Mexico and Central America. Three months later, he reports Project Fi has been nothing short of excellent. "Starting with the basics — our phones just work in Mexico," he says.

"It has been so convenient to keep the same smartphones and phone numbers we had back home. We use them daily for all the same stuff as we did back in San Francisco — calling, texting, maps, music, etc."

But the best part has been Internet hotspots — with Project Fi, you're always "in" one! "Marina Wi-Fi is always disappointing, but even when it works, our Wirie Pro with Telcel SIM card can't compete with the speed and reliability of our Project Fi phones."

In a few remote anchorages where there is no Wi-Fi (and thus no Telcel), Project Fi has been the only way of getting online.

"Had we known how great Project Fi would be in Mexico, we would have skipped the Wirie and the trip to the Telcel store in Ensenada," says John. "We've been telling everyone we meet about Project Fi — and hopefully this letter can help future Mexico cruisers save a little time, money, and frustration."

*Pineapple* will be in Mexico for another month, then it's south to Central America, where John will file another report on

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# CHANGES



**Cruiser Aimee Mitchell (right) made an offshore 'house call' to free a sea turtle tangled in plastic trash. Above: the turtle sported a flower-like anemone on its head and its own tiny ecosystem in its shadow.**

this promising system.

A while back, Aussie sailor Aimee Mitchell of the Rafiki 37 **Hindsight** had a fortuitous encounter with a sea turtle in the Sea of Cortez. Well, actually the fortunate part was on behalf of the turtle, which had gotten tangled in some plastic flotsam. "We turned the boat around for a

closer look and realized she was so badly caught that she was gasping for air," says Aimee.

Aimee kayaked over for a closer look, only to find that strands from a plastic bag had tangled



HINDSIGHT

around the turtle's neck and front flipper, binding them together. Armed with pliers and other tools, Aimee went to work. "I was a tad nervous that she might try to bite me, or that I would hurt her, but she was incredibly passive."

As soon as the bindings were removed, the turtle's breathing returned to normal. Aimee hung out with the exhausted animal until she got up enough strength to

swim away.

Turtle gender is not easy for lay people to determine. Aimee refers to this turtle as a 'she' because there was a pink flower anemone on 'her' head. There was also an abundance of smaller sea life using her for shade and protection.

Sad news out of Florida last month – a young couple lost their boat only a few hours after embarking on the cruise of their dreams. Like many young dreamers, Tanner Broadwell and Nikki Walsh, both in their early 20s, had no sailing experience. But, also like many young dreamers, they 'went for it' anyway, selling everything they owned in Colorado and buying a Columbia 28 they named **Lagniappe** in Florida in May.

In early February, they departed Tarpon Springs (on Florida's West Coast) bound for Key West when, according to an article in the *Tampa Bay Times*, they "struck something underwater" while attempting to enter Johns Pass at about 8:45 p.m. The boat rolled over in the shallow water, ending up on its port side with its starboard rail still above the surface. Neither Broadwell, Walsh nor their dog were injured. They were rescued by a lo-



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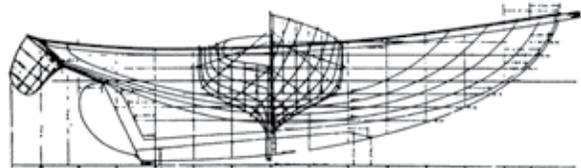
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cal tow company boat. Local authorities tried to charge them \$10,000 to remove the boat, which was not insured.

Don Hossack of **TG Wazoo** reports that Mazatlan was listed as one of the best spots on the continent to see the January 31 **lunar eclipse**, not to mention the concurrent super moon, blood moon and blue moon. So cruisers were over the moon when Marina Mazatlan announced an eclipse-watching party at their Beach Club to celebrate the event.

"Despite festivities starting at the crack of 5 a.m., folks from nine different boats showed up," reports Don. Those included *Willow*, *Bloom*, *Dreamcatcher*, *Taroah*, *Tigress*, *TG Wazoo*, *Buenaventura*, *Mia* and *Allioop*. FrutaRica provided a large fruit basket of



*The full moon above Mazatlan disappeared on January 31 all right, but not in the way everyone had planned.*

star- and moon-shaped fruits and chocolate covered strawberries as a centerpiece for the gala occasion.

Unfortunately, clouds moved in just as the eclipse started and the big event got obscured. There were a few moans and groans, but after a minute or two, the party continued on at the same level and, as the saying goes, a great time was had by all.

"By the time the sun came up, everyone had returned to their boats," says Don, "and very little was heard from them for the next several hours."

"Hey guys! Thanks for the Instagram follow!" wrote Adam Nash from

the sailing vessel **Tuwamish**. "We are a proud West Coast cruising family currently easting from Baja toward Puerto Vallarta. *Tuwamish* deserves a mention

for her grace and fortitude for delivering us through three years of family blending, adventure and respite."

The crew — which includes Adam, Laura, Matteo, Lucia, and Jack (as well as dogs Gypsy and Taco) have a website called [www.slappinhalyards.com](http://www.slappinhalyards.com) and an Instagram handle by the same name. The crew of *Tuwamish* explained their vision, written before they crossed the border:

"Well, without giving too much away, let's just say that two soulmates found each other through Instagram in 2014. Both families quickly agreed that they should all live together. They skipped the house thing and all moved straight onto a boat and set sail on the Salish Sea.

"Neither of them had grown up sailing and never could have imagined they would be raising three kids on a 50-ft sailboat. But here we are living the dream and loving life and all the hardships that come with it. The kids have just finished another year of Lopez Island School and we are ready to explore new coastlines. This August we set off for exploring the West Coast of North America while educating the kids through a homeschooling curriculum. See you in Mexico!"

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# CHANGES IN LATITUDES



CAPTAIN JEFFREY SAGER

**As we reported last month, the Ventura-based 'Maluhia' went on the beach at Punta Mita. Cruisers who alerted us to the grounding recently returned to find the boat still on the beach, stripped of everything but the lifelines.**

In an October *Sightings*, we told you about cruisers Robert and Sheila Moran who were passing through the Bay Area (including Sausalito and the Delta) on their Pearson 365 ketch **Good Rain**. The couple were on their way to San Diego for the Baja Ha-Ha, and unbeknownst to us, they had quite an experience at the start.

"After many months of planning and with great anticipation, we were prepared to enter the 24th annual Ha-Ha with approximately 140 other sailboats. What a flotilla! We had been nearer the beginning

but start time was still a half hour or so away so we swung around to about the outside middle of the group, which put us in the middle of the main channel. Now I must interject a question here. Is it us or the proverbial spin of the wheel as to the events that happened next?"

"As the sail past began in front of a boat filled with dignitaries from Mexico and San Diego — and as we were sailing along enjoying all of this — we began to lose more and more power. Bloody kelp!"

"The radio began to call out that there was a military ship making its way out of the harbor. This was completely unexpected and from what I could understand did not usually happen with the grand exit of the Ha-Ha each year. You don't ask the military to change course, so no problem, we began to move.

"Now here's the bizarre part: great clouds of steam suddenly started to come out the exhaust. The engine was not being cooled. It was getting to be a bit of a nail-

biter. We couldn't stay where we were, and if we motored across the channel, there was a chance we would burn out the engine. With zero options, 'captain' put the motor into low and we motored, barely, back to the police dock. We reported that we would be starting late.

"Once we were docked, Captain went over the side, freed the prop of all the kelp and then restarted the engine. Absolutely no steam came from the exhaust. How could that be? Kelp around the prop has nothing to do with obstructing the water intake to cool the engine. Two totally separate situations happened at the same time. Yes, really."

Readers, we are excited to announce that *Latitude* editor at large **'Banjo' Andy Turpin** and his wife Julie have recently arrived at Paradise Village Marina in (or very near) Puerto Vallarta aboard their Cross 42 trimaran **Little Wing**. The Turpins are preparing for the 2018 **Pacific Puddle Jump**, which has been a longtime dream of Andy after being chained to the desk at *Latitude* for 25 years. Are those of us still here at the office jealous? Maybe a little.

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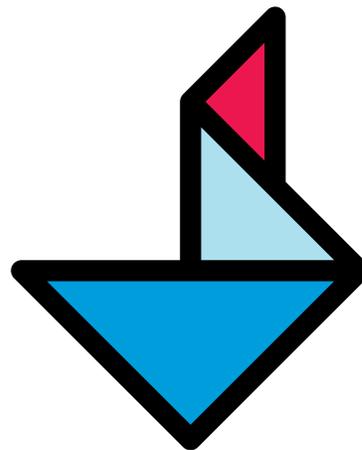
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## 24 FEET & UNDER



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**20-FT PACIFIC SEACRAFT FLICKA.** 1980. Reno, Nevada. \$31,500. Fresh water Lake Tahoe Flicka tenderly cared for and maintained. As a pocket yacht, sails stable and solidly. Standing and running rigging in very good condition. Newer Honda 4-stroke, 8hp OB. White Ullman sails (main and roller reefing 134% jib) in good condition. All beautiful bronze oval portholes, Lewmar winches and deck hardware. All teak below decks. Includes Trailrite double-axle trailer in excellent condition (just refurbished and painted with newer tires.) Many extras but just basic instrumentation. Hull is dark blue Imron paint. Will deliver and assist to launch within 250-mile radius of Reno. Must see this classic jewel! Contact (775) 560-5212, (775) 345-7504 or james.draper@yahoo.com.



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## 25 TO 28 FEET



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**PEARSON 28.5, 1986.** SHM Ballena Isle Marina. \$13,999. Well maintained, hauled 2017 for bottom paint and new standing rigging. Roller furler, 20hp Yanmar diesel inboard, wheel steering, shoal keel. Sleeps six. Message me for photos. (925) 895-9880 or [roy\\_smith711@att.net](mailto:roy_smith711@att.net).

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**30-FT OLSON, 1984.** San Francisco. \$8,000. New sails: Dacron main and composite #3. New standing rigging, headfoil, winches, spreaders, and more. Has a 5hp Mercury OB and trailer. (360) 567-7402 or ueckertl@gmail.com.



**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.



**32-FT DOWNEAST, 1978.** San Blas, Mexico. \$16,500. Hauled out at Marina San Blas. Many upgrades done, but needs some TLC. Extensive inventory of spares and tools. US-registered. Marina San Blas is the BEST marina in Mexico for working on your own boat. Moorage is incredibly reasonable. Current owners unfortunately have real jobs that preclude cruising in beautiful Mexico. See <http://downeast32forsale.blogspot.com>. Email [downeast32forsale@gmail.com](mailto:downeast32forsale@gmail.com).



**32-FT WESTSAIL, 1977.** French Polynesia. \$47,000. *Mary Ann* is an extensively equipped circumnavigator in absolutely bristol condition. Is in the world's best tropical cruising grounds. Extensive website. Come sail in paradise! See [www.svmaryanii.com](http://www.svmaryanii.com). Contact (+689) 8732-8568 or [sailinginparadise@yahoo.com](mailto:sailinginparadise@yahoo.com).



**29-FT J/29 FRACTIONAL RIG.** Inboard, 1982. Sausalito, CA. \$16,000. Well equipped for racing, shorthanded sailing and cruising. She has a brand-new bottom job (2018) and had her inboard Yanmar 1GM fully serviced in 2017. A recent sail inventory, interior wood recently refinished, and many rigging upgrades. See <http://tinyurl.com/yb5ksl2x>. Contact [endeavourmarine@comcast.net](mailto:endeavourmarine@comcast.net) or (415) 377-6355.

**33-FT HUNTER, 2007.** Redwood City. \$65,000. Very clean, in excellent condition and professionally maintained. Has been in charter and available to stay in charter. Charter revenues offset all operating expenses. Yanmar diesel, in-mast furling main, furling jib, propane stove, wind point, wind speed instruments, knot meter, depthsounder, cockpit cushions, stereo, TV and more. (650) 363-1390 or [rich@spinnakersailing.com](mailto:rich@spinnakersailing.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](mailto:ngolifeart@gmail.com).



**37-FT CHERUBINI CUTTER, 1980.** Sausalito. \$35,000/obo. Best local, and best year quality-built Cherubini cutter. Liveboard, cruising, proven design. 60k plus invested. Replaced diesel, radar, autopilot, plotter, dodger, rigging, furler, port lights, Awlgrip decks. 12v fridge. Has stall shower, aft cabin. Spacious, fast and well-founded. (415) 713-6876.

## 32 TO 35 FEET

**34-FT WYLIE 34, 1982.** Richmond. \$25,000. Legendary Tom Wylie performance. Well-mannered under spinnaker. Great solo sailer. Custom mahogany interior with 6'2" headroom. Yanmar diesel. New standing rigging. Newer Ballenger mast. Garmin instruments. Autohelm tiller/pilot. Harken deckware. 14 sails. Email [mclarke187@yahoo.com](mailto:mclarke187@yahoo.com).



**32-FT FUJI, 1976.** Monterey. \$43,000. Total rebuild finished in 2012. Sails all new in 2012. Main 3 reefs, furling jib, hanked-on staysail. Tides Marine Strong Track on main. 4 self-tailing winches and two halyard winches on cabin top. All lines led aft. Raymarine C97 MFD. Tacktick wind that is networked. Raymarine radar. Raymarine AIS transceiver. Icom SSB. Simrad VHF with AIS and second wireless unit. CPT autopilot. Monitor. Katadyn 80E watermaker. Dodger 2012. Like-new interior. Isuzu diesel. A strong, fully-equipped cruising boat. Email [Grg0283@me.com](mailto:Grg0283@me.com).



**34-FT CAL 34 MK III, 1977.** La Paz. \$18,000. *Amaranth* cruising Sea of Cortez. Double bow roller, 2 anchors, Lofrans winch, Fleming windvane, Westerbeke, solar panels, 4 batteries, Engel freezer, EPIRB, Princess stove, solid cruiser, needs cosmetics. Email [gat3d@hotmail.com](mailto:gat3d@hotmail.com).



**39-FT FREEDOM EXPRESS, 1984.** Guaymas. \$69,000. Solidly built and easy to handle by one or two persons, this Ron Holland design is equipped to take you cruising and live aboard. The free-standing masts are time-tested carbon fiber. All lines led aft to cockpit. To tack, just turn the wheel. No hassle with other lines. Freedom yachts are featured in Ferenc Mate's book, *The World's Best Sailboats*. Sails are like new, in excellent condition and fully battened. Alpha belowdecks autopilot. Monitor windvane, watermaker, SSB, radar, electric windlass, 4 anchors, 300-ft chain, Achilles inflatable and OB, staysails, 4 solar panels, EPIRB, 70 gal fuel in two accessible tanks, dual fuel filters, 120 gal water in two tanks and much more. Email [delightfulsailing@gmail.com](mailto:delightfulsailing@gmail.com).



**33-FT SYNERGY 1000, 1999.** Point Richmond. \$67,500. Carl Schumacher designed speedster. Tired of going slow? Double-digit speeds are routine on this boat! Recent refit 2015 with new standing and running rigging, B&G electronics including Zeus II GPS and VHF, EPIRB. Main, trysail, two jibs, and 2 spinnakers all new 2015-2016 + other sails. The boat is 90% ready for the Pac Cup and is in great shape. Contact (209) 323-9657 or [rriber@aascworld.com](mailto:rriber@aascworld.com).

**34-FT CATALINA, 1989.** Sausalito. \$55,000. Excellent condition. Full electronics, radar, autopilot. Extra sails. Spinnaker. Dodger. Bimini. New wiring throughout. New batteries. Singlehand setup. Everything works. Maintained by professionals. Updated rigging, traveler, etc. Too much to list. (415) 636-1786 or [Rj1975s@gmail.com](mailto:Rj1975s@gmail.com).



**32-FT WEATHERLY, 1983.** Vallejo Marina. \$48,500. Gilmer sloop built to be cruised, encompassing the necessary design and structural features. *Equinox* could be a reasonable liveboard for those working in the Bay Area or preparing for cruising. See more at <http://bit.ly/2tGxn1Q>. Call (360) 316-1421.



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**38-FT DOWNEAST CUTTER, 1978.** Guaymas/San Carlos, Mexico. \$18,000/obo. Extensive ocean cruiser, located in Guaymas, MX. On the hard since 2012. Roomy, stable cruiser. Illness forces sale. New epoxy bottom. Monitor vane, 2-40W solar panels, newer watermaker, charger, inverter. Basic electronics, diesel cabin heater, sun awning. Universal engine 5432 approx 3800 hrs. 90gal fuel, 90gal water. Sails good to fair condition, cruising spinnaker, full-batten main, staysail, Profurl yankee, add'l spare sails. Double-headed anchor system, CQR, Bruce, Muir anchor winch. Much more. Details and photos upon request. Email [sib4262@gmail.com](mailto:sib4262@gmail.com) or [djhclipper@gmail.com](mailto:djhclipper@gmail.com). Call (360) 961-4183 or (360) 224-4121.



**HUNTER 376, 1997.** San Rafael. \$74,000. Well maintained. Instrument upgrades, new standing rigging 2011, two mainsails, approx. 900 hrs, electric winch and windlass, AIS, 8D house batteries, inverter, bimini, new water heater, Raritan head, teak covers. Email [serenisea@comcast.net](mailto:serenisea@comcast.net).

**37-FT BENEATEU, 2013.** Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong Track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or [basailor@comcast.net](mailto:basailor@comcast.net).



**37-FT FURIA, 1985.** Sausalito, Clipper Yacht Harbor. \$45,000. Pleasure to sail, comfortable liveboard. Yanmar 36hp 2007, low hrs, well maintained. Popular European racer/cruiser. Bimini, roller furler 90% jib, propane oven stove, more. (415) 867-1956 or [setraining@yahoo.com](mailto:setraining@yahoo.com).

**39-FT FREYA, 1985.** Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link below. Patrick. [www.facebook.com/Sailing-with-Laughter-1460745737303673](http://www.facebook.com/Sailing-with-Laughter-1460745737303673). Contact (831) 238-5697 or [svlaught@aol.com](mailto:svlaught@aol.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 shorthanded 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](mailto:doug@dmahone.com).



**36-FT ISLANDER FREEPORT.** Plan B Interior, 1980. Marina Bay Yacht Harbor, Richmond, CA. \$65,500. Will consider financing. This unique beauty is the perfect liveboard and ready to sail to Baja, MX. *Camelot* has a brand-new Volvo diesel engine, fully equipped kitchen, head big enough for two, lots of navigation equipment, autopilot, radio, stereo, both sails are furling plus two additional sails hardly used. New batteries and new water heater. Queen-size berth, plus ability to sleep 4 in a master-size bed in the cabin. Recently re-finished rails on deck and re-caulked chainplates. Will consider financing. See <http://sfbay.craigslist.org/nby/boa/d/beautiful-36-islander/6423335347.html>. Contact (415) 515-2774, (415) 221-2653 or [neahanscomb@comcast.net](mailto:neahanscomb@comcast.net).

**36-FT J/105, 1998.** Sausalito, Clipper Yacht Harbor. \$73,000. *Risk*, Hull #196. New standing rigging, repainted mast/boom, bottom job all completed in 2017 (almost \$20k invested). Race-ready and past fleet champion. Well maintained boat. (415) 297-0794.



**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: <http://L-36.com/history.php>. Contact John Hamilton and Carol Leonard. (415) 821-4731 or [HamiltonSFO@gmail.com](mailto:HamiltonSFO@gmail.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: (360) 931-5546 or [svblackacre@gmail.com](mailto:svblackacre@gmail.com).



**36-FT SOVEREL, 1982.** Sausalito. \$21,000/obo. *Flying Tiger* has been well-loved as an active charter boat on SF Bay. Custom built for offshore racing. New custom rudder (2017), replaced Yanmar diesel, stove, rod rigging, roller furler, Autohelm, tiller, new refrigeration, updated wiring, re-bedded keel and rebuilt floor stringers. Solid Bay and ocean cruiser with racing pedigree. I have owned her for 23 years and have bought another boat. Must sell! Contact (650) 492-0681 or [captkirk@sfbaysail.com](mailto:captkirk@sfbaysail.com).



**36-FT C&C 110, 2001.** Moss Landing. \$110,000. Fast coastal cruiser with Kevlar sails and carbon fiber tape, plus a genaker. Additional main and jib. Raymarine electronics and displays. Triple spreader with rod rigging. 28hp diesel saildrive with folding prop. Dodger, TV, ground gear with 2 anchors. Inflatable available. Contact (831) 385-1106, (831) 206-7878 or [whunt1@sbcglobal.net](mailto:whunt1@sbcglobal.net).

## 40 TO 50 FEET



**47-FT BREWER, 1990.** Richmond Yacht Club, Berth C-32. \$215,000. 47-ft Custom Brewer design. Bluewater cruiser with a proven track record. 2nd boat to finish the 1994 Pac Cup. Excellent condition and fully loaded, including new sails and electric winches. This is a fine American-built cruising boat that is exceptionally safe, sea kindly, fast, comfortable, and fun to sail! See her at RYC at berth C-32. Contact (925) 945-8556, (925) 348-0630 or [stevehunt1@comcast.net](mailto:stevehunt1@comcast.net).



**44-FT ISLANDER CRUISING KETCH.** 1973. Sausalito, CA. \$75,000. Designed, built and equipped for long-distance cruising. Includes Avon 310, Evinrude 15hp OB, 6-man liferaft, Benmar autopilot and Monitor vane steering. (650) 766-1894 or [swispspern@sonic.net](mailto:swispspern@sonic.net).

**47-FT OLYMPIC, 1975.** Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Icemaker, washer/dryer. Holding tank. (559) 683-4837 or [j-nick@sti.net](mailto:j-nick@sti.net).



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**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 [www.muchogustosailing.wordpress.com](http://www.muchogustosailing.wordpress.com). Contact [ed.witts@gmail.com](mailto:ed.witts@gmail.com) or (925) 948-5613.



**40-FT SPARKMAN & STEPHENS.** Center Cockpit Ketch, 1974. Sausalito. \$80,000/obo. 80hp Westerbeke diesel engine, three new 8D batteries, autopilot, spacious solid teak interior, raised teak and holly soles, headroom, stove, refrigerator, 2 heads. Great cruiser and liveaboard. Excellent condition. (415) 383-1985.



**42-FT CHEOY LEE.** Clipper Schooner, 1972. Jack London Square. Reasonable offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bulletproof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. Contact (510) 435-3819 or [tag@cpan.org](mailto:tag@cpan.org).



**42-FT CATALINA, 1995.** Portland, OR. \$125,000. The Catalina 42 - perhaps the most popular and best-selling sailboat ever. S/V *Spirit* is set up for Pacific Northwest cruising with a full cockpit enclosure, upgraded radar, AIS, autopilot, cabin heat, solar panels. She is the preferred two-cabin Pullman-berth model. She has davits for her included Achilles 9.5' tender with an Edson OB motor-mount and lift for the 5hp Mercury OB. Additional 20 gal fuel tank extends her cruising range. New (2017) boom and bow tent keeps her well-protected in the winter months. Lovingly cared for and the pictures accurately show that she is in exceptional condition! See website: <http://catalina42-spirit.com>. (503) 780-8582.



**44-FT EDSON SCHOCK, 1956.** Alameda, CA. \$65,000. *Lydia* was built by Chapman in Costa Mesa, California. Same owner for past 17 years. Wood construction. Mercedes diesel. New mast and rigging, 2007. Master Mariner Regatta winner. Complete maintenance records available. Ask for Bob. (510) 589-2609 or (714) 322-1667 or [bobhanelt@aol.com](mailto:bobhanelt@aol.com).



**43-FT HANS CHRISTIAN 43T KETCH.** 1982. Bradenton/St. Petersburg, Florida. \$205,000. Make your cruising dream a reality on this magnificent bluewater and liveaboard world cruiser. *Calypso* is fully refurbished and ready once again to cruise the seven seas in comfort and safety. She recently underwent a complete \$100K refit replacing every mechanical, electrical, galley, safety system, including a complete refurbished robust Isuzu diesel engine, new Awlgrip paint on hull and masts, 20 gph watermaker, A/C with heat, sanitation systems and electronics. *Calypso* is the perfect blend of traditional and contemporary design with beautiful lines, superb sailing performance and cozy, comfortable liveaboard quarters. Complete maintenance history and extensive spares are included. See [www.hanschristian43t-yachtcalypso.com](http://www.hanschristian43t-yachtcalypso.com). Contact (262) 781-7162, (414) 218-9781 or [yachtcalypso@aol.com](mailto:yachtcalypso@aol.com).



**41-FT NEWPORT, 1969.** Alameda. \$16,500. Beautiful plastic classic. C&C design. Ready to sail, engine good, some newer electronics. Frigoboot, windlass, Sailcomp, VHF, stereo. Email [newport41@monkeyface.com](mailto:newport41@monkeyface.com). See lots of pictures on website: [www.extenserve.com/newport41](http://www.extenserve.com/newport41).

**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](mailto:pjgans@comcast.net).

**47-FT COLIN PHILP, 1989.** Emeryville Marina. \$96,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquires only please, email preferred. Contact (415) 488-0218, (415) 999-2270 or [sjr90@comcast.net](mailto:sjr90@comcast.net).



**41-FT BENETEAU FIRST 40, 2012.** Monterey CA. \$175,000. Beautiful and fast racer/cruiser. Excellent condition with full suite of sails. Nearly new main and jib, code zero, 120% jib, two spinners. Sister ship placed first in class in 2017 Sydney Hobart race. Comfortable cruiser, stand-up headroom with three double berths, full galley with excellent refrigerator and large head with shower. Recent survey available for review. Contact: [alan@seatec.us](mailto:alan@seatec.us), (831) 320-0193 or (831) 809-2921.



**44-FT ISLAND PACKET IP420, 2001.** Caribbean. \$265,000. *Chapter Two* is for sale after completing a circumnavigation. One of the best yachts on the market, she is fully equipped for ocean or local cruising and ready to sail away. Email [chaptertwo4sale@outlook.com](mailto:chaptertwo4sale@outlook.com).



**48-FT GERMAN FRERS KETCH, 1983.** San Diego. \$154,900. Strong, fast, well equipped cruising ketch in good condition. Electric winches, boom furling, bow thruster, new 110 Yanmar and much more. Many new items, and more. Contact (360) 431-8805 or [pthnirvana@gmail.com](mailto:pthnirvana@gmail.com).



**44-FT HARDIN VOYAGER, 1977.** San Diego Yacht Club. \$119,000. Going cruising? Why pay more? She has it all! Spectra watermaker, solar panels, 8-man canister raft, radar, AC, 2 depthsounders, B&G wind speed, direction, depth, 400' 3/8 chain, 300' 5/8 nylon, 3 anchors, heavy-duty windlass, autopilot, 3 polished fuel tanks, 130 gal, radar, Ham-VHF-hailer and sound system, 60hp Isuzu Pisces, Ritchie compass, 10-ft dinghy w/15hp, 3kw generator, sails in excellent condition, 2 refrigerators, microwave, washer/dryer, vacuum system, new beautiful interior, spare parts and more. Just hauled, new bottom paint, rebuilt rudder, new cutlass bearing, stuffing box and new Awlgrip hull finish. Before buying any Hardin, talk to us about the rudder. (619) 517-7577 or [alvinlcox@hotmail.com](mailto:alvinlcox@hotmail.com).



**41-FT MORGAN OI, 1973.** \$35,000. Currently in the Sea of Cortez. In good working order, ready for cruising. Contact Ed: [teunisvanos@gmail.com](mailto:teunisvanos@gmail.com) or (619) 400-3906.



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## 51 FEET & OVER



**56-FT JOHN ALDEN PH CUTTER, 1964.** Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.

## CLASSIC BOATS



**47-FT GAFF CUTTER, 1933.** Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

## MULTIHULLS



**50-FT GRAINGER 480, 2006.** Marina Palmira, La Paz, Mexico. \$575,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more info at [www.catamarantaj.com](http://www.catamarantaj.com). Email in.the.wind@icloud.com.



**36-FT CAT2FOLD, 2005.** North America. \$115,000/obo. The one and only Cat-2Fold. 36'x24' trailerable @8.5' biplane-rigged sailing catamaran! Spent past 7 seasons cruising over 22,000 miles in and around Mexico. See [www.facebook.com/Cat2Fold-195707167166706](http://www.facebook.com/Cat2Fold-195707167166706), or [http://youtu.be/C03GCZ\\_rciM](http://youtu.be/C03GCZ_rciM). Contact (208) 228-0077 or [cat2fold@gmail.com](mailto:cat2fold@gmail.com).



**35-FT DRAGONFLY TRIMARAN, 2009.** Long Beach. \$275,000. Danish folding trimaran, fits into single slip when folded. European Yacht of the Year. Spectra watermaker, Garmin electronics, radar, AIS, electric winches, Smyth screacher, UK Sails gennaker. Volvo saildrive. See <http://dragonfly.dk/dragonfly-35>. Email [sv.lykke@gmail.com](mailto:sv.lykke@gmail.com).



**40-FT 40X34 CARBON ANTRIM TRI.** 2002. Reno. \$600,000. Non-equity partnership, sister holds California to Japan solo record of 34 days. Looking for an adventure, race, R2AK, etc. Pictures on Antrim designs. East or West Coast. (775) 827-2786 or [multihuler@aol.com](mailto:multihuler@aol.com).

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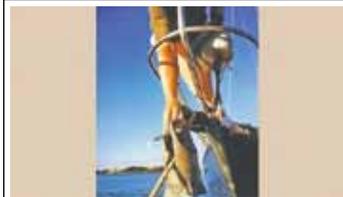
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**36' CATALINA SLOOP, 1987** Very spacious, easy and fun to sail. Has had almost \$25,000 spent on her over the past three years and shows very nicely inside and out. **\$48,000**

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**36' BENETEAU, 2001**  
Well outfitted including fully enclosed cockpit. Shows well. Bright and cheerful below. **\$84,000**

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**33' TARTAN 10, 1980**  
Sparkman & Stephens-designed winning race boat with new engine (2012), hardware & standing/running rigging. Very good sail inventory. **\$14,500**

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**31' HUNTER 310, 1999** Nice boat with new North Sails main and jib sails installed in 2012 (along with a Dutchman system and new running rigging). Potentially transferable Sausalito YH slip. **\$42,500**

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**CATALINA 30, 1980** Just detailed and engine serviced, lying potentially transferable Sausalito Yacht Harbor slip and very competitively priced. **\$13,500**

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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. **\$19,000**

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Shows practically AS NEW inside and out. **\$45,000**

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**50' FORCE 50P/H Ketch** 80hp dsl, robust fiberglass const, Alum Spars, wheel on pedestal, VHF, A/P, depth, 2 heads, shower, huge salon, full galley, good sails, nav station & MORE! She's operational & shows great potential as an affordable blue-water cruiser. Asking **\$39,950**



**44' FELLOWS & STEWART Sloop, "SERENA"** A West Coast classic & a thing of beauty, grace & speed in magnificent condition. Near-new diesel, gorgeous & comfortable hardwood interior below, galley, head, comfortable cockpit & below, VHF, chart plotter, ready for Master Mariners or cruising... WONDERFUL! Asking **\$69,000**



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**40' C&C SLOOP**, new integrated full RADAR & electronics, roller furling, wheel on pedestal, Dbl lifelines w/ bow & stern pulpits, Dsl, Self-Tailing winches, vang, lines led aft, full galley, high-performance blue water cruiser & MUCH MORE! Asking **\$49,950**



**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**



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**30' ISLANDER BAHAMA Sloop**, exceptionally nice & well-equipped to cruise, Roller furl, Stack/Pack/ lazy jacks, dsl, wheel, solar, Galley w/ refrig & range, head & shower, VHF, depth, AIS, Autopilot, RADAR, Chartplotter, new batteries, inflatable, flat TV & MORE! Very shipshape, lots new. Asking **\$17,950**



**34' CHB Aft Cabin Trawler** Diesel, Flybridge & Pilot-house Helms, Heads & Showers in Fwd & Aft Staterooms, dingy on swim platform, kayak, full galley w/4-burner range, microwave, refrig/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$39,950 Ask**



**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**



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**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**



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