

# Latitude 38

VOLUME 495 September 2018

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# How Sweet It Is... Still

PHOTO BY STEVE GREEN



Back in 1978, when Pineapple Sails was only 5 years old, Dick Johnson bought a Cal 2-29 and named it *Nice Turn*. It seemed like a good boat then, and it still seems like a good boat now, a mere 39 years later!

Dick is a long-time member of Oakland Yacht Club, as are many of his closest friends. Just like his boat, these friends have all added 39 years of enjoyment and experience to their lives sailing aboard *Nice Turn*. Oakland YC sponsors a Wednesday night beer can series called the Sweet 16. Eight races, then a few weeks' break, then 8 more to finish the series. *Nice Turn* has been racing this series for years. Dick bought a new tri-radial Dacron genoa in 2015 and has won 6 of the 7 8-race-series since then. Not too bad for a crew where the average age is 78 years young!

## *Nice Turn*\*

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Cover:

Cruiser Annie Edinger sets a spinnaker aboard the Cross 42 *Defiance* while racing interisland during the recent Tahiti-Moorea Sailing Rendez-vous. The Sausalito-based tri took line honors.

Photo: Julie Turpin

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Since 1977

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



Oceanis 55.1



Oceanis 35.1



Oceanis 38.1

## This Month's New Listings



2006 Hunter 31  
\$54,900



2008 Beneteau 37  
\$129,000



2005 Jeanneau SO 49  
\$250,000

### LIST OF BOATS

**SAIL BROKERAGE**

LAGOON 450, 2016.....	\$635,000
OCEANIS 55, 2016.....	\$575,000
OCEANIS 55, 2016.....	\$575,000
OCEANIS 55, 2016.....	\$549,000
JEANNEAU SO 49, 2005.....	\$250,000
FIRST 45, 2010.....	\$329,000
BENETEAU 46, 2009.....	\$237,000
LAGOON 450, 2016.....	\$635,000
JEANNEAU SUN ODYSSEY 43 DS, 2002	\$147,500

BENETEAU 423, 2005.....	\$174,500
BENETEAU 42 CC, 2002.....	\$139,000
CATALINA 42, 1993.....	\$99,500
BENETEAU 393, 2003.....	\$119,500
OCEANIS 38.1, 2017.....	\$249,000
SABRE.....386, 2009	\$225,000
OCEANIS 37, 2008.....	\$129,000
BENETEAU FIRST 36.7, 2005.....	\$79,000
CATALINA MKII, 1995.....	\$52,000
OCEANIS 35, 2015.....	\$169,000

CATALINA 34 MKII, 2005.....	\$109,000
FIGARO BENETEAU 2, 2004.....	\$80,000
CATALINA320, 2000.....	\$61,000
HUNTER 31, 2006.....	\$54,950

**POWER**

BENETEAU GRAN TURISMO, 2015.....	\$419,000
BENETEAU GT 44, 2015.....	\$415,000
ISLAND GYPSY COCKPIT, 1986.....	\$97,000
BENETEAU BARRACUDA 7, 2015.....	\$86,241

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2016 Lagoon 450



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# Latitude 38

*we go where the wind blows*

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# CALENDAR

### Non-Race

**Sept. 1** — Free Fishing Day throughout California. Info, [www.wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days](http://www.wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days).

**Sept. 1** — Sea Scout Open House, South Bay YC, Alviso, 11 a.m.-2 p.m. BBQ, boat rides. RSVP, [www.ss300.org](http://www.ss300.org).

**Sept. 1, 7, 8, 15, 21, 28, 29, Oct. 5, 6, 7** — Sailing on 1891 scow schooner *Alma*, Hyde St. Pier, S.F., 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Sept. 1, Oct. 6** — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

**Sept. 1-29** — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Sept. 1978** — From *Letters* in Vol. 17 of *Latitude 38*: "Following 64 years of tenancy on Port of Oakland property in the Brooklyn Basin, the practical aspects of a DNOD loan to the Port prompted Oakland Yacht Club to weigh anchor in January of 1977 and relocate at the Pacific Marina in Alameda.

"The new harbor, across the Estuary from Jack London Square, is conveniently located with more than adequate parking in a setting of trees and lawns with more than 200 berths.

"The clubhouse of two stories is a remodeled office building with club room, bar, and galley already completed since the move from Oakland last January. . .

"The welcome is always out to visiting yachtsmen."

**Sept. 2-30** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Sept. 3** — Labor Day.

**Sept. 5** — Mexico Cruising Seminar, Spaulding Marine Center, Sausalito, 4-5:45 p.m. Free. Dick, 52 (322) 226-6728.

**Sept. 5** — *Latitude 38* Fall Crew List Party, Spaulding Marine Center, Sausalito, 6-9 p.m. Appetizers, guest experts & demos, cash beer & wine bar. \$5-\$10 cash only at the door; free for registered 2018 Baja Ha-Ha skippers & first mates only. Info, (415) 383-8200 or [www.latitude38.com](http://www.latitude38.com).



LATITUDE / CHRIS

**Last September's Crew List Party at the salty Spaulding Marine Center in Sausalito.**

**Sept. 5-26** — Wednesday Yachting Luncheon Series, St-FYC, 11:45-1:30 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, [www.stfyc.com](http://www.stfyc.com).

**Sept. 6** — Reading *Moby Dick* in the Wake of Climate Change, S.F. Maritime Research Center, Fort Mason, 7-8:30 p.m. Free. Info, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Sept. 7** — R2AK Blazer Party, Northwest Maritime Center, Port Townsend, WA. Awards/reunion/beer bash. \$30. Info, [www.r2ak.com](http://www.r2ak.com).

**Sept. 7-9** — Wooden Boat Festival, Northwest Maritime Center/Point Hudson Marina, Port Townsend, WA. \$15-\$40. Info, [www.nwmaritime.org/wooden-boat-festival](http://www.nwmaritime.org/wooden-boat-festival).

**Sept. 8** — Marine Electrical Workshop with Clark Beek, Spaulding Boatworks, Sausalito, 10 a.m.-2:30 p.m. \$50 in-

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'99 Farr 40 \$79,900



'14 J Boats J/70 \$34,900



'80 Hinterhoeller 35 \$42,900



'72 Formula 23 \$89,900



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



'74 Hinckley Pilot 35 \$89,900



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2006 Wauquiez 41 \$195,000



2012 Beneteau Sense 43 \$320,000

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45'5" Catalina 445 3-cabin, 2018.....	311,005
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 .....	136,633

### Pre-Owned Catalina Yachts

42' Catalina, 1993 .....	125,000
42' Catalina, 2000 .....	<b>COMING SOON</b>
32' Catalina 320, 2000 .....	53,900
30' Catalina 30, 1986 .....	<b>SOLD</b>

### Pre-Owned Sailing Yachts

43' Beneteau Sense 43, 2012 .....	320,000
41' Wauquiez 41, 2006.....	195,000
20' Schock Harbor 20, 2012 .....	25,900

### Pre-Owned Power Yachts

26' Cutwater 26, 2012.....	<b>SOLD</b>
----------------------------	-------------



# F A R A L L O N E

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# CALENDAR

cludes lunch & coffee bar. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Sept. 13** — The Railroad That Built Tiburon Part 2, Corinthian YC, 7 p.m. Free, open to the public. Info, [www.cyc.org](http://www.cyc.org).

**Sept. 13, Oct. 11** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Sept. 13-16** — Boats Afloat, Lake Union, Seattle. Info, [www.boatsafloatshow.com](http://www.boatsafloatshow.com).

**Sept. 14-16** — Westsail Rendezvous, Ladysmith Community Marina, Vancouver Island, BC. Info, [www.westsail.org](http://www.westsail.org).

**Sept. 15** — California Coastal Cleanup Day, 9 a.m.-noon. Info, [www.coastal.ca.gov/publiced/ccd/ccd.html](http://www.coastal.ca.gov/publiced/ccd/ccd.html).

**Sept. 15** — Delta Waterway Cleanup at five Delta locations. Info, [www.delta.ca.gov/recreation/cleanup](http://www.delta.ca.gov/recreation/cleanup).

**Sept. 15** — Blue Room Lecture Series presents Cal Maritime Professor Mike Holden speaking about Autonomous Vessels. Maritime Museum, San Francisco, 1 p.m. Free. Info, [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Sept. 15-16** — North U Pacific Coast Collegiate Sailing Conference Match Racing Clinic, at San Diego YC, coached by Dave Perry in J/22s. John, [vandemoer@stanford.edu](mailto:vandemoer@stanford.edu).

**Sept. 16, Oct. 14** — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. CSC, [www.cal-sailing.org](http://www.cal-sailing.org).

**Sept. 20, 1793** — Fletcher Christian and four of his mutinous crew from HMS *Bounty* were killed on Pitcairn Island by Tahiti natives who had accompanied the mutineers.

**Sept. 20-23** — Westsail Rendezvous, Marina Bay Yacht Harbor, Richmond. Info, [www.westsail.org](http://www.westsail.org).

**Sept. 21-23** — L.A. Harbor Boat Show, Cabrillo Way Marina, San Pedro. Info, [www.laharborboatshow.com](http://www.laharborboatshow.com).

**Sept. 22** — Ida Tyer Flea Market, Vallejo YC, 8 a.m.-2 p.m. \$25/space. Reserve with Bill, (707) 334-4077.

**Sept. 22-23** — Northern California Women's Sailing Seminar, Island YC, Alameda. Basic to advanced options; on the water and in the classroom; taught by women. \$295 before 9/3; \$325 after. IYC, [www.iyc.org/womens-sailing-seminar](http://www.iyc.org/womens-sailing-seminar).

**Sept. 22, 6:54 p.m. PDT** — Autumnal equinox.

**Sept. 23** — Hispanic Heritage Month programs at Hyde Street Pier, San Francisco: The Maritime Folklore of the Spanish Pacific, 1 p.m.; Northbound, the Story of Cabrillo and His Venture into the Unknown of Alta California, 3 p.m. Free. Info, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Sept. 24** — Sail under the full moon on a Moonday.

**Sept. 29** — Leukemia Cup Rock the Dock Luau Party, GGYC, San Francisco, 6-10 p.m. Hawaiian theme, food, drinks, music, dancing, raffle, silent auction. \$75. Info, <https://events.ils.org/gba/rockthedock>.

**Oct. 1-8** — Fleet Week. Military ships, Air Show featuring the Blue Angels, much more. Info, [www.fleetweeksf.org](http://www.fleetweeksf.org).

**Oct. 11-14** — Westsail Why Knot Cruise Out, Two Harbors, Catalina Island. Info, [www.westsail.org](http://www.westsail.org).

**Oct. 12** — US Sailing Stakeholder Summit, St. Francis YC, San Francisco, 9 a.m.-5:30 p.m. Round table between sailing leaders and US Sailing board members. \$40-65 includes lunch. Info, [www.eventbrite.com/o/us-sailing-3859465459](http://www.eventbrite.com/o/us-sailing-3859465459).

**Oct. 12-14** — Yacht Fest Boat Show, Marina Village, Alameda, 10 a.m.-5 p.m. New & used boats, boat rides, seminars, food, music, vendors. Free. Info, [www.yachtfest.net](http://www.yachtfest.net).

**Oct. 13** — USCGA About Boating Safely course, South Beach Harbor Community Room, San Francisco, 8:30 a.m.-5 p.m. Qualifies students for CA Boating Card. \$35. Register by 10/10. Dave, (415) 205-0687 or [dktalton@gmail.com](mailto:dktalton@gmail.com).

**Oct. 13** — US Powerboating Accelerated Safe Powerboat Handling, Treasure Island Sailing Center, 9 a.m.-5 p.m. Charter or BYO boat. Info, [www.nauticalssolutions.org/certification](http://www.nauticalssolutions.org/certification).



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# CALENDAR

**Oct. 13-14** — 24-Hour Moby-Dick Reading Marathon, Maritime Museum, San Francisco, noon-noon. Free. Info, [www.maritime.org](http://www.maritime.org) or [www.sfmobydickmarathon.org](http://www.sfmobydickmarathon.org).

**Oct. 14** — Leukemia Cup Poker Run between five S.F. Bay yacht clubs. \$250 includes one poker hand, swag, BBQ & drink ticket for post-run awards party at CYC. 10 a.m.-4 p.m. Info, [www.sfclcr.org/pokerrun](http://www.sfclcr.org/pokerrun).

**Oct. 28-Nov. 10** — Silver Anniversary Baja Ha-Ha Cruising Rally, San Diego to Cabo San Lucas, with stops in Turtle Bay and Bahia Santa Maria. Deadline to sign up: 9/14. \$345-\$395 per boat. Info, [www.baja-haha.com](http://www.baja-haha.com).

## Racing

**Aug. 31** — Windjammers Race, San Francisco to Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 31-Sept. 3** — San Francisco Pelican Tomales Bay Regatta. SF Pelican Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Sept. 1** — Jazz Cup, from Treasure Island to Benicia. SBYC/BenYC, [www.regattanetwork.com/event/16852](http://www.regattanetwork.com/event/16852).

**Sept. 1** — Singlehanded Buoy Race on Monterey Bay. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 1** — Summer Series #4. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 1-2** — Redwood Regatta on Big Lagoon. Humboldt YC, [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org).

**Sept. 1-2** — Labor Day Regatta, Pebble Beach. Stillwater YC, [www.sycpb.org](http://www.sycpb.org).

**Sept. 1-2** — BAYS Summer Series #4 at TISC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Sept. 3** — Laser/Opti Sail-Off. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Sept. 7-9** — Melges 24 Nationals. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Sept. 7-9** — Laser Fleet Championships on Stampede Reservoir near Truckee. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 8** — The South Bay Interclub Series wraps up with a long race to OYC. Info, [www.jibeset.net](http://www.jibeset.net).

**Sept. 8** — Race day on the San Joaquin River. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).

**Sept. 8** — Classic Boat Invitational Series #3. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Sept. 8** — Single/Doublehanded Race #5/Commodore's Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 8** — Tornberg Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Sept. 8** — Intraclub Race #3. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 8** — Championship Series. CYC, [www.cyc.org](http://www.cyc.org).

**Sept. 8, Oct. 6** — North Bay Series. VYC, [www.vyc.org](http://www.vyc.org).

**Sept. 8, Oct. 6** — Fall Races. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 8, Oct. 13** — Buoy Series on Clear Lake. KBSC, [www.kbsail.org](http://www.kbsail.org).

**Sept. 8-9** — Millimeter Nationals. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 8-9** — Dolphin Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 8-9** — Perpetual Races on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Sept. 8-9** — 10th Herb Meyer Regatta, South Beach-BVBC. Honors former BAADS commodore Herb Meyer, who passed away on May 16. BAADS, [www.baads.org](http://www.baads.org).

**Sept. 8-9** — West Marine Fun Regatta for youth sailors under 19 in El Toro, Opti, C420, CFJ, Radial and Byte classes. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 8-9** — Beneteau Cup. SDYC, [www.sdycc.org](http://www.sdycc.org).

**Sept. 9** — Commodore's Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 9** — Lady Skippers' Race. Presidio YC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Sept. 9, 16, 23, 30** — Governor's Cup Series on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Sept. 9, Oct. 7** — Avila Cup Series & Small Boat Cup Series on San Luis Obispo Bay. San Luis YC, [www.slyc.org](http://www.slyc.org).





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# CALENDAR

**Sept. 13-16** — Rolex Big Boat Series. Entry deadline: 8/31. StFYC, [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com).

**Sept. 15** — Small Boat Solar Series #6 & 7. EYC, [www.encycinal.org](http://www.encycinal.org).

**Sept. 15** — Cal Cup Windsurfing Race Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Sept. 15** — Fall One Design #1 & 2. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 15** — Half Moon Bay Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Sept. 15** — Summer #5/South Bay Championship. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 15-16** — Finn PCCs. SDYC, [www.sdy.org](http://www.sdy.org).

**Sept. 15-16** — Fall 505 Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 16** — Fall One Design 1, 2 & 3/Luke's Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 16** — Late Summer Race on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Sept. 16, Oct. 7** — Coronado 15 Sailing & Racing. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Sept. 20-23** — Finn Masters NAs. Info, [www.sdy.org](http://www.sdy.org).

**Sept. 22** — OYRA Wild Card #2 wraps up the YRA's offshore season. OYRA, [www.yra.org](http://www.yra.org).

**Sept. 22** — Joe Logan Regatta for Mercurys. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Sept. 22** — Paddle for a Cure/Leukemia SUP Cup, 101 Surf Sports, San Rafael, 10 a.m.-2 p.m. Courses on the Canal for all levels, followed by a BBQ & Vendor Village. \$75. Info, [www.leukemiacup.org/sf](http://www.leukemiacup.org/sf).

**Sept. 22** — Barth Race Interclub Challenge. SeqYC/CPYC, [www.jibeset.net](http://www.jibeset.net).

**Sept. 22** — Shorthanded Races. TYC, [www.tyc.org](http://www.tyc.org).

**Sept. 22** — Jack & Jill Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 22** — Auxiliary Cup. SFYC, [www.sfy.org](http://www.sfy.org).

**Sept. 22-23** — Totally Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 23** — Fannette Island Race on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Sept. 23** — Fall 3 Distance Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 23** — Singlehanded Race. KBSC, [www.kbsail.org](http://www.kbsail.org).

**Sept. 28-30** — Pac52 Cup. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Sept. 28-30** — Express 37 National Championship. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Sept. 29** — CBRA #5. YRA, [www.yra.org](http://www.yra.org).

**Sept. 29** — Champion of Champions Race. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Sept. 29-30** — Corinthian Regatta (ex-Season Closer). YRA, [www.yra.org](http://www.yra.org).

**Sept. 29-30** — Mercury PCCs. LAYC, [www.layc.org](http://www.layc.org).

**Sept. 29-30** — Vice Commodore's Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Oct. 1, 1978** — From *Big Boat Series* in Vol. 18 of *Latitude 38*: "The first indication that this year's Big Boat Series would be a more spectacular event for spectators than for owners occurred the day before the first race. Sumner Long's 79' Ondine was screaming along on a spinnaker reach in 25 knots of wind when she was hit by a small rental sailboat. The little boat was undamaged, the shipping magnates mighty ocean racer had been holed. . .

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## CALENDAR

cursed the fact we're not handsome. More important there were more women crewing than we've ever seen before."

**Oct. 5** — San Diego to Ensenada (aka Little Ensenada) Race. SWYC, [www.southwesternyc.org](http://www.southwesternyc.org).

**Oct. 5-7** — Express 27 Nationals. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Oct. 5-7** — Olympic Classes Regatta for Finns, Stars, Lasers, Radials, 29ers and I420s; plus Snipe NAs in San Diego. Info, [www.sdy.org](http://www.sdy.org).

**Oct. 6** — Jerry O'Grady Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Oct. 6-7** — Sportboat Invitational/Multihull Regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 7, 14** — Chowder Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 7** — Fall One Design 4, 5 & 6. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 10-14** — Nations Cup Grand Final, match racing in J/22s. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Oct. 13** — Corkscrew Slough Regatta for El Toros. Larry, (650) 888-2324 or [www.eltoroyra.org/regattas.htm](http://www.eltoroyra.org/regattas.htm).

**Oct. 13** — Oktoberfest. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Oct. 13** — Twin Island Race #3 concludes the series. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Oct. 13** — Joan Storer Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 13** — RYC Intraclub #4. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 13-14** — Fall Classic. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Oct. 13-14** — Sea Otter High School Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 14** — El Toro Stampede. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 20-21** — Perkins Cup/Leukemia Cup at CYC and StFYC. Keynote speaker will be US Sailing's chief of Olympic sailing Malcolm Page. Info, [www.leukemiacup.org/sf](http://www.leukemiacup.org/sf).

### Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 8/31, 9/14. Gary, (510) 865-2511 or [www.bbbyc.org](http://www.bbbyc.org).

**BAY VIEW BC** — Fall Monday Night Madness: 9/3, 9/17, 9/24 (make-up); 10/8 Champion of Champions. Info, [www.bayviewboatclub.org](http://www.bayviewboatclub.org).

**BENICIA YC** — Every Thursday night through 10/18. Dan, (707) 319-5706 or [www.beniciaclub.org](http://www.beniciaclub.org).

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

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

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

**ENCINAL YC** — Summer Twilight Series, Friday nights: 9/7. Ted, (925) 699-3726 or [www.encinal.org](http://www.encinal.org).

**HALF MOON BAY YC** — Friday nights: 8/31, 9/14, 9/28. Info, [www.hmbyc.org](http://www.hmbyc.org).

**ISLAND YC** — Summer Island Nights, Fridays: 9/14. David, (510) 521-2985 or [www.iyc.org](http://www.iyc.org).

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

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/10. Info, [www.tahowindjammers.com](http://www.tahowindjammers.com) or Jeff, (775) 544-8268.

**LAKE WASHINGTON SC** — Every Thursday night through 9/27. Info, [www.lwsailing.org](http://www.lwsailing.org).

**MONTEREY PENINSULA YC** — Sunset Series every Wednesday through 9/26. Family Fun Dinghy Series, Friday nights: 8/31. Info, [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Sweet 16 Series every Wednesday night through 9/5. Jim, (510) 277-4676 or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Wednesday nights: 9/5, 9/19, 9/26. Eric, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).

**ST. FRANCIS YC** — Thursday Night Kite Series: 9/6, 9/20.

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# CALENDAR

Friday Night Formula Windsurf Series: 9/14, 9/28. Graham, (415) 655-7756 or [www.stfjyc.com](http://www.stfjyc.com).

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

**SANTA CRUZ YC** — Every Wednesday night through 10/31. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Summer Sunset Series, Tuesday night: 9/4. Mary, (510) 757-3317 or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Sunset Series every Wednesday through 10/3. Scott (410) 212-8177 or [www.sequoiayc.org](http://www.sequoiayc.org).

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

### September Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
9/01 Sat	0415/4.4	0936/2.0	1618/5.7	2247/1.1
9/02 Sun	0537/4.1	1031/2.5	1709/5.8	2358/0.9
9/03 Mon	0709/4.1	1141/2.9	1809/5.9	
	LOW	HIGH	LOW	HIGH
9/08 Sat	0449/-0.6	1146/5.5	1655/1.7	2311/6.6
9/09 Sun	0534/-0.5	1225/5.7	1746/1.3	
	HIGH	LOW	HIGH	LOW
9/15 Sat	0500/4.5	1008/2.5	1627/5.6	2317/0.9
9/16 Sun	0625/4.3	1119/2.9	1722/5.4	
	LOW	HIGH	LOW	HIGH
9/22 Sat	0430/0.4	1120/5.1	1644/2.0	2244/5.6
9/23 Sun	0502/0.5	1146/5.2	1717/1.7	2325/5.6
	HIGH	LOW	HIGH	LOW
9/29 Sat	0318/4.7	0823/2.2	1449/5.8	2117/0.4
9/30 Sun	0425/4.5	0912/2.6	1535/5.7	2219/0.4

### September Weekend Currents

date/day	slack	max	slack	max
	9/01 Sat	1106 2354	0242/2.0F 1454/2.6F	0554 1748
9/02 Sun	1200	0348/1.9F 1548/2.5F	0718 1842	0936/0.8E 2112/1.8E
9/03 Mon	0106 1306	0500/2.0F 1654/2.4F	0848 1942	1100/0.8E 2224/1.8E
9/08 Sat	1300	0248/2.6E 1536/2.0E	0642 1842	0948/3.9F 2148/3.5F
9/09 Sun	0042 1342	0336/2.7E 1612/2.2E	0724 1936	1030/4.1F 2236/3.7F
9/15 Sat	1130	0306/2.4F 1454/2.5F	0642 1754	0854/1.2E 2030/1.6E
9/16 Sun	0100 1230	0424/2.2F 1548/2.1F	0800 1854	1006/0.9E 2130/1.3E
9/22 Sat	1248	0236/1.7E 1512/1.7E	0618 1812	0924/3.1F 2112/2.5F
9/23 Sun	0018 1312	0312/1.8E 1542/1.8E	0642 1848	0954/3.2F 2154/2.7F
9/29 Sat	0948 2230	0130/2.6F 1336/2.8F	0448 1612	0712/1.2E 1854/2.4E
9/30 Sun	1042 2330	0224/2.4F 1424/2.6F	0600 1700	0812/0.9E 1942/2.2E



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## LETTERS

### ↑↓ SO HAPPY I COULD CRY

First time I sobbed whilst reading *Lectronic Latitude*. I'm so happy for Jim and Joy Carey that the boat survived, and even happier that they survived. Feeling grateful to the US Coast Guard and to the Gods of the Seas. I wish the Careys many more years of sailing aboard *Kelaerin*.

Connie Skoog

Just switched from a Freedom sailboat to a trawler  
California Delta

### ↑↓ THE LOSS AND RECOVERY OF *KELAERIN*

One should never second-guess decisions made in a storm situation. The fact that the skipper sustained an injury is certainly cause to consider rescue, though I could certainly identify with Joy and her dedication to *Kelaerin*.

I know that sea conditions can vary wildly, and the seas could have been so steep and close together to make heaving too difficult — though their boat looks heavy enough to be able to do that more ably than a lighter vessel. The other strategy



US COAST GUARD

*After 17 years of sailing around the world, and just 150 miles from the completion of their circumnavigation, Joy and Jim Carey made the heart-wrenching decision to abandon their Omega 45 'Kalaerin'. But the boat was recovered about a month later off the California coast.*

would involve towing a drogue, which many cruising boats are outfitted with. Sails or anchors can also serve to keep a boat stern to the sea and further reduce speed. My experience has taught me, through many an error, that slowing the boat as much as possible reduces damage and allows one time to assess situations with less anxiety.

I'm thrilled to hear the boat has been rescued and wish the captain and first mate well.

Tom Carr

Bluebird, Mirror Offshore 19  
Santa Cruz

### ↑↓ WHAT DOES THIS MEAN?

I have read about this kind of outcome before, more than once. The crew leaves the boat, and the boat survives on its own. No one steering, no one working the sails or motor.

What it means, I am not sure . . . but it does seem boats can take more punishment than the crew. They are fortunate to be able to finish their circumnavigation, if they wish.

Matt Nelson

### ↑↓ FROM OUR FACEBOOK THREAD ABOUT *KALAERIN*

The Careys are members of the Corinthian Yacht Club of Bellingham, and they spoke at our last meeting.

One of the things not mentioned is the steering. According





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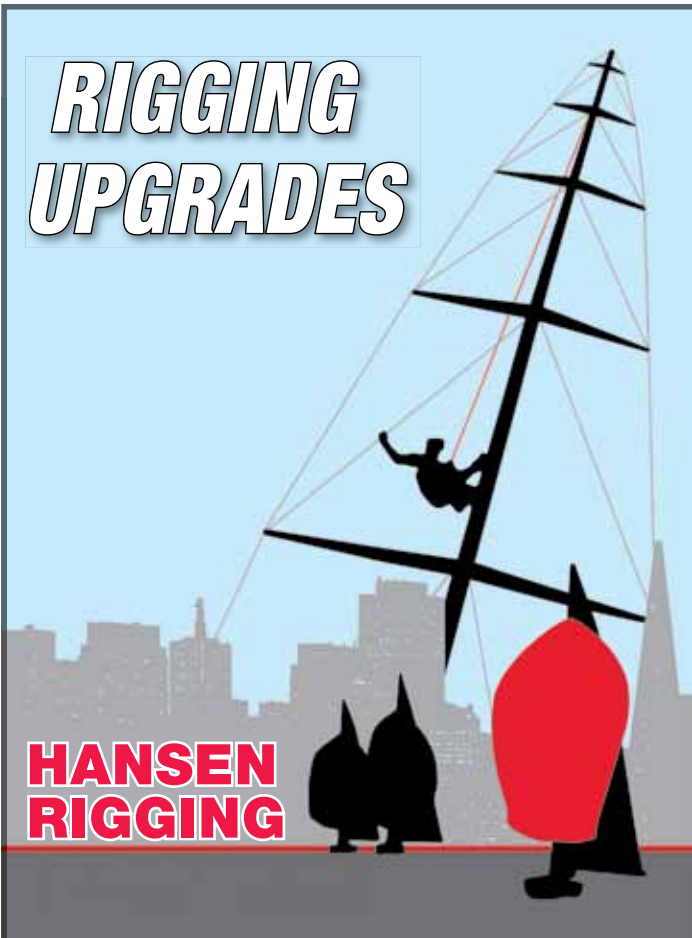
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## LETTERS

to Jim, the steering pedestal bolts had all sheared off. When they abandoned *Kalaerin*, the steering still worked, but you had to hold the pedestal up with one hand and steer with the other.

No liferaft, no dinghy, one VHF radio, no bilge pumps, and you could lose steering at any moment. Yeah, time to get off.  
Erik Greene

It would be really hard to abandon a boat still afloat and sailing.

Michael Scott

Anyone Monday-morning-quarterbacking about these people and their unfortunate situation should be shunned by fellow sailors. How about some Corinthian spirit and wishing them well? They've been through enough. (Delete the trolls!)  
Karrie Sutton Selakovic

It's not always trolls, but just sailors who think it couldn't happen to them for some reason.

Ian Patrick Hughes

Wow, I'm surprised that those guys would abandon her. Quite capable sailors and vessel. (I have not read [about the rescue]; where can I find it?; found it, thanks).

Denis Kennedy

Goes to show ya maybe you shouldn't comment till you know the whole story. Pretty easy to judge people when you weren't in their situation. Seriously, I think they did the right thing and so does the Coast Guard!

Jennifer Ihlen

It is hard to comment from outside, but to me it looks as if they underestimated the weather situation and had not prepared the boat for heavy seas (picture of loose items in the cabin, open companionway). On such long journeys, in my opinion, it is a must to carry either a drogue or a parachute anchor. In the video, you can see the boat taking waves either sideways or behind.

Luckily, we never had to deploy ours, even during a max wind in South Africa of 50 knots. *No fun!* I know the feeling of losing your steering, and, at the same time, an engine!

Ralph Gutzmer

Goes to prove, generally the vessel is stronger than the people.

Phil Walker

Anyone who's sailed the California, Oregon or Washington coasts knows it can be one of the roughest stretches of water that even circumnavigators might encounter. Glad they are safe and that the boat made it too!

Trent Watkins

1) If you are going to cross oceans, you have to expect that you will sooner or later find yourself in conditions where there is a very high chance that the boat will be knocked and pooped by a following wave.

2) You should have a hatchboard and hatch-cover locking mechanism installed and in use when sailing in such conditions so water doesn't flood down below when the inevitable happens.

3) Bail manually with a bucket like a madman when your bilge pumps get clogged because you were too stupid, inex-



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## LETTERS

perienced, unprepared, or lazy to do it in the first place and now your cabin is flooded.

4) It might be better to keep your liferaft down below so it doesn't get ripped off your deck, though this could be debatable.

5) If it's a well-found boat, it can probably handle the conditions better than you can hold out in them.

6) I'm sure there are more.

Peter Kacandes

We've been terrified and at risk in 60-knot winds . . . at a dock, let alone in high seas. While trying to save our boat in the middle of the night, the captain became hypothermic and had a finger crushed before the dock lines snapped. Totally understand how quickly a wonderful cruise turns life-threatening. Thank you heroes of the Coast Guard.

Carol Ann-David Faith

We saw the boat being towed in. Its hull is unscathed. Amazing luck. USCG were extremely professional in towing the boat. Evidently, there is no Vessel Assist in Fort Bragg, just the USCG. They have a tiny base and two surf boats. These ladies and gentlemen are life savers on the North Coast.

Kit Styckert

Is it too soon to honestly discuss the mistakes they made, based on their own report, so that others can learn from their travails? Asking for a friend.

Peter Kacandes

The crew are OK and that is the most important thing. It's very easy for folks who have no idea what it was like to comment later from the armchair.

SV Mist

*Latitude Nation — It's only natural to do a post-mortem following a disaster or accident at sea, and natural to ask yourself, "What would I have done?" More often than not, people from the safety of shore — or from the safety of social media — question the actions of sailors who were in the thick of it and making life-and-death decisions. And from those warm, dry perches, we can all list off what people should have done. They should have been more prepared for the weather, they should have had a drogue, they should have had better pumps, etc. It's easy to be a Monday-morning quarterback, an armchair sailor, and to assert that we would have done better.*

*We're not saying that some analysis isn't valuable — as sailors, we're always taking note of things that can go wrong at sea for our own education. What is seamanship if not a process of preparing yourself for a series of worst-case scenarios? Seamanship is about making mistakes, learning from them, and trying to mitigate future gaffes. (Joy Carey had originally said that after being knocked down and taking on water, their paperback books turned to pulp and completely blocked all bilge pumps. Needless to say, we may be wary of a large library of cheap books — and other items that might become flotsam if the boat is flooded — when preparing our boat for a long passage through rough waters.)*

*Analysis for the sake of self-enlightenment is important. Analysis for the sake of saying, "They screwed up. I would have stayed with the boat," is simply ridiculous.*

*We spoke with Joy Carey by phone while she and her husband Jim were in Fort Bragg cleaning Kalaerin and going through all of her systems. "I figured people would second-guess getting off the boat," Joy told us. "You sit there and say*

REIMAGINING

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## LETTERS

to yourself 'I would never get off.' I knew that would happen; some of the comments have been downright snarky, but I don't read that stuff. I refuse to read to all of the comments; that's the world we live in with the social media." Joy said she was told about statements saying she and Jim were too old, or said that they got too tired to handle the situation (the Careys are in their early 70s). "Jim is a career merchant marine. He's been in 100-mph winds and 50-ft seas off the Gulf of Alaska — and that's not an exaggeration. It wasn't a lack of knowledge." Joy said that she couldn't believe people "who were thousands of miles away" would make assertions about what she and Jim should have done.

We cannot imagine the heart-wrenching and spur-of-the-moment decision the Careys had to make. Joy reminded us that they originally wanted a dewatering pump, but the Coast Guard rescue swimmer quickly talked them into abandoning ship. Try to put yourself there: As a helicopter running precariously low on fuel hovers overhead, you have to make a decision about your life, your home of 17 years, your money, your memories and everything you own — the cornerstones of your existence and your existence itself — in less than five minutes. For all the social-media commentary out there about whether the couple should have left the boat, no one in the world could have possibly agonized over that choice more than the Careys themselves.

As much as we prepare, as much bad weather as we've seen, and as many times as we've sailed away from scary situations, the ocean can school us at any time. Some of you out there might have been through worse weather and come out smelling like a rose, but are you really prepared to tell someone else what they should or shouldn't have done?

We can all sit in front of our screens, see a picture of what looks like a well-found sailboat, and say to ourselves, "Well that boat looks fine. Why would they have abandoned it? I wouldn't have abandoned it." But actually being out there is a totally different story.

### NEW TO TOWN. WHERE TO SAIL?

My 23-year-old son has recently moved to Palo Alto to work at Tesla, and I've suggested he try to get involved in beer can racing. He has no boat and no club membership, but some sailing experience. Are you able to provide me with any info as to whom he might contact?

Jud Virtue

Jud — We've always said that beer cans are a great way to get connected to sailing anywhere. Your son can see all the Bay Area Beer Can series here: [www.issuu.com/latitude38/docs/yra2018/56](http://www.issuu.com/latitude38/docs/yra2018/56). We also hold two crew parties each year with the next one coming up on September 5 at Spaulding Marine Center in Sausalito. And let's not forget our Crew List, which can be found at [www.latitude38.com](http://www.latitude38.com) — just click on 'Crew List & Party'.

And finally, because your son is in the South Bay, we'd like to enthusiastically recommend the Sequoia Yacht Club in Redwood City. Sequoia is one of the most active clubs on the Peninsula and has a solid beer can series that's always looking to bring in new people. They're also a lot of fun to hang out with.

### SAILORS WEANING THEMSELVES OFF PLASTIC

Regarding the July 25 'Lectronic Latitude' ["Kudos"], you may already know this, but 11th Hour Racing was a pioneer in working to change the culture many years ago. They used as 'ambassadors' elite offshore, Olympic and AC sailors to work

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## LETTERS

with grand prix racing programs to eliminate the single-use water bottle. It was *very* slow going at first, but eventually they hit a tipping point and more Grand Prix racers than not had programs in place to eliminate the single-use water bottle — 11th Hour also set up sustainable racing programs for regattas and individual campaigns, such as the Vineyard Cup, Atlantic Cup, Land Rover BAR, etc; 11th Hour is funded by the Schmidt Family Foundation. Wendy Schmidt — one of the namesakes of the Schmidt Ocean Institute — is the power behind it.

These racers initially thought any departure from their model of 'hydration with the least amount of distraction from racing possible' model was sacrosanct. But, with highly successful and credible colleagues of theirs working with them and advising them on how to do this without compromising their competitiveness or enjoyment of racing, grand prix racers are among the biggest proponents of green alternatives to the single-use bottles.

Locally, there's a relatively grassroots partnership: [www.11thhourracing.org/projects/j24-team-11th-hour-racing](http://www.11thhourracing.org/projects/j24-team-11th-hour-racing), which is headed by two perennial leaders in the J/24 class, Tim Healy and John Mollicone. Finally, on the non-racing, not-for-profit program side, they grant money to a ton of environmental cleanup and education programs.

Even without partnership, all the boats with which I've been associated follow the basic premises of keeping single-use plastic to a minimum and preventing any debris from entering the water column while racing. They are the J/111 *Double Digit* from South Beach Harbor, the J/24 *Rail to Rail* from Berkeley, and the IOD *Cedric* from Berkeley. These protocols were all inspired by 11th Hour.

Rich Jepsen  
Alameda

### ↑↓ SAVING THE WORLD ONE COCKTAIL AT A TIME

I was at the Richmond Yacht Club recently and noticed that they have switched over to paper drink straws — they seem to be decent enough quality to last through a full cocktail.

Sean Reynolds  
Planet Latitude

Rich — Thanks for pointing out the important work done by 11th Hour Racing, who, with their Vestas/11th Hour Racing



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**Paper straws at Corinthian Yacht Club in Tiburon.**

campaign, worked with a company called Bluewater during the Volvo Ocean Race stop in Cape Town, South Africa, last year. Bluewater offered almost 8,500 gallons of drinking water with "no impact on municipal

water supply," and "500,000 plastic bottles avoided during the stopover," according to a Facebook post. (It should also be noted that the 2013 America's Cup in San Francisco banned the dreaded single use water bottles).

Locally, Richmond Yacht Club is doing great work leading the way with small (but deeply impactful) measures such as paper straws and water fountains where you can refill reus-



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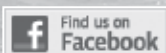
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## LETTERS

able water bottles.

Sean — We agree, paper straws are "decent enough," and get the job done. You just have to drink your drink kinda fast.

### ↑↓ A FEW MORE LETTERS ABOUT CLIMATE CHANGE

Seriously? There are sailors who still think climate change, more appropriately called climate crisis, may not be happening, and that it doesn't pose a threat to organized human life? Wow, this must be a reflection of the power of our corporate media to distract and misinform.

Just two days ago it was reported that Antarctica is melting at a rate three times faster than a decade ago. Greenland lost an estimated one trillion tons of ice between 2011 and 2014. Both of these contributors to sea-level rise are just one aspect of a much bigger phenomenon.

Sea-level rise might not seem like much of an issue to those living in the Bay Area, but if you were one of the millions who live in the low-lying areas of Bangladesh, you'd be a lot more concerned. Think global conflicts and mass human migrations are a problem now? Just wait until low-lying areas around the world start to become inundated.

Here's what Noam Chomsky had to say on the issue a year and a half ago: "As for climate change, it's by now widely accepted by the scientific community that we have entered a new geological era, the Anthropocene, in which the Earth's climate is being radically modified by human action, creating a very different planet — one that may not be able to sustain organized human life in anything like a form we would want to tolerate. There is good reason to believe that we have already entered the Sixth Extinction, a period of destruction of species on a massive scale, comparable to the Fifth Extinction 65 million years ago, when three-quarters of the species on earth were destroyed, apparently by a huge asteroid. Atmospheric CO2 is rising at a rate unprecedented in the geological record since 55 million years ago. There is concern — to quote a statement by 150 distinguished scientists — that 'global warming, amplified by feedbacks from polar ice melt, methane release from permafrost, and extensive fires, may become irreversible,' with catastrophic consequences for life on Earth, humans included — and not in the distant future."

It is an astonishing fact about the current era that in the most powerful country in world history, with a high level of education and privilege, one of the two political parties virtually denies the well-established facts about anthropogenic climate change. In the Primary debates for the 2016 election, every single Republican candidate was a climate-change denier, with one exception, John Kasich — the "rational moderate" — who said it may be happening but we shouldn't do anything about it. For a long time, the media have downplayed the issue. The euphoric reports on US fossil fuel production, energy independence and so on, rarely even mention the fact that these triumphs accelerate the race to disaster.

The US is to an unusual extent a business-run society, where short-term concerns of profit and market share displace rational planning. The US is also unusual in the enormous scale of religious fundamentalism; the impact on our understanding of the world is extraordinary. In national polls, almost half of those surveyed have reported that they believe that God created humans in their present form 10,000 years ago, and that man shares no common ancestor with the ape.

It's concerning that there are so many who have doubts about something that should be headline news every day. But then that's the power of what former *Guardian* journalist Jonathan Cook calls the Great Western Narrative, which



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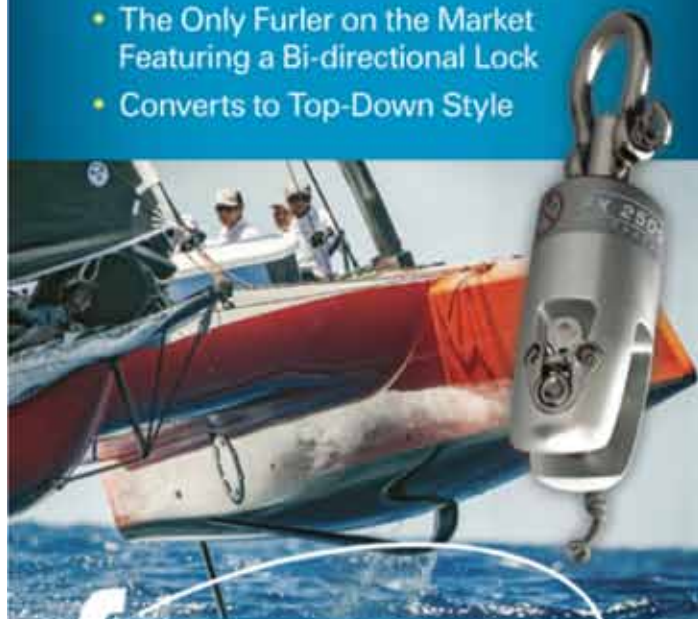


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## LETTERS

has been developed and refined over centuries to preserve a tiny elite's privileges and expand its power and ability to accumulate wealth.

As Cook concludes in a recent blog piece: "Our planet and our children's futures depend on us liberating ourselves, seeing the ghosts in the machine for what they truly are. We have to begin rebuilding our societies on the basis that we share a common humanity. That other humans are not our enemies, only those who wish to enslave us to their power."

J. Vincent  
Saltana, Robb 35  
San Francisco

### ⇕ MY GUT FEELING AND EXPERIENCE TELLS ME . . .

It's called *experience*.

In the 1970s the scientists, geologists, economists and other experts told us that all the oil and gasoline would already be gone . . . *today*. That prediction proved to be spectacularly wrong. I give climate change about an 80% chance of being what the "mainstream" scientists and experts say it is. Based on experience.

Matt Nelson  
Southern California

### ⇕ CLIMATE CHANGE IS NOT A NEW CONCEPT

The greenhouse effect was first discovered by Joseph Fourier almost 200 years ago when he found that the Earth was substantially warmer than it should be based on solar radiation. John Tyndale discovered the role of carbon dioxide and water vapor some years later, and, around 1890, Svante Arrhenius calculated that doubling carbon dioxide in the atmosphere would raise temperatures by about 7 to 9 degrees Fahrenheit, which he thought was a good idea, being in Sweden.

This goes back a long way.

You can look at a spectral plot of incoming and outgoing energy and it is immediately clear what is going on, since the energy has to balance and this occurs by raising the temperature of the Earth till it does.

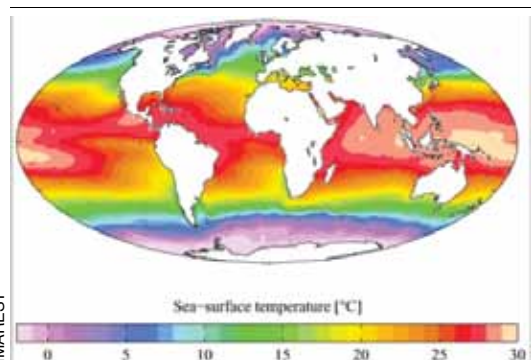
As to human action, a couple of examples are worth noting:

I was underway in Duluth/Superior Harbor last summer and passed astern of the *Paul R. Tregurtha*, the largest bulk carrier [bulk carrier freighter] on the lakes. She was loaded to her marks with 63,000 long tons of coal bound for a power plant in Indiana where it would be burned in 18 hours. (She was one of several ships on a five-day rotation.)

Most recent data is that the world burned enough coal

in a year to cover Central Park in New York City almost a mile deep.

Each human's action on the environment may be small, but there are an awful lot of us. However, in addition to decarbon-



"Sea surface temperatures increased during the 20th century, and continues to rise," according to the EPA. "From 1901 through 2015, temperatures rose at an average rate of 0.13°F per decade."



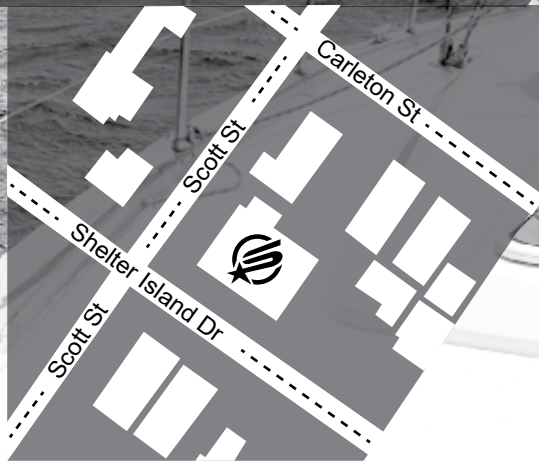
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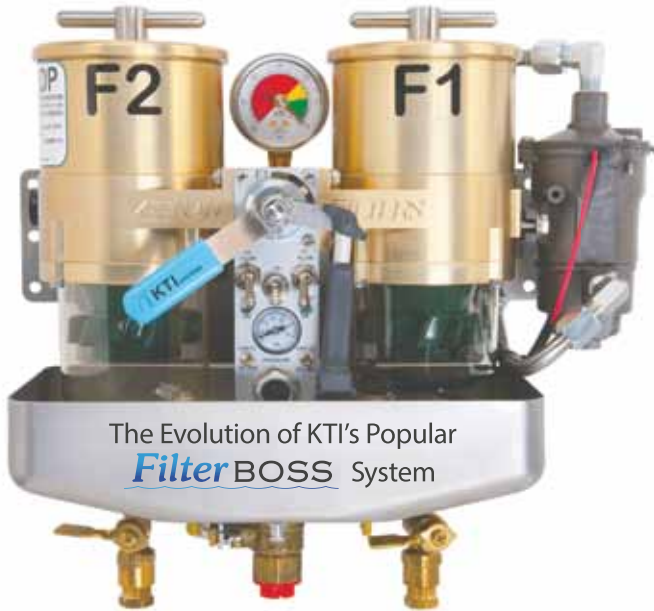
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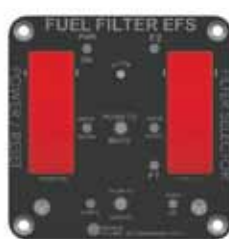
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## LETTERS

izing energy, it is possible that there are ways to use the oceans that may safely sequester carbon as another part of the solution. For California, one way is to restore kelp forests (via sea otter restoration). You can donate to this effort on your state income tax. It's something you otter do.

Chris Barry  
Planet Earth

### ↑↓ HIT THE TEXTBOOKS

If you don't think the climate is changing you either need to take a physics class or go back to your textbooks. I remember learning about the greenhouse effect *40 years ago* in physics 101. The concepts we learned then are coming home to roost aggressively, and there are too many people who are ignorant of the facts that CO2 levels are at an all-time high, and this is thanks to fossil-fuel consumption.

These people are getting in the way of the meaningful change we need in order to save the planet, not for us, but for our kids and grandkids. Ask yourself: What if you are wrong on your position about climate change? If it's not true and we do something, we might just make the Earth a better place. If it is true and we do nothing then our fate is sadly sealed.

Scientifically yours,

Mark Helm  
Nalani, Beneteau 373  
Shelter Island, San Diego

*Mark and Chris — Thanks for pointing out that the concept of global warming is nothing new.*

*The New York Times Magazine just ran a piece titled: The Decade We Almost Stopped Climate Change. As early as 1979, there were the workings of a global treaty to curb carbon emissions. The idea began to gel at the "first World Climate Conference in Geneva, when scientists from 50 nations agreed unanimously that it was 'urgently necessary' to act," wrote George Steinmetz. "Ten years later, the first major diplomatic meeting to approve the framework for a binding treaty was called in the Netherlands. Delegates from more than 60 nations attended. Among scientists and world leaders, the sentiment was unanimous: Action had to be taken, and the United States would need to lead. It didn't."*

*Steinmetz went on to say that the main scientific questions about global warming were understood in 1979, and had been "settled beyond debate, and as the 1980s began, attention turned from diagnosis of the problem to refinement of the predicted consequences. Compared with string theory and genetic engineering, the 'greenhouse effect' — a metaphor dating to the early 1900s — was ancient history, described in any Introduction to Biology textbook. Nor was the basic science especially complicated. It could be reduced to a simple axiom: The more carbon dioxide in the atmosphere, the warmer the planet."*

### ↑↓ GET OVER IT?

Climate change happens. Man is not a significant factor. We are a zit on the butt of the Earth. *Get over it!*

Steve Bondelid  
Flexible Flyer, Dragonfly 1000  
Whidbey Island, WA

*Steve — We couldn't disagree more.*

*Existentially, sure, humankind occupies a tiny sliver of the universe, and, depending on your philosophy, humanity's significance in that universe is debatable. And yes, in a trillion trillion trillion years, as the universe continues to expand*



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## LETTERS

and ultimately cools and loses energy, it will lose the ability to create stars or planets, and all existence will likely come to an end. Great news, right? Life is meaningless! So let's drink a case of single-use plastic water bottles and feed them to baby seals, right?

Yes, we are a blip, a flash, a zit, but that certainly doesn't mean we don't have an impact, right now, on the planet we occupy. Just look at marine pollution. In 2001, we sailed from Hawaii to California following that year's Transpac, where we experienced nearly three days of trash in the water around us. No, it was not a "floating island," the way that the Great Pacific Garbage Patch has been described by some, but it was steady and unrelenting, and that was nearly 20 years ago.

Humankind's impact on this world can be seen right now. It is tangible, at times ugly and brutal, and it matters to us now, and to those who will come after us.



*This video — shot in Santo Domingo, the Dominican Republic — went viral on the Internet. We can debate the finer points of carbon sequestration and Milankovitch cycles, but ultimately, we still believe that the expert consensus on climate change is overwhelming. But regardless of your views, we hope this image makes it clear that humanity can and does at times have a negative impact on the environment.*

### ↑↓ CAN WE AFFORD TO BE DENIERS?

I believe the data that says the climate is warming and I believe man is causing it. And I believe this will have large and sometimes devastating effects on some of our delicate ecosystems.

I understand that scientists can have a valid hypothesis that the weather and climate data might not necessarily lead to the conclusion that the atmosphere is warming due to man's activity. Science says we should never jump to conclusions. And scientists should not advocate, or at least, if they are going to advocate, they should announce that they are switching out of science mode and into advocacy mode.

Science works on hypotheses and works to prove the hypotheses, and is ongoing. In our world of news stories that come alive quickly and get replaced quickly, answers and closure are mistaken for being "smart."

Climate change either is or isn't — right now. But science and furthering understanding take patience. One bit of data (from NASA) that, to me, seems quite compelling, is that the CO2 level in the atmosphere is 25% higher (that's a lot!) than it has been in 400,000 years. Almost all scientists agree on this data, and the effects that higher CO2 could have on atmospheric and ocean temperatures. (Yes, I did say "could have.") The effect that these higher temperatures have on all





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## LETTERS

the extremely complex ecosystems on the planet is a much more complicated issue and can be debated for a long time.

But some things are sobering. Hypothesis: Higher atmospheric CO<sub>2</sub> and higher ocean temperatures will lead to high acid levels in the ocean, which can be devastating to ecosystems. Measured results: higher ocean acidity in many locations and some devastated ecosystems. Data supports the hypotheses.

Can we afford to deny the possibility when, by the time enough evidence is collected to convince everyone, it may be too late to reverse the effects?

Tony Hoff  
Kuewa, Islander 44  
San Rafael

### ↑↓ RESPONSE TO A RESPONSE

In response to "Anonymous" in the August issue's *Letters*:

Sure, climate has changed before, ice caps have melted in the past. You'd better tell the 50,000 or so climate scientists, since they didn't know that (sarcasm). I doubt you know much about how the climate changed in the past. Let me enlighten you:

Saying that the climate has changed before tells us *zero* about whether humans are now warming the planet. That is just a nonsense denier sound bite, promoted to fool people. Guess what was a major player in ending every glacial period: *carbon dioxide*. Glacial periods come and go when Milankovitch cycles trigger those changes in climate (changes in Earth's orbit and the angle of the Earth's axial tilt with respect to the orbital plane — the obliquity of the ecliptic).

But those Milankovitch cycles are not strong enough to melt ice sheets and warm the world to interglacial conditions on their own. Feedbacks that kick in after the initial warming are what do most of the warming. And CO<sub>2</sub> is a major player as a feedback. But now humans are directly pumping CO<sub>2</sub> into the atmosphere at the rate of 34 billion tons a year. So CO<sub>2</sub> is acting as a climate forcing, not a feedback. That CO<sub>2</sub> warms the atmosphere and how it does it have been known since 1859. There is no question about that.

It's been estimated that human emissions of CO<sub>2</sub> and other greenhouse gases are nearly three times as strong as radiative climate forcing, as those Milankovitch cycles. According to the Shakun et al data, approximately 7% of the overall glacial-interglacial global temperature increase occurred before the CO<sub>2</sub> rise, whereas 93% of the global warming followed the CO<sub>2</sub> increase.

As soon as a denier brings up Al Gore, rest assured they know next to nothing about the science, which is 150 years old. Al Gore did not invent it. And he has nothing to do with the research agreed on by virtually every major professional science organization in the world and every major university in the world. *At least* 97% of climate scientists agree on Anthropogenic Global Warming (AGW), despite the lies deniers tell about that. Here are some observed fingerprints of AGW:

- Rising tropopause
- Less oxygen in the atmosphere
- Nights warming faster than days
- Shrinking thermosphere
- Cooling stratosphere
- More fossil-fuel carbon in corals (carbon isotopes)
- Less heat escaping to space
- More heat returning to Earth

Those are all fingerprints of enhanced greenhouse effect and *not* of any natural climate forcing. If it were the sun, both the troposphere and the stratosphere would warm, days

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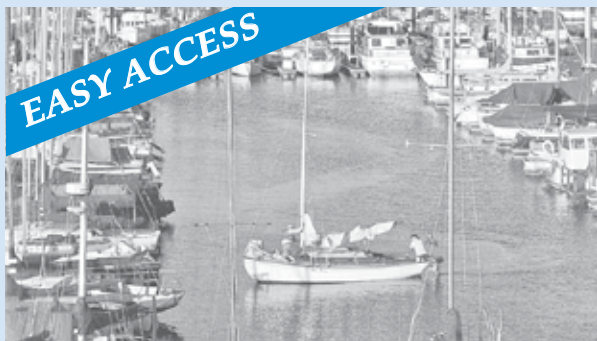
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## LETTERS

would warm more than nights, and tropical areas would warm more than the poles. All the opposite of what is observed. The Milankovitch cycles would have the planet cooling slowly.

Richard Mercer  
Mage Wind, Pearson Triton  
San Rafael

*Readers — As sailors we're conservative by nature. We tend to reef early, check the weather forecast before setting sail, and monitor gauges to conserve the limited water, fuel and amp hours in our storage systems. We tend to go slower the first time we enter a new harbor, and respect the knowledge shared by those with more sea miles than ourselves. Doesn't every sailor love the moment they shut off the engine or the days they never have to run it at all? Can you imagine the global 'aaaaaah' moment when all the smokestacks and exhaust pipes go quiet and the planet is powered by silent, clean, renewable energy?*

*As we sail through space into an unknown future on our tiny planet Earth with its growing crew of seven billion, we believe the lessons of sailing will serve us all well.*

*By coincidence, this month San Francisco will host the Global Action Climate Summit from September 12-14. Learn more at [www.globalclimateactionsummit.org](http://www.globalclimateactionsummit.org).*

### ↑↓ BRING YOUR WALLET TO AQUATIC PARK

I just wanted to give SF Bay sailors a heads-up that the \$10 fee for overnight anchoring at Aquatic Cove has gone into effect. That probably explains why I was the only visiting boat on a July Saturday night.

If you look at their reservation site ([www.recreation.gov/campsiteDetails.do](http://www.recreation.gov/campsiteDetails.do)), it appears that you are supposed to anchor in specific reserved spots (much like a campsite). Good luck enforcing that, especially during Fleet Week. So now that the park is getting anchoring fees, why not give us a dinghy dock or a safe/secure beach area to use dawn to dusk?

Dave Biggs  
Runnin' Late, Cal 35  
Coyote Point Marina, San Mateo



LATITUDE / TIM

*Aquatic Park has long been a hidden-in-plain-sight gem for cruisers. After years of offering a free anchorage permit, it now costs \$10. The permit can be purchased either online or at the Hyde Street Pier ticket booth during park business hours between 9:30 a.m. and 4:30 p.m.*

### ↑↓ WHAT'S YOUR FAVORITE DISASTER-AT-SEA MOVIE?

*All Is Lost* is my favorite disaster-at-sea movie — but for an unusual, probably unique reason.

The boat in the movie was the same model Cal 39 that I singlehanded to Hawaii in 1980. Luckily, I never hit a container. But there were a couple of 'moments': Once when I



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## LETTERS

was motoring at a little over six knots, lost steering, and hit a stationary object (rock rip-rap), and once when I was relying on my reverse gear to stop my forward 6-knot wind-powered motion and hit a dock.

In neither instance was there any damage to the boat. The angle of the bow is such that in a collision with a stationary object at or near the waterline, the boat will ride over the object (until stopped by the steel keel). For the Cal 39 in *All Is Lost* to have been damaged by the container, it would have to have been just the right (wrong?) circumstances of the bow dropping from a wave at the same time that the container was rising. Cal 39s are overbuilt — they'd have to be to have lived through 37 years of me.

Sam Crabtree  
*Catch The Wind*, Cal 39  
(I sold the boat in 2015)  
Livingston, TX

### ⇅ **ABOUT ADRIFT**

*Adrift* was one of the best sea disaster films I have seen. The reality and intensity of the storm was well portrayed without too much computer-generated imagery. It was a personal film with a surreal outcome — and a true story! I recommend viewing this film for all lovers and adventurers of the sea.

Rick Whiting  
*Hope Floats*, floating home  
Sausalito

### ⇅ **A BIT OF TRIVIA ABOUT ADRIFT**

A bit of trivia for you: *Rhapsody* has a bit part in *Adrift*; there is an impromptu race and she is the blue-hulled ketch they happen to meet somewhere.

*Rhapsody* is a Herreshoff Nereia ketch. We were in the 2012 Baja Ha-Ha and the 2014 Puddle Jump. The movie was shot in Fiji, but we haven't seen it.

Alan and Laura Dwan  
*Rhapsody*, Herreshoff Nereia ketch  
Currently in Fiji; about to return to California

### ⇅ **AND ANOTHER BIT . . .**

I haven't seen this movie yet but I thought you might like to know that *Hazana* — the boat in the original story — is still in the Ala Wai yacht harbor in Honolulu! She is a Hallberg-Rassy 44 and has been totally restored.

Glenn Shinn  
*Grendel*, Moore 24  
Santa Cruz

### ⇅ **WELL, HOW ABOUT MY FAVORITE DISASTER BOOK?**

I know you were asking for opinions about movies, but I'm reminded about one of my favorite sailing books: *Capsized: The True Story of Four Men Adrift for 119 Days*. I was first attracted to it because I own a trimaran, but what makes the book great is that it's not so much about four men lost at sea on an overturned trimaran as it is about the people themselves, and how they interact with each other and their situation. They could have been trapped on an island and it would have been just as good a book.

People often say it is the plot that makes a good book or movie. However, if you don't care about the characters, you don't care what happens to them. *Capsized* made me care about the characters.

Bruce Balan  
*Migration*, Cross 46 Trimaran  
Currently in SoCal

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LETTERS

AND ANOTHER BOOK . . .

My wife and I have always loved Almost Too Late: The True Story of a Father and His Three Children Shipwrecked Off the Coast of Wintry Alaska. (It makes us feel cold whenever we re-read it!) There's also Four Against the Arctic: Shipwrecked for Six Years at the Top of the World. The book is spellbinding.

My all-time favorite survival-at-sea story is that of Ernest Shackleton's failed Trans-Antarctic Expedition. Caroline Alexander's Endurance is perhaps the best treatment. Unequaled!

Paul Brogger Tenino, WA

THE NEW AMERICA'S CUP PROTOTYPE UNDERWHELMS OUR READERS

It's a monohull, but that hull will not be in the water much. Foiling is everywhere, so the most athletic of us can take the next step in technical development.

How many crew are needed to sail these water bugs? Will they have leg-actuated grinders? I thought the goal was to develop a one design that could be built and re-used in future Cups. I have mixed emotions to say the least. At the very least they should extend the entry deadline unless it is a done deal. The Louis Vuitton Cup used to be as entertaining as the final regatta — maybe more so. The team racing in the Red Bull Youth America's Cup was maybe the best of all.

Charles L. Cunningham San Saggio, Catalina 400 Brisbane

MORE THAN SPEED

The AC75 looks like an ugly insect. The America's Cup should be about more than speed.

Mark Wheelers Dorothy, Cheoy Lee Currently lying La Paz, BCS, Mexico



HARRY AITCHISON

No, this is not an image from a BBC documentary on insects. This is apparently a "sailboat," and the future, for now, of the America's Cup. This INEOS Team UK prototype has been called an AC36, and is a modified Quant 28 that Sir Ben Ainslie's team has been test-driving.

WHAT KIND OF BOW WILL THESE THINGS HAVE?

I will say it again. These boats will have scow bows. It's the only thing that makes sense.

Barry Spanier Cornelia, Westsail 42 Lahaina, HI

SCHAEFER LEGENDARY STRENGTH advertisement featuring a sailboat, a video gallery thumbnail, and technical details about the articulating mast track.



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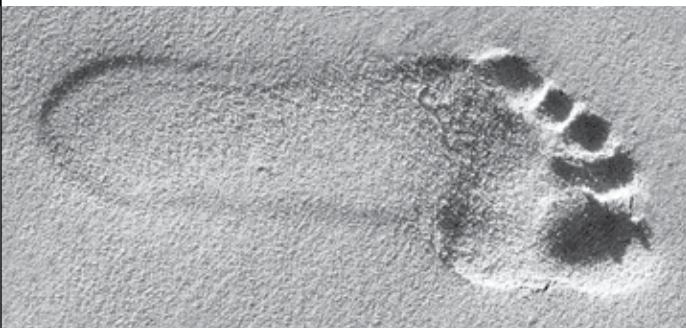
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## LETTERS

### ↑↓ WILL IT TRICKLE DOWN?

I crew for a variety of skippers in boats 30- to 50-ft in length, both one design and PHRF.

I like the technological advancements that America's Cup competition brings. I do wonder if foiling is something that will trickle down to the weekend racer or cruiser.

Doug Phillipson  
San Diego

### ↑↓ JUST BRING BACK THE Js

In my opinion, the 'boats' coming up and the ones in the last AC are toys. Hydraulics, pedalers instead of crew, no bowmen, no halyard and sheet tenders, no real sails or sailors except the captain and navigator, etc. They're fast, foiling, maybe occasionally exciting, short-course spectator-friendly toys.

This 76-year-old mossback wants to bring back the magnificent Js! And why not? They are real racing sailboats — from the restored originals to the new ones — with an active class association, regular racing, and a tangible link to over 100 years of AC racing to today and into the future. The Js are spectacular to watch, with real crews doing real sailing, and they're actually capable of sailing to the races on their own bottoms if they need to. They're no more expensive than designing, building and testing the new toys — and the list goes on.



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No transition such as this is

easy, but we know the AC has been fought for as much in the courthouse as on the race course throughout its history. And the Js are already actively racing — against each other and in open races. New ones are being designed and built regularly, and millions of sailors all over the world can identify with boats that look like theirs and use essentially the same strategies and tactics they do on the race course. It's time.

Jerry B. Shell  
Planet Earth

### ↑↓ HIT THE BRAKES ON THE CAPTION CONTEST(!)

It seems to me that this subject for a caption contest is inappropriate. I'm looking at the picture of a boat hard aground, at least in serious jeopardy, possibly a total loss. If it were my boat, this would be a really big problem. Making a joke out of it is in poor taste. Laughing at another person's problems seems mean-spirited. I hope that we can all do better. Yes, I



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## LETTERS

do have a sense of humor; this just doesn't seem right.

Scotty Correa-Mickel  
Rosa Nautica, Catalina 400  
Santa Cruz

Scotty — You bring up a fair point with this month's Caption Contest(!) (in Loose Lips on page 60), but we don't feel as if we're laughing at anyone's problems, or being mean-spirited.

We've never tried to "define" the World Famous Latitude Caption Contest(!) but in the year-ish that we've been doing it, the picture has typically been something a little wacky, and with some degree of calamity, be it torn sails, Persons Overboard, collision situations, etc. We're not trying to make fun of anyone's misfortune, especially because if anyone is likely to run aground, blow up a spinnaker, take a knockdown, or fall off the boat, it would probably be us.

And people love to come up with captions. We have been overwhelmed with the responses. It seems to bring out people's creativity, tapping into the breadth of their own sailing mishaps, knowledge and movie quotes.

One of the most common captions for this month's contest was "If you haven't run aground, you haven't been around," and "Oops." Of the more than 200 entries this month, no one disparaged the owner of the vessel. (One person did note the fender still hanging over the side as an indicator of skill level, a topic that we discussed at length last month.)

We certainly hope that if the owner of this vessel had happened to see this picture, they would not have taken offense, and would have offered up a good caption!

### ⇕ WEST COAST CIRCUMNAVIGATORS

I recently completed a circumnavigation spanning 18 months on my Little Harbor 51 named *3/4 Time*. I departed from and returned to Norfolk, VA, singlehanded the majority of the voyage, but do not qualify for as a singlehander since I had another individual onboard for three legs.

On my return, as a reader of your magazine, I felt it logical that my voyage be included in your list of circumnavigators, but then noted the stated focus of your website is to only include West Coast sailors. On viewing your list (366 entries), I see 50 listed from locations other than the West Coast, including several international sailors as well.

Since a circumnavigation is a unique accomplishment, I think there's value in establishing a common site to note the accomplishment (could that be *Latitude 38?*), but also appreciate the level of effort for anyone trying to become 'the' authority on the topic. It's not reasonable that you devote the time to validate every submittal, nor is it reasonable that you research all prior circumnavigators back to the days of Magellan. I only suggest that entries be accepted regardless of the point of origin.

My question is whether I qualify for entry in your list (since it already contains non-West Coast sailors). If so, please add me. I'd like to think that, with the international coverage your magazine currently enjoys, you would accept entries from other than the West Coast circumnavigators.

John Bouma  
*3/4 Time*, Little Harbor 51  
Chesapeake, VA

John — First off, congratulations! We salute your accomplishment! Unfortunately, the only acknowledgment of it by *Latitude* will likely be right here, right now.

Then again, maybe not.

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## LETTERS

*cumnavigators' List back in the early 2000s, it was one of those fun brainstorming sessions where everyone in the office started throwing out names of boats and people. After the initial furor and a rough list, we realized there would have to be some parameters. So as stated back then — and now: "This list is meant to note boats or people who have 1) left from and returned to US West Coast ports or Hawaii on their circumnavigations; or 2) West Coast or Hawaii-based sailors who have done circumnavigations starting and ending in non-West Coast ports.*

*And races count. So although the round-the-world races that Paul Cayard, John Kostecki and Bruce Schwab participated in did not start or end on the West Coast (or even in the US), those gentlemen were residents of the West Coast at the time, which qualifies them for inclusion.*

*Have we bent the rules? Absolutely. For example, Harry Heckel didn't leave from a West Coast port, nor was he, technically, a "West Coaster." He was born in California but spent his career in New York and lived out his final years in Virginia. But at age 89, he became the oldest circumnavigator, ever. We figured that was worth honorary mention.*

*While most rules are bendable — especially those we make up ourselves — not all are made to be broken. While we acknowledge the amazing achievement that any circumnavigation most certainly is, including everyone from everywhere would simply be unmanageable. Even if we didn't start from the beginning, with the ragtag remains of Magellan's fleet that limped back into Spain in 1522 — where and when would you start? Cook? Slocum? Chichester?*

*There are lists and clubs that celebrate all circumnavigations. Some have pretty stringent rules — according to Guinness, for a shot at a record, a circumnavigation must include reaching at least two antipodean spots (spots opposite each other on the globe), and exceed the circumference of the Earth at the equator (24,900 miles). In our list, as long as you're on a sailboat, we don't care if you do the 'manly' thing around the Great Capes; opt for the comparatively easier, shorter route through the canals; or take two years or 20 to get it done. But we do care that you either start and end at some West Coast or Hawaiian port, or that you yourself are from the West Coast. Unless you're older than 89.*

*After all this, we've decided to start adding names of other circumnavigators under 'Congratulations to Other Circumnavigators' when time allows. You and Magellan are the first ones on it. PS: You can see our current West Coast Circumnavigators' List at [www.latitude38.com/features/circumnavigators.html](http://www.latitude38.com/features/circumnavigators.html).*

### ⇕ WE'RE A SAILBOAT . . . TOO?

On Saturday, July 21, I was teaching ASA Basic Keelboat, out of Tradewinds Sailing School in the inner harbor basin of Richmond Harbor. We were close-hauled on port tack heading for Ford Point. A sailboat, with no sails up, was motoring out at about 5 knots; it was at about 45 degrees off the starboard bow with steady bearing and decreasing range.

When it got to about 200 yards and did not change course or speed, I gave it five short blasts. No response. When it was about 50 yards out, I yelled, "We are sailing." The skipper replied: "We are a sailboat too," and turned sharply to port (toward my boat) and passed astern. I wish I had taken a photo or gotten the name. The moral of the story is: Assume the other boat does not know the Rules of the Road. The three students on my boat learned a valuable lesson. My thanks to the other boat for the demonstration of what not to do.

Capt. David Hammer  
*Hammer Time*, Catalina 42  
Marina Bay, Richmond

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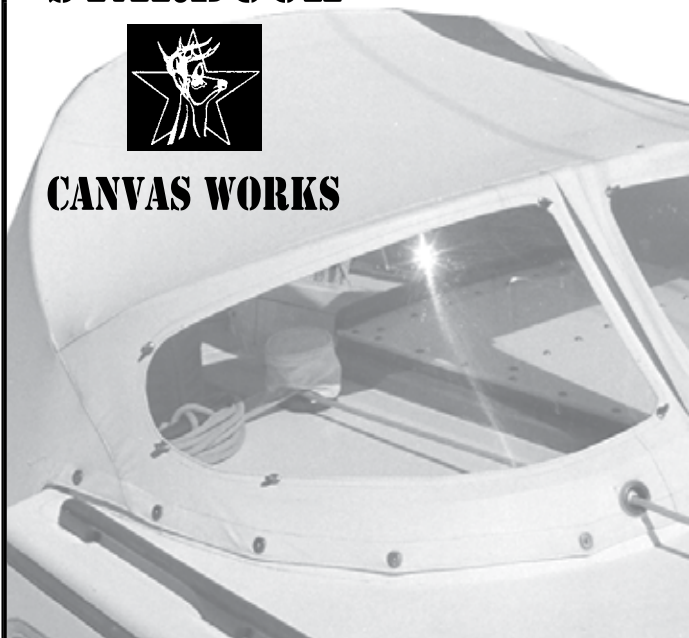
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## LETTERS

### ⇅ A TRUE FENDER BENDER

I enjoyed all the letters about sloppy boaters leaving their fenders over the side while underway. While this is almost universally considered gauche, it is mostly an aesthetic preference. A true nautical faux pas that actually is likely to result in damage is securing fenders to the lifelines or stanchions. That causes unnecessary and constant wear on the lifelines and can apply significant torque to the stanchions.

For years, we made the mistake of tying fenders to the lifelines, and now we have stretched and prematurely worn lifelines on one side and two stanchions that have broken at the base, needing expensive repairs. We've learned that this is a reckless use of important safety equipment. The best option is to purchase a couple of mid-rail cleats for your track or toe rail and secure fenders to hardware intended to support frequent loads. If you must tie onto a stanchion, do so as close to the deck as possible to prevent excess torque. We also stow our fenders before leaving the slip, because backing out is when we've observed the largest forces pulling on fender lines.

Anonymous  
Catalina 34  
San Francisco

### ⇅ COURSE CORRECTIONS REDUX

With reference to the Tanker vs. Sailboat situation recently discussed in *Latitude 38*:

As a pleasure sailor and commercial captain, I can't help but notice one glaring Rule of the Road that pleasure boat sailors (both cruisers and racers) consistently forget to learn. Rule 10 Traffic Separation Schemes, Subparagraph (j). "A vessel of less than 20 meters (any boat whether pleasure or commercial that's less than 65 feet) or a sailing vessel (of any size) shall not impede the safe passage of a power-driven vessel following a traffic lane." (Quoted from an older 1998 copy of the rules, because my current revised copy is on my schooner).

What that rule means to a commercial mariner is simply that *all small boats under 65 feet have no right of way. None whatsoever.* In their minds, the Rules (COLREGS) only apply to vessels over 20 meters, and everyone else is required by those rules to simply stay out of their way.

So, most readers of *Latitude 38* who don't own boats over 65 feet simply *have no right of way* when inside the traffic separation schemes. And those schemes extend from the high seas through the Golden Gate and clear up to Alcatraz Island. Consequently, most races on the Bay occur right in the separation schemes, which are shown on the official charts, but seriously, what pleasure boater looks at a chart these days? Unfortunately, many 'cartoon' chartplotters also do not show the traffic separation schemes very well.

Finally, to avoid the Tanker vs. Sailboat situation, it is prudent when operating in the vicinity of a traffic scheme to monitor the Vessel Traffic Service (VTS) channel (VHF 14 inside the Bay and channel 12 outside the Sea Buoy). The commercial vessels are legally required to report in to VTS as they round each point, and you will have plenty of notice that the big ships are coming your way.

The commercial vessel will be saying, "I am passing Mile Rock," or "I am passing Harding Rock," etc. There are VHF radios available that can monitor up to three channels at once. Further, it is a good idea to monitor VHF 16, 14 and 13 inside the Bay (commercial operators use 13 to talk to each other).

When you are in a traffic separation scheme the tanker

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## LETTERS

skipper may try to contact you on channel 13, but he will most likely not try to contact you on channel 16.

Capt. Alan Hugenot  
Schooner *Sea Raven*  
San Francisco Bay

### ⇕ CORRECTING THE COURSE CORRECTIONS

Gaah! You just keep making it worse . . .

John Tebbetts replied [in last month's *Letters*] with a somewhat lengthy explanation about why your actions [described in a May 16 *Lectronic*] when sailing may have been wrong. And you replied: "It's a busy Bay and the 'tonnage rule' suggests we defer to ships and ship captains."

There is no tonnage rule.

There are official Navigation Rules, which do indeed govern who gives way and when. It is not a suggestion, nor is it a matter of deference.

Simply stated, the entire Bay has been designated as restricted waters, meaning large vessels are constrained by their draft and/or restricted in their ability to maneuver. This means if you are in a small sailboat, no matter which direction or tack, you are the give-way vessel and need to keep out of their way.

If you sail by the mythical tonnage rule, and think "He's bigger than me, I better get out of the way," you may actually be making things worse. If you are in fact the stand-on vessel in a crossing situation, it is your responsibility to maintain your course and speed. If the bigger guy is supposed to avoid you, and you drive a course like wet spaghetti, you may end up causing the collision!

I'm currently driving a superyacht in congested waters, but am not restricted by my draft or ability to maneuver, so often find myself avoiding Lasers, J/24s, and scores of other small sailboats.

I would encourage you to read the Navigation Rules book, which is probably already on your boat. Or you can click around a well laid-out, hyperlinked version posted by the Coast Guard here: [www.navcen.uscg.gov/?pageName=NavRulesAmalgamated](http://www.navcen.uscg.gov/?pageName=NavRulesAmalgamated).

Rant over.

David Kory  
Ambassador, Beneteau 51.5  
Richmond

David — Good to hear from you. You are correct that we went ahead and muddied the waters again by suggesting there was an actual 'tonnage rule' when, as you point out, no such rule exists. We were again playing it a little loose with the language. Driving on the right in England under the 'American Tourist Rule' could be a lighthearted comment with disastrous results.

All sailors' knowing and following the Rules of the Road will maximize the fun, and minimize the stress and danger. Thanks for the clarification, and hope to see you soon.

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](mailto: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.



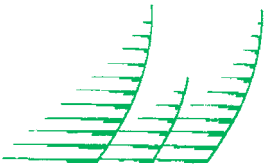
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## LOOSE LIPS

And the winner for this month's Caption Contest(!) is:



LATITUDE / CHRIS

Here we see the adult keelboat laying her eggs in the sand. Next spring, a new fleet of Optis will emerge, make their way to the ocean, and set sail. — Mark Bettis

"When Dave decided to save money on haulout fees, he wasn't kidding!" — Gary Green

"We don't need no stinkin' GPS — we go to Google Maps." — Betty J. Wieland

"By dry-sailing her, we have a lot less electrolysis." — Brian Richards

"Well," said the yard master to the job applicant, 'Looks like you flunked the Travellift test.' — Ron Harben

"Are you sure this is how Lynn Pardey says they clean their bottom?" — Lew Sacks

"Luckily, they remembered to put the fenders out." — Kent Carter

"Ever since they legalized pot it's been hard to find a reliable hoist operator!" — Dan Baker

"OK. One more time. Port is *that* way. Starboard is *this* way." — Ray Tostado

"Don't worry. Sailboats are supposed to heel like this." — Garrett Ruhland

"Well the brochure that said this thing was amphibious was clearly full of crap." — Hendrick Timah

"The wake stretches on and on, white and dense with life by day, luminous by night, like long tresses of dreams and stars. Water runs along the hull and rumbles or sings or rustles, depending on the wind, depending on the sky, depending on whether the sun was setting red or grey. For many days it has been red, and the wind hums in the rigging, makes a halyard tap against the mast at times, passes over the sails like a caress and goes on its way to the west, toward Madeira, as *Joshua* rushes to the south in the trade winds.

Wind, sea, boat and sails, a compact, diffuse whole, without beginning or end, a part and all of the universe . . . my own universe, truly mine.

I watch the sun set and inhale the breath of the open sea, I feel my being blossoming and my joy soars so high that nothing can disturb it. The other questions, the ones that used to bother me at times, do not weigh anything before the immensity of a wake so close to the sky and filled with the wind of the sea." — Bernard Moitessier, *The Long Way*

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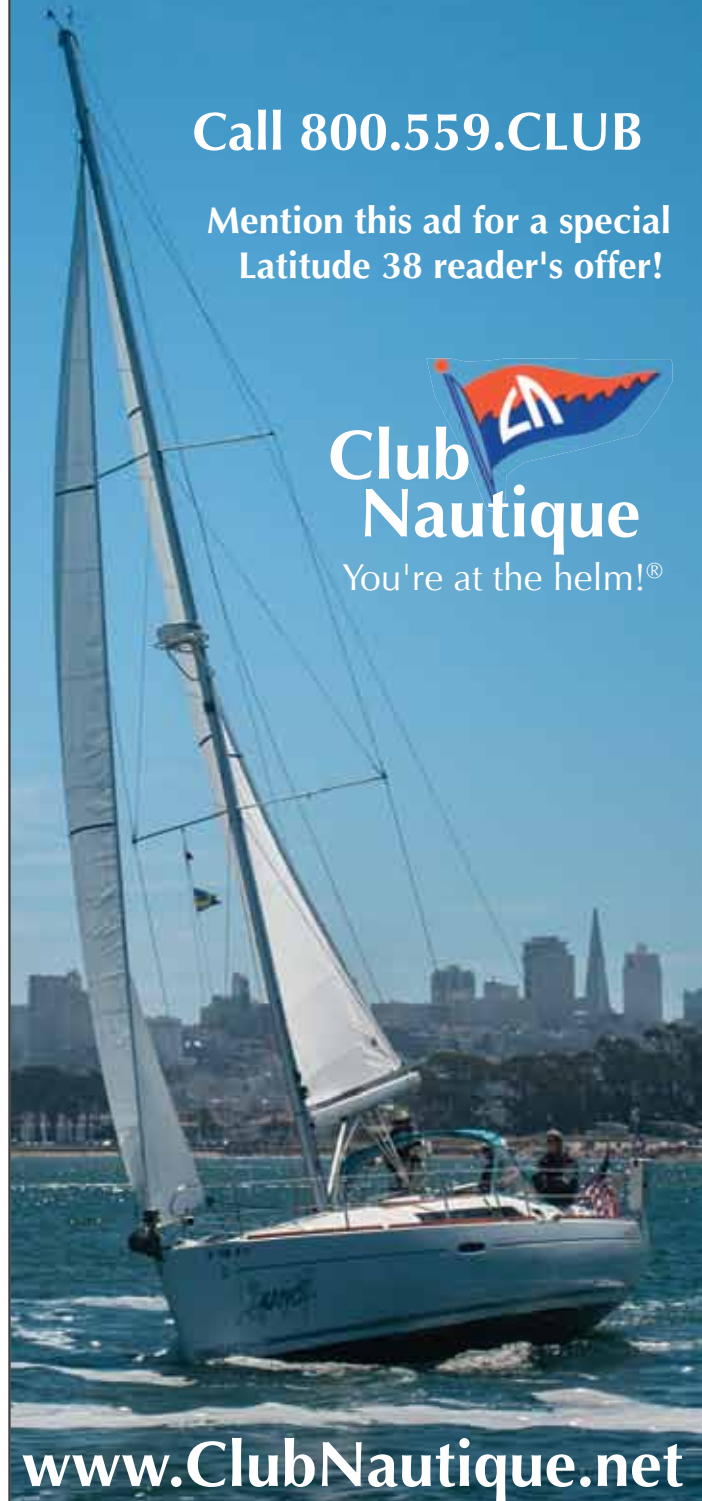
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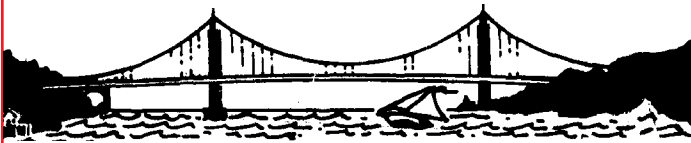
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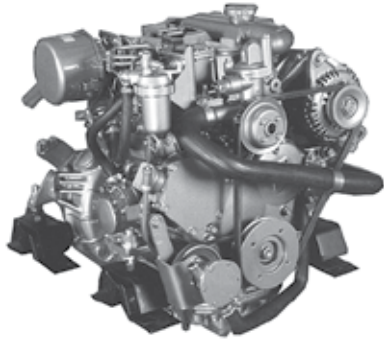


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LOOSE LIPS

A friend of the *Latitude 38* family asked if anyone had heard of the "Treasure Island Class," remembering a 20-something-ft, hard-chined design built from plywood. We posed the question on *Lectronic*, and the *Latitude Nation* responded.



STEPHEN LEWIS

"The Treasure Island represents a perfect combination of speed unusual for her size and stiffness capable of withstanding every Bay wind and tide. Her upwind performance is particularly rewarding," read the 1969 issue of the *Yachting Yearbook*, which was brought to our attention by Stephen Lewis of Richmond Yacht Club. The yearbook said the TI class had a length overall of 21 ft and six inches, length at the waterline of 16 ft and four inches, a beam of 5 ft, and a draft of about three and a half feet. In 1969, there were 21 boats in the fleet. *Yachting Yearbook* went on to say that the boats "offer a spacious cockpit area capable of seating six, plus a small cabin suitable for sleeping two. The boat, designed by William B. Nichols, built of low-maintenance fiberglass covered-plywood is especially designed for Bay conditions."

How many boaters does it take to change a lightbulb? None, because the extra lightbulb you have onboard has the wrong fitting, is *slightly* too small, and turned out to be broken anyway, the local chandlery no longer carries the brand that you need, and all Internet vendors have them on back order.

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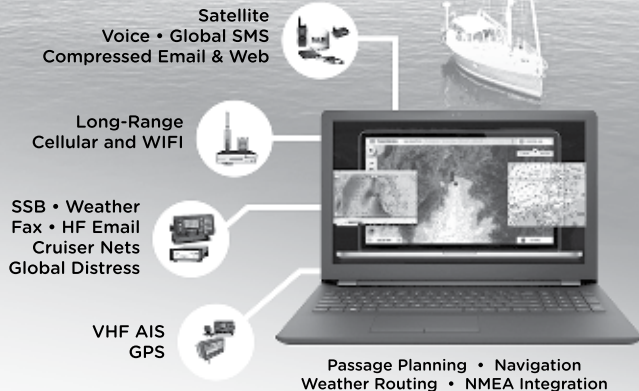
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# SIGHTINGS

## an el toro in the heart of the o

Sailors know that everything looks better from the water. With that (among several) axioms in mind, I became obsessed with the idea of sailing an El Toro on Lake Merritt, which lies in the heart of Oakland. I used to live a few blocks from the lake, and would run its roughly three-and-a-half mile perimeter, back when running seemed like a good idea. I'd gotten to know the lake's many nooks and crannies — at least a dozen neighborhoods including tall buildings, old and interesting architecture, austere government façades, and a beach and grassy, shrubby parks. A tidal estuary and once part of San Francisco Bay, Lake Merritt has as many varied personalities as the city that grew around it over the last 170-ish years. Seeing the lake by boat — or rather, seeing the city from the lake — suddenly seemed as interesting to me as sailing outside the Golden Gate. And what better craft to explore the innards of the lake than the Bay Area-designed and lowest-tech vessel possible?

I had no expectations of what the Lake Merritt Boating Center might be. It's big, well stocked and staffed, well organized, and run by the City of Oakland. All told, there's tons of sailing on Lake Mer-

continued on outside column of next sightings page

## coalescing the

September is more than an entire season away from the New Year, and thus may seem like it's too early to nail down next year's racing schedule. But the folks at the Yacht Racing Association and *Latitude 38* are already hard at work putting together the 2019 calendar.

"Next year's racing season will be upon us sooner than later," says YRA chairman Don Ahrens. "Now is the time to begin compiling the 2019 calendar. Our goal this year is to complete the calendar process earlier than we have in the past in the hope that we can further minimize race conflicts and deliver a more enjoyable season to San Francisco Bay racers. Finishing the calendar process by mid-October will give yacht clubs the advantage of working with race



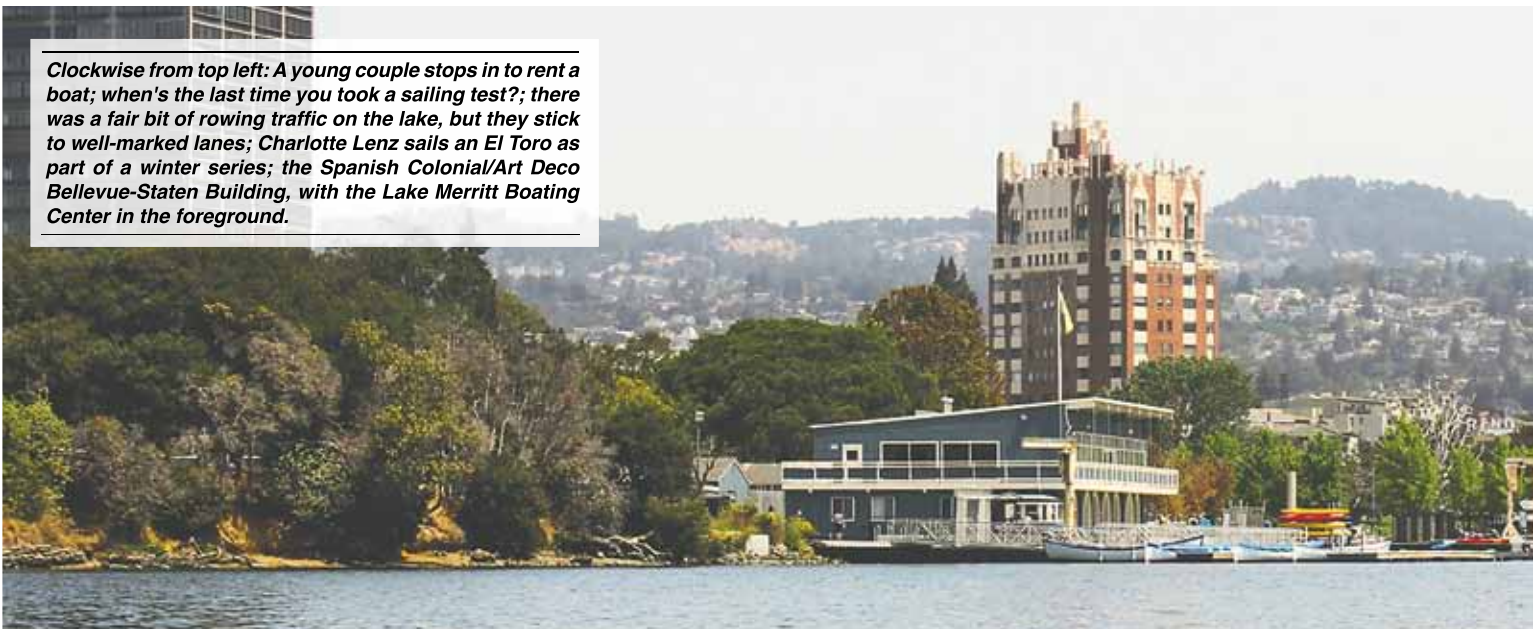
LATITUDE / JOHN



LATITUDE / JOHN



***Clockwise from top left: A young couple stops in to rent a boat; when's the last time you took a sailing test?; there was a fair bit of rowing traffic on the lake, but they stick to well-marked lanes; Charlotte Lenz sails an El Toro as part of a winter series; the Spanish Colonial/Art Deco Bellevue-Staten Building, with the Lake Merritt Boating Center in the foreground.***



LATITUDE / TIM



## 2019 calendar

and flag officers who have run races over the last year or more. This way we can avoid issues like the changing of flag officers. New flag officers need time to learn and digest information about a club's racing activities." Outgoing flag officers have a wealth of knowledge but are often less available after leaving the flag.

"And then there's the holiday season, which impacts all of us," points out Ahrens. "The YRA and *Latitude 38* will publish a set of deadlines in the next couple of weeks. We will include deadlines for the clubs' racing schedules and deadlines for the advertising that will be included in the *Northern California Sailing Calendar* and *YRA Master Schedule*.

"There's a lot of competition for rac-

continued in middle column of next sightings page



LATITUDE / TIM



SANTA CRUZ YACHT CLUB



## heart of the o — continued

ritt, from races attracting sailors from all over the Bay Area to kids learning to sail, and people like me stumbling across the obvious and well-established. At the front desk, I was asked if I had any sailing credentials. I do not, so I took a quick test, passed, and they sent me on my way. I tried to think how long it had been since I'd last sailed a dinghy — 15 years? 20? I'm not going to lie, I got a little nervous. Surely you're tempting fate when you claim to work for a reputable sailing publication and possess years of experience. I thought for the briefest of moments of all the things that could go wrong.

My biggest fear after leaving the dock was, at first, just getting back. The wind came in sporadic puffs, if it came at all. But almost instantly, I had achieved one of my truisms. It was the sound. The droning traffic faded into a muffled echo on the water. It was the sound of distance. And the view — the hills were still and sublime, the buildings towering over the water. The lake, the farthest shore of which was never more than a mile away, had swallowed me. I had to laugh. This was no ocean or even a windy bay. It was just a tiny little lake, and it was perfect.

The shores of Lake Merritt are well populated with picnickers, runners, dog walkers, weed smokers, families, bikers, etc. It is quite possibly the most recreated shoreline I've ever seen, a truth I'd known since my running days. Running is what I used to do when I wasn't (or couldn't be) on the water. Running was a poor substitute for sailing, surfing, snowboarding or windsurfing, but at the same time mimicked some of these pursuits — being outside, exploring, exercising, challenging yourself.

When the puffs did creep across the water, it was unexpectedly satisfying. After making infinitesimal headway, suddenly, the boat would activate, the daggerboard would bite, I could ease the boat to weather and was screaming along at 2.5 knots. Then the inevitable lull would follow. I've recently learned (or relearned) the lessons windless-ness can teach: Nothing to do but relax, sit back, and enjoy the sound and the view. There's nothing that demands your attention. You're free, if not encouraged, to let your mind go blank.

And then a puff again. It's amazing that after moments of nothing, seven knots of breeze is suddenly the most exciting thing that's ever happened to you. Your attention now required, you snap into sailing mode, making those tiny adjustments with your body weight, sheeting, and marveling at the sound an 8-ft pram makes plowing through the water.

There was good wind as I headed toward Lake Chalet, and I was able to sail all the way to shore. A gondola (sans a singing gondolier) was making its way back to the docks there as I jibed away and headed back toward Adams Point, or the "parky" part of the lake. My hour was (miraculously) almost up, but the puffs kept coming through and I was having too much fun. This would be the axiom I was left with — the most obvious one of all. Sailing, no matter where, on what, or in what conditions, is a crazy amount of fun.

*The Lake Merritt Boating Center rents El Toros, Sunfish, Capri 14s and Hobie Waves. Call (510) 238-2196 for hours and rates. All deposits and rentals are strictly cash only.*

— tim



LATITUDE / TIM

*There were some fun little puffs to be had up in this cove.*

## voyaging to a climate summit

The Global Climate Action Summit (GCAS), which will take place in San Francisco September 13-14, is a celebration of climate action, and a launchpad for deeper worldwide commitments to protecting the environment. The two-day Summit has an impressive list of powerful, influential and inspirational attendees, but no one is traveling as far, or with as low-carbon a footprint, as the crew of *Hikianalia*.

The Hawaiian voyaging canoe and floating classroom *Hikianalia* set sail on August 18 from Sand Island, Honolulu, bound for San Francisco and the GCAS. Her departure marked the official launch of the Aluhula Kai O Maleka *Hikianalia* California Voyage, which is a continuation of the "Malama Honua" campaign — started by the *Hikianalia*'s sister canoe, the famed *Hokulea* that was launched in 1975 by the Polynesian Voyaging Society (PVS) — which is meant to inspire action toward an environmentally and culturally thriving world. Though *Hikianalia*'s departure was delayed three weeks due to weather (she managed to avoid Hurricane Lane before it swept past the islands), the canoe is expected to arrive in the Bay on September 16 to a welcome ceremony at Aquatic Park.

*Hikianalia* and her 13 crew members will make the 2,800-mile passage in approximately 30 days. While any ocean voyage is an undertaking most people in the world will never make, even fewer will do so without a GPS or modern navigational instruments (most of us can't get to Starbucks without modern navigational instruments). But that's part of what makes *Hikianalia* and the PVS endeavors so special. Using the sun and the stars, they can get pretty precisely from Point A to Point B. Or in this case, Honolulu to latitude 38.

The *Hikianalia* and her crew aren't just bringing a message of caring for the oceans and Island Earth — they are the message. Powered by wind and sun, taking water samples and tagging garbage as they sail, *Hikianalia* represents the type of integrative, collaborative and powerful thinking we hope that leaders at the GCAS see as integral to finding solutions and adaptations to climate change.

In addition to *Hikianalia*'s arrival at the Summit, Polynesian Voyaging Society president and navigator Nainoa Thompson has been invited by California Gov. Jerry Brown to speak on one of the Summit's five main "challenge areas." Land and Ocean Stewardship (other areas include Healthy Energy Systems, Inclusive Economic Growth, Sustainable Communities and Transformative Climate Investments). Thompson is known for being the first Hawaiian to practice long-distance wayfinding since the 14th century; he learned the ancient art from Mau Piailug, a Micronesian navigator from the island of Satawal. Thompson has spent the last 40 years teaching not only the ways of Polynesian navigation, but also the principles of respect for the ocean and the Earth.

The overall goal of the Aluhula Kai O Maleka *Hikianalia* California Voyage is to connect, learn and share the Malama Honua message with schools and communities in California. The PVS hopes that this voyage will help to develop the next generation of voyaging captains, navigators and crewmembers; as well as to share the story of *Hikianalia*, a canoe that blends ancient wisdom and modern solutions to address the environmental and cultural issues of today. After San Francisco, *Hikianalia*'s California Voyage will continue south along the coast to San Diego, before returning to Hawaii in December. (Updates can be found on at [www.pvs-hawaii.com](http://www.pvs-hawaii.com).)

On their website, the PVS writes: "We dedicate this sail to all of the vibrant California-based communities of Hawaii islanders who have represented the heart and soul of Hawaii for over 150 years. We also celebrate the many island-continent relationships that reflect a shared vision for a sustainable Island Earth, a thriving future for our children, and a global consciousness towards human kindness. This sail in the fall of 2018 is critical as we develop younger generation leadership and prepare for an unprecedented trans-Pacific voyage

continued on outside column of next sightings page

## 2019 calendar

ers with more than 800 races each year. Therefore, it's important that yacht clubs work with the YRA and with each other to minimize conflicts. Some clubs have worked at thinning their race schedules, removing races that have fallen out of favor and are no longer well attended. All clubs could benefit from analyzing their races to see if any thinning can be done. Try to think more broadly about the race season and discuss not only the club's needs but the needs of racers, especially members who race consistently."

Active racers compete in regattas put on by their own clubs, other clubs and organizations like BAMA, SSS and the YRA. Don points out that "Running too



Scenes from the departure of the 'Hikianalia', which left from Honolulu on August 18 on her way to San Francisco for the Global Climate Action Summit.



KAIMANA PINE / POLYNESIAN VOYAGING SOCIETY

## — continued

many races can result in race committee fatigue." Flag officers and race committee volunteers can get burned out and lose interest. "We've seen this happen at a couple of clubs this year.

"A yacht club's race committee is one of its most valuable assets. Because it's difficult to build and maintain a race committee, we'd like to encourage clubs to start recruiting for volunteers now. Schedule a recruitment party or BBQ, invite current race officers and race committee members, and get the word out to club members."

We would add that volunteers can be encouraged to come from outside the

continued in middle column of next sightings page

## voyaging — continued

starting in 2020."

*Hikianalia* was built in 2012 in Auckland, Aotearoa (New Zealand), by Dieter Paulmann, and is modeled after a *vaka moana*. The *wa'a*, or canoe, combines the latest ecological technology with the heritage of voyaging tradition. Each of her hulls contains an electric motor powered by onboard photovoltaic panels that convert sunlight to electric propulsive energy. She is 72-ft with a 23-ft beam, and has a zero-carbon footprint. *Hikianalia* is the Hawaiian name for the star Spica.

We're looking forward to visiting *Hikianalia* and the crew while she's in the Bay. Maybe her voyage will inspire more sailors — many of whom are already ditching their diesels for electric motors — to arrive at the next Global Climate Summit powered by only the sun and wind (but we'll forgive them if they use a GPS). No need to buy carbon offsets when you arrive on a Hawaiian voyaging canoe.

You can follow the *Alahula Kai O Maleka Hikianalia California Voyage* on Facebook and Instagram: @hokuleawwv

— hannah arndt



# SIGHTINGS

## tips & travails of taking on crew

With the fall cruising season about to begin, dozens of West Coast boat owners are pondering the thorny question of whether to take on extra crew — especially for offshore passages. As experienced cruisers know, it's an issue worthy of careful consideration, as the choices a skipper makes can dramatically enhance the ease, safety and overall enjoyment of his trip, or pepper it with annoyance.

Generally, we subscribe to the 'more-the-merrier' school of thought, but with a few important caveats. In theory, adding one or more capable watchstanders to your crew list should lighten the workload of the original crewmembers and allow everyone to get more sleep — factors that usually contribute to smiling faces and boatwide camaraderie. But it's crucially important to choose crew carefully, ideally after getting to know them in advance, out on the water.

What makes an ideal crew member? In our experience, the most important attributes a candidate can have are an upbeat attitude and willingness to jump in and help out with whatever needs doing, be it standing watch in the rain at 3 a.m., dowsing sails on a slippery fore-

continued on outside column of next sightings page

## 2019 calendar

club, can get hooked on the scene, and end up joining the club. The YRA is planning to work with clubs to hold a set of workshops this fall and early next year for new race committee volunteers. "We will send notices about the workshops to YRA members, and the dates will also be published in *Latitude 38*," says Don.

"We've seen racer participation increase in the last couple of years after many years of decline. We'd like to see this trend continue, and to do so we all have to work at building a great season for San Francisco Bay racers. Please consider finalizing your racing plans a little earlier this year and working more closely with the broader racing community."

— chris



— continued



LATITUDE / JOHN

About 50 volunteers gathered at Richmond YC on the morning of August 23 for a briefing before Race 6 of the I-14 Worlds (see Racing Sheet on page 108). And this is just one day of a two-week regatta. Most but not all of the folks you see here are RYC members. Some took vacation days from jobs in order to volunteer. There are many duties on the water, but also on shore.



LATITUDE / ANDY

During the 2009 Baja Ha-Ha, the crew of Mike Joyce's Alameda-based Catalina 36 'Interlude' adopted *Where's Waldo?* as their theme. The two young crew, center, were recruited via 'Latitude's Crew List'. Both of them later got rides to Tahiti via contacts they made on the rally.

## taking crew — continued

deck, or helping out in the galley. Of course, highly experienced sailors have an obvious advantage, but many skippers would rather recruit an eager beginner that he can train to follow his personal sailing style, than take on a know-it-all who will critique every decision the skipper makes. Again, getting to know potential crew during a daysail or two would be a wise investment of any skipper's time.

Probably the most important tip we can share — whether you're looking for crew or looking for a ride — is for all concerned to lay out their expectations clearly, long before they throw off the docklines: What responsibilities will each crew have? What boat expenses will crew be expected to share? How will watches be organized? What's the boat's policy on drinking while underway (most boats sail 'dry' while at sea). And single women seeking crew positions should make it abundantly clear up front that they are *not* looking for romance, if that is the case.

Having assisted with several medical emergencies during Baja Ha-Ha and Pacific Puddle Jump rallies, we think it's wise to require all new crew to provide a list of prescription drugs that they are taking, as well as a doctor's note (or a standard physical form) clarifying that they are fit enough to withstand the rigors of offshore sailing.

It's a long-established maritime tradition — in many places codified in law — that boat captains are responsible for the welfare of all crewmembers they bring into a foreign country, including flying them home, if need be. So it's important that all of your crew bring enough money to pay for shoreside expenses, in addition to a valid air ticket out of the country where you expect them to depart. During the three decades that we've been reporting on cruisers, we haven't heard too many crew-nightmare stories, but there have been a few doozies. So you may want to ask for letters of reference from other skippers in order to put your mind at ease.

If you're looking for a ride this fall, our advice is to, first, sign up with *Latitude 38's* online Crew List ([www.latitude38.com](http://www.latitude38.com)), and second, attend our Crew List Party: 6 p.m., Wednesday, September 5, at the Spaulding Marine Center in Sausalito. It's a mix-and-mingle cocktail party format, so you're likely to meet a lot of potential skippers in a short amount of time. To ensure that they remember you, bring a small stack of single-page sailing résumés — ideally, with your photo on them — that include related non-sailing skills such as mechanical ability, medical training or cooking talent. To get results, you'll need to swallow your shyness and be confidently proactive about introducing yourself. Don't bullshit about your experience. If you don't have much, emphasize that you are an energetic team player, who's eager for an opportunity to learn and fully participate. A good way to seal the deal — and ensure that a given boat is a good fit for all concerned — is to offer to help deliver the boat to San Diego.

We wish both captains and crew the best of luck.

— andy



COURTESY FLY AWEIGH

The equator-crossing party aboard the Catalina 440 'Fly Aweigh' during the 2010 Puddle Jump. The two couples became friends on the Ha-Ha.

## rolex big boat series preview

The day this magazine comes out, Friday, August 31, is also the final deadline to register for St. Francis Yacht Club's 2018 Rolex Big Boat Series. The regatta itself will be held on September 12-16.

Four days of adrenaline-fueled racing on the wind-whipped waters of San Francisco Bay will be bracketed by five evening socials, such as Friday's famous Mount Gay Rum Party.

"We have several former winners returning, and we're seeing great turnout in several classes, especially the J/105s, where we have 30 registered teams," says Jennifer Lancaster, StFYC's race director.

The J/105 entry list includes Chris Perkins' *Good Timin'* crew, who sailed away in 2017 with the Commodore's Cup perpetual trophy (awarded to the winner of the regatta's largest one-design class); Bruce Stone and Nicole Breault's *Arbitrage* (Nicole currently tops the US Women's Match Racing rankings and just won the US Women's Match Racing Championship for the third time); and Phillip Laby's *Godot*, which won J/105 honors at the 2016 Rolex Big Boat Series.

"I've raced in the fleet for over 15 years, and there's rarely a dull moment," says StFYC commodore Theresa Brandner, skipper of the J/105 *Walloping Swede*.

"You definitely need boat speed and Bay smarts to be competitive," says Ryan Simmons, skipper of *Blackhawk*. "The courses are longer and will cross multiple tide lines in every leg; you need to be going the correct way, and if your speed is off you won't be able to hold a lane. Rolex Big Boat Series can get pretty windy and force some aggressive boat-handling maneuvers, so top crew work is important to avoid a meltdown."

For the first time, the J/88s will have their own class, with eight boats signed up as of August 26. "We're very excited and looking forward to the competition of a one-design race — it will be a great debut on a big stage for the J/88 fleet," says Aya Yamanouchi, skipper of the J/88 *Benny*. "It's an honor and opportunity to be able to participate in the Rolex Big Boat Series, and the Cityfront's big breeze is always a welcome challenge."

Other one-design divisions this year include Pac52s and Express 37s. The J/120s are not expected to achieve the minimum number of entries to get their own class this year, but we see three of them signed up in ORR C, along with three J/111s and three J/125s in ORR B. Sportboats can also be found in ORR B. The multihulls appear to be giving the regatta a pass this year. The J/70 fleet, which competed in 2013, 2014, 2016 and 2017, will be absent; their World Championship will be held on September 22-29 in Massachusetts.

Among the entries in ORR A is Dave MacEwen's Santa Cruz 52 *Lucky Duck*. MacEwen and his crew took top honors in this spring's California Offshore Race Week on May 25-June 2, and in StFYC's Aldo Alessio and Phyllis Kleinman Swiftsure regattas on August 17-19. MacEwen admits that the boat is primarily set up for offshore work, but he and his crew have been re-configuring her for the shorter course racing of Rolex Big Boat Series. "Big Boat Series always brings out the best teams and boats," says MacEwen. "Last year, the racing was tight, with only a few points separating the top boats. We had great boat-for-boat racing with *Elyxir* and *Deception*, the other Santa Cruz 50/52s. We're looking forward to all of it," he says. "The racing is fantastic and StFYC puts on great parties." As of press time, four of the Bill Lee-designed SC50/52s were signed up.

A veritable legion of volunteers (see *Sightings* pages 66-69) will lend a hand to the race committee. The father-and-son team of Peter and Anderson Reggio will again serve as Principal Race Officers.

Those not racing or working might consider spectating. The views from the seawall between StFYC and Golden Gate YC, from the wave-organ spit beyond GGYC, from Pier 39, or, on the other side, from expansive Crissy Field are some of the best of any urban waterfront. Longtime locals such as ourselves must remind ourselves not to take

continued on outside column of next sightings page

## the fall crew party

*Latitude 38's* Fall Crew Party will return to Spaulding Marine Center in Sausalito on Wednesday, September 5, from 6 to 9 p.m. If you're Baja-bound, this is the party for you, but we also welcome those who 'just' want to go sailing on San Francisco Bay.

Because this party is part of the lead-up to the Baja Ha-Ha, Chief of Security Doña de Mallorca will be on hand to answer questions about the 25th annual cruising rally from San Diego to Cabo. *Latitude 38* editor at large and former Assistant Poobah Andy Turpin, plus



## is september 5

other editors, will be there too. Representatives from Mexico's Marina El Cid, Marina Riviera Nayarit and Paradise Village will attend, as well as reps from the Mariners General, Novamar and Pantanius insurance companies and the Satellite Phone Store.

Sales of wine, bottled water and Lagunitas ales will benefit Spaulding's educational programs. Color-coded name tags will aid in identifying crew or skipper who match your interest. An appetizer buffet is included in the price of

continued in middle column of next sightings page

## rbbs preview — continued

these views for granted, and a major regatta such as Rolex Big Boat Series is a perfect opportunity to take out the family — and the camera. Depending on currents, fleets short-tack in close to the Cityfront or jibe down it; sails slapping in the wind and crews shouting to be heard over the noise create a soundtrack to accompany the visuals. The final race each day finishes downwind right in front of the StFYC clubhouse on the Marina Green.

If you take your own boat out to watch the action, just be sure to steer clear of the race boats, keep your sails out of their wind, and avoid digging a big wake.

Or, follow the racing from the convenience of your screen at [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com). We'll have updates on *Electronic Latitude* and a complete report in the October issue of *Latitude 38*.

— chris

*The corn is a-poppin' on the waters of San Francisco Bay as the J/111s and Farr 40s tack up the Cityfront in the 2017 Rolex Big Boat Series.*



# SIGHTINGS

## young people, old boats

With a flotilla of aging and indestructible plastic classics sitting in West Coast marinas, it always warms our heart to see young people breathe new life into old boats.

"We're doing exactly that," said Jos Cocquyt, a longtime sailor, avid kitesurfer and recent Bay Area transplant, who, along with three friends — all of whom are engineers like Jos — bought the 1976 Santana 30 *Electra* about a year ago. "It's so easy for an old boat to get washed up, but we're putting in the work. She's a good looking boat, she sails really well, and she's actually relatively updated." Jos said that he and his partners could have afforded a higher-end vessel, but liked *Electra's* simplicity and spunkiness. "We went sailing on a [popular production 34-footer] but it just wasn't our style."

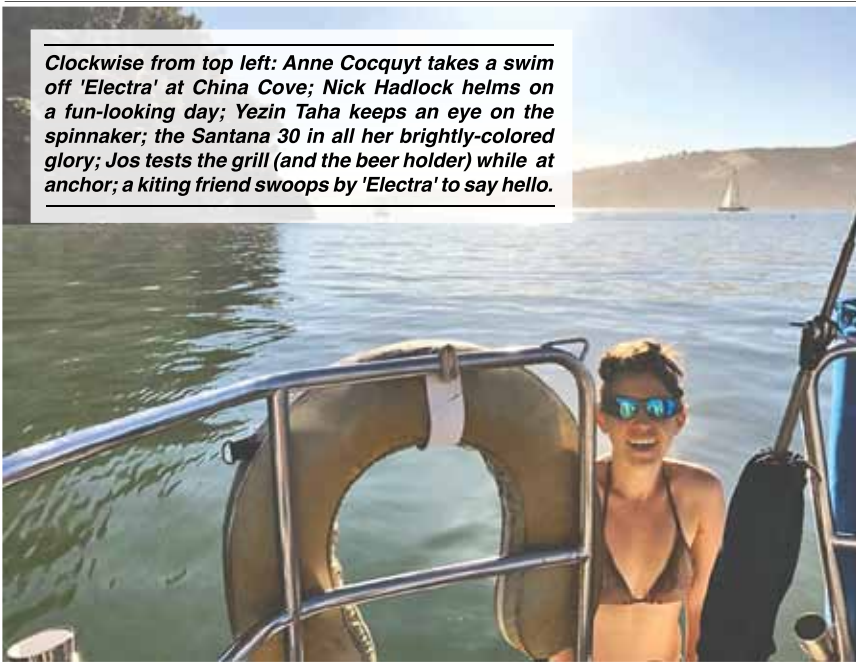
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## crew party

admission: \$10 (or \$5 for 25 and under with photo ID); cash only, please. Officially registered 2018 Baja Ha-Ha skippers and first mates get in free. *Latitude 38* will have logowear on sale including sweatshirts and fleece beanies, and try your luck in our door prize drawing — you might win a hat or T-shirt.

The Crew Party will be preceded from 4 to 5:45 p.m. by a free Mexico Cruising Seminar put on by Dick Markie of Paradise Village and Geronimo Cevallos of Marina El Cid. When arriving for the

*Clockwise from top left: Anne Cocquyt takes a swim off 'Electra' at China Cove; Nick Hadlock helms on a fun-looking day; Yezin Taha keeps an eye on the spinnaker; the Santana 30 in all her brightly-colored glory; Jos tests the grill (and the beer holder) while at anchor; a kiting friend swoops by 'Electra' to say hello.*





## — continued

seminar, please observe all posted Parking/No Parking signs and City of Sausalito parking regulations. Parking is not allowed in the Clipper Yacht Harbor lots including the Fish Restaurant lot.

If you arrive at 6 p.m. or later, after-hours parking is available in the Bank of Marin, Marina Plaza and Heath Ceramics lots. Please observe posted hours for each lot.

We look forward to seeing you at Spaulding on September 5!

— chris



JOS COCQUYT

## ypob — continued

The partners had varying levels of experience. Nathan Hadlock had done some racing, but Nick Foster and Yezin Taha were not sailors when they took on the Santana — but they've been learning the ropes. "Electra sails like an overgrown dinghy, which is good for the newbies. I think it's a good boat for everybody." The partners have been cruising out of South Beach Yacht Club, and go for a sail several times a week. Nick and Yezin recently went on their first overnight trip to Oakland.

"I've been sailing since birth pretty much," said Jos, who was born and raised in Belgium. "My dad had a 26-footer that we kept on the Belgium coast. They would go sailing when I was five weeks old and throw me in the V-berth." Jo's family also had a 32-ft monohull, and cruised as far as Norway one summer. Jos grew up in Optimist and said he eventually got "pretty immersed in the world of boatbuilding in Europe" through his father's business, which specialized in high-tech composites and built multihulls and maxis. "As a kid, I was always meeting these famous French sailors."

When he was 15, Jos moved with his father to Stuart, Florida, which he called a quiet town with a custom sportfisher boatbuilding tradition. Jos had a beat-up old Hobie cat "that was on the beach at the end of the street." After high school, he worked for his dad building custom yachts and catamarans. His parents eventually lent Jos the money to buy his own boat, a Pearson 33 (working in the business, Jos was able to buy wholesale supplies). Jos enjoyed living on the boat in south Florida in a place surrounded by millionaires. "From Stuart, you can sail to West Palm and all of these cute little islands — it's a party scene on the water." Jos eventually went cruising to the Bahamas and the Florida Keys, before deciding that he wanted to get away from the grind of boatbuilding. His Pearson became his "college fund," and he studied aerospace engineering.

Jos got his start designing unmanned air vehicles. "But when I lived in SoCal, I missed engaging with the water. I picked up kitesurfing on vacation, but found it hard to learn. In SoCal, you can't really plan on going kiting. So eventually I quit my job and went on a classic kite safari around the world and got better." He said when it was time to come back to the real world, he wanted to live somewhere windy. The Bay Area was an obvious place. "The kiting here is awesome."

But Jos was also missing sailing. His parents left Florida for Maine, and he spent time on vacation cruising with his wife and friends on Penobscot Bay. Not long after the partnership of four coalesced about a year ago, Jos tore his ACL during one of the first days of the season at the Pismo Beach Kitexpo. "I was out for the season and I thought, 'I'm going to go crazy.'" Suddenly, there was an urgency to find a boat. Jos said one of his priorities (if not his primary one) was to find a boat that *did not* have an Atomic 4 gasoline engine (Jos said he had some bad experiences, and ripped an Atomic 4 out of his Pearson). Whatever boat the group settled on, it would have to have a diesel. That led them to *Electra*, which they picked up for \$9,000. But an old boat is more than a value or a set of technical parameters. It's also the tradition. "She has a classic look," Jos said. "Like an IOR boat; that champagne-glass, bulbous-belly — or tumblehome — shape."

Jos and his wife Anne have been enjoying overnights at Angel Island, with the rest of the gang "just cruising around; booze cruising. They're all engineers, and everyone has their own strengths," Jos said. "The whole group is really hands-on."

— tim



Breathing new life into an old boat, Jos Cocquyt is stoked to be back in non-kiting form on the water.

## editorial: the state of california's

Last month, the state of California approved a request to audit the Bay Conservation Development Commission, or BCDC. Over the next several months, an independent, non-partisan office will look into the BCDC's enforcement activities since summer 2016, when their Enforcement Committee was reactivated, as well as the BCDC's adherence to its founding mission of preventing Bay fill and providing public access. In a rare moment of agreement, the head of the BCDC and several business owners who have been at odds with the agency both said they're "looking forward to the audit."

A June 29 letter that formally requested the audit — which was issued by Assemblymember Kevin Mullin, who represents a bipartisan coalition with three other state legislators — raised several serious complaints, including that BCDC staff acknowledged the permits they issue "are long, complex and difficult to comply with." The letter said that of the 10 cases brought to the BCDC Enforcement Committee since 2016, "minor alleged violations received the same consideration as serious violations that may cause serious harm to the environment. The current BCDC approach appears to involve alleging every possible permit violation, no matter how minor, and demanding penalties at the maximum \$30,000 as allowed by current law. Permit holders are confronted with potentially hundreds of thousands of dollars in penalties."

The letter went on to say that permit holders believe that BCDC staff inconsistently applied standards, lacked proper record keeping, and often "moved the goal posts" by adding new requirements after permittees had already worked to satisfy previously set standards. "Most troubling," the letter said, "is that permittees have expressed their concern about 'going on the record' for fear of BCDC retaliation."

Like many of our readers, we support the founding mission of the BCDC, but also support many of the permit holders that have had conflict with the agency, particularly Westpoint Harbor. We're also looking forward to the audit. We believe in robust environmental protection, and we're horrified at the wanton gutting of the EPA and absurd rollback of common-sense regulations. We recognize that we live in a moment when contentious issues cause people to draw lines in the sand, choose their sides, close their minds, and focus only on winning. We don't want to perpetuate that kind of tribalism. But we believe in outcomes more than rules and regulations, and we believe that Westpoint Harbor has been good for sailing and access and the environment — it should be considered a win for everyone involved.

We said as much in a March editorial, to which the BCDC responded the following month. They said that Westpoint CEO Mark Sanders' most egregious alleged violation was that he had "broken his contract by refusing to provide over a quarter-million square feet of public access areas and specified public access improvements he promised to provide when he signed his permit." We don't believe that this is a fair statement.

Before the construction of Westpoint, the property where the marina now stands was a "bittern pond," or an area full of the toxic remnants from salt production. It contained no public trails or shoreline, and because of the lack of habitat, very little wildlife. Mark Sanders had planned to open public access at Westpoint in phases as soon as construction of certain areas was complete. But Sanders said that the BCDC wanted to open public access before completion (or before it was even physically possible), and before Redwood City, the lead agency in charge, felt the areas were safe. In a May 2011 letter to the BCDC, the Redwood City Planning Department

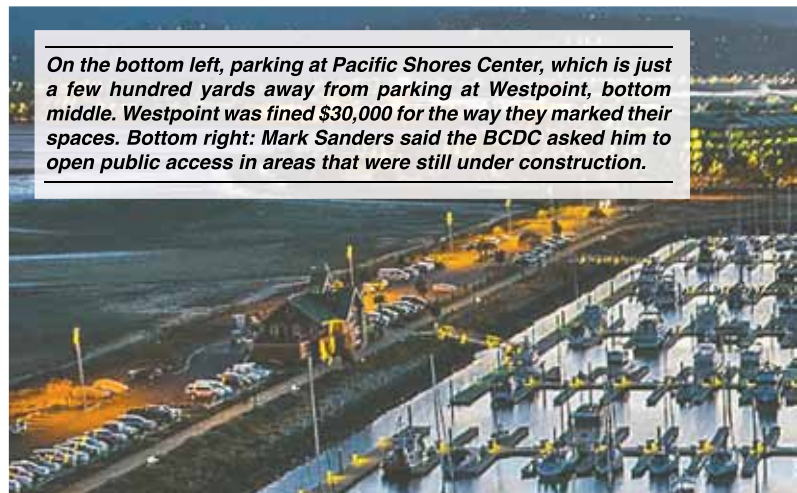
manager said: "I understand BCDC is concerned about the provision for public access to pathways; Mr. Sanders currently provides access to designated BCDC trail areas not under construction; However, in yet-to-be developed areas . . . the presence of construction equipment, piles of building materials and open trenches would obviously not be safe beyond the barricaded areas."

In their April letter to *Latitude*, the BCDC said, "Should BCDC simply ignore [Mark Sanders] willful violations of the permit that he signed?" A similar query was posed to us in a March phone call with the BCDC's chief counsel and regulatory director. They asked, "Do we think that someone should be allowed to 'break the rules?'" Obviously, no one can say that they're in support of "breaking the rules," but we need to step back and ask: Are the rules fair and evenly applied? And, what are the rules trying to achieve?

We realize that the process of writing and enforcing environmental regulations is complex, and there may be some minutiae that seem absurd to the layperson. Certainly, if we're talking about coal plants that are potentially belching unfiltered smoke into the air, the letter of the law is critically important. But that's not what we're talking about here.

In the case of Westpoint, the BCDC never alleged that

*On the bottom left, parking at Pacific Shores Center, which is just a few hundred yards away from parking at Westpoint, bottom middle. Westpoint was fined \$30,000 for the way they marked their spaces. Bottom right: Mark Sanders said the BCDC asked him to open public access in areas that were still under construction.*



JOHN TUMA

JOHN TUMA

## audit of the bcdc

Sanders was dumping toxic material into the water or building unsafe buildings and docks. In fact, in their letter to us, BCDC's executive director said the slew of violations leveled against Westpoint "have nothing to do with how Mr. Sanders promotes clean boating, is committed to the harbor's tenants, and operates the marina in what appears to be an environmentally sound manner." To us, this seems to concede that the final product at Westpoint has been a success. The outcome has been positive, despite a disagreement over the way and timeframes in which the rules were followed.

Assemblymember Mullin's letter also said that, "Some permit holders perceive BCDC staff as motivated by a desire to obtain the biggest fine possible with punitive enhancements, rather than achieving a result that is best for the environment and the public good. They describe unwillingness on the part of BCDC staff to look at the big picture and negotiate for those outcomes." We hope that the audit is a chance for the BCDC to take a step back and ask themselves what goals they're working toward, and why they've pursued what seem, from our perspective, like Draconian measures.

But we also hope that there's a reckoning. We hope the audit gets to the bottom of allegations on all sides. If people are violating their permits and causing harm to the envi-

ronment or blocking people from the Bay, that needs to be unearthed. And if permittees are afraid to speak out for "fear of retaliation" from a government agency, that needs to be called out as well. These enforcement actions have made for decades of litigation and very real financial and emotional costs. People need to be held accountable.

What's more, we believe the BCDC's recent enforcement actions have posed a threat to the most important tenet of their founding mission in providing public access to the Bay. We also have an existential disagreement about what "access" means. They proudly point out, "The Bay shoreline is now fringed by hundreds of miles of trails, parks, beaches, promenades and restoration projects." We believe that when considering access, the BCDC is dangerously equating paths and promenades with marinas, boatyards and docks.

The staff at Assemblymember Mullin's office told *Latitude* that there was a dramatic disconnect in what was being alleged by BCDC and what a site visit actually revealed. If you've heard stories about egregious violations at Westpoint Harbor (or any of the businesses involved in disputes with the BCDC) then we recommend that you have a look for yourself. Take a walk around the harbor, chat with a few boat owners, and ask yourself if Westpoint Harbor is a worthwhile outcome.



WESTPOINT HARBOR



MARK SANDERS

# PACIFIC PUDDLE JUMP RECAP—

Way back in the mid-1700s, when the first European explorers stumbled onto Tahiti and her sister isles, the vast region we now call French Polynesia began to earn its reputation as an exotic 'paradise on earth' populated by friendly, bronze-skinned people who lived in harmony with their lush volcanic is-

rally that we've been promoting and reporting on for more than 20 years.

As in years past, this year's Pacific Puddle Jump fleet set sail for French Polynesia from a variety of ports along the West Coast of the Americas — the first departing in mid-February and the last shoving off in late May. Among the 210 registered boats, at least two sailed directly from San Francisco, while one left from Chile, several left from Ecuador, and a half dozen left from Hawaii, which is rare. In all, the fleet hailed from homeports in 20 different countries.

Given such variations, it's tough to generalize about the sailing conditions encountered by this year's fleet. But based on the reports we received, it's safe to say that many boats were blessed with more consistent winds and less onboard drama than in many previous years — this seems especially true regarding the boats that set sail from Mexico. (Every year, the most popular jumping-off points are Banderas Bay, Mexico, and Balboa, Panama.) As an example, the Oregon-based Hylas 49 *Hylite* had a dream trip that any passagemaker would envy:

"We had a good, quick passage — better than we expected. We left La Cruz on a strong Norther out of the Sea of Cortez and transitioned seamlessly to solid northeast trades about three days out, which was wonderful. We had solid, consistent wind all the way to the ITCZ.

"We went a bit further west in the NE trades than most and it worked out well. We motored for 34 hours in the ITCZ and crossed the equator at 131°W. We picked up the SE trades (which were actually running E to NE at that time), just below the equator, and had a beam

to broad reach all the way to Hiva Oa. Our passage time was 18 days and 11 hours."

At the opposite extreme, the Victoria, BC-based Roberts 44 *AfterMath* was forced to endure a miserably slow passage after she lost her hydraulic steering and her crew was forced to steer with the emergency rudder from within the

*"Another surprise was how little fuel we used. We had wind almost the whole way across the doldrums."*

aft cabin — with no forward visibility. But many fleet members monitored her progress via HF radio and both *Cool Change* and *Harkequin* diverted to give her much-needed water. *Aftermath* eventually reached Nuku Hiva safely.

Another boat caused even greater concern among fleet members — and Coast Guard rescue personnel. Shaun Young and a friend left Hilo, Hawaii, bound for the Marquesas on May 10 aboard the 29-ft sloop *Windweaver*, expecting to cover that 1,900-mile distance in about 20 days. When they didn't, Young's family became concerned. The Coast Guard's JRCC Honolulu got involved, as did several South Pacific net controllers, but *Windweaver's* whereabouts remained a complete mystery until the two men finally made landfall at Hiva Oa June 21 — 43 days after departure.

"I am so sorry to have worried everyone," Shaun wrote us after arrival." He explained that after angling to the SE from Hilo, they turned south and "the boat took a hell of a beating," which damaged the roller furling system, and broke both the bowsprit stay and the port aft shroud. Later, they came dangerously close to running out of water. Although they survived the ordeal, their situation was not helped by the fact that the little sloop was equipped only with a VHF radio; no SSB or satellite communication devices.

Every year we poll the Puddle Jump fleet to get a feeling for what the passage was like. As you'll read below, no two experiences were alike.

**How did your passagemaking**



**Stylin' in the isles.** New Zealander Deyell Cameron of the Beneteau 41 'Boombox' had an all-family crew.

lands and the bountiful lagoons that surround them. Given such descriptions, it's no wonder that still today the five archipelagos that make up this French Overseas Territory remain high on the must-see lists of cruising sailors all over the world.

We're happy to report that hundreds of them realize that dream every spring by making the Pacific Puddle Jump passage — a loosely formed cruising

**Circumnavigators Ross and Jo Blackman of 'Sojourn II' demonstrate the ease of their doubleheadsail 'TradeWinder' rig off Moorea.**



## experience differ from the expectations you had before the trip? Were there any surprises?

*Cool Change* — "We weren't prepared for the violent movement of the boat during high-wind days. But we were happily surprised by the degree of variation in wind patterns, currents and sea states along the way. We thought it might be monotonous, but it wasn't."

"Another surprise was how little fuel we used. We had wind almost the whole way across the doldrums."

*Imagination* — "We had light winds for the first week and I learned to be happy to be making only six knots. But the last two days the wind was more than 30 knots and I was very happy to slow the boat to less than six knots."

"The critical element of making sure that the crew is fully compatible. I had to

**Mid-ocean respite.** *Giselle Miller of the Hans Christian 38 'Sedna' celebrated crossing the equator with a dip in the deep blue sea.*



COURTESY SEDNA

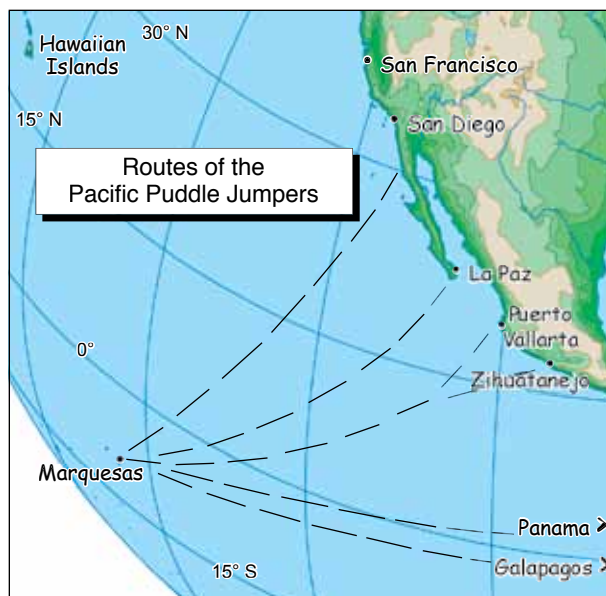
ask one member of the crew to leave the boat at our first port, Nuku Hiva."

*Platina II* — "Having left from Panama, the coolness of the Humboldt Current was a surprise. The nights were cool enough to wear jackets, and the nutrient-rich water left a slimy slick and gooseneck barnacles on the hull. Wildlife was present every day — lots of birds, dolphins, fish, whales, certainly more than we saw crossing the Atlantic. In the South Pacific, we saw less trash floating than we expected. We were pleasantly surprised by being disconnected from the news, and we gained a much higher level of confidence than expected."

"We expected squalls but had none. We were surprised by how inaccurate GRIB files (GFS model) were until we reached 5°S, when they became more accurate."

*Sedna* — "We did not expect the downwind sailing to be so uncomfortable. We had great wind for the first 10 days, but needed to go dead downwind, which made living down below unbearable at times. Cooking underway was surprisingly hard, with food and utensils flying around. We also had a harder time than anticipated enjoying the journey because we were so worried about breakdowns."

*Banyan* — "The biggest surprise was how little of our supplies we ate and how well our fresh veggies and fruit lasted, thanks to the techniques of many who came before and shared their advice. We arrived in Atuona, Hiva Oa, after 22 days and still had fresh limes, carrots, cabbage, eggs and jicama. But we could have tripled our supply of 50 oranges and 30 apples. The



girls consumed those in the first week and none went bad.

"Other surprises were that we made it in 22 days. And how much we used the spinnaker. We were glad to have it."

*TaDa!* — "We had no surprises. It was pretty much exactly as everyone had told us it would be: nice trade winds, great weather, nothing too rough, the occasional squall, and some small running repairs along the way."

*Tioga* — "We expected the trade winds to arrive sooner and be more steady. The first two thirds of the trip involved more sail changes, playing the angles to maintain boat speed and keep the sails from flogging. We also naively imagined the strong trades that eventually filled in would be more peaceful, rather than the roller coaster ride it was for our final three to five days in the Northern Hemisphere."

"On the plus side, crossing the doldrums was less intense than anticipated. A few minor squalls, one just enough to fill our water tanks, then nine hours of calm and we were through!"

*Uno Mas* — "Expected much worse conditions. But we motored more than anticipated: 8 days of 23."

*Temujin* — "On our trip up from Panama, we were on the wind far more than expected. But we made better time than expected. We encountered a 1.5-knot counter current at 2°S. There were more fish in the open ocean than anticipated and we came within sight of more boats than expected — all fishing."

**Long passages are often a balance of highs and lows. What were some of the high points, or low points, of your crossing?**

*Banyan* — "High point: Departure

# PACIFIC PUDDLE JUMP RECAP—



COURTESY SEA CASA

**Crewman Chase Jackson shows off the remains of his catch aboard the vintage Hunter 31 'Sea Casa' — one of the smallest boats in the fleet.**

day — actually leaving after all that prep! And, a 169nm 24 hr run!

**Low point:** A 10-foot-long rip along the foot of the genoa on day 16 after the furling line parted from the drum in a squall.

"Generally, I got sick of constantly moving, never getting enough sleep, spilling things, and whacking myself constantly. Generally, high points came close after the lows — usually associated with a sunrise, a pod of dolphins or a clear, star-filled night.

"A daily high point was talking to other boats via SSB and also emailing the boats that were close to us. Happily, we had three other boats, all good friends, who left on almost the same day. We all managed to be no more than a few hundred miles apart and communicated via email daily. This was a huge help to our morale."

**Cool Change** — "Crossing the equator was a high point. It happened on a lovely, clear day with moderate winds and calm seas, and felt like a huge milestone.

"The low point was when Cindy was thrown down the companionway stairs twice in a row during heavy seas."

**Chariba** — "A high was spinnaker sailing a thousand miles from the nearest shore in the company of seabirds. Lows were getting becalmed where we expected trade winds, the big swells from northern storms that seemed to stay with us most of the trip, and sleep deprivation."

**Imagination** — "The highlight for me was being far from land and light on a clear, moonless night. The stars were so bright that the lower ones looked like nearby anchor lights."

**Miss Tilly** — "The high points were the unending horizons during the day, and stars that went from horizon to horizon, disappearing into the sea, at night. The beautiful sunrises and sunsets were also great. We also particularly liked the thought that we were thousands of miles from any land; it was a unique feeling!

"The lows centered around one very bad crew member!"

**Platina II** — "A high point was coming to the realization that we have a high level of hope and appreciation for how incredible this beautiful planet is, especially during this time of turbulent politics. Other highs included arriving at the spectacular island of Fatu Hiva, and surfing the boat down ocean waves.

"A low point was when the wind was light and the cross swell left us thrashing the sails and the rig, which tested everyone's patience."

**Sedna** — "Highs included stopping at San Benedicto (280 miles off the Mexican mainland), and doing some epic diving while waiting for a weather window to make the Pacific crossing.

"Another high was swimming across the equator! It was flat, calm doldrums the day we crossed, so we stopped the engine, threw out the swim ladder, took saltwater showers and swam around the boat.

"Lows included cooking and doing dishes. When I heard that a friend brought paper plates and boil-a-bag meals for the entire passage, I almost died. I cooked most days, and did not enjoy any of it. One particular low was the day I tried to bake bread. Two words: flour explosion! Another low was motor-ing for two days straight. But even worse was having a little bit of wind along with swells so large we couldn't keep the sails full."

**TaDa!** — "We were fortunate in having a good crossing with relatively few problems. We enjoyed good weather, amazing sunsets, beautiful starlit evenings and great food from our onboard chef, Andrew. The incessant rolling when running downwind in light winds was probably the most frustrating part of the whole trip."

**Tioga** — "The low point was when, on our first departure, the 3/4-inch-diameter bolt that held on all four lower shrouds sheared off, leaving

us with an unsupported rig 120 miles from land.

"High points were dropping all sails and sleeping for nine hours during a light-air patch in the doldrums, also crossing the equator, and the glorious sailing conditions in the southeast trades."

**Uno Mas** — "Lows: We got beat up going SW from the Galapagos, motoring for two days into the wind and what seemed to be directly into two knots of current.

**"Fatu Hiva is beyond belief, the most beautiful place we have ever been to!"**

(*Uno Mas* is a 41-ft cat that doesn't like going into seas.) Odd, but boredom was a low as we used a code zero and genoa 90% of the trip, which required very little sail adjustment for days."

**Temujin** — "High points: a 188-mile day, a two-knot favorable current for two days, a 419-mile spinnaker run, and landing two very large mahi-mahi.

"Lows: Unfavorable winds from Panama City to the Galapagos, light winds with large swell nearing the Marquesas, and losing lots of fishing gear."

**Did you celebrate crossing the equator? If so, how?**

**Banyan** — "Cameron dressed up as **When you see buffed, bare-breasted men and beautiful women in grass skirts, you'll know you have arrived. Inset: Six zeros at the equator.**



LATITUDE / ANDY

Neptune (egg crate beard, boat hook staff), Annie baked an 'Ecuador cake' and we had sparkling cider."

*Platina II* — "Three men donned sequin wraps and sparkly tiaras, and made an offering to Neptune and Poseidon, and a toast of champagne while listening to *Southern Cross* by Crosby, Stills & Nash."

*Tioga* — "We drank a bottle of bubbles, took a quick dip, and ate bacon — and shared some with Neptune, too."

### Do you remember the feeling you had when you first made landfall?

*Cool Change* — "Relief, and an overwhelming feeling of accomplishment."

*Miss Tilly* — "It was pretty emotional, since there were times we weren't sure we would make it. In fact, since we had lost all of our power generation except our engine, fuel became the critical issue for generating power and, thus, also making water. We actually ran out of fuel 13 miles from Taiohae Bay, Nuku Hiva, so had to put the dinghy in the water at the mouth of the bay and tow the boat to the anchorage area in the middle of the night! We made it by the skin of our teeth!"

*Hylite* — "Landfall in Hiva Oa was near midnight so we couldn't see any-



thing, but the sweet aroma of wet earth, tropical jungle, and fruit trees was powerful as we entered the bay at Atuona. When we woke in the morning the view and feeling of arrival was exhilarating."

*Platina II* — "After we crossed the Atlantic, we each stated the first thing we smelled. One said cedar, one said grease, two said sewage (we will spare the name of the island). We did the same as we came around the corner of Fatu Hiva. We all smelled the most incredible, loamy, damp, nutrient-rich soil. The feeling was one of incredible accomplishment. It was life-affirming."

*Sedna* — "Initially, our landfall seemed a little uneventful. But when the clouds cleared around the mountain that towered over Atuona, it really

hit us."

*TaDa!* — "We had a great feeling of accomplishment. Two years earlier we had set this crossing as our goal, and it was amazing to finally arrive in French Polynesia."

*Tioga* — "We felt both excitement and nostalgia, as it felt like a chapter closing after 21 days of just the two of us being alone at sea. Unfortunately, we arrived around midnight and decided to heave-to until dawn, which meant keeping a careful eye on land which was so close!"

*Temujin* — "We were very excited, and very clean, as our arrivals coincided with an incredible rain shower."

*Uno Mas* — "We felt relief that a full night's sleep would finally happen. We'd done 3 hours on and 3 hours off the whole trip. We were a bit sad the trip was over."

*Yana* — "We were glad to have arrived without any problems. Scenery at the Bay of Virgins in Fatu Hiva is beyond belief, the most beautiful place we have ever been to!"

### What advice would you give to future Puddle Jumpers?

*Banyan* — "Just do it! Bring lots of spares, sail conservatively and pick your crew carefully. The largest dramas out there seemed to be breakdowns and crew issues. Having an SSB is fun and expands your horizon. You also get to chat with people you really never thought you might chat with."

*Cool Change* — "Have dinner together every night as a way of checking in with each other. Be mentally prepared for a long journey. Keep good logs and/or journals because you will forget details otherwise."

*Chariba* — "Prepare your boat well and bring lots of spares. We double-handed, which worked out OK, but having a third hand would have meant getting eight hours of potentially uninterrupted sleep, which would have been huge."

*Imagination* — "Take your boat out in less than ideal conditions and get to know how it responds. We have sailed our catamaran on numerous occasions in strong winds and large seas while in the US and Caribbean to learn how

it responds. Although it wasn't always comfortable, we had a good understanding of what to expect when confronted by similar situations that we could not avoid."

*Jade Akka* — "Prepare well, be ready to manage breakages, and have fall-back plans in case vital things break."

*Platina II* — "Consider getting a long-



JULIE TURPIN

**The Edinger family had a great time crossing the puddle aboard their Cross 42 'Defiance'. Seen here, daughter Annie trims the chute.**

stay visa before departing (which allows you to stay for up to a year). Have fun. At a random time of each day, one of us would say "phrase of the day." It was the first thing that came to mind. We wrote them in our logbook to embrace the things we saw, felt and heard. We also committed to learning three new French words and three new Spanish words every day.

"Bring French Polynesian francs if you plan to stop at Fatu Hiva, as there is no bank machine at Baie des Vierges, and the *magasin* does not accept credit cards or any other currency.

"Keep your ditch bag(s) and EPIRB in the cockpit — friends had a fire and could barely reach the EPIRB under the companionway steps, nor the ditch bags under the salon table. Read lots of books. Keep a journal. Don't let the small stuff get to you. It can. Admire the color of the sea. Have a communication plan with someone on land: Text or email a daily position along with comments and thoughts. They are remarkably intrigued by the idea of sailing across an ocean. Text or email or SSB with fellow sailors for friendship and sometimes moral support.

"Most importantly, don't focus on an expected time of arrival until you can see your destination. When the GRIB files are inaccurate (and they can be), and the wind slacks, the disappointment is not

# PACIFIC PUDDLE JUMP RECAP

worth it. You either live on your boat at anchor, on a dock or at sea. Enjoy living on your boat at sea and try not to focus on what it will be like when you reach your destination. Carry plenty of anchor chain, as anchorages in the South Pacific are often deep. Trust your instincts. Embrace the sense of freedom."

**Sedna** — "Learn some French! Don't listen to other cruisers who tell you that you can get by without it — it is so worth it to learn some French basics. I wish I had taken lessons before leaving."

"It's really hard to prepare mentally for the marathon that this is. There's really nothing that can prepare you for being uncomfortable in lots of swell for a month. Be aware before you leave that the term Coconut Milk Run doesn't mean it will be comfortable. It might be easy sailing, but it can be chronically

uncomfortable.

"Also, splurge and take occasional quick freshwater-rinse showers — it'll make you a new person on the water!"

**TaDa!** — "Prepare for the worst, and hope for the best! Don't overstress it though, it's easier than you think."

**Uno Mas** — "Time the first two weeks of weather for best conditions and constantly adjust for minimal wind/wave as you progress. We ended up crossing on 3°N, not 5° like most did. Take on more fuel than you expect to use. It's a blessing to have calm seas and motor downwind rather than getting beat up and unable to cook."

"Have a satellite texter/email and access to multiple weather models. It's good to hear support from friends/family

on the way. Bring lots of music; our MP3 player stores 2,000 songs."

**Temujin** — "Get a very large ocean fishing reel with lots of 100+ lb test line."

**Yana** — "Do weather routing and try not to sail too close to the rhumbline: Sail south until you meet the trades. It saves a lot of fuel and is far more fun!"

**W**e congratulate each and every sailor who made the crossing this year, all of whom now personify the phrase 'livin' the dream' for friends back home.

As the 2018 PPJ fleet ponders where to sail next, yet another armada of tropical dreamers is now making preparations for jumping the puddle next spring. If you'd like to join them check out the PPJ website [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

— **latitude/andy**

## 2018 PACIFIC PUDDLE JUMP — PASSAGE DATA

Although not a huge number of Puddle Jumpers responded to our survey this year, those who did give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Made Landfall	Days of Crossing	Miles of Crossing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
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### From Mexico to French Polynesia

<b>Alexandra</b>	Bavaria 37	Stuart Corbett	Amsterdam, NDL	Puerto Vallarta 5/17	Nuku Hiva 6/12	27 days	3,000 nm	130°W	101 hrs	131 nm	38 nm	35 kts	n/a	Seam parted in headsail. Mainsail car snapped
<b>Banyan</b>	Mason 43	The Vawter family	Napa, CA	Puerto Vallarta 4/13	Hiva Oa 5/4	22 days	2,750 nm	128°W	15 hrs	169 nm	91 nm	35 kts	9	rip in genoa
<b>Cool Change</b>	Pac Seacraft 31	Rick & Cindy Patrinnis	Sausalito, CA	Puerto Vallarta 3/27	Hiva Oa 4/23	27 days	2,940 nm	130°W	39 hrs	140 nm	69 nm	28 kts	2	head door problem, cockpit mic
<b>Charabia</b>	F-P 38 cat	Mark & Helen Humphreys	Jacksonville, FL	Puerto Vallarta 2/24	Hilo, HI 3/22	26 days	2,797 nm	n/a	86 hrs	n/a	n/a	n/a	1	(*second leg continued below)
				*Oahu, HI 5/1	Rangiroa 5/20	19 days	2,402 nm	147°W	44 hrs	n/a	n/a	n/a	n/a	saildrive seals failed, plus problems with autopilot, wind instrument, upper shroud, stitching on the bimini windows, fuel filter housing, frozen steering system pulley
<b>Hylite</b>	Hylas 49	Old Moon LLC	Coos Bay, OR	Puerto Vallarta 3/17	Hiva Oa 4/3	18 days	2,900 nm	131°W	42 hrs	206 nm	108 nm	30 kts	0	topping lift chafed through at masthead, one freshwater pump failed (we had spare), chafe on spinnaker halyard but caught it before it broke
<b>Jade Akka</b>	Bruce Roberts 542	Thoms & Isabel Zwicker	Basel, SWZ	La Paz n/a	Hiva Oa n/a	21 days	n/a	135°W	18 hrs	n/a	n/a	32 kts	2	problems with nearly new and little-used Spectra watermaker
<b>Sedna</b>	Hans Christian 38	Clifton & Giselle Miller	Juneau, AK	San Benedicto 3/16	Hiva Oa 4/6	21 days	2,700 nm	128°W	100 hrs	150 nm	85 nm	35 kts	3	reef line chafe

### From Panama (or via Galapagos) to French Polynesia

<b>Platina II</b>	Hylas 48	J David Greene & JC Lyons	Toronto, CAN	Las Perlas PAN, 3/21	Fatu Hiva 4/17	27 days	3,874 nm	87°W	38 hrs	177 nm	102 nm	31 kts	1	lost 5 fishing lures and 2 spools of 50-pd test fishing line
<b>TaDa!</b>	Endeavour 40	Dunbar Lewis & Joy Lewis	Fort Lauderdale, FL	Galapagos 4/19	Hiva Oa 5/12	23 days	3,100 nm	89°W	48 hr	160nm	100 nm	25 kts	3	shorted batteries, burst water pipe caused all our water to be pumped into bilge (fortunately happened at the end of the trip)
<b>Temujin</b>	Tartan 34	Kennon Jones & Eric Bihl	Annapolis, MD	Panama City, PAN 5/19	Hiva Oa 6/18	29 days	4,056 nm	100°W	6 hrs	188 nm	51 nm	30 kts	9	small rip in heavy wind kite, bent spinnaker pole, broken jaw on whisker pole, one stanchion unbedded, gummed up steering bearing
<b>Kia Ora</b>	Beneteau 473	John & Frances Garner	Fremantle, AUS	Coronado, PAN 4/18	Nuku Hiva 5/21	33 days	4,042 nm	92°W	138 hrs	154 nm	79 nm	36 kts	5	rivets failed on the boom that held the reefing lines, shackle on the traveller replaced

### Other Routes

<b>Kokopelli</b>	Hylas 46	Brian Black & Mizzy Lewis	Gm Cove Spgs, FL	Caraquez, ECU n/a	Hiva Oa n/a	23 days	n/a	n/a	8 hrs	170 nm	120 nm	28 kts	0	alternator drive belt
<b>Imagination</b>	Leopard 42	John & Lorela Hess	Annapolis, MD	Caraquez, ECU 4/12	Easter Is 4/28	16 days	2,369 nm	80°W	65 hrs	173 nm	118 nm	39 kts	5	Downward facing escape hatch latches broke due to pounding seas; installed electric pump to evacuate water entering leaky hatch for the remainder of the voyage; repaired latches until hatch replacement at next haul out. Rivets broke on end cap of boom at the gooseneck due to the boom twisting in light winds and large seas. Repaired at sea.
<b>Miss Tilly</b>	Beneteau 45	Richard Little	Marina Del Rey, CA	Marina Del Rey 3/5	Nuku Hiva 3/31	27 days	3,200 nm	131°W	40 hrs	160 nm	30 nm	27 kts	1	Cummins genset failed after 20 hours of use. Watt & Sea hydro-generator holder deformed, allowing it to come out of mounting fixture so it couldn't be used. Fuel/battery/water-level instrument proved to be too inaccurate to use. Iridium Go stopped sending/receiving texts, didn't allow emails and wouldn't allow blog posts. Staysail furler broke apart.



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Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. But fleets are also sprinkled with repeat offenders. Several skippers have done 10.

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Boats from 27 to 100' can enter the Ha-Ha, though historically the average has been 42 feet. The average number of crew is four, although couples are not unusual. At least one member of the crew has to have offshore experience.

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 25th running.

Sign up at [www.baja-haha.com](http://www.baja-haha.com).

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## IMPORTANT DATES

September 5, 4-5:45 p.m. – Free Mexico Cruising Seminar, Spaulding Marine Center.

September 5, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion, Spaulding Marine Center.

September 14, midnight - Entry deadline.

October 20, noon-4 p.m. – Ha-Ha Welcome to San Diego Party hosted by Downwind Marine.

October 27, 5 p.m. – Pacific Puddle Jump Seminar inside West Marine, 1250 Rosecrans St., San Diego.

October 28, 10 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.

October 28, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.

October 29, 10 a.m. – Baja Ha-Ha Kick-Off Parade.

October 29, 11 a.m. – Start of Leg One to Bahia Tortugas.

November 1, 2 p.m. – Daytime – BHH baseball game at Turtle Bay.

November 2, noon – Famous Turtle Bay Beach Picnic Party.

November 3, 8 a.m. – Start of Leg Two to Bahia Santa Maria.

November 5 – Bahia Santa Maria Day; a layday for relaxing and exploring.

November 6 - Beach Party at BSM.

November 7, Start of Leg Three to Cabo.

November 8 – Dance Party at Squid Roe.

November 9 – Cabo Beach Party.

November 10, 6 p.m. – Awards presentations hosted by Cabo Marina.

November 18, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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# RICHARDSON BAY —

Since the birth of San Francisco, thousands of people have made their home aboard boats on Richardson Bay. The patchwork community is a mix of seasoned sailors and liveaboards, retirees, veterans, Bohemians, or people seeking an alternative lifestyle, and people living off the grid and on the fringes. Located in the nexus of several Marin municipalities, Richardson Bay is one of the few protected anchorages in the Bay Area.

The longstanding community anchored off Southern Marin occupies what is by far the most controversial and complicated piece of water on the West Coast.

Advocates of the anchor-outs say that artsy, salty sailors are both vital to the character of an increasingly gentrified, touristy, and expensive Sausalito, and one of the byproducts of the an overly expensive but culturally rooted place like the Bay Area (another byproduct being an increasing number of working poor and homeless). Critics of the anchor-outs cite unsafe and unseaworthy boats, drugs and crime, while environmentalists have expressed concern that the ground tackle from the boats poses a threat to a delicate marine ecosystem, namely eelgrass.

**When talking about Richardson Bay, there are several jurisdictions to consider. The yellow lines represent city boundaries, the red line is federal, and the black line (from the tip of Angel Island) is the county border.**



RBRA

In the last year, there has been slow, steady progress toward removing derelict vessels. The theory is to bring the anchorage closer toward a managed entity similar to the many mooring fields found around the country and world — though

*"We think there's room for everyone, if everyone is willing to compromise."*

most of those areas are for transient boats; the fate of longterm residents on Richardson Bay has long been, and remains, in question. Some stakeholders, who've dealt with the issue for decades, say

they've seen these types of steps taken before, only to have the status quo ultimately prevail. Other parties are reluctant to see a dramatic change — such as a well-managed mooring field — that they believe resembles the same kind of inevitable, expensive and gentrified wave overtaking the rest of the Bay Area. And other parties still would rather see no boats anchored out at all.

Like we said, it's complicated, even taboo at times.

We will always support sailing and sailors, marine business and unique, salty, non-homogenized communities, and we'll always advocate for safety and sound environmental protection. These are all goals championed by many of the competing stakeholders, but in the debate over the anchor-outs, some of these positions seem, at times, mutually exclusive. "To make *Latitude's* position clear: We think there's room on Richardson Bay for everyone — if everyone were



LATITUDE / JOHN



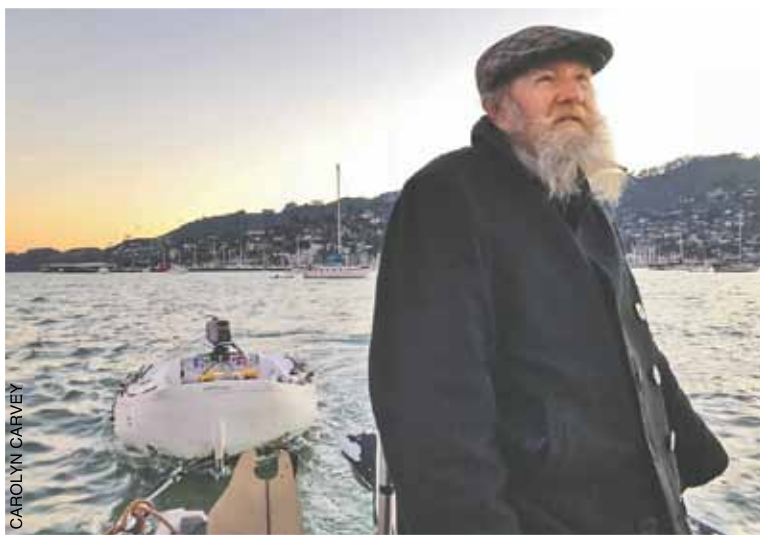
willing to compromise a little," wrote *Latitude* founder Richard Spindler in 2001, stating a belief that we still advocate. Every stakeholder needs to get at least a little of what they want, but in so doing, will have to give something up.

"The thing that's holding the anchorage back are the polar extremes," said anchor-out Chad Carvey, who's been on the hook in Richardson Bay for three years. "There are the extreme people who say there should be no boats on the bay, and then people who say there should be no rules at all. If everyone clings to their extreme, we'll never fix it."

## Who's in Charge, and What Are the Rules?

The Richardson Bay Regional Agency (RBRA) — which is responsible for the intersection of waters off Tiburon, Belvedere, Marin County and Mill Valley — is under new management. "The board is really working toward the goal of being safe, healthy and well managed," said Beth Pollard, the first-ever executive director of the RBRA, who was a city manager for over 20 years, and was hired to help turn Richardson Bay into a more

# ANCHOR-OUTS



CAROLYN CARVEY



CAROLYN CARVEY



LATITUDE / CHRIS

**Clockwise from top left: There are some funky, old boats on Richardson Bay (with multi-million-dollar homes in Belvedere behind them); anchor-out Greg Baker; a boat washed ashore in Tiburon following a storm; anchor-out Adam Culbreth.**

well-regulated anchorage.

Last year, the City of Sausalito withdrew from the RBRA. "We believed that Sausalito would be more effective in managing our own waters, and shifted that responsibility and funding to the Sausalito police department and marine patrol," said Jill Hoffman, a Sausalito City Council member, and a sailor. "The withdrawal was born of a frustration of lack of enforcement on the water." In addition, Hoffman said, "The entire effort has been underfunded for so long; that's another reason we withdrew." Hoffman — who was a naval officer on active duty for seven years and currently serves as a reservist in the US Navy JAG Corps as an attorney — did the Baja Ha-Ha in the late '90s and cruised for a year, sailing through the Panama Canal and the Caribbean, and up to Newport, Rhode Island. She said, "Seeing different harbors and marinas in so many different countries informed my opinion about how harbors are best managed."

The RBRA was founded in 1984 with

the intent of having one agency manage the entire bay. "But it had the opposite effect of taking away responsibility

from the municipalities," Hoffman said. "There are rules in place, but are they effective?" Both Hoffman and Pollard, and some anchor-outs, said there should be an RBRA-designated harbormaster with whom transient boats could make short-term arrangements, and where long-term boats could theoretically register. That way, officials would know who's on Richardson Bay in what type of vessel, and make sure the vessels themselves are registered, seaworthy, and have the proper systems.

At present, and technically speaking, every single boat anchored out in Richardson Bay for more than three days is considered illegal. We say *technically* because while there are laws on the books saying boats are restricted to a 72-hour stay, the status quo has been to tolerate boats anchored long term. "It's never been enforced because it's not enforceable," Chad Carvey said, referring to the fact that Richardson Bay is designated as a federal anchorage. Exactly what that means — like every facet of this issue — is open to debate.

Hoffman said the designation only means "You don't have to have sound signals or lights if you're under 20 meters." According to the Cornell School of Law, Richardson Bay's federal designation still means that "Mariners anchoring in the special anchorage should consult applicable ordinances of the [RBRA] and the County of Marin." Hoffman went on to say that applicable California case law interpreting both state and federal statutes says that "limitless mooring in Richardson Bay by perma-

**Chad Carvey and his cat enjoy life on the hook.**



CAROLYN CARVEY

# RICHARDSON BAY —



LATITUDE / JOHN



LATITUDE / TIM

**From left: Sausalito is also full of marinas and foggy hills; there's no denying the amount of floating junk in Richardson Bay; let's not forget that there's plenty of sailing going on off Southern Marin; the big, wet winter of 2017 saw lots of boats break free and wash up across the bay.**

nently anchored residential-use boats" is considered "unauthorized bay fill." If you don't have the proper permits from responsible state agencies, then you're *technically* not allowed to be a long-term anchor-out.

Since Sausalito withdrew from the RBRA, it has been working on a four-phase plan. Phase one involves removing "unoccupied marine debris." In many cases, these are not even technically boats, but floating, anchored objects. This phase also includes removing illegal or makeshift moorings. The City of Sausalito has said that they removed nearly 100 such 'objects' and derelict vessels since July. (A few marine businesses have told us that removing vessels from Richardson Bay is a bit like a game of Whac-A-Mole. As other marinas around the Bay Area crack down on their own anchor-out communities, the waters off Marin are one of the last havens. Most

**An unidentified family on a boat anchored in Richardson Bay.**



CAROLYN CARVEY

people acknowledge that boats have been removed, but many say that new boats are always arriving.)

In phase two, Sausalito is removing unoccupied vessels used as storage. Phase three involves moving vessels that are occupied by persons who are dangerous to themselves and others. The final phase — and lowest priority — is "how to address the people living on Richardson Bay who are not a danger to themselves and others," Hoffman said. "These are people that have a navigable boat and a working sanitation system. We'll address that when we get to it, with input from the community, relevant state agencies and environmental groups."

### Who's Out There?

Like any community, the anchor-outs are not a monolith. "A lot of people out there were like me: insane adventure types who want to be Bernard Moitessier," said Alaric Moore, who was anchored out on Richardson Bay for two years

on her Cal 34 MkIII. "I thought it was an interesting challenge, and I couldn't have afforded to live in the Bay Area otherwise." Moore said that living on the hook is not easy. "You're going through storms, you're rolling around, you're out in the elements. You have to haul your fresh water. I had a few friends out there who were all in their 20s. You also get these elderly men — some of them veterans with mental health issues or alcoholics. But they had experience on the water, and would go out there as a retirement option. Some of them are really interesting guys."

Moore was candid about the drug contingent on Richardson Bay. "Then you have your meth heads, and you can kind of tell who's who." Moore said a friend of hers counted what some people call "dingbats," or hardcore drug users on the hook, and came to 32. But Alaric was careful to put the anchor-outs in context: "During the Gold Rush in the 1850s and '60s — after all of the gold had been got — there was a housing crisis and income disparity in the Bay, and people resorted to living on the water. Sound familiar? There are serious issues out there, but nothing is new."

Chad Carvey estimates that there are currently about 150 boats on Richardson Bay, with roughly 110 being liveaboards. "There's a bunch of boats that are in-between and don't have anyone living there, but they're owned by really good people." Carvey generally agreed with the RBRA and City of Sausalito that there's been a large reduction of boats in the last year — about 100 fewer vessels, he said. Carvey, who along with his wife Carolyn plans to go cruising soon, is part of an association of boats that "have higher standards than the Coast Guard requires." This 'dialed' group of anchor-outs fly burgees designating their fleet. "There are a bunch of us who want good people who live on the water."



LATITUDE / JOHN



LATITUDE / CHRIS

## What Are the Concerns?

"We're concerned mainly with safety and environmental issues," said Jill Hoffman. The Audubon Society has long maintained that anchored vessels cause significant scarring to eelgrass in Richardson Bay. Satellite images have revealed "crop circles" below boats. "For every anchored boat, there's half an acre of anchor scar," Hoffman said. Most parties feel that permanently installed moorings will have far less impact on eelgrass than anchors, and the RBRA, in collaboration with Richardson Bay Special Anchorage Association and environmental specialists, are looking into environmental- and eelgrass-friendly moorings and anchoring techniques.

Some reports have suggested that eelgrass has flourished in the last three decades, though the photographs make scarring in Richardson Bay hard to deny. But this is yet another area of fierce debate. "We have some bigger concerns than eelgrass," Alaric Moore said. "Like, taking care of the numerous Superfund sites around the Bay Area. Eelgrass is a straw-man's argument. It's just one of the many excuses to justify dealing with a portion of the population that is undesirable."

Another long-running and contentious argument is the issue of sanitation. Critics of some of the less-outfitted vessels say that there's simply nowhere else their waste can go. "I know that it's been happening," Hoffman said. "I don't know that there's been an appreciable change." Chad and Carolyn Carvey dispute this claim. "I've never found one piece of sewage out there," Chad said somewhat emphatically. "Many [anchor-outs] pay for a pump-out service, some have a complimentary service arranged through the RBRA, some have self-composting toilets, others dispose of it on land in public toilets/Porta-Potties — and a few may not be disposing of it properly," Carolyn said at a Sausalito City Council meeting a few weeks ago.

Advocates for anchor-outs again urge relativism when considering waste. In 2015, the annual Beach Report Card from Heal the Bay noted three sewage spills from local municipalities in the Richardson Bay-Sausalito area that led to a beach closure last year. In other words, land-based pollution is often a bigger issue.

One of the primary safety concerns is boats dragging or breaking free of their moorings in bad weather, which Richardson Bay can see its share of in the winter. A few years ago, Moore said it was blowing between 45 and 60 knots when she started to drag. "That ended my time there. Two of my friends also lost their moorings, 11 boats dragged, and a man died. That was a particularly strong storm." Alaric said she learned a hard lesson after she failed to whip a chafe guard onto her anchor rode. "Dragging boats is the most dangerous thing; the second most dangerous thing is motoring home after drinking. The average guy goes for a piss and falls in the water."

We recently heard a story about three men motoring in rough weather in a small dinghy. Two of the passengers

mistakenly sat too far forward in the boat for the rough conditions, which drove the bow under. The boat swamped, and eventually capsized. Two people clung to the dinghy, while a third man tried to swim to shore, but drowned. Stakeholders on both sides of the anchor-out issue often cite the perils of poor seamanship as a danger to the community.

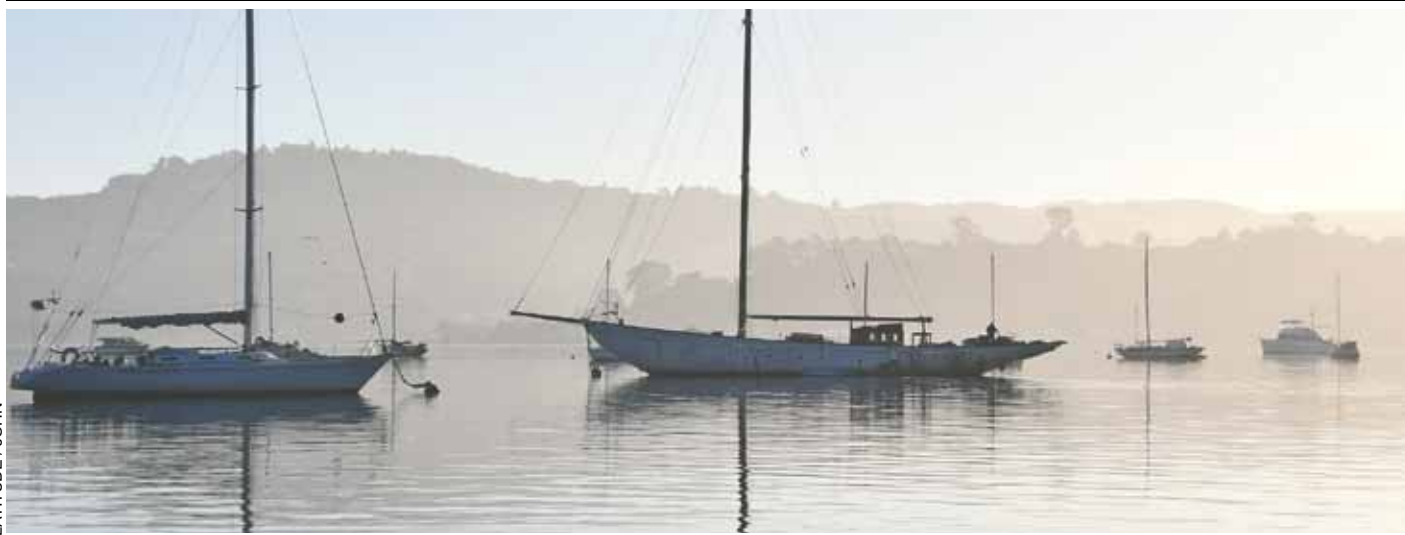
This is especially true for the number of people on Richardson Bay who are considered homeless (we've heard estimates that it's as much as 30 to 40% of the population.) "They're people that would otherwise be on the street, and being on the water is not the best option for them," Moore said. Hoffman agreed with the sentiment. "Homelessness is definitely an issue that we want to be cognizant of, but I do not want to create the idea that it's good policy to have boats as alternative housing on Richardson Bay. You have to know how to operate a boat and how to live safely on the water. People have drowned out there. I'm not going to ignore that safety issue." Hoffman said that by the time

***A satellite photo shows "crop circles" created by anchors on Richardson Bay.***



GOOGLE MAPS / MARIN AUDUBON SOCIETY

# RICHARDSON BAY



LATITUDE / JOHN

Sausalito gets to "phase three," the city will have already advocated with county and state homeless agencies to transition people to stable housing.

## What Will It Become?

Assuming that progress continues to be made on Richardson Bay, the question then is what will it become, and whom will it be for?

Carvey said that the RBRA has effectively agreed to allow anchor-outs to continue living on boats, provided that the number of boats continues to diminish, the boats that remain have appropriate sanitation systems, and the mooring techniques don't harm the eelgrass. "There was a clamor from RBRA to do a mooring field similar to San Diego," Carvey said. "Right now, that's a huge emotional thing; the word 'field' evokes images of regimented lines of boats and people paying money — a kind of a gentrification. That freaked out some of the wilder elements, and stalled and shut things down. But there's some of us, myself included, who are OK with a county- or state-run mooring field."

Gentrification is difficult to tackle. How do you "Keep Sausalito Salty" while at the same time making common-sense changes to policies that affect health, safety and the environment? How do you protect history and culture while making the community work for everyone? "Remember that Shel Silverstein was out there. Alan Watts was out there," Moore said of two famous former houseboat residents. "The city of Sausalito used to be blue collar. There's been multiple generations of people that have lived here. The city needs to take into account the adventurous spirit. They have the mentality that people out there don't have any plans for the future. And this isn't the first time we've done this in the [Bay Area]. I say be compassionate. Don't be a classist."

***It's easy to get caught up in the controversies, and to forget how stunning Richardson Bay can be.***

Hoffman believes that concern over gentrification is valid. "That's something we're going to have ongoing discussions about, but my top priority is safety and the significant environmental damage to the eelgrass and ecosystem that has already occurred, and continues."

Carvey said he did a poll in the towns bordering Richardson Bay, posing the question that, "If anchor-outs got their shit together, would you support them?"

***"I'm happy to say that there's a time-honored tradition of an anchor-out community."***

He said 99 people responded, and 83% said yes. "I'm happy to say that there's a time-honored, salty tradition of an anchor-out community. We don't want our towns to gentrify, become homogeneous and push people into the gutters."

This is where the concept of compromise might come into play, and where stakeholders will hopefully listen to each other's concerns. "We believe there should be a big, well-marked anchorage, 200 professionally installed and maintained mooring balls, and another area for 'grandfathered' anchor-outs on 'non boats'" Richard Spindler said in 2001, again reflecting an idea that we still endorse. "We also believe that all vessels on Richardson Bay should be subject to minimum pollution, safety and mooring standards, and that appropriate dinghy docks and restrooms be provided."

Although the idea of brand-new boating infrastructure here in Marin is certainly exciting, the question is,

who's going to pay for it, and what need is it filling exactly? Hoffman said that the idea of shoreside facilities such as bathrooms and showers suggests servicing the needs of boats that are not self-sufficient, and therefore "calls into question whether the boat should be anchored out in the first place," she said. "But if you're talking about a low number of transient vessels, perhaps one method is for them to pay a permitting fee. Or, if they're anchored off a marina, they pay the marina for their services. That would be the most fair and efficient solution."

We fully support the romantic notion of freedom at sea, dropping your hook wherever the wind blows, and living a life free of burdensome rules . . . and costs. But in a crowded place like the Bay Area, it's hard to sail completely under the radar, and facilities that might seem open and free still have to be staffed, and someone has to pay for trash removal, bathrooms, water, etc. This is part of the taboo of Richardson Bay (we've spoken with several people reluctant to go on the record). And while we support a life off the grid, we also unequivocally advocate for personal responsibility. You owe it to yourself and others to be safe on the water and to have a safe, clean vessel, and to live like a sailor by making the lowest impact possible. People must govern themselves, or they're begging for someone else to do it for them.

There is simply no way to express the emotions, passion and deeply rooted debate that has surrounded this issue for decades. This article is in no way meant to be an extensive investigation of the Richardson Bay question. We only hope to inform you of some new developments, contextualize how those changes fit into the pantheon, and then to listen to what people have to say.

We hope everyone gets a little bit of what they want.

— latitude / tim



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## PACIFIC CUP PART 2 —

The awards have been presented, the party at Kaneohe Yacht Club has ended, and the majority of the return fleet is tucked back into the barn after a long summer of sailing, officially bringing the 20th edition of the Pacific Cup to a close.

The returning delivery crews were dealt much the same weather conditions that the fleet experienced during the race, with an active and atypical weather scenario continuing to impact the boats on the water. The record-breaking 2016 edition, sailed during the second year of back-to-back Super El Niño occurrences, was characterized by nuking winds and a series of hurricanes on the course that saw much of the fleet finish during a named tropical storm. While 2018 was wildly different, it was in so many ways almost exactly the same. It was not hurricanes in 2018, but more typical low-pressure systems up north that left their mark, constantly marching west to east across the North Pacific, forming off the coast and on the race course, and generally playing havoc with the traditionally stable Pacific High that tends to dominate the weather patterns in this region of the world. Both the racers and delivery crews saw atypical, if not benign, conditions as a result.

Owing to unpredictable weather and a resulting incorrect forecast, the Friday,

**Kirk Denebeim's Archambault 35 'Mirthmaker' on delivery back to the Mainland. With atypical weather and a unique route as a result, much of the return fleet found themselves on a port tack beat-to-reach for what felt like an eternity.**

July 13, starters in the BMW of San Rafael E division surged to the top of the leaderboard in the overall rankings, despite starting on the day that had been forecast to be the slowest.

The Shelter Island TransAtlantic Partners' Mills 68 *Prospector* claimed the overall victory, the fastest passage, and second place in E division. "We were excited to find out that once we got out of San Francisco Bay, what we thought would be 4 knots of breeze ended up being 10 or 12 knots of wind and we were able to get south," explained *Prospector* crew Paul McDowell.

"The nice thing about the Pac Cup is



**The Andrews 70 'Runaway' as seen from the Cal 40 'Highlander' on July 19 — a week into the race! — photo by Ian Matthew**

just days and days of downwind sailing.

It's great, but the bond with the boys is the big one. We're just sort of laughing our way across oceans and doing a lot of fast sailing," added crew Quinn Tobin.

Roy Patrick Disney's Andrews 69 *Pyewacket* won the E division, placed first among the two ORR divisions (D and E), and also won the prestigious Latitude 38 Performance Award, given to the boat that performs best in its division, compared to its rivals.

Torben Grael, a five-time Olympic medalist from Brazil, sailed on *Pyewacket*. "We have



# FAMILY TIES AND FAST FRIENDS

a bunch of good friends together on the boat," he said modestly before the start. "We're wishing to have a lot of fun while doing a nice race."

Stuart Dahlgren's Santa Cruz 70 *Westerly* placed fifth in E Division but won the 'Wizard' trophy for the top Bill Lee-designed yacht on corrected time.

"We do not have the financial resources of a lot of the people we're sailing against; I guess you could say we just have piss and vinegar," said Vancouver-based

UK sailmaker and *Westerly* skipper Stuart Dahlgren. "After this race, we know there's a lot more gas in the tank, and we can't wait for future races to give it another go against *Pyewacket* and the other sleds."

Jim Quanci, champion of the 2012 Singlehanded TransPac and a Pacific Cup stalwart, was going to race solo to Hawaii this summer on his well-traveled

**Zac Judkins was navigator on the 'fully crewed' *Bombora*, the only triplehanded Express 27 in the race.**



*The scene at Kaneohe Yacht Club, on the east side of Oahu, on the night of the awards.*

lies that take to the sport. Staying true to form, Pac Cup had a ton of families in contention for the award, making it one of the most desired and touching awards out there.

**The Express 27 *'Loose Cannon's* doublehanders Julia Paxton and Andy Goodman accumulated the longest list of trophies.**

Cal 40 *Green Buffalo*. But his two sons, Andrew and Stephen, said they wanted to race to Hawaii again. Stoked to have some company, Quanci grabbed two more crew and went on to win the Coral Reef Sailing Apparel A Division and claim the Fastest Family Afloat award, given to the boat with multiple members of the same family onboard with the best corrected time. One thing that we love about the Pac Cup, and sailing in general, is the number of fami-



REBECCA HINDEN



PACIFIC CUP

LAUREN EASLEY / WWW.LEIALOHACREATIVE.COM

# PACIFIC CUP PART 2 —



PAUL SUTCHEK



LORI TEWKSBURY

**T**aking home perhaps the most hardware of any entry were just two crewmembers from the doublehanded Express 27 *Loose Cannon*. Andy Goodman and his girlfriend Julia Paxton sailed an incredible race to win the Pau Maui Vodka/DH1 Division. The pair also took home the Carl Schumacher Design award for best corrected time on a Schumacher design, the award for fastest Express 27 to Hawaii, and the Best PHRF Performance award for the best corrected time among the five PHRF

**One of the best parts of the entire race is when you finally get to meet up with the competition on the other end. Here, 'Sweet Okole' crewmember Isaac Gillette (left) and 'Poke and Destroy' skipper Alex Simanis share some stories shortly after their arrival.**

**Halfway celebrations aboard the Morgan 382 'Eliana' (left) and the Swan 46 'Free'.**

fleets.

"We knew we had to work as hard as we could because we knew that *Motorcycle Irene* was going to be the boat to beat," said *Loose Cannon* skipper Andy Goodman.

Co-skipper Julia Paxton explained the defining moment of the race: "In the middle of the ocean, we saw a black carbon main and an Express 27 rig and we knew it could only be Will. We actually saw them slatting back and forth, and so we sailed away from him because he told us where the hole was." *Loose Cannon* would gain separation and eventually go on to win.

Quantum sailmaker Will Paxton was gracious in defeat and heaped praise on

Julia, his younger cousin. "I've done this race a bunch on Santa Cruz 70s with the world's best navigators, who really know how to play the game, and the game that we played versus them, I've never seen better," he said of *Loose Cannon*. "Changing the gears and racing to the next shift — it was like racing against my shadow, and I was very humbly impressed." Julia chimed in: "I'm glad you have that on tape!"

Another Express 27 crew taking home the goods were John Morrison and CJ Ware, who handily won the Best First Passage award as a result of finishing just an hour and 15 minutes off the podium in an intensely competitive division. A couple of hardcore skiers from Tahoe,

**Les Robinson, Moore 24 aficionado, is interviewed by Ronnie Simpson after the race.**



PACIFIC CUP



RONNIE SIMPSON / PACIFIC CUP

# FAMILY TIES AND FAST FRIENDS

## 2018 PACIFIC CUP RESULTS

61 starters, 5 dropouts and 56 finishers

Div	Ft	Boat	Type	Skipper	Yacht Club
<b>CORAL REEF SAILING APPAREL</b> (Started 7/9 at 11:15:00 PDT)					
1	7	Green Buffalo	Cal 40	Jim Quanci	Richmond YC
2	12	Bombora	Express 27	Rebecca Hinden	Encinal YC
3	17	Eliana	Morgan 382	Warren Holybee	No YC
4	22	Highlander	Cal 40	Bob Horton	Tiburon YC
<b>PAU MAUI VODKA doublehanded</b> (Started 7/9 at 11:25:00 PDT)					
1	3	Loose Cannon	Express 27	Andy Goodman/Julia Paxton	Richmond YC
2	5	Motorcycle Irene	Express 27	Zachery Anderson/Will Paxton	Richmond YC
3	11	Alternate Reality	Express 27	Darrel & Ian Jensen	Sloop Tavern YC
4	13	Fired Up!	Express 27	John Morrison/CJ Ware	Tahoe YC
5	15	Yeti	Express 27	Adam Mazurkiewicz/J. Crowson	SSS/Richmond YC
6	20	Pork Chop Express	Express 27	Chris Jordan	SSS
<b>MOUNT GAY RUM doublehanded</b> (Started 7/9 at 11:35:00 PDT)					
1	4	Wolfpack	Donovan 30	Melinda & Bill Erkelens	Richmond YC
2	6	Bacon Berger	Antrim 27	Mike Bacon/Frederic Berg	Kaneohe YC
3	9	Foamy	Moore 24	Lester Robertson/Randy Parker	Tahoe Windjammers YC
4	14	Zipper	SC27	Alexia Fischer/C. Bassett Ross	Washington YC/PCYC
5	25	Abstract	J/105	Douglas Pihlaja/Mary Hartel	Corinthian YC Portland
6	37	Jamani	J/120	Sean & Kim Mulvihill	San Francisco YC
<b>KOLEA CRUISING</b> (Started 7/9 at 11:45:00 PDT)					
1	-	Anais	Hanse 505	Matt Solhjem	No YC
2	-	OutreMer	Hanse 505	Emmanuel Sauquet	Presidio YC/Pacific Cup YC
3	-	Bear Boat	SO 40.3	Paul Koenig	Pacific Cup YC
4	-	Gusto	Swan 441	Holm Albrecht	Corinthian YC Seattle
5	-	La Bonne Vie	Pretorien 35	Matt Sundermier	Olympic Circle Sailing Club
6	-	Wavelength	Beneteau 46	Bill Schwartz	Berkeley YC
7	-	Blue Moon	Jeanneau 52.2	Russ Johnson	Zephyr YC
8	-	Lytic	Mason 44 ketch	John Swain	Pacific Cup YC
9	-	Music	Nordic 44	Jeff Michaud	San Francisco YC
10	-	Edge of Moonlight	IP 380	Keith James	No YC
11	-	Knot Behaving	Jeanneau 379	James Peo	Pacific Cup YC
12	-	Surya	42-ft catamaran	Andre Hilden	Sierra Point YC
<b>WEEMS &amp; PLATH</b> (Started 7/11 at 13:05:00 PDT)					
1	19	Shearwater	J/35	Karl Haflinger	Corinthian YC Tacoma
2	29	Free	Swan 46	Christian Doegl	Inverness YC
3	30	The Fugitive	Farr 1220	Benjamin Rummen	Vancouver Rowing Club
4	31	Alessandra	Grand Soleil 50	Casey Smith	Sugar Dock
5	33	Imagine	Davidson 44	Wyatt Jones	Berkeley YC
6	36	Iguana	Beneteau 411	Michael Eusebio	Pacific Cup YC
7	-	Defiance	Schock 41	Jack Tibbetts	No YC
8	39	Angelique	Columbia 57	Andy Kurtz	Pacific Cup YC
<b>ALASKA AIRLINES</b> (Started 7/11 at 13:15:00 PDT)					
1	23	Zaff	J/92	Phil Wampold	Royal Victoria YC
2	24	Sweet Okole	Farr 36	Dean Treadway	Richmond YC
3	26	Poke & Destroy	Evelyn 32-2	Alex Simanis	CYC Seattle/Sloop Tavern
4	32	Mirthmaker	Archambault 35	Kirk Denebeim	Pacific Cup YC
5	-	Aloha	Hobie 33	Kyle Vanderspek	Mission Bay YC
6	34	Dare Dare	Sun Fast 3200	Nicolas Thiebaud	No YC
<b>PASHA HAWAII</b> (Started 7/12 at 13:55:00 PDT)					
1	10	Rufless	Melges 32	Rufus Sjoberg	Richmond YC
2	21	J World's Hula Girl	SC50 Modified	Wayne Zittel	San Diego YC/SFYC
3	16	Zamazaan	Farr 52	Greg Mullins	St. Francis YC
4	27	Six Brothers	Columbia C32	Chris Kramer	RYC/NYYC/AYC
5	35	Starship	SC52	Christian Berge	No YC
6	28	J World's Cazan	DK 46	Paul Martson	San Diego YC/StFYC
7	38	Hokulani	J/120	Tracy Rogers	Pacific Cup YC
<b>BMW OF SAN RAFAEL</b> (Started 7/13 at 14:45:00 PDT)					
1	-	Pyewacket	Andrews 68	Roy Pat Disney	Waikiki YC
2	1	Prospector	Mills 68	Trans Atlantic Partners	SIYC/RORC/STYC/NYYC
3	-	Blue	Riptide 41	Michael Schoendorf	South Shore YC
4	2	Runaway	Andrews 70	Hector Velarde	No YC
5	8	Westerly	SC70	Stuart Dahlgren	Royal Victoria YC
6	18	Rage	Wylie 70	David Raney	Corinthian YC Portland

See [www.pacificcup.org](http://www.pacificcup.org) for full details.

John and CJ traded their ski boots for sea boots and managed to stay in touch with a handful of world-class sailors at the top of the fleet; a remarkable achievement for these ocean racing novices.

While *Loose Cannon* narrowly beat out Julia's cousin Will Paxton and his sailing partner Zachery Anderson onboard *Motorcycle Irene*, the *Irene* crew didn't go home empty-handed, as they were part of the winning trio of boats from Richmond YC who took the Team Award.

*"It was like racing against my shadow, and I was very humbly impressed."*

Sharing in the Team Award victory with *Motorcycle Irene* were *Wolfpack* and *Rufless*. After a highly educational and humbling ride in 2016, Rufus Sjoberg came back with a different approach and crew in 2018, which, combined with the lighter winds, allowed Rufus to make history by piloting his Melges 32 to the top spot in a major Category 1 ocean race.

Sjoberg sold the boat to a new owner in Hawaii, just as Bill and Melinda Erkelens had attempted to do with their Jim Donovan-designed 30-ft MORC racer *Wolfpack*, the third boat to team up with *Rufless* and *Motorcycle Irene* to win the Team Award, in addition to winning their division for the third consecutive Pacific Cup in a row.

In the end, the couple didn't sell *Wolfpack* to a Hawaiian buyer, and the Erkelens have hinted that "Well, maybe we'll just race it again! It's a sweet ride, super-fast, it's fun, it's addictive. We sail so many other people's boats that sometimes it's just nice to sail our own boat." If they do race again, we would highly advise you not to bet against them.

Finishing in second place in the Mount Gay Rum/DH2 Division, just behind *Wolfpack*, was the Antrim 27 *Bacon Berger* with Kaneohe YC commodore Frederic Berg and Michael Bacon aboard. Second in their division and the third boat to cross the finish line among the entire fleet, *Bacon Berger* won the First Hawaiian Boat award. An elated Fred Berg related what it feels like to triumphantly race into the club of which you are commodore: "When I realized I was going to be commodore during a Pacific Cup, I seriously started considering doing it. Part of it was knowing that I'd be coming home and doing this, and it's awesome. It's fun and the reception that you get from your membership and

# PACIFIC CUP PART 2

everyone else is just incredible. Knowing that you are the commodore and there's all this stuff that you should supposedly be doing — but at the end of the day you're supposed to be sailing and that's what we did."

Co-skipper Michael Bacon was still oozing adrenaline from the fast ride over and was full of praise for designer Jim Antrim: "When it's heavy air and you're going super-fast through the night, not knowing what's coming next, you just sit on the back of the boat and it steers itself. It seems to know the way, and all I could think was, Jim Antrim doesn't get enough credit, this boat is amaaaazing!"

Placing third in the same division, Lester Robertson and Randy Parker aboard the Moore 24 *Foamy* won the Moore 24 Perpetual Trophy. After entering the Pacific Cup and starting to restore *Foamy*, hull #129, Les received some very bad news.

"Two and a half months into the rebuild, I get some strange symptoms, and next thing you know I've got to go to Stanford, and I've got some form of liver cancer. Fifteen percent survive the first

## 2018 PACIFIC CUP PERPETUAL TROPHIES

Pacific Cup; Fastest Passage: **Prospector**

Best PHRF Performance Trophy; First Carl Schumacher Design; Express 27 Trophy: **Loose Cannon**

Bjorn Johnson Best ORR Performance Trophy; *Latitude 38* Performance Trophy: **Pyewacket**

Team Trophy: **Rufless, Motorcycle Irene, Wolfpack, Richmond YC**

Fastest Family Afloat: **Green Buffalo**

Best First Passage: **Fired Up!**

First Hawaiian Boat on Corrected Time: **Bacon Berger**

Moore 24 Perpetual Trophy: **Foamy**

Passage Yachts Trophy for Best Beneteau 24-Hour Run: **A Fond Le Girafon**

Best Prepared Yacht Trophy: **Hokulani**

Wizard Trophy for First Bill Lee-Designed Boat on Corrected Time: **Westerly**

five years. I always figure we can be in the top 15 out of 100. I'm going to live my life and do the best I can for those around me."

About the Moore 24s (of which he has three), he said, "It's pretty ridiculous. I can't believe how I've patterned and lived my life with these boats all these years. There's so much else in life, but it's something I really wanted to do, another [transpacific] race on a small

boat, and I'm really privileged to be here right now."

For much more, check out [www.pacificcup.org](http://www.pacificcup.org) and be sure to read Part 1 of our coverage in the August issue of *Latitude 38*.

The 20th Pacific Cup is in the bag; we can't wait for 2020!

— ronnie simpson



  
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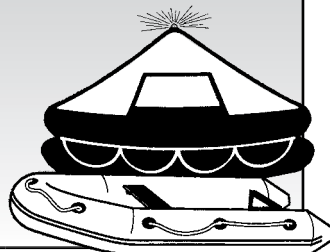
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MÉXICO

# BAJA HA-HA XXV, PT 1

Welcome to the 25th anniversary of the Baja Ha-Ha, one of the biggest and longest-running cruiser rallies in the world. If you haven't sailed in or

ing port and the owner's city of residence or work are listed. All bios were written by the Grand Poobah, who is responsible for, and who regrets, any errors.



The start of the Ha-Ha is truly something to behold.

seen a Ha-Ha, then it might be difficult to appreciate the enthusiasm and scale of the event. Last year in San Diego, the Ha-Ha fleet seemed to fill all of the bay as firehoses spurted and a mariachi band serenaded the boats as they made their way past Point Loma.

The following is a sampling of the brief bios of some of the boat crews that have signed up for late October's Silver Anniversary Baja Ha-Ha cruisers' rally from San Diego to Cabo San Lucas. Additional bios will appear in the next two issues of *Latitude 38*.

As of August 20th, 129 boats have signed up. Entries will be accepted until the week before the start, but a boat must be entered by October 1 for the crew bio to appear in the *Meet the Fleet* booklet.

For complete information on the Baja Ha-Ha, visit [www.baja-haha.com](http://www.baja-haha.com).

## Notes:

\* indicates the number of people 18 or under on the boat.

+ indicates the number of times someone on the crew has done a Ha-Ha.

When someone is referred to as a 'wife,' it is not meant to suggest anything but an equal partner in a relationship.

(W) indicates that the boat will be sailing using just white sails as opposed to gennakers or spinnakers.

In many cases both the boat hail-

### **Adell — Pacific Triton 45 Ketch (W) Yvonne Serna San Diego**

One of a handful of sole female boatowners in this year's Ha-Ha, Serna, a retired electrician, has been sailing solo for about six years. The Ha-Ha has been on her Buck-et List.

Adell, her 1979 Atkins ketch, is her "dream boat," and with her she sees infinite cruising possibilities. Among them, the Marquesas.

As we went to press, Serna was still assembling her crew, hoping to sail with as many crew of the female persuasion as possible.

### **\*Agatha — Beneteau Oceanis 45 Wm. Champion and Victoria Palmer Seattle / Bellevue, WA**

William, 52, and his wife Victoria have been sailing for 15 years, while their daughter Rose has been sailing since she was in the womb. Rose will not only do the Ha-Ha with Mom and Dad, but has had a big influence on their post-Ha-Ha plans. Since Rose in-



'Blue Horizon'

tends to go to school in Australia, her parents think that sailing is the best way to get to the Land Down Under.

As a warm-up for the Ha-Ha, the family plans to circumnavigate Vancouver Island, then make the mandatory trip down the West Coast for the start of

the Ha-Ha.

While William would like to have a Gunboat cat — who wouldn't? — he and Victoria are happy with their Oceanis 45, which they've owned for two years.

William is right-handed, but advises that he uses both hands "to clap." During the Ha-Ha he and Victoria may want to ponder the famous Zen koan: "We know the sound of two hands clapping. What is the sound of one hand clapping?"

### **Aiyana — Island Packet 37 (W) Gabriel Harriman Marina del Rey**

Gabriel, 40, a software engineer, will be sailing south with Jon Bartett, 50, a friend in the real estate business, and a couple of other crew not yet determined. After sailing for 15 years, Gabriel bought *Aiyana*, his first boat. He'd previously been a non-equity partner in a 42-ft ketch.

The name *Aiyana* has many meanings, among them Eternal Flower, Blossoming, Beautiful Flower, and in ancient times, Remember the Struggle. We wonder which one applies to the Island Packet 37.

Although Gabriel's longest passage to date is Newport to Ensenada, after the Ha-Ha and time in Mexico, he plans to take off for his "dream destinations of the Marquesas, New Zealand, Madagascar, South America, the Caribbean, the Med — and everywhere in between." Nothing wrong with dreaming big. Nothing wrong at all.

### **\*Blue Horizon — Pacific Seacraft 37 Richard Southwick San Francisco**

Richard, 61, retired from an unspecified career, will be doing the Ha-Ha with his daughter Alex, an 18-year-old student. This is not a case of a reluctant late teen being dragged along by Dad, as Alex has been sailing San Francisco Bay with her dad since she was in diapers. When Alex was young, she'd take naps in the cockpit holding onto the coaming, so she was 'marinized' a long time ago.

Come spring, dad and daughter might do the Puddle Jump. But two things are certain. First, Alex has to be in college in New York by next September. And two, neither dad nor daughter will ever forget their adventure together.

Alex's sailing hero is the remarkable



# THE SILVER ANNIVERSARY

Laura Dekker, the Kiwi-born Dutch girl who shocked the world by sailing solo around the world at age 15.

Dad, who is left-handed, and daughter, who is right-handed, once hit 34 knots while sailing on the *Lending Club* trimaran. Not that they plan to see such speeds on their boat in the Ha-Ha.

**Barbarosa del Mar —  
Island Packet 485**

**Bob Michels  
San Diego**

Bob, 67, is a retired aerospace engineer who will have two crew: George Woodley, 71, a retired engineer/inventor, and Bob Seddig, 75, a technical sales rep. Old guys rule!

Bob has sailed for 30 years, and *Barbarosa* is his third boat, one he has owned for six years. She's his 'dream boat.' Nothing like being content with what you have.

Bob has made three trips from Puerto Vallarta to San Diego, which is 1,000 miles upwind each. After the Ha-Ha he looks forward to sailing in the Sea of Cortez and Banderas Bay. Sounds like an excellent plan to us.

Bob's sailing hero is Dennis Conner, and he thinks it would be great to eat German chocolate cake for dessert while cruising in the Pacific Northwest.

**Blue Oasis — Jeanneau SO 45  
Barry Constant and Kathy Barnes  
Seattle**

Barry, 66, a retired engineer, and his wife Kathy, a retired "technologist," have owned *Blue Oasis* for four years.

Two years ago they took her on a 90-day, 2,500-mile cruise of the Inside Passage, including a circumnavigation of Baranof Island and visiting the Sawyer Glaciers.

Barry has been sailing for 50+ years, and was a swaggering captain and yacht racer in the Caribbean in the



'Blue Oasis'

'70s and '80s — back when sailing there tended to be on the wild and crazy side of the spectrum. He also sailed to Cuba in what he describes as "the scary days."

For Kathy, *Blue Oasis* is her dream boat. Barry, being a typical guy, always wants something larger. He can't help it, as back in the day in the Caribbean he was the captain of *Sassy*, a C&C 61.

Barry and Kathy love to prepare and share homemade pizza, and enjoy eating the fish they catch. Although they have no specific destination, they plan to go through the Panama Canal and east to the stomping grounds of Barry's youth.

**Chimera — Beneteau 473  
Dennis Plesons and  
Margaret Marchuk  
Santa Barbara +**

Dennis, 67, retired from the medical field, and his Significant Other Margaret, who is in public relations, will be joined by Feoff Staff, 60, a retired quality control expert, and Dale Zurawski, a water engineer.

Dennis has loved the sea and been

around boats since his teens. *Chimera* is his third boat, as he previously owned a Pearson 365 and a Beneteau 45F5. Margaret has only been sailing for two years, but has already moved up to Skipper 2 and Communications Director



'Chimera'

positions.

Dennis did the '09 Ha-Ha with his

children Marina and Niko, who were 12 and 10 at the time. Dennis is hoping they can "join at various times," although we're not sure how that would work. Maybe after the Ha-Ha.

'Let the good times roll,' is *Chimera's* motto for the Ha-Ha. In case you were wondering how to say that in Spanish, it's: *Deja que los buenos tiempos pasen.*

**Dawn Treader — Catalina 34  
MkI  
Peter Bozek  
Ventura**

Peter, 58, a retired environmental health specialist, will have friends Ken and Abigail Convery as crew. He's a Channel Islands National Park ranger, while she's a staff biologist.

Peter reports that he's been sailing for 20 years, and owned *Dawn Treader* for the last 16 of those years.

"There is nothing unusual about my Catalina 34," he says. "She's the Chevrolet of the Sea, but has always brought me home safely." He admits to some bigger-boat envy, but notes that *Dawn Treader* has all that he needs.

The Ha-Ha will be Peter's longest voyage to date, eclipsing a previous trip to San Diego.

"The Ha-Ha will be an experiment to see how much I enjoy cruising," he says. "I plan to take a full six months, and sail as far south as Zihua, and then up into the Sea in the spring."

Peter's sailing heroes are Paul, Deke, Dwight, Jeff, and Jimmy — the Wet Wednesday heroes from his yacht club.

**Day Ja Vu — Catalina 42 (W)  
Kelly O'Day  
Long Beach +++**

Kelly, 54, a member of the merchant marine, will have crew in Jim Duncan, 56, an entrepreneur, and Vince Curri- van, 75, a retired ship captain.

"This will be my third Ha-Ha," says Kelly, "as I did the '03 one aboard the Liberty 458 *Charissa*, and the '04 on *Sandcastle*, my previous Catalina 42. My family was young when we did the '04 Ha-Ha, and in addition to the two kids we had a small dog and a cat. We cruised for the season before returning home."

"This year's Ha-Ha has been many years in the making," he continues. "I work as a professional mariner on oil spill response vessels in various parts of California. For the time being, I plan on keeping my boat in Mexico and com-

# BAJA HA-HA XXV, PT 1

muting to work.

"Hopefully along the way I'll meet a nice single lady who shares my passion



'Day Ja Vu'

for cruising. And hopefully, I'll — we'll — be able to cruise the Med some day."

## **Dolfin — Pacific Seacraft 37 Bill and Patty Meanly San Diego ++**

Bill, 72, and Patty own a retail hardware store in the San Diego area, nearly the last of that breed in the age of Home Depot.

Bill wasn't able to provide much information about their Ha-Ha by press time, as he was sailing in his second Singlehanded TransPac, and then had to deliver *Dolfin* back to San Diego.

As we recall, the couple have owned their Pacific Seacraft for something like 30 years, and love her. They did a Ha-Ha a few years ago, after which they cruised Mexico.

The couple are fine sailors. We remember a time we chased them across Banderas Bay with *Profligate*, our much-longer catamaran. The air was light, and it was so hard to reel them in.

We're not sure that we ever did.

## **Ebenezer III — Catalina 36 Richard Schaper Sausalito / Mill Valley +++**

Richard, 73, an Episcopal priest, will be sailing south with friends Dennis Hammer, 60, a PG&E lineman, and Ardath Dixon, an outdoor adventure specialist.

"I am the son and grandson of commercial fishermen," says Richard, "so salt runs in my veins. My father helped me build an eight-ft sailing pram and taught me to sail when I was 8. My Catalina is named for my Dutch grandfather's Nantucket-based fishing boat.

"I am one of the volunteer builders of the 138-ft *Matthew Turner* in Sausalito," continues Schaper. I've also done the Ha-Ha multiple times, and three years ago I did the Puddle Jump.

After the partying dies down in Cabo, Richard will head back north right away so he can spend the spring helping rig the *Matthew Turner*.

"My dream destination," he says, "is always Sausalito, the most beautiful place in the world to sail in and out of."

## **Follow You Follow Me — Hunter 466 Allan and Rina Alexopulous National City ++++**

Allan, 58, a retired vice president, and Rina, a retired payroll and benefits coordinator, will have friends Josephine Cadieux-Falliers, a shopowner, and Shaun Wurzner, 56, a software engineer, and friend Christine Hagen as crew. Allan and Rina did their first Ha-Ha aboard Orange Coast College's *Alaska Eagle* in '06 and their second with their own boat in '08. After that second Ha-Ha they spent two years cruising the South Pacific before returning to Silicon Valley to build the kitty for an early retirement.



'Dolfin'

eventually exchanged for a hurricane-damaged Voyage 43 cat and some land in Fiji.

D a u g h t e r Alyssa, who did the Puddle Jump with them in '09, returned to San Francisco to get a degree, at which time she met up with husband-to-be Lewis Allen. She and Lewis took off for the South Pacific on a Tartan 37 they

eventually exchanged for a hurricane-damaged Voyage 43 cat and some land in Fiji.

We mention Alyssa because she is Allan and Rina's sailing hero "for having the guts NOT to live in a cube after graduating, but to take off on an open-ended cruise, rescue a catamaran, and start a successful charter business in Fiji."

Alyssa, by the way, is the cover girl

on the January 2017 issue of *Latitude*.

"In the last year we sold the house, refreshed many of the major systems on the boat, and relocated to San Diego to get ready for our three-year cruise. Our current plan is to cruise Mexico before crossing the Pacific in 2019, slowing down to visit more of the South Pacific over a two-year period, and spend some



'Follow You Follow Me'

quality time with Lewis and Alyssa in Fiji. If all goes according to our plan in the sand, we will eventually make our way to Alaska via Hawaii, and back down the coast in 2022."

## **Horizon — Dufour 310 Eddie Harrison Chicago / Oak Park, IL +**

Eddie, 71, is a musician who will be sailing south with friends Tom Boucher, 56, a pilot, and Edward Harrison, occupation unknown.

A sailor for 20 years, Eddie owns two boats. One is a Dufour Arpege, which he sails on the Great Lakes. The other is *Horizon*, which he also used to sail on the Great Lakes before deciding to relocate her in San Francisco near many family members.

Harrison did the 2017 Ha-Ha with *Horizon*, followed by a Baja Bash home. That was his longest passage to date. After this year's Ha-Ha, Harrison hopes to make his way down to Costa Rica, and while there, perhaps enjoy his favorite dessert, a chocolate cake with frosting.

Gotta have the frosting, because chocolate cake without frosting is not chocolate cake at all.

## **Incantation — Santa Cruz 50 David Ratner Vancouver, B.C. +**

David, 57, who is retired from construction and development, will be sailing south with Elliot Hoyem, 68, a

# THE SILVER ANNIVERSARY

friend who is retired from the Marines, and Elliot's wife, Nancy, who is retired from the telecom business. David expects to sign on more crew before the start of the event.

Talk about loving one's boat, David has owned the legendary racing/fast cruising Bill Lee design since 1981. That's something like 37 years!

While David sailed *Incantation* in the '04 Ha-Ha, his longest passage to date has been the Melbourne to Osaka Race in 1991. After the Ha-Ha, he's "going south."

**Jeanne Anne — Lord Nelson 35 (W)**  
**Steve Olson and Chelsea Grimm**  
**Tacoma, WA**

Steve, 44, is a retired police officer; wife Chelsea is a retired office worker. The two have been sailing for eight years, and their Lord Nelson, which they've owned for a year, is their second boat. The boat has been around, as she's already completed a circumnavigation.



'Jeanne Anne'

While the two have sailed 1,100 miles north up the coast of Baja, this will be the couple's first Ha-Ha. After the Ha-Ha, and after spending time in the spectacular Sea of Cortez, the two plan to head down the mainland coast of Mexico and Central America, then turn west.

"Our dream destination is wherever we're at with good people."

**\*\*Knot Home — Spencer 53 Ext (W)**  
**Dale and Traci Mayes Family**  
**Portland, OR**

Dale, an "embedded" firmware engineer, and his wife Traci, a high school science teacher, have enlisted their children, Christopher, 7, and Elizabeth, age unknown, as crew.

Dale has been crewing on sailboats for 25 years, including lots of weeks of bareboating and some deliveries as skipper. Traci has 15 years of sailing experience. The couple bought *Knot Home*, a Spencer 53 'Extended,' their first big boat, in April this year. This will be their first Ha-Ha, and they'll be coming down from their homeport of Portland via Canada. "Our plan is to cruise Mexico for the season, then head off on the Pacific Puddle Jump, maybe in March or April. Dale's hero is 'Uncle Bill,' a 92-year old whom he raced with once in Michigan.

— richard spindler

# LET THE BUYER PREPARE —

"The little lady and I are going to retire in five years and sail around the world," the client proclaimed to the broker with an air of certainty and self-importance, demanding, "What can you show us now?" He was dressed in cowboy boots, smoking a cigarette, and was ready to climb down the first open companionway he saw. His wife, dressed in high-heel shoes and a dress, was hurrying along unsteadily behind him. "We're in the brochure stage," he said, and added, "We're in no hurry." When the broker asked more specifically what they were looking for, he replied, almost dismissively, "We'll know when we see it." The broker woke up in a cold sweat, realizing that it was just another bad dream. While the "boat buyer from hell" might seem like an exaggeration, most brokers can relate.

Some first-time boat shoppers are knowledgeable and ready to deal, but many others, through no fault of their own, are woefully unprepared for what may represent a major commitment of time and finances. Even in these days of information overload on the Internet, many first-time buyers do not understand the process of buying a used sailboat. Sometimes, just writing the check for the boat is the easiest part.

So how do you go about the process in the right way? What should a buyer look for (and look out for)? Here are some questions and concerns that confront most first-time buyers. While this should not be considered a 'complete A to Z manual for buying a boat', hopefully it will serve as a rough guide.

**A scene from the 2017 Pacific Sail and Power Boat Show in Richmond. A boat show can be a great way to meet the right broker.**

## What are you looking for?

The most important consideration a buyer should take into account is exactly what kind of boat they are looking for. Will it be an entry-level daysailer, a round-the-buoys racer and weekend cruiser, a hot-rod race machine or a bluewater passagemaker? Are the buyers looking for performance and speed or comfort and safety? Will it be a monohull or a multihull? Full or fin keel, motorsailer or sleek sloop? At this point, the buyer should let the broker know what their price range is, which will help the broker zero in on boats to suit the buyer's wants and needs.

The type and size of boat desired by the buyer(s) will partially determine the length of time it will take to complete a successful sale. You can assume that, generally speaking, a 20-ft daysailer on a trailer will not require the same time and resources to purchase as a fully-equipped 40-ft bluewater cruiser.

Where does the buyer start the process? After a reasonable determination is made and the field is narrowed, let's assume our buyers have made a choice. How do they proceed?

## Make an Offer

The first step is to make an offer on the boat. After all the searching, phone calls and research, the choice is narrowed down to one boat. The buyers like it, and decide it may do the job. They are ready to take the plunge.

Assuming the boat is from a broker's listing, the buyers meet with the broker and discuss the boat and the listing price. They decide what they can afford (or are willing) to pay. Then, a written 'Offer To Purchase' is signed and the

buyers will submit a deposit, generally 10% of the offer, to indicate their good will and serious intentions. In the offer, the buyers will list, hopefully with some assistance and guidance from the broker, the terms offered. The terms usually include an on-the-water demonstration, haulout and marine survey.

The offer should normally include a time frame or deadline, for both buyer and seller. For the buyer, a time frame for the seller to accept or reject the offer; for the seller, a time frame for the buyer

to complete the sales transaction. Often, the offer will be subject to a buyer's ability to obtain financing, and may also be subject to several other conditions, and, occasionally, demands or whims. The broker will present the offer to the seller and, in most cases — unless the offer is significantly less than the listing price — the seller will either accept or counter.

Buyers should note at this point that unless a seller instructs a broker otherwise, the broker by law must submit any offer that is signed and accompanied by a deposit. So buyers should be fair and reasonable, but shouldn't be afraid to take their best shot. As they say in the yacht sales business, "All a buyer has to lose is a boat that they don't own anyway."

If you need some guidance about pricing and values, you can always look at comparable boats, and it shouldn't be hard to find similar boats listed for sale. One of the best sites for comparisons is [www.yachtworld.com](http://www.yachtworld.com), which lists boats for sale all over the world. The prices on [yachtworld.com](http://yachtworld.com) are all broker listings; there are no private-party sales. Therefore, listing prices are generally at the high end of the scale, because sellers have to allow negotiating room as well as broker commissions. But this resource gives buyers a comparison to see whether the seller is in the ballpark.

[Yachtworld.com](http://Yachtworld.com) also has a site that



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# HOW TO FIND (AND BUY) A BOAT



the next step for our buyers is to do an on-the-water demonstration, formerly known as a "sea trial" until a disgruntled buyer took a seller to court, claiming the sea trial was on a bay and not the ocean, and therefore did not qualify as a "sea trial." The so-called sea trial is among the first of the conditional steps. As opposed to a haulout and survey, a demonstration generally will not cost the buyer anything except time. This is an opportunity to get to know the boat, and see whether any equipment works or needs adjustment or repair, and to see how the boat handles under power as well as sail.

Don't try to put the rail under during the demo. Too many buyers focus on how a boat handles in heavy wind and seas, but the truth is that almost any boat will move in lots if wind. The important question is how she will handle in light air. Will she sail in less than 10 knots of wind? It's an important question because those are typical sailing conditions in Mexico during winter.

If all goes well, the buyers will make sure their finances are in line and schedule a haulout and survey. This is the second of the conditional steps.

## The Survey

It's not hard to find a good marine surveyor. There are many listed in the pages of *Latitude 38*, as well as in other boating publications. Unlike yacht brokers, surveyors are not licensed, but many are members of nationally recog-

***Once a boat is high and dry, buyers — and even sellers — may find all manner of weaknesses and imperfections that need tending to.***

tells brokers what boats sold for, with the original listing date, original list price, selling date and final price. This info is only available to brokers (and is expensive for them to access), but the value of these statistics is a good argument for negotiating through a broker.

The stronger the offer, the better chance the seller will accept (and at this stage preparations by the buyers really pay off). Is the offer subject to ponderous conditions? Is the time frame drawn out unnecessarily long? Will it be a cash purchase or subject to financing, or the sale of the buyer's property, boat or other item? (It is worth noting here that banks will usually loan 80% of low 'book' or survey value to a qualified buyer.) If the offer is subject to financing, did the buyers get pre-approved (as opposed to simply pre-qualified) for a boat loan?

Buyers should consider that even a low-ball offer has a much better chance if the conditions and stipulations are minimal and the closing period, from offer to final sale, can be executed quickly.

Don't forget, once a seller accepts (and signs) an offer on the broker's contract, the boat is essentially off the market until the buyers either purchase the boat, decline it during the course of demonstration and survey, or the time frame to complete the transaction expires. (State law protects buyers and sellers in transactions conducted through licensed brokers. Private-party transactions gen-

***Remember, it may be tempting to put the rail down when you're 'sea trialing' a new boat, but don't forget to test how she'll sail in light air.***

erally rely on little more than the 'honor system'). Even if a seller gets a backup or second offer for more money during the acceptance period, the boat belongs to the buyers, at the accepted price, until the terms of the first offer have been met or expire.

## The Trial Formerly Known as Sea

Assuming our seller accepts the offer,



# LET THE BUYER PREPARE —



LATITUDE / TIM

nized organizations and usually display this certification in their advertisement. While buyers sometimes feel the choice of a surveyor should be independent of the brokerage, an experienced broker can usually provide a list of recommended surveyors. A buyer may also want to ask around; perhaps the boatyard of their choice can recommend a competent surveyor. For insurance and finance purposes, a current out-of-the-water survey is usually mandatory.

Most marine surveyors in the Bay Area charge around \$16-25 per foot of the boat's length. Some will assess extra charges for wood, specialized boats or multihulls. The marine surveyor will arrive at the boatyard on the day of the scheduled haulout. Many times, the survey is actually started in the water before hauling, and finished under the waterline when the boat is hauled. The surveyor will point out both the weaknesses and strengths of the vessel. They will check to ensure that the boat meets applicable USCG and ABYC standards.

Most marine surveys are limited to the structural integrity of the boat and compliance with safety items. They rarely include a survey of the engine, mast and rigging (except rigging and fittings from deck level) or sails. These can be performed additionally by mechanics and riggers, depending upon how much a buyer wants to invest in the survey phase. Surveyors may also test the boat's navigation and safety equipment and inspect other gear and appurtenances, unless those items were tested during the on-water demonstration. They will then issue a written report based on their findings and, most often, their recommendations. For buyers who are overly anxious to purchase a boat, it may also be the objective second opinion they might not ask for, but may in fact need.

***Walking the docks is a great way to find a boat for sale, as well as a brokerage. It's also a great way to familiarize yourself with what's out there.***

After all, a surveyor gets paid whether the buyers purchase the boat or not.

If our buyers are uncomfortable at this point and discover problems or issues that the seller cannot — or is unable to — correct, they may decline the boat. At this point, they might have spent between \$1,000-2,000 dollars for the haulout and survey. This is what's called the 'cost of walking away'. While this is not an everyday occurrence, it's not uncommon. If it doesn't feel right, as they say, it's time to walk away.

Most often, our buyers will decide they are pleased with the boat, but discover some issues to be resolved. These could be major repairs or simple adjustments. In most cases, buyer and seller will negotiate through the broker, each giving a little. Occasionally, both sides will dig in and refuse to budge. A novice boat buyer may get some necessary guidance from a knowledgeable broker at this point. A smart seller may seize an opportunity that may not present itself again.

Often, a buyer and seller will split the cost of reasonable repairs, which are generally defined as those items that must be accomplished or repaired to bring the boat into survey condition, or the applicable standards to make sure the vessel is insurable. Other items might be more personal in nature; i.e., will the seller personal the cabin sides, allow for new upholstery, or even throw in the dinghy and outboard?

At this juncture, it's wise for the buyer to get an estimate for the repairs or items that may affect the structure or safety of the boat. A yard's estimate will give both buyer and seller some guidelines. Many times sellers are genuinely not aware of problems their boat may have upon

survey, and might be just as chagrined as the potential buyer is.

If a deal reaches a stalemate, it might be wise for a buyer to consider making a compromise. They can adjust the price until they feel comfortable, and do the necessary repairs themselves. The reasoning here is that most times buyers have a little more incentive to make repairs to their newly purchased boat, while the seller, who wants to see it go away, may do the minimum necessary to finalize the deal.

## **The Last Step**

Both the buyer and the seller (not to mention the broker) are now ready to wrap up the deal. The buyers have been poring over the survey and arranging to have the recommendations corrected. The seller will usually be waiting to see how much this will cost, and eventually settle on a final price. The buyers will have spent hours at the boatyard and will more than likely be ready to roll up their sleeves and get to work. With few exceptions the seller, who has probably invested years of work and large sums of money maintaining the boat, is more than likely ready to let it go.

The buyers will now discuss any further work with the boatyard. If all conditions are met and the sale concludes while the boat is still hauled, then responsibility for the boat transfers from the seller to the buyers. Some brokers recommend *never* leaving a boat hauled. Boatyards will generally give you a good price for a second haul if bottom work is needed. Leaving a boat on the hard in the yard often (some would say always) leads to problems and puts undue pressure on the deal.

If financing is involved, then an insurance binder will almost always be contingent upon survey recommenda-

# HOW TO FIND (AND BUY) A BOAT

tions being completed and signed off by the surveyor. And an insurance binder is almost always mandatory before a lending institution will issue a check for the boat.

This may seem like putting the cart before the horse, but that's the way it works. Unless the boat is in compliance with the survey items, it generally will not qualify for insurance and, therefore, financing. This sometimes creates a stalemate. The buyer, who doesn't own the boat yet, may be reluctant to shell out money for repairs until the deal is closed, especially if these repairs are deferred maintenance.

The seller may not be agreeable, or may not have the funds, to make the necessary adjustments, and may disagree with the survey and recommendations, or the cost to repair and/or adjust them (especially blister repairs). And unless specifically agreed otherwise (a rare occurrence), sellers are under no obligation to correct any item. Was the offer 'as is', or will the seller agree to remedy reasonable adjustments and repairs? A little planning strategy, often with the

assistance of the broker before the actual haulout, can pay off here.

## Handing Over the Keys

When the dust in the boatyard finally settles, the seller will sign over the ownership documents and the buyers will take possession of their new boat. The broker will make certain the boat has clear title with no liens or encumbrances before issuing a check to the seller. Brokers licensed by the state cannot advertise a boat unless they have proof of ownership, which is done at the listing stage. The broker will typically engage a title company to confirm the boat does not have any liens on it via an "abstract of Title" which is done through the Coast Guard.

Once the sale has been completed, the buyers will now own a new boat. The broker will apply the residual from their deposit (less the costs of buyer-authorized surveys and repairs) to the final agreed purchase price. If the vessel is Coast Guard-documented, the bank will usually insist on a documentation service to process the title. For state

registration (CF number), the bank will usually require the broker to collect tax and transfer fees and register the boat for the lending institution. If the transaction does not involve a loan, the buyers will normally get the title and a final closing statement from the broker, listing all deposits and expenditures, upon closing, or paying the final balance due.

Once our buyers have finished in the boatyard, they may actually have to learn to sail or operate the boat they just bought (a surprisingly large number of boat buyers have little or no experience). They may get qualified instruction from local sailing schools and programs, or sign up for piloting and navigation courses to sharpen their skills. And if the boat is meant to beat the high cost of real estate in the Bay Area, they will spend as much time on their floating home as possible, since everyone knows how difficult it is to be a liveaboard on the Bay. And finally, our broker will sleep soundly at night, because whatever their reason, destination or dream, our buyers have now become proud new boatowners.

— **john "woody" skoriak**

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We bring you part 2 of the Etymological Dictionary of Modern Nautical Jargon. This is a new edition of Lee Helm's Modern Sailing Lexicon that was first published in 2010.

**icebreaker bow** n. bow with sufficient rake to absorb a hard docking with no damage.

**icebreaker docking** n. docking maneuver that causes bow to ride up on dock, due to bow rake, with no damage to boat.

**in-line sail change** n. a sail change made without significant course alteration. Most applicable to large, fast multihulls which typically bear away to unload sails during a change.

**Italian douse** n. spinnaker douse with sheets and halyard left attached for next hoist.

**jewelry box** n. container for blocks, shackles, cars, winch handles and other small, expensive gear.

**jump, jump the halyard** v. to raise a sail quickly by rapidly and repeatedly hanging from the halyard and pulling down at the point where it exits the mast.

**kitemare**, n. narrative of a kiteboard accident.

**Kiwi douse** n. spinnaker douse similar to Mexican Takedown, but with a symmetrical spinnaker (first used in 1987 America's Cup by New Zealand).

**knock** n. 1) header 2) sudden strong gust of wind.

**lead mine** n. heavily ballasted yacht, often applied to early IOR designs (used by multihull sailors to refer to all ballasted yachts).

**leech-flake** v. flaking a sail so that the leech is stacked on top of itself.

**lefty** n. wind shift to the left.

**letterbox douse** n. spinnaker douse in which the spinnaker is pulled between loose-footed mainsail and boom.

**leverage** n. separation distance at right angles to the wind or course, producing a strategic advantage in the event of favorable wind shift or current gradient.

**low pole take-off** v. process of removing spinnaker pole on a squared-back asymmetrical by rolling to windward (reportedly coined by Stan Honey, as used by Kame Richards at Pac Cup seminar on Oct. 8, 2011).

**luff-flake** v. flaking a sail so that the luff is stacked on top of itself.

**luggage-tagged** v. tied with a cow-hitch (scuttlebutt 3241, on fiber lifeline attachment).

**kitemare** n. narrative of a kiteboard accident.

PHOTOS LATITUDE / TIM  
UNLESS OTHERWISE NOTED

**mad scientists' convention** n. post-race discussion among technically-inclined skippers and crew.

**made** adj. condition in which the spinnaker pole is re-connected to both the mast and the after guy at the conclusion of a jibe. Usually hailed by the foredeck crew indicating condition has been reached.

**making trees** v. moving sufficiently faster than another boat so that the background scenery appears to be moving forward behind them.

**malarea** n. (from "more area") design strategy for boats not racing under a measurement rule (first applied to America's Cup boats in 1988).

**mark trap** n. (team racing) delaying competitor at mark by entering two-length circle first and stalling while teammate gains place.

**mastectomy** n. 1 the act of lowering mast for maintenance or repair; 2 dismasting.

**meat hook** n. broken strand of wire projecting a short distance from the surface of a wire rope.

**millionaire's tape** n. very expensive extruded Teflon tape with superior anti-chafe characteristics.

**mo-mo** n. motor, especially a small outboard auxiliary.

**mowing the lawn** v. windsurfing on alternating reaches without attempting any particularly challenging maneuvers or making any net progress toward a destination (Bill Prinzmetal at Cal Sailing Club, May 2008).



**noodle** n. exceptionally thin and flexible mast.

**office** n. chart table or nav station

**offside** adj. port-tack controls during pre-start, "offside trim."

**on the handles** adj. grinding winches

**ooker** n. Cunningham

**overhaul** v. take up slack

**parade** n. reaching leg with little



opportunity to pass or to be passed by another competitor.

**parking lot** n. local region of negligible wind, usually containing at least several racing yachts. Races with several parking lots might have these areas designated "lot A," "lot B," etc. by racers.

**parking ticket** n. 1) time lost in a parking lot. 2) bad call that results in time lost in a parking lot.

**passing lanes** n. opportunities to pass, usually created by wind shifts.

**permanent** n. permanent but adjustable backstay, to distinguish it from running backstays.

**pickle dish** n. trophy

**pinball** v. to tack two or more times at short intervals between obstructions or right-of-way boats.

**Pinocchio boat** n. sport boat with retractable bowsprit.

**ping pong** v. taking frequent tacks to get clear air after a second-row start in a large fleet (Chris Perkins, Scuttlebutt 3702, referring to J-105 North Americans).

**pointy end** n. the bow

**poker** n. retractable bowsprit

**pop-jibe** n. method of jibing an asymmetrical spinnaker in which the sail pops open suddenly on the new jibe.



# MODERN NAUTICAL JARGON DICTIONARY PT. 2



*This could be a roll v. in progress, where one boat drives over a competitor on the same tack. Or the windward boat could be sitting on their face v. or closely covering their competitor.*

**pumps** n. pedestal winch handles or coffee grinder.  
**QFB** adj. quite far back  
**racer chaser** n. person, most often female, with disproportionate attraction to race crew. See **dock bunny**  
**racing stripes** n. fenders accidentally left out during race.  
**rail meat** n. crew selected primarily for their weight.



**rag the main** v. to let the mainsail luff or flog ineffectively.  
**relax** v. ease sail adjustments for downwind or light air, "relax the main."  
**righty** n. wind shift to the right

**roll** v. drive over a competitor on the same tack.  
**rollies** n, pl. symptom of marginal control while sailing downwind in heavy weather, characterized by rhythmic rolling through large angles.  
**room, the** n. protest room, protest procedure in general. As in "Take it to The Room."  
**rope monkey** n. minimally skilled crew not heavy enough to be rail meat.  
**round the world** n. unintentional maneuver on trapeze wire, involving swinging around the bow to the leeward side.  
**runway** n. available distance on present course before running out of water depth (used on *Maltese Falcon* while daysailing in San Francisco Bay, October 5, 2008).  
**sacred wood** n. the tiller (even if not made of wood) (popularized by Rob Moore on Olson 25 *E-Ticket*).  
**sand bag** n. crew position, usually entry level, involving little more than positioning oneself on the correct side of the boat.  
**sardined** v. caught between layline and right-of-way competitor (used by

afterguard of AmericaOne on Jan 30, 2000).

**sea douche** n. accident involving serious body-cavity injuries caused by a PWC waterjet discharge.

**send it** v. 1) to hoist or raise, as referring to a sail being set. Usually used as a command. 2) to attempt big, risky, audacious maneuvers with confidence and gusto (as in wind or kitesurfing).

**sewer** n. the belowdecks space on a large racing yacht with minimal accommodations.

**schmundo** n. any kind of sealing, filling or caulking compound (regional to Annapolis area, reported in *Scuttlebutt* 752).

**showtime** n. dock time, time at which crew are expected to arrive at the boat.

**shrapnel** n. bits of metal hardware, such as blocks and shackles, normally stored in the jewelry box.

**sit on their face** v. to closely cover a competitor, matching them tack-for-tack and keeping them in bad air.

**skirt** v. to flip the foot of the jib in-board of lifelines or other obstructions.

**small craft advisory** n. weather condition in which commercial ships are advised to watch out for small craft, because the wind is up and everyone is out sailing (Cal Sailing Club, 1973).



JEFFREY BERMAN

**Spooner slide** n. baseball-style slide across the trampoline deck into the new windward cockpit during a tack (developed by Joe Spooner on Oracle AC-72, 2013 defense).

**starfished** adj. positioned for optimum weight placement and low wind resistance on a narrow windward hull or ama. Arms, feet and head resemble a five-point star (Cam Lewis, A-cup coverage, February 12, 2010).

**sled** n. large ultralight racer with best performance "downhill."

**sleep** v. 1) "sleep the boat," to heel the boat to leeward in light air 2) "put the main to sleep," to flatten the main-



SHARON GREEN

*Sled n. large ultralight racer with best performance downhill adj. or downwind. Philippe Kahn's sled 'Pegasus' struts her stuff on her way to winning the 2001 Transpac.*

sail to the point where it has almost no power, but does not luff despite very high windspeed (popularized by Bob Klein on *Amateur Hour* and *Leading Lady*).

**snacktician** n. member of crew primarily responsible for food.

**soak** v. to sail below polars for tactical advantage, probably from "soaking up" extra speed and turning some of it into a positional advantage (used in '03 America's Cup).

**soft, soft trim** adj. trimmed so that there is slight luffing, or luffing more often than stalling.

**spaghetti** n. disorganized sheet and halyard tails, usually piled together in a common tangle.



**spaghetti patrol** n. the crew position responsible for, or the process of, methodically untangling and making up sheet and halyard tails.

**speed bump** n. sailmaker's term for unwanted wrinkle in a new sail.

**spike** v. to release a trigger lock-type shackle under heavy load using a fid, marlinspike or similar tool.

**spiny** n. spinnaker

**spinnaker neck** n. sore or stiff neck suffered by spinnaker trimmer (despite widespread epidemiology, spinnaker neck is not yet recognized by the American Council of Sports Medicine).

**spinnaker thong** n. drawstring used to reduce the power of a spinnaker by creating a deep crease along the centerline. See **elephant ass** (coined by Sylvia Petroka and Synthia Seaberg during 2004 Pacific Cup).

**spitting out the back** v. (team racing) forcing a competitor into last place.

**splash** v. to launch, especially by a boatyard, as in "no cash, no splash."

**square back** v. bring the pole back to a dead-run position, usually immediately preceding a jibe.

**square waves** n. 1) very steep waves or chop (square waves can be approximated by inputting the appropriate Fourier coefficients into a model tank wave generator, but this tends to damage the machine). 2) sea condition in which the wave period in seconds is equal to or less than the wave height in feet.

**squash** v. flatten out or reduce heel, "squash the boat."

**squirrel** 1) n. crew position responsible for gathering spinnaker through forward hatch, from below deck 2) v. to gather spinnaker through forward hatch from below deck.

**steam gauge** n. 1) knotmeter 2) anemometer

**steel balls** n. pre-start maneuver

involving backing down and falling off on port tack to pass below stern of starboard-tack competitor in controlling position.

**stick** n. mast

**stick boat** n. 1) utility launch steered by a vertical lever (common usage at California Maritime Academy in 2016). 2) any boat steered with a tiller.

**stink, blowing like** adv. extremely windy

**strapped** adj. overtrimmed

**stretch and blow** n. spinnaker douse with tight afterguy and tight sheet during halyard release.

**string** n. any line or rope

**string sail** n. a sail reinforced with discrete fiber bundles aligned with principal load paths and bonded to a membrane (used disparagingly by North Sails to describe non-3Di sail construction).

**sucking up** v. working up from just ahead and to leeward of a competitor to a covering position by taking advantage of the lift in the "safe leeward" position.

**swallow the anchor** v. to give up all forms of boating.

**swannaby** n. yacht that mimics the superficial styling characteristics of the "Swan" line by Nautor.

**tee up** v. to prepare a sail for hoisting; "Tee up the #3."



**tea bagging** v. to lose control of one's feet while trapezing from a dinghy, and drag alongside the boat on the wire.

**teak surfing** v. dragging in the water behind a boat by holding on to the swim step. More commonly applied to powerboats (involves serious risk of carbon monoxide poisoning).

**telephone pole** n. very stiff or overbuilt mast.

**three-sail reach** n. point of sail on which main, jib and spinnaker all work effectively.

**thrompkin** n. anti-abrasion plate on mast at whisker pole fitting. Usage is local to Thistle and Lido 14 classes.

**thumbtack** v. to capsize and turn turtle so that the mast becomes stuck in the mud.

**tiller bum or tiller butt** n. medical condition caused by prolonged steering

# MODERN NAUTICAL JARGON DICTIONARY PT. 2

**Tinkerbelle** v. to hang from a trapeze wire while swinging through an arc, sometimes ending on the opposite side of the boat. See **round the world**

**tomato mark** n. small red spherical racing mark.

**tower hike** v. to trapeze with feet on the shoulders of another crew who is hiking out.

**tractor** v. to assist the clew of an overlapping jib around the mast and rigging during a tack.

**trans-nasally** adv. method of paying for marine hardware.

**trawler trash** n. liveaboard cultural equiv. of trailer trash.

**trip reef** n. flattening reef

**trip** v. to release the spinnaker pole from the guy and/or the mast. Often used by the driver as a command to the foredeck crew at the beginning of a jibe.

**tumbleweeding** v. unintentional aft displacement of crew as a result of water impact (first seen in print on February 23, 2006 by Pirates of the Caribbean and Alinghi bowman Curtis Blewett in Scuttlebutt 2038).

**tupperwares** n. pl. fiberglass boats

**twing, tweaker** n. floating lead block that the spinnaker sheet is led through,

used to improve the lead angle when the sheet is functioning as an afterguy, or to keep the sheet clear of the main boom.

**uphill** adj. upwind.

**vertical learning curve** n. condition in which boat speed improves dramatically with each race (used extensively by commentators during America's Cup 2013).

**vanity jibe** n. an unnecessary jibe or modified jibe timing, done for the sole purpose of passing close to yacht club, committee boat, waterfront restaurant, or spectators on shore.

**victory roll** n. tight 360-degree turn performed under sail in front of the yacht club after returning from a race, to indicate a confirmed first-place finish (Berkeley Yacht Club, 1980s).

**wallet-based** adj. driven more by money than by expertise.

**walk strings** v. to shift spinnaker gear so that the sail is ready to set on the opposite tack.

**wheelie** n. abrupt nose-down pitch, stuffing bows of catamaran while foiling, usually well short of a pitchpole (used by Gary Jobson and/or Ken Reed during 2013 America's Cup challenger elimination series).



ACEA / 2017 GILES MARTIN-RAGET

**whirlies** n. condition of disorientation while steering at night.

**whisky tango foxtrot**. expletive, expression of disbelief and/or surprise.

**white sails** n. non-spinnaker sails

**wind-up sail** n. roller furling sail

**wire** n. trapeze wire, as in "on the wire," referring to trapezing.

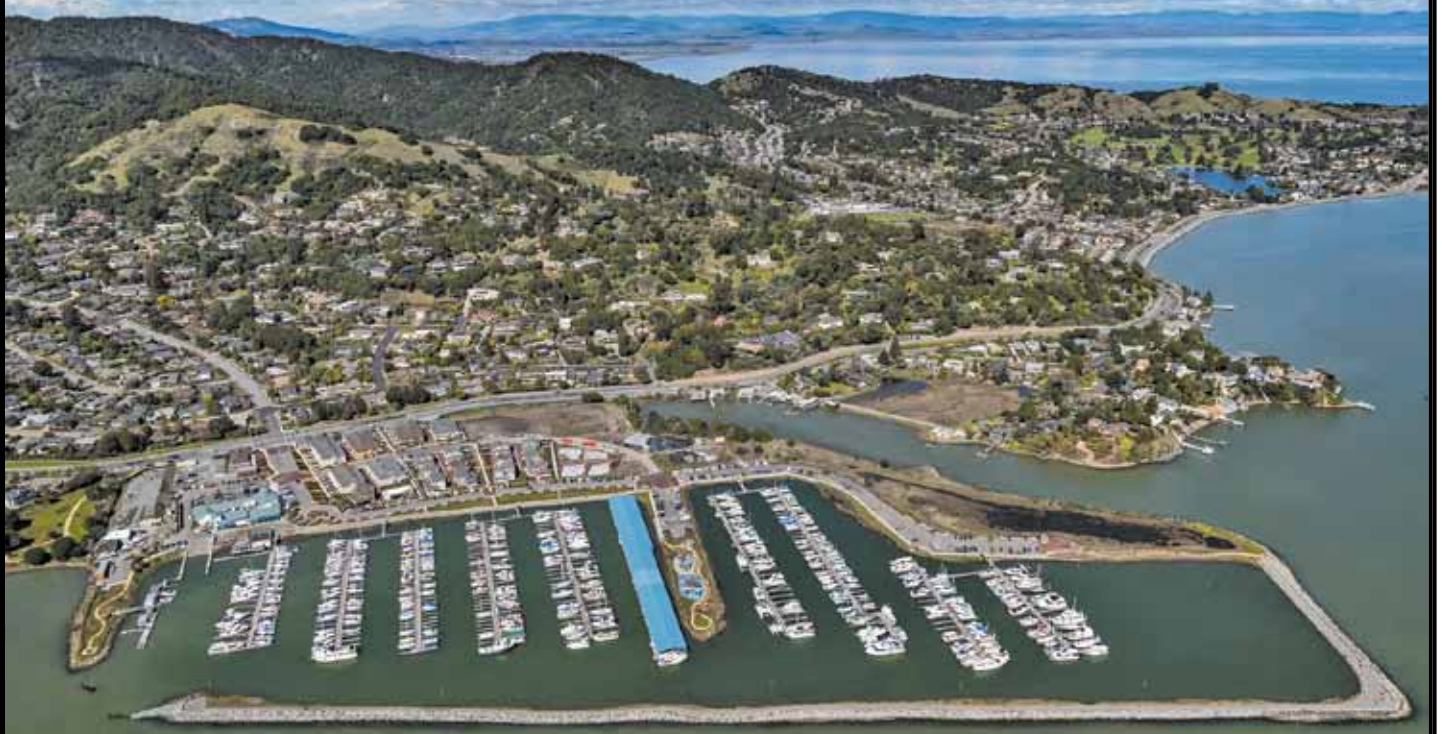
**wound, wound up** adj. lifted

**yard sale** n. cabin of boat that has experienced a severe knockdown or roll-over causing many items to have shifted from their stowed positions.

**zero-gravity room** n. forepeak, aft cockpit locker or lazarette space on ocean racer.

— max ebb

## LOCH LOMOND MARINA



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# THE RACING

*With reports from the International 14 Worlds, the Drake's Bay Race, the North Americans for Laser Masters, 505s, Star Boats and Hobie 18s, the Double Damned, the One More Time Regatta, and the Zongo Yachting Cup, plus Race Notes and a diverse plethora of Box Scores.*

## Skiffies Rule the Circle

The 2018 International 14 World Championships kicked off at Richmond Yacht Club with two days of team racing off Richmond's Point Potrero on August 12-13. Designed to build team spirit and encourage knowledge-sharing in this historically innovative class, team racing at the Worlds dates back to the 1930s. Six teams of four skiffs participated, with two teams from Germany and one each from the US, the UK, Australia and Canada.

The Great British Shake'n'Bake Off team led Day 1 of round-robin racing with four straight victories. The semi-final and final were best out of three on Day 2. GBSnBO put away Germany One in just two races in the semifinal; Australia advanced over Team USA 2-1. The Brits took home the ultimate title with two straight victories over the Ozzies.

British father and son Andy and Tom Partington used the team win to catapult themselves to two straight bullets in individual racing, which started on Friday, August 17, on the Berkeley Circle. One long race was scheduled per day.

Conditions were that of typical San Francisco summer sailing: breezy and choppy. Race 1 got underway with the majority of the fleet peeling off to the north hoping for some protection behind Angel Island. Local boys Kirk Twardowski and Matt Skafel on *Atomic Punk* were

the first to round the top mark.

"Some of the competitors certainly will say that it's perhaps a little more exciting than they wanted it to be, but for those of us who are watching, it's spectacular," said regatta chair Tim Knowles. "To see these boats under spinnaker, they look like they're riding a bucking bronco, bouncing up and down, centerboards out of the water, and flying, absolutely flying."

Speaking of bucking broncos, the boneyard was busy with plenty of upside-down and otherwise shattered carbon pieces — T-foils, spreaders and at least one mast. The number of DNFs was in direct proportion to the increasing sea state over the first three days of racing.

It was in Race 3 that the Partingtons' rudder foil parted from the rudder on their two-year-old skiff. "It cost about 20 boats," said Andy. "It makes a huge difference." They finished 25th, so Race 3 would be their throwout. (They replaced the blade for Race 4.)

"The Bay has a way of finding the weakness in people's boats, but I think most of those weaknesses have now been eliminated," said PRO Del Olsen after Race 3.

Challenging conditions are what brought the fleet back to RYC (also the host of the 1997 I-14 Worlds), and the race committee planned accordingly,

organizing a team of highly skilled volunteers and a check-in system to ensure every boat was accounted for.

"We have over 40 people out there every single day. They have been pushed, and I think they're doing exceptionally well. I'm very proud of them," said Knowles.

Race 4 was the day of the DNS: Conditions looked to be the worst yet, and a fifth of the fleet opted for an extra rest day rather than more boat work. Del Olsen insisted it wouldn't be as bad as it looked, and indeed it wasn't. Lighter conditions — a max windspeed of 18 at the finish — shook up the leaderboard. Team GB's Neale Jones and Edward FitzGerald were tied for first with Ozzies Lindsay Irwin and Andrew Perry going into the final days of racing.

Winds softened a bit for Race 5. Tight covering by the Partingtons allowed them to haul in another win — their third in five races. Built for heavier air, the German team of Georg Borkenstein and Eike Dietrich, who had topped the leaderboard after Race 4, had to settle for a mid-fleet performance. They say that theirs is an older, leaky, budget boat with old sails.

Wednesday was a layday; the penultimate race was sailed on Thursday, August 23, under foggy — then smoky — skies. After a general recall, the sixth race began with Australians Mark Krstic and James Lanati starting with the main contenders at the pin end but boxed in, where they took the risky decision of clear air and tacked off to go right. It paid

*Below: father and son Andy and Tom Partington, 2018 I-14 world champions. Right: a douse on their 'Penguin Dance'.*





*"Challenging" conditions in the Slot for the international I-14 fleet in Race 5 at the Worlds. And this was on a "light" day.*

RICHMOND YACHT CLUB

off for them, as they rounded the windward mark in first place and led to the finish. After a bad start, the Partingtons fought their way through the fleet, taking place after place, bringing themselves up to third.

The seventh and final race was held on Friday the 24th. Half an hour before the first gun the weather-mark boat reported winds of 8-9 knots from 225°. Near the end of the race the wind did pick up, but the direction stayed consistent, and with a small ebb the wind waves didn't seem to cause much harm.

"We had a tricky start today where a few boats pinched up so we had to then tack off," said Tom Partington afterward, "but we always had our eye on the other competitors that we needed to beat today." A third place was enough to keep them 8 points ahead of the competition.

"We sail out of Hayling Island Sailing Club in the south of UK, in light weather all year long," said Tom's father, Andy. "The last few days here have been a lot more controllable. The first few days were very, very tough."

"We've had our good times and our bad times, but it's great," said Tom about sailing with his dad. "We've been sailing on 14s for about 13 years now. I did a year or so in the 29er, then I moved into the 14. Dad needed crew, so I've crewed for him from then on. We've really got our routine sorted. I was calling upwind lay-

lines, he was calling downwind laylines, and we tried to be as conservative as we could."

Of the courses, Tom commented: "There was a bit of line bias every now and then depending on whether the wind shifted. It tended to pay to go right predominantly, and we often got quite a good lane out on port."

This is the team's first world championship, and the sixth they've competed in. "We came close 10 years ago. We're going to Perth next — more heavy wind."

After the regatta's conclusion, they had two weeks to explore the Bay Area. "If we'd have had a holiday before, I wouldn't have relaxed," said Andy.

The race committee did a stellar job, with precise signals, as close to fair courses as you can get without delays, great radio communication, and an overlying sense of safety for the competitors.

— *jenn virskus, ncs & latitude/chris*

#### *I-14 WORLDS, RYC, 8/12-24 (7r, 1t)*

INDIVIDUAL — 1) **Penguin Dance**, Andy & Tom Partington, GBR, 15 points; 2) **Scrumpet**, Neale Jones/Edward FitzGerald, GBR, 23; 3) **Just in Time**, Georg Borkenstein/Eike Dietrich, GER, 25; 4) **Ronstan/Irwin Sails**, Lindsay Irwin/Andrew Perry, AUS, 29; 5) **Too Late to Stop Now**, Mark Krstic/James Lanati, AUS, 29.8; 6) **Helly the Pelly**, Daniel Holman/Alex Knight, GBR, 32; 7) **Wang Wang**, David Hayter/Trent Neighbour, AUS, 33; 8) **Marilyn**, Douglas Pattison/Mark Tait, GBR, 34; 9)

**Smash It**, Andy FitzGerald/Rich Dobson, GBR, 45; 10) **Eris**, Mikey Radziejowski/Evan Sjostedt, USA, 58. (60 boats)

TEAM — 1) **Great British Shake 'n' Bake Off**; 2) **Australia**; 3) **Germany One**. (6 teams; 24 boats)

Full results at [www.i14worlds2018.com](http://www.i14worlds2018.com)

#### **The Tune of the Fog**

Visibility was, at times, a real challenge for the OYRA and Singlehanded Sailing Society fleets in the Drake's Bay Race on August 18-19. When sight is impaired, humans tune into their sense of hearing. On that foggy weekend, racers were surrounded by a veritable symphony of sound.

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

September's racing stories included:

- Ronstan Bridge to Bridge
- Golden Globe Race
- Newport to Bermuda Race
- Sailing World Championships
- Take the Tiller Regatta
- Kauai Channel Race • RYC Beer Cans
- King Harbor Race • Franks Tract Regatta
- YRA Encinal Regatta
- More I-14 Worlds and Drake's Bay Race
- Previews of Labor Day Weekend Regattas, Rolex Big Boat Series, September races, Zongo Cup, and more.

# THE RACING



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

**Scenes from the Drake's Bay Race — what we could see of it. Clockwise from top left: Saturday's start at CYC, with City skyscrapers poking out of the fog bank (note the wind line right at the pin); Fred Cook's beautifully restored Cal 40 'Sequoia' in beautiful Drake's Bay; Sunday's drifting start sends the racers off into the great unseen; Brian Turner's Beneteau 10R 'CruzSea Baby' racing on Sunday. For more photos, see August 20's 'Lectronic Latitude at [www.latitude38.com](http://www.latitude38.com).**

From Saturday's start at the Corinthian YC in Marin, racers were already hearing the foghorns on the Golden Gate Bridge: one low tone for the South Tower, two higher notes for the center of the span. Not long after the start, two outbound ships added foghorns of their own. Out on the ocean, the sounds of sea life were sometimes eerie, and included whales blowing and murre chicks cheeping to their squawking dads. When the fog lowered to the surface of the calm waters, even the racers were blowing horns in the extreme low-visibility conditions. As the sailors approached the Drake's Bay anchorage, they could hear the Chimney Rock buoy sounding its six-second "whistle" (which sounds more like a horn) and the bellows of the resident elephant seals.

As night fell the fog condensed onto boats and people, making for a damp evening.

The only sun on Sunday was west of the Golden Gate Bridge, and it sure felt good after two days in the fog. The light air prompted many dropouts on both days — a far cry from last year's rockin' and rollin' big-breeze bash.

— latitude/chris

## OYRA DRAKE'S BAY RACE I, 8/18

PHRO 1 — 1) **Adrenalin**, SC50C, Mark Howe; 2) **Twist**, J/120, Timo Bruck. (3 boats)

PHRO 2 — 1) **CruzSea Baby**, Beneteau First 10R, Brian Turner; 2) **Elan**, Express 37, Jack Peurach; 3) **Escapade**, Express 37, Nick Schmidt. (8 boats)

PHRO 3 — 1) **Sequoia**, Cal 40, Fred Cook; 2) **Salty Hotel**, Express 27, John Kearney; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHS — 1) **Hang 20**, Express 27, Lori Tewksbury/Adam Mazurkiewicz; 2) **Tiki Blue**, Beneteau 423, Gary Troxel/Rune Storesund; 3) **Zsa Zsa**, 1D35, Stanley Glaros. (5 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44, Richard Waltonsmith; 2) **Raven**, F-27, Truls Myklebust. (3 boats)

## OYRA DRAKE'S BAY RACE II, 8/19

PHRO 1 — No finishers. (1 boat)

PHRO 2 — 1) **Escapade**; 2) **Raven**, C&C 115, Brice Dunwoodie; 3) **Dawn's Early Light**, J/36, Kevin Mills. (8 boats)

PHRO 3 — 1) **Salty Hotel**; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sequoia**. (8 boats)

SHS — 1) **Hang 20**; 2) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch. (4 boats)

MULTIHULL — 1) **Round Midnight**. (2 boats)

## SSS DRAKE'S BAY RACE, 8/18-19 (2r, 0t)

SINGLEHANDED MONOHULL — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch, 9 points. (5 boats)

DOUBLEHANDED MONOHULL — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki, 2 points; 2) **Nightmare**, Wilderness 30 SX, Greg Ashby/Tom Boussie, 4; 3) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford, 7. (7 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust, 3 points. (1 boat)

DOUBLEHANDED MULTIHULL — No finishers. (1 boat)

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

## **A Trio of North Americans**

St. Francis YC hosted the Laser Masters North Americans on July 20-22. Twelve-time Masters world champion Brett Beyer dominated the Standard division with only one blemish to his perfect score line. Newport Harbor YC's Charlie Buckingham and Mantoloking YC's Peter Hurley traded seconds and thirds throughout the regatta.

"There was quite a battle behind Beyer, with Charlie Buckingham besting Peter Hurley in the final race to edge him for second overall," said regatta chair Tracy Usher.

Andrew Holdsworth, sailing for St. Francis, racked up a number of bullets, but not all. A thrilling capsized about 100 yards from the finish during one of the final races threatened his overall standings, but he sailed back into first place during the ninth race, edging out Bill

ALLI VONEHRENKROOK



BETSY CROWFOOT



CHRIS RAY / WWW.CRAYVPC.COM



FRED FAGO

Symes of NHYC by one point. "The overall title came down to the last race where Bill had to restart due to being over the line early and unable to get back to the fifth-place finish he would have needed for the title," explained Usher.

StFYC also hosted the 505 NAs, on August 9-12. Mike Martin and Adam Lowry got out front early and stayed there through 11 races. They scored a picket fence after two discards.

"We couldn't be happier," said Martin. "We sailed well across the full spectrum of conditions. Taking an early lead certainly took the pressure off. With such a diversity of conditions, we knew we didn't have to take as many chances."

The battle for second place was much tighter, with just 8 points separating second from fifth, ultimately shaking out in favor of SoCal sailors Howard Hamlin and Andy Zinn. "It's never felt better to finish second," said Hamlin. "These guys are the best and no one was even near them."

Down south on Santa Monica Bay, it was California YC that hosted the Star NAs on August 16-19. San Diego YC's Eric Doyle, sailing with Payson Infelise, earned his second Silver Star. He defeated 36 rival teams in eight races. The 50-year-old sailmaker previously won the Star NAs and the Worlds nearly 20 years ago, in 1999. He compared this win to that previous victory, saying, "It

**Scenes of summer. Clockwise from top left: Close Cal 20 racing in the Double Damned on August 4; Star NA leaders Paul Cayard/Arthur Lopes (left) and Eric Doyle/Payson Infelise on August 16; Malcolm Lamphere (#61) won the final round against Chris Barnard in StFYC's Laser Slalom on July 18; Tony Pohl's Farr 40 'Twist' won the YRA Encinal Regatta Point Bonita race overall on July 28.**

hurts a little more to hike out."

He added, "You'd better be on your toes, and on your game every second, or there are people passing you from every angle. Because everybody's fast and everybody's tough."

We note that Charlie Buckingham, whom we profiled in the May issue of *Latitude 38*, finished on the podium in both the Lasers and Stars.

— *latitude/chris*

#### LASER MASTER NORTH AMERICANS, StFYC, 7/20-22 (9r, 1t)

STANDARD — 1) Brett Beyer, Woollahra SC, 24 points; 2) Charlie Buckingham, NHYC, 36; 3) Peter Hurley, Mantoloking YC, 37. (13 boats)

RADIAL — 1) Andrew Holdsworth, StFYC, 28 points; 2) Bill Symes, NHYC/WSC, 29; 3) Emilio Castelli, RYC, 33; 4) Walt Spevak, StFYC/Okoboji YC, 40. (16 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

#### 505 NAs, StFYC, 8/8-13 (11r, 1t)

1) Mike Martin/Adam Lowry, StFYC, 9 points; 2) Howard Hamlin/Andy Zinn, ABYC/NHYC, 29; 3) Ted Conrads/Jeffrey Nelson, Donner Lake YC, 31; 4) Jesse Kirkland/Reeve Dunne, RBYC, 35; 5) Parker Shinn/Eric Anderson, StFYC/YCYC, 37. (23 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

#### STAR NAs, CALIFORNIA YC, 8/14-19 (8r, 1t)

1) Eric Doyle/Payson Infelise, SDYC/NHYC, 13 points; 2) Paul Cayard/Arthur Lopes, StFYC, 19; 3) Charlie Buckingham/Jamie Buchan, NHYC/Seattle YC, 35; 4) Mark Reynolds/Roger Cheer, SDYC, 37; 5) Peter Vessella/Phil Trinter, StFYC, 40; 6) Erik Lidecis/Tim Ray, Bahia Corinthian YC/ Buffalo Canoe Club, 54; 7) Rick Merriman/Rick Peters, SDYC/CalYC, 56; 8) Andrew MacDonald/Brad Nichol, Scuttlebutt SC/Lake Sunapee YC, 63; 9) Jack Jennings/Craig Monk, Chicago Match Race Ctr, 66; 10) Jim Buckingham/Craig Moss, NHYC/SDYC, 68. (36 boats)

Full results at [www.calyachtclub.com](http://www.calyachtclub.com)

#### **Double Damned Dolce**

After two days of nuking, including 30-megaton H-bomb Thursday and 20-megaton Friday, when it blew 30 with gusts to 35 and 25 with gusts to 30, respectively, we had a race day Saturday in which you could have taken Granny on a tour of the Columbia River Gorge.

Twelve boats competed, in sizes and ratings ranging from Stephen Howe's Melges 32 *Warpath*, with its pro crew, rented crane hoist, and twin-engine tender, to the two Cal 20s from San Francisco Bay, Paul Sutchek's *Slainte*, making its second appearance in the Double Damned, and my *Can O'Whoopass*.

# THE RACING

The notorious breeze, so intimidating in the days leading up to the race, topped out at 12 knots, and then only within half a mile of the finish at The Dalles. *Warpath* took line honors, most of the other boats finished in a clump, and death from behind came with the two Cals duking it out to the very end, finishing within one second of each other and nailing the two other podium spots. *Slainte* showed cohesive crew work and earned their narrow lead.

— *richard vonehrenkrook*



ANDY KOPETZKY

## HOOD RIVER YC DOUBLE DAMNED, 8/4

PHRF — 1) **Warpath**, Melges 32, Stephen Howe; 2) **Slainte**, Cal 20, Paul Sutchek; 3) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook. (12 boats)

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

## One More Time Regatta

The morning of Saturday, July 21, saw Santa Monica Bay and the L.A.

**The ketch 'Fairwind' and yawl 'Cheerio II' in the One More Time Regatta on July 21.**

basin surrounded by a ring of cumulus and winds at 6-8 knots. The clouds gave way to mostly sunny skies by the 1 p.m. inverted start, and the winds picked up to 15-18 knots at the weather mark.

As it turned out the 43rd annual One More Time Wooden Hull Regatta couldn't

have been held on a better sailing day. 'Popcorn' was everywhere. Other than 5- to 6-ft swells, it was a 'Chamber of Commerce day'.

Entries ranged from the 28-ft Ted Geary-designed *Valkyrie* to the 78-ft *Miramar*. The latter is famous for having been the only boat to finish the Transpac backwards, when she was known as 'Mir'. She accomplished this feat in 1969

## ELKHORN YC LITTLE BOREAS RACE, 6/30

1) **Rio**, SC27, Thomas Faraola; 2) **Mistress Quickly**, SC27, Evan Diola; 3) **Yellow Belly**, SC27, Homer Lighthall. (14 boats)

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

## SANTANA 22 NATIONALS, MPYC, 7/20-22 (5r, 0t)

1) **Windsong**, Zachary Grover, MPYC, 7 points; 2) **Ecaroh**, Patrick Tregenza, MPYC, 18; 3) **Alegre**, Chris Klein, RYC, 20; 4) **Cnidarian**, Kate Conway, MPYC, 21. (16 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

## OYRA JR WATERHOUSE, 7/21

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Adrenalin**, SC50, Mark Howe. (3 boats)

PHRO 2 — 1) **Benny**, J/88, Aya Yamanouchi; 2) **Escapade**, Express 37, Nick Schmidt; 3) **Raven**, C&C 115, Brice Dunwoodie. (6 boats)

PHRO 3 — 1) **Ahi**, Santana 35, Andy Newell; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Magical**, Catalina 36, Callie Tomlinson. (3 boats)

SHS — 1) **Hang 20**, Express 27, Eric Ochs/Conrad Holbrook; 2) **Nancy**, Wyliecat 30, Pat Broderick/Chris Zachrisson; 3) **Alchimiste**, Archambault 27, Steve & Amanda Kleha. (4 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **LookinGood II**, Corsair 31, Rafi Yahalom. (2 boats)

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

## SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/21

1) **Bloom County**, Mancebo 31, Charles & James Elliott; 2) **Salty Hotel**, Express 27, John Kearney; 3) **Tule Fog**, Express 27, Steve Carroll; 4) **Baleineau**, Olson 34, Charlie Brochard. (17 boats)

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

## THE BOX SCORES

### SCYC SUMMER MULTIHULL REGATTA, 7/21-22 (8r, 1t)

A-CAT — 1) Andy Kolb, 2 points; 2) Mackenzie Cook, 4; 3) Daniel Cook, 5. (3 boats)

HOBIE 20 — 1) Mark & Kim Zimmer, 9 points; 2) George Pedrick/Gene Harris, 19; 3) Nate Brown/Emily Wheeler, 21. (8 boats)

HOBIE 18 — 1) Thomas Poore, 6 points; 2) Matt Gellerman, 18. (2 boats)

HOBIE 16A — 1) Adam Borcharding/Julieanne Jones, 7 points; 2) Mike Montague/Alex Liguori, 13; 3) Ronald & Donna Katz, 21. (5 boats)

WETA — 1) Bruce Fleming, 10 points; 2) Christophe Allie, 15; 3) Jonathan Weston, 21. (5 boats)

OTHER MULTIHULL — 1) Marco & Alexander Valetti, Nacra 20, 2 points. (1 boat)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### BAMA JACK REACHER RACE, 7/28

CATAMARAN CRUISING — 1) **Sweet & Salty**, Catana 431, Damien Campbell. (2 boats)

TRIMARAN -300-30 — 1) **LookinGood II**, Corsair 31, Rafi Yahalom; 2) **Ocealy 3**, Diamond 24, Fred Bouju. (2 boats)

TRIMARAN 30-100 — 1) **Wind Traveler**, Corsair 28cc, Frank Ferree; 2) **Wingit**, F-27, Amy Wells; 3) **Triple Play**, F-31, Richard Keller. (6 boats)

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

### YRA ENCINAL REGATTA, EYC, 7/28-29

PHRF 1 — 1) **Twisted**, Farr 40, Michael Pohl; 2) **WildCard**, SC37, Mark Thomas; 3) **Kuai**, Melges 32, Daniel Thielman. (5 boats)

PHRF 2 — 1) **Madmen**, J/111, Dorian McKelvy; 2) **Swift Ness**, J/111, Reuben Rocci; 3) **En-**

**core**, Sydney 36, Wayne Koide. (6 boats)

PHRF 3 — 1) **Benny**, J/88, Aya Yamanouchi; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Jeanette**, Frers 40, Bob Novy. (12 boats)

PHRF 4 — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Tule Lost**, Olson 911S, Joan Byrne; 3) **Arcadia**, Mod. Santana 27, Gordie Nash. (8 boats)

PHRF 5 — 1) **Allegro Non Troppo**, Alerion Express 28, Bill Claussen; 2) **Neja**, Dasher 32, Jim Borger; 3) **Gypsy Lady**, Cal 34 Mkl, Val Clayton. (8 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Spy vs. Spy**, Brendan Busch; 3) **Escapade**, Nick Schmidt. (7 boats)

EXPRESS 27 — 1) **Current Affair**, Seth Clark; 2) **Wile E Coyote**, Dan Pruzan; 3) **Hang 20**, Lori Tewksbury. (7 boats)

OVERALL — 1) **Twisted**; 2) **Madmen**; 3) **WildCard**; 4) **Allegro Non Troppo**; 5) **Kuai**; 6) **Benny**; 7) **Blue**, Swan 53, Ray Paul; 8) **Current Affair**; 9) **Neja**; 10) **Golden Moon**. (53 boats)

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

### SANTA BARBARA YC/KHYC SANTA BARBARA TO KING HARBOR RACE, 7/28-29

PHRF A — 1) **Amazing Grace**, Farr 57, Jim Puckett; 2) **Twister**, Sydney 41, David Duket; 3) **Uhambo**, Fast 42, David Chase. (10 boats)

PHRF B — 1) **Onde Amo**, Beneteau First 40.7, Stephen Ashley; 2) **Eos**, C&C 115, Stephen Lemon; 3) **Expression Session**, Express 37, Mark Keller. (10 boats)

PHRF C — 1) **Katin**, SunFast 3200, Sarner/Poiesz; 2) **Tigger**, J/33, Fred & Suzanne Cottrell; 3) **Shockwave**, Newport 41S, Mike Grijalva. (9 boats)

PHRF D — 1) **Rubicon III**, Contessa 33, Rodney Percival; 2) **Celebrity**, Cal 40, Jerry Finnegan; 3) **Epic**, Laser 28, Vance Newell. (10 boats)

ULDB A — 1) **Medicine Man**, Andrews 63,



DANNA DYKSTRA-COY



The sun shone on Morro Bay for the light-air start of the 10th Zongo Cup.

when she was dismasted off Koko Head, got turned around and scooted past the line using a mizzen. The backward tendency would be a sort of déjà vu: After finishing the 2018 One More Time, the boat's transmission would only work in reverse.

The woodies were in their element, as all finished the 13.6-mile course before 4 p.m. *Miramar* blasted around the course in a little over an hour and a half.

Line honors and the overall win went to Alejandro Bucagov and two-time winner *Bequia*, a custom 41-ft cutter. Chris Frost and *Distant Star* had their best day with a second overall and first in split rigs. Last year's winner *Cheerio II* was third overall, and skipper Kevin Dickman took a lot of good-natured ribbing because owner Dick McNish was not aboard. Wayne Ettel and the lone schooner, *Rose of Sharon*, finished fourth in a drag race with *Miramar*. *Miramar* was towed in after finishing, and the latest

news is that owner Paul Scripps said, "The boat's doing fine." Full results are at [www.dryc.org/racing](http://www.dryc.org/racing).

The event was so named when a group of yachties got together in 1976 to have a wooden boat race in Santa Monica Bay. The first race had only one finisher due to fog, rain and no wind. Organizer Kathy Hellman said, "Let's do it one more time." The second race had 25-40 knots of wind and huge seas, and one finishing boat managed to punch out all the windows on one side of the committee boat.

— andy kopetzky

### Zongo Yachting Cup

On August 11, the biggest sailing race on the Central Coast (Carmel to Point Conception) was enjoyed by a wide variety of 17 boats, from serious racers to serious cruisers. The race from Morro Bay to Avila Beach/Port San Luis (~20 miles) started at 11 a.m. with very light breeze. The wind picked up a little down

Robert Lane; 2) *Wasabi*, TP52, Dale Williams; 3) *Encore*, TP52, John McEntire. (8 boats)

ULDB B — 1) *Carbon Footprint*, Rogers 46, James Devling; 2) *Bretwalda 3*, Rogers 46, Robert Pethick; 3) *Stray Dog*, Farr 11s, Cowbell Sailing. (8 boats)

ULDB C — 1) *Fast Exit*, Andrews 40, John Raymont; 2) *Timeshaver*, J/125, Viggo Torbensen; 3) *Warrior*, J/125, Laura Schlessinger. (9 boats)

ULDB D — 1) *Mexican Divorce*, 1D35, Neil Fraser; 2) *Rock & Roll*, J/111, Bernard Girod; 3) *Argo 3*, J/111, Kenny Kieding/John Vincent. (8 boats)

ULDB E — 1) *TBD*, Synergy 1000, John Staff; 2) *Captain Sluggo*, Hobie 33, Richard Yabsley; 3) *Weegie*, Carbon 32, Vincent Valdes. (11 boats)

CRUISING — 1) *Freedom*, Beneteau Oceanis 48, David Normandin; 2) *Galene*, Catalina 320, Kenneth Recla; 3) *Fast Reorg*, Hans Christian 50, Ron Orr. (6 boats)

ORCA — 1) *Mental Floss II*, Corsair 37, Jeff Cohen; 2) *Wahoo*, G-Force 1400, Bill Gibbs; 3) *Chim Chim*, Gunboat 62, John Gallagher. (5 boats)

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

### HOBIE YOUTH & WOMEN NORTH AMERICANS, HCANA/FYC 8/1-3 (12r, 1t)

WOMEN — 1) Christina Bradshaw/Nancy Kornblum, 16 points; 2) Dafna Brown/Teri McKenna, 21; 3) Robbin Mocarski/Ericka Longo, 41. (11 boats)

YOUTH — 1) Kat Porter/Grace Modderman, 22 points; 2) Luke Froeb/Julian Skerrett, 32; 3) Ryan Froeb/Caden Bradshaw, 38. (12 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### LASER PCCs, CGRA, 8/3-5 (9r, 1t)

LASER — 1) Ian Elliott, Royal Victoria YC/SALSA, 20 points; 2) John Owen, RVYC, 22;

## THE BOX SCORES

3) Ali Fuat Yuvali, NoYC, 23; 4) Kevin Taugher, ABYC, 30. (15 boats)

LASER RADIAL — 1) Caleb Yoslov, SFYC/WCS, 30 points; 2) Cameron Feves, Cabrillo Beach YC, 31; 3) Talia Toland, Seattle YC/RVYC, 38; 4) Lilian Myers, GCYSA, 46; 5) Julian Soto, DRYC, 54; 6) Gavin McJones, California YC, 57; 7) Bastien Rasse, CalYC, 68; 8) Lance Covington, Lakewood YC/GCYSA, 75; 9) Bill Symes, WSC/NHYC, 80; 10) Owen Timms, Seattle YC, 81. (53 boats)

LASER 4.7 — 1) Abbie Carlson, Seattle YC, 10 points; 2) Casey Pickett, Willamette SC, 28; 3) Conrad Miller, Willamette SC/Seattle YC, 33. (11 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### CAL 20 CLASS CHAMPIONSHIPS, SHORELINE YC OF LONG BEACH, 8/3-5 (7r, 0t)

GOLD — 1) *Rubber Dog*, Keith Ives, LBYC/ABYC, 23 points; 2) *Lickety Split*, Mike Wood, ABYC, 26; 3) *Sluggo*, William Schopp, Cabrillo Beach YC, 33; 4) *Veintiseis*, Chuck Clay, ABYC, 35. (19 boats)

BRONZE — 1) *Sailbad*, Bruce Dybens, LBYC, 7 points; 2) *Belmar*, Liam Haselhorst, 18; 3) *Kendee*, Ken Schoffstoff, SYC, 23. (11 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### MILE HIGH REGATTA, FYC, 8/3-5 (6r, 1t)

HOBIE 20 — 1) George Pedrick/Gene Harris, 8 points; 2) Mark & Tiffany Lewis, 10; 3) Mark & Kim Zimmer, 10. (14 boats)

HOBIE 18 — 1) David Peltier/Draven Cortez, 7 points; 2) Steve Murray, 11; 3) Will Schwenger/Angela McLaughlin, 12. (8 boats)

HOBIE 16A — 1) Mike Montague/Kathy Ward,

15 points; 2) Rex Mitchell/Yasen Nikolov, 17; 3) Kat Porter/Grace Modderman, 18; 4) Adam Borchering/Julianne Jones, 22; 5) Blair & Sasha Wallace, 24; 6) Patrick Porter/Heather Matthews, 24. (21 boats)

HOBIE 16B — 1) Steven Fair/Todd King, 11 points; 2) Matisse & Dennis Swanson, 13; 3) Mitch & Mike Bennett, 13. (7 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### SFYC SUMMER KEEL, 8/4-5 (5r, 0t)

J/105 — 1) *Ne\*Ne*, Tim Russell, 19 points; 2) *Maverick*, Ian Charles, 20; 3) *Blackhawk*, Ryan Simmons, 22; 4) *Akula*, Doug Bailey, 23; 5) *Godot*, Phillip Laby, 27. (23 boats)

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

### RS TERANAs, DANA POINT YC, 8/4-5

1) Emily Rychlik, Westlake YC, 11 points; 2) Mora Moro, California YC, 14 points; 3) Carl Richter, Community Sailing of Colorado, 21; 4) Oliver Ernest, Dana West YC, 28; 5) Jake Arne Johanson, Bahia Corinthian YC, 30; 6) Kate Sweeney, DPYC/LMVYC, 37; 7) Jonathan McGraw, Dana West YC, 42. (29 boats)

Full results at [www.rsterana.org](http://www.rsterana.org) or [www.dpyc.org](http://www.dpyc.org)

### ACYC FRANKS TRACT REGATTA, 8/4-5 (3r, 0t)

RACING — 1) *Stink Eye*, Laser 28, Christine Weaver/Jonathan Guttoff, RYC, 3 points; 2) *Sos-ega II*, J/24, Andrew Bongiorno, No YC. (2 boats)

CRUISING — 1) *Miss Savannah*, Morgan 30/2, Jillian & Budge Humphreys, SSC, 5 points; 2) *Slum Dog*, Olson 30, Mike Little, SSC, 7; 3) *Sir Leansalot*, Hunter 40, Tom Lueck, SSC, 7. (6 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### JUNIOR SABOT NATIONALS, LBYC, 8/8 (3r, 0t)

GOLD — 1) Peter Busch, SDYC, 7 points; 2) Aidan Hoogland, SDYC, 20; 3) Samantha Gard-

# THE RACING

the course, but only up to about 11 knots by the time we finished on Tony Gomez's Morro Bay YC Farr 40 *High 5*. (As a sign of yacht club cooperation/interaction, we had Chris Barrett on board as crew. He is commodore of San Luis YC. I was driving *High 5*, and I am also an SLYC member.) We were the first boat to finish, and ironically the most wind we saw was after we crossed the finish line at about 2:20 p.m., dropped the chute, and turned into Port San Luis. Suddenly we had our fastest boatspeed of the day (7.8 knots) with just the main up. The boats behind us benefited from the building breeze, and a few were able to beat us on corrected time. The Santa Cruz 27 *Janina* was very well sailed and won on corrected time. Any boats not able to finish by 5 p.m. got a DNF.

This year was different in that we started with clear skies in Morro Bay and sailed into thick fog (visibility was only about 30 yards). It's usually the opposite, with Avila Beach reliably sunny.

The race is organized by Paul Irving of



**Bay Area kiter Daniela Moroz won gold at the Hempel Sailing World Championships on August 11, the only medal for the USA at the regatta in Denmark. — photo courtesy US Sailing**

the Zongo All Stars band and was supported by Morro Bay YC, which had pre-race food and festivities Friday evening and Saturday morning. San Luis YC is on the finishing end of the race in Avila Beach and hosted all the racers for the post-race fibbing, eating, drinking and awards.

— roger briggs

## ZONGO CUP, MORRO BAY YC/SAN LUIS YC, 8/11

PHRF — 1) **Janina**, SC27, John Krossa & Mark Hilden; 2) **Fear Knot**, Holder 20, Kevin Williams; 3) **Pearl**, Ranger 23, John Dilworth. (15 boats)

CRUISING — 1) **High 5**, Farr 40, Tony Gomez. (1 boat)

MULTIHULL — 1) **Flying Dolphin**, Prindle 19, Chrissy Osborne; 2) **Tunnel Vision**, Hughes 42 cat, Nick Del Giorgio. (3 boats)

PADDLE — 1) **Rosie**, Orchid Outrigger 14, Mike Casey. (1 boat)

Full results at [www.bigbigslo.com/blog/zongocup10](http://www.bigbigslo.com/blog/zongocup10)

## **Hobie 18 North Americans**

For four days in August, 16 teams battled on Huntington Lake in the Sierra Nevada mountains east of Fresno for the right to be named 2018 Hobie 18 Champion. The squirrely winds tested the mettle and patience of all of the sailors.

Pacific Northwest sailors dominated, taking the top four spots. The top two teams were families, showing that youth-

ner, SDYC, 21; 4) Mackenzie Harris, SDYC, 22; 5) Jack Roman, NHYC, 25; 6) Piper Holthus, SDYC, 28; 7) Bobby Little, ABYC, 34. (30 boats)

SILVER — 1) Reade Decker, LIYC, 3 points; 2) Shane Tillson, MBYC, 21; 3) Ethan Simpson, LIYC, 23; 4) Alice Schmid, SDYC, 27; 5) Samantha Hemans, BYC, 28; Kaden Miller, MBYC, 28; 7) Max Olson, CorYC, 31. (30 boats)

BRONZE — 1) Nikolina Sentovich, NHYC, 9 points; 2) Alex Lech, LBYC, 19; 3) Tate Oyler, NHYC, 21; 4) Taylor Bartell, BYC, 28; 5) Carter Immel, BCYC, 29; Walter McFarland, LBYC, 29; 7) Grace Ortega, NHYC, 31. (31 boats)

IRON — 1) Ava Gustafson, SDYC, 10 points; 2) Emily Wolken, LIYC, 12; 3) Adam Mead, BCYC, 14; 4) Nevin Elliott, BYC, 18; 5) Emily Otto, SDYC, 19; 6) Will Ingham, LIYC, 20. (26 boats)

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

## MPYC KONINGSHOFER REGATTA, 8/8 (3r. ot)

SHIELDS — 1) **Yankee**, Michael Polkabila, 5 points; 2) **Rolly**, Pakhtun Shah, 7; 3) **Stillwater**, Garth Hobson, 9. (9 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

## MOORE 24 NATIONALS, HRYC, 8/10-12 (8r. Ot)

1) **More Uff Da**, Ben Braden, Sloop Tavern YC, 26 points; 2) **Mooretician**, Peter Schoen, TYC, 29; 3) **Wet Spot**, John Verdoia, StFYC, 38. (12 boats)

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

## BENYC-VYC CARQUINEZ CHALLENGE, 8/11

1) **Evil Octopus**, F-18, Nicholas Grebe, BenYC; 2) **E Ticket**, Beneteau Morrin, Noble Griswold, BenYC; 3) **Troubles**, Schock 35, Thomas

## THE BOX SCORES

Ochs, VYC. (13 boats)

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

## SCYC DAY ON MONTEREY BAY, 8/12

DIVISION 1 — 1) **Octavia**, SC50, Shep Kett; 2) **Astra**, Farr 40, Simon Phillips; 3) **Animal**, Sydney 38, Matt Lezen. (6 boats)

DIVISION 2 — 1) **Sticky Fingers**, Olson 25, Bob Kalpin; 2) **Kemosabe**, J/105, John Martinelli; 3) **Gandalf**, Santana 35, Ashley Basanese. (12 boats)

NON-SPINNAKER — 1) **Sailing Pair a Dice**, Catalina 30, Barry Keeler; 2) **Kind Woman**, Hunter 34, Cormac Carey; 3) **Tusitala**, C&C 40, John Nugent. (11 boats)

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

## MERCURY NATIONALS, LAYC, 8/16-19 (5r. Ot)

1) **Frenzy Too**, Chris Messano/Doug MacLean, LAYC, 5 points; 2) **Fortran**, John Ravizza/Chris Boome, StFYC, 24; 3) **Space Invader**, David West/Tony Basso, RYC, 24. (15 boats)

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

## StFYC ALDO ALESSIO, 8/17

1) **Lucky Duck**, SC52, Dave MacEwen; 2) **Elusive**, Swan 42, Thomas Furlong; 3) **Elyxir**, SC52, Skip Ely. (10 boats)

## StFYC PHYLLIS KLEINMAN SWIFTSURE REGATTA, 8/18-19 (5r. Ot)

ORR A — 1) **Lucky Duck**, 5 points; 2) **Elyxir**, 6; 3) **Blue**, Swan 53-2, Ray Paul, 7. (3 boats)

ORR B — 1) **Swift Ness**, J/111, Reuben Rocci, 7 points; 2) **Kuai**, Melges 32, Daniel Thielman, 8; 3) **Gentoo**, Soto 30, Paul Dorsey, 10. (6 boats)

ORR C — 1) **Chance**, J/120, Barry Lewis, 3 points; 2) **Elusive**, 7; 3) **Encore**, Sydney 36 CR, Wayne Koide, 10. (7 boats)

J/105 — 1) **Ne\*Ne**, Tim Russell, 16 points; 2) **Blackhawk**, Ryan Simmons, 16; 3) **Arbitrage**, Bruce Stone, 19; 4) **Maverick**, Ian Charles, 20. (18 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin, 10 points; 2) **El Raton**, Ray Lotto, 12; 3) **Wile E Coyote**, Dan Pruzan, 15. (4 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

## StFYC J/70 PCCs & MELGES 24 CAL CUP, 8/17-19 (5r. Ot)

J/70 — 1) **1FA**, Scott Sellers/Harrison Turner/Geoff McDonald, StFYC, 9 points; 2) **Jennifer**, Chris Kostanecki, SFYC, 12; 3) **Christine Robin Racing**, Tracy Usher, StFYC, 18. (7 boats)

MELGES 24 — 1) **Average White Boat**, Kent Pierce/Eric Stokke, SBYC, 9 points; 2) **Wilco**, Douglas Wilhelm, SFYC, 20; 3) **Looper**, Duane Yoslov, SFYC, 21. (7 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

## BYC GRACIE & GEORGE, 8/19

SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr/Cam Campbell; 2) **Peregrine Falcon**, F-27, Aimee Iriso; 3) **Faster Faster!**, Merit 25, Junette Kushner/David Ross. (5 boats)

NON-SPINNAKER — 1) **Zwei Flying Fish**, San Juan 33, Ashley Richardson. (1 boat)

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

ful energy with some old-fashioned wisdom can make for a winning combination.

Will Nelson, 21 years old, became one of the youngest sailors to ever win the Hobie 18 NAs. Will was assisted by his father, Peter, a Hobie 16 veteran of several decades. With less than a week to prepare their borrowed boat for the event, the skipper (Will) having never sailed an 18 before, and the two never having sailed together as a team before, Will and Peter were not expected to contend for the championship. Sometimes things work out differently than expected!

John Hoag, sailing with his daughter Jennifer, also a newbie to the 18, was a very close second. Were it not for a few shifts on the last day of racing, the results might have been switched. Three-time defending champion Ken Marshack, with Val Pioszak, was finally unseated and had to settle for third.

The most heart-wrenching story of the



**On Deb's Tuna 'Meliki', Deb Fehr and Cam Campbell repeated as 'Gracie & George' at Encinal on August 19. — photo by Lisa Rohr**

regatta belonged to the team of Ethan Salkind and Laura Sullivan. After running off three straight bullets on the opening day, they were called over early in the fourth race of the first day and had to eat a 17. With only one throwout allowed, they were in good position... as long as they stayed out of trouble.

But in the second race on the third day they sailed the wrong course while handily leading the fleet. This pushed them into fourth place. Their boat was clearly the fastest of all boats, but the fastest boat doesn't always win the regatta.

Huntington Lake is a long, skinny, high mountain lake with dependable, if not shifty/puffy conditions. Each of the 15 races required 7-8 tacks/jibes per leg, something Hobie cats are not typically used to. This forced multiple high-speed crossing situations, and some very intense racing.

— peter nelson

**HOBIE CAT 18 & 20 NAs, HCANA, 8/6-10 (15r 1t)**

HOBIE 20 — 1) Mark & Kim Zimmer, 30 points; 2) John Holmberg/Teri McKenna, 39; 3) George Pedrick/Gene Harris, 43; 4) Mark & Tiffany Lewis, 44. (19 boats)

HOBIE 18 — 1) Will & Peter Nelson, 32 points; 2) John & Jennifer Hoag, 39; 3) Kenneth Marshack/Valerie Pioszak, 42; 4) Ethan Salkind/Laura Sullivan, 45. (16 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

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# THE RACING SHEET

## Race Notes

First it was stuck open, then it was stuck closed. The Hwy. 12 Sacramento River Bridge connecting Rio Vista with Isleton malfunctioned, necessitating the cancellation of August 11's **Dinghy Delta Ditch**. The dinghies launch in Rio Vista on the south side of the bridge; the run takes them north up the Deep Water Channel to West Sacramento. Race organizers at Lake Washington Sailing Club invited sailors to come to the club for some free events that day instead.

St. Francis claimed NYYC's **Morgan Cup** team race trophy on August 5. Variable weather — thunder and rain on Saturday and fickle winds on Sunday morning — prevented the regatta from reaching the elimination round. The final results were based on each team's record in the two round robins.

Thanks to their preparation and their comfort in strong breeze, the StFYC team was on their game, winning all nine of their matches on Friday to take a three-point lead at the end of the first round robin. In the second round robin StFYC dropped two of nine matches, but the



STUART STREULINE/NEW YORK YACHT CLUB

*These left-coasters won NYYC's Morgan Cup in Newport, RI. Team captain Michael Menninger is holding the trophy.*

margin from the first round robin held.

Steve Madeira is known as the skipper of the San Francisco-based J/120 *Mr. Magoo*, but on August 16-17 he was spotted at **Nantucket Race Week** sailing in the IOD Celebrity Invitational Regatta — on the winning boat, *Team Rascal*. The regatta benefits Nantucket Sailing Association.

Lake Erie, Michigan, was the venue for the **Chubb U.S. Junior Sailing**

**Championships** on August 8-10. Among West Coast youth participating were Smyth Trophy (singlehanded, in Radials) winner David Wood from Balboa YC; Will Foox of SFYC placed fifth. Placing third and fifth respectively in the Bemis doublehanded 420 were Jack Egan and Jack Plavan from SDYC. Sailing in Lightnings for the Sears Cup were Cameron Feves, Christopher Salas and Justin Zmina from Cabrillo Beach YC (second place) and the RYC team of Owen Lahr, Connell Phillipps and Nick Nash (fifth).

— latitude/chris

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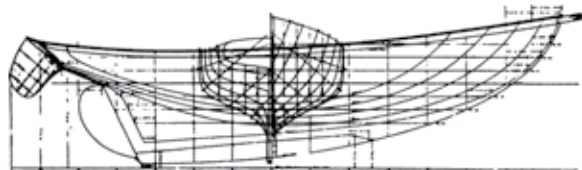
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*This month we sail across the International Dateline to **Eastern Australia's Prime Chartering Venue**, and down to the Eastern Caribbean for a **Post-Irma BVI Cruise**, plus **Charter Notes**.*

## The Whitsundays:

### A Maze of Pine-Covered Isles

Last April we chartered in Eastern Australia's Whitsunday Islands, which lie just off the northeast coast of Queensland, roughly 40 miles inshore from the Great Barrier Reef.

Another couple joined us and we chartered a sailing catamaran for a week following a week of playing tourist in Sydney. We sailed to various anchorages around Hook Island, Whitsunday Island, Haslewood Island, and Hamilton Island. Many of the destinations provide overnight moorings due to the proximity of the reefs.

We spent half our nights on moorings, several nights at anchor and one night at the Hamilton Island Marina where we reprovisioned and enjoyed shoreside restaurants.

The week before our charter, the area was threatened by Tropical Cyclone Iris and the charter base actually closed for the week. Fortunately, Iris lost her strength before we arrived at Chute Harbor to begin our charter.

The conditions on the 'inside', near the mainland, were fairly mild, with predictable wind in the afternoon. These islands offer numerous coves and protected anchorages, which are all within

a few hours' sail of each other. We did venture east of the islands into waters that are exposed to the Pacific, and experienced rougher conditions on one of our sails. However, there are plenty of options if one wants to avoid higher winds and seas. The charter companies keep everyone informed of weather conditions along with suggested routes and destinations, based on the expected conditions, for those who wanted the guidance.

Before our trip, many people commented about Australia's reputation for deadly wildlife. When we arrived we found out it extends to the water as well. We were at the tail end of the season for the deadly Irukandji jellyfish. These are the size of your fingernail and you likely won't realize you have been stung until it is too late. But this didn't keep us out of the water because we felt safe enough wearing stinger suits — which also provided great sun protection.

The coves we anchored in were all unique and stunningly beautiful. We never had a problem finding plenty of room to anchor or an available public mooring ball near a reef where we could snorkel. A quick dinghy ride to shore gave us access to great beaches and trails. We also didn't need to look to afar to see a sea turtle. The one pictured below swam around our anchorage lazily, as if posing for photos.

Our favorite anchorage was Chalkie's Beach on Haslewood Island. The beach is directly across from the famous Whitehaven Beach on Whitsunday Island, but provides a quiet, more secluded alternative. The water was calm, the view was stunning, and there were plenty of reef fish to observe.

All in all, we had a fine time. If you decide to follow in our wake, we highly recommend doing some homework in advance by ordering a copy of the must-have cruising guide *100 Magic Miles of the Great Barrier Reef: The Whitsunday Islands* by David Colfelt.

— mark rinkel

Mark — Many thanks for your inspiring report. We'll be sending you some

official Latitude swag as a 'thank you.'

Readers — Having had the pleasure of sailing the Whitsundays ourselves a few years back, we can tell you that this 74-island archipelago is a fascinating place to sail. Mark and his group explored it at the beginning (April) of the prime sailing season, which runs through the end of September.

The whole region is a nature-lover's dream. During our visit we enjoyed some great sailing with



MARK RINKEL

moderate winds, and did lots of snorkeling. These pine-covered islands lie near the southern end of the tropical zone, near 20°S. Many of them are uninhabited, and we're told that fewer than 2,000 people occupy those isles that are inhabited.

Although flying all the way to Queensland to charter in the Whitsundays would be a bit of a splurge for most of us, we think you'll find that will be money well spent — especially if you throw in a few days in Sydney, which is one of the most attractive waterside cities in the world, and a haven for sailors.

— andy

## PRIME SAILING SEASONS

\* Please note: The blocks below represent the absolute best months in terms of wind and weather. However, there's good sailing in many of these locations beyond these dates also, as some venues are truly "year-round" destinations. (Data from industry sources.)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Seychelles												
Thailand												
Whitsundays												
Sydney												
New Zealand												
Tonga												
Tahiti												
British Isles												
Scandinavia												
Fr. Riviera												
Greece/Turkey												
Croatia												
Belize												
Caribbean												



COURTESY THE MOORINGS

**Above: Whitehaven Beach, which lies within the Whitsunday Islands, is truly spectacular. Inset left: This turtle came to pose for photos.**

### A Year After Irma, the BVI Is Back

We've bareboat chartered four times in the BVI: 2006 with Sunsail, 2011 (on *Latitude's 'ti Profligate*), 2016 with BVI Yacht Charters, and this year with Conch Charters, which we selected primarily because they had a boat in their fleet (Leopard 40) that was of interest to us. Sadly, that boat, like so many cats, was lost to Hurricane Irma, but they were able to provide a replacement: Lagoon 42 named *Inspire*.

In spite of the fact that Conch's Road Harbour facility was hit pretty hard by Irma, the staff did an outstanding job of taking care of our needs in every respect, including a free night onboard prior to our first day of charter. We would not hesitate to recommend them to others.

For reasons of economy, we've always

chartered in the first two weeks of the low season, which generally begins in the second week of July. The side benefit of this strategy is that the anchorages are generally uncrowded during that time. As an example, in July 2016 we estimated the occupancy of the sizable mooring field at Saba Rock Resort/Bitter End Yacht Club to be at about 10%. The usually uncrowded spots were only slightly less so this year, but Cane Garden Bay, on Tortola, and White Bay, on Jost Van Dyke, were more crowded than we've ever seen them. We believe this is related to a Puerto Rican holiday called "Christmas in July," and the fact that Puerto Ricans discovered "Nature's Little Secrets" (the BVI) years ago, and learned they can get there quickly on their high-speed power boats. These seem to be their two favorite spots.

Our favorite activity has always been snorkeling in "the world's larg-

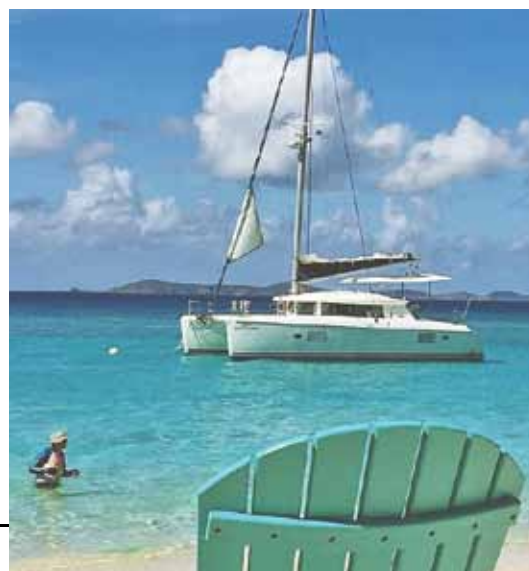
est aquarium," and this has not been adversely impacted by hurricane activity. We thought snorkeling at Anegada might be good, owing to all the coral reefs there, but were disappointed with the lack of clarity of the water in the vicinity of Loblolly Bay. Our favorite snorkeling spots remain The Caves on Norman Island, Monkey Point on Guana Island, and Manchioneel Bay on Cooper Island.

Post-Irma infrastructure rebuilding continues, of course, as it will for quite some time. Many places have returned to normal; those farthest from it — all past favorite stops for us — were Saba Rock Resort, the Bitter End Yacht Club, and, saddest of all, Soper's Hole, where only two of the many businesses formerly there have reopened.

We had planned our sailing itinerary using *The Cruising Guide to the Virgin Islands* by Nancy and Simon Scott, which is revised every two years, but our 2017-2018 edition had no post-hurricane information. So we modified it as we went along, adjusting for facilities that were gone altogether or not yet reopened. Our advice for those with BVI trips in the planning stages is to keep in touch with your charter company; they all offer newsletters with updates on business re-openings.

A final note that may relate to Irma is that at a few stops we noticed an increase in 'beach bug' activity (sand fleas), and we were glad to have brought along repellent. The problem was most apparent at Great Harbor on Jost Van Dyke, Trellis Bay on Beef Island, and everywhere we

**The Lagoon 42 'Inspire' sits calmly at anchor on a typical day in the British Virgins. A year after Irma, fleets have been rebuilt.**



COURTESY BILL CROWLEY

# WORLD OF CHARTERING

visited on Anegada.

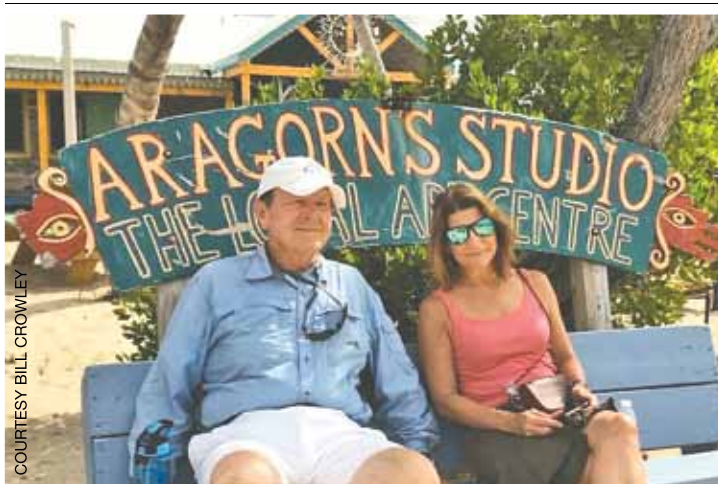
— *bill crowley*

Bill — *Thanks for that great report, which confirms what we've heard from other sources: that shoreside infrastructure is steadily coming back and there's no reason for potential charterers to stay away.*

## Charter Notes

Readers — This month marks the one year anniversary of Hurricane Irma's horrible wrath, which did more damage than any storm in the British territory's recorded history. Since then, long-established BVI charter firms have made a colossal effort to rebuild their fleets and re-establish some sense of normalcy.

"Let's be honest," writes a spokesman for BVI-based firm **The Catamaran Charters**, "Hurricane IRMA caused some serious damage! Ninety percent of all BVI Charter **Fleets were destroyed.**"



COURTESY BILL CROWLEY

**Cap'n Bill and crew, including Sharon Wilson, overnighted at Trellis Bay, BVI, to take in the full moon party at Aragorn's Art Studio.**

But this well-respected company and others refused to simply throw in the towel and give up. Instead, they went to work immediately to rebuild their bases and import new fleets of boats. Today, they are proud to boast that they've got "a **brand new fleet** of catamarans available for your luxury sailing vacations in BVI," based at the newly rebuilt **Hodges**

**Bay Marina.** Similar efforts to recover and rebuild, can be seen throughout the territory, which is truly remarkable considering the devastation seen there last fall.

Such upbeat reports remind us to remind you that few chartering memories will remain more special than those created during a '**white-sand Christmas**' in the tropics. Bringing family members together for a week or more of sailing, snorkeling and recreating ashore is sure to please crew members of all ages, and strengthen the family bonds, far from the hustle, bustle and holiday traffic jams back in mainstream America.

But whether you choose to sail in the BVI or elsewhere during the holiday season, remember that Christmas week and New Year's week are the two busiest periods on the calendar of every charter outfit in the tropics. So book soon — in fact, yesterday!

— *andy*

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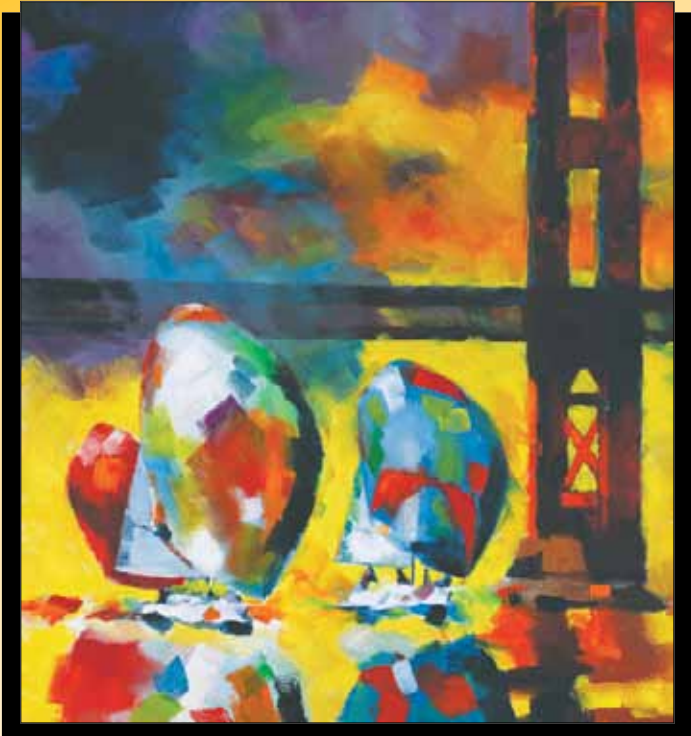
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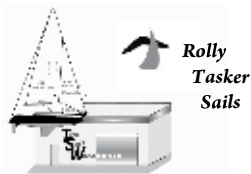
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# CHANGES

With reports this month on **Sedna's** departure from French Polynesia; the beginning of **Avatar's** third season there; **Happy Together's** "lonesome" run for Costa Rica — and a whole bunch of **Cruise Notes**.

## **Sedna - Hans Christian 38T Giselle and Clifton Miller End of the Beginning Juneau**

Today — this beautiful, warm Friday morning at anchor in Bora Bora — marks the end of our 90-day visa in French Polynesia. Later this morning, we'll dinghy

When preparing for the South Pacific this past fall, our brains were totally consumed by provisioning, boat preparation, bureaucratic logistics and general margarita haze. Learning *petits* bits of French and scoping out anchorages in the Marquesas were the last things on our minds, let alone thinking about what lay beyond French Polynesia. But here we are, waiting for another weather window to make another ocean passage into other beautiful Polynesian countries.

How did it happen so fast? These past three months have been a blur of crystal-clear water, brightly colored coral, Hinano beer happy hours, baguettes, brie and rough attempts to speak *français* on shore excursions.

The buddy boats we made landfall with in the Marquesas are the same boats motoring through the Bora Bora pass daily, joining our merry band of cruising buddies who are all concluding our French Polynesia experience at the same time. Some of these friends we haven't seen for months; some we've been hopscotching with from island to island; and a small few we've seen so frequently we know their anchoring habits by heart. But we're all here, reunited once again — for dinner parties, snorkeling sessions and sundowners. Every gathering is a reminder of the great friends we've already made this season and the memories to be made on this next section of our South Pacific journey.

Before the long passage ahead, several of us buddy boats chose to challenge our bodies and climb to the summit of Bora Bora: a steep, strenuous slog, literally straight up a jungly, bushy cliff face.

Within minutes of beginning the ascent, we were dripping with sweat and regretting the sunscreen we'd put on our faces, which was now melting into our eyes. Our legs burned. Our hands were filthy. We chugged water to keep up with the heat.

Like our recent ocean passage, that mountain was also filled with extreme highs, and lows, including slipping on muddy roots, maneuvering over



twisted trees, grabbing onto loose rocks — it was rough. However, with many water breaks and extensive cheerleading, we did it. We made it to the top! And it was worth the haul.

The view from the summit looking down over Bora Bora revealed a wide array of lagoon blues. The base of the clouds, just barely skimming our eye level, created a blanket of mist and reflected that same lagoon turquoise you could see so clearly below. Pink hibiscus flowers greeted us, waving in the cool Pacific breeze. It was as if all the beauty that we had seen over the past three months had been presented in this one panoramic form. I sat at the top, reminding myself how truly blessed we



**Clif and Giselle's long-term plan is to complete a Pacific Rim circumnavigation back to their homeport of Juneau.**

ashore, passports in hand, walk into the *gendarmerie* (police station) and officially check out of the country. This little dinghy ride we are about to embark upon feels like a huge milestone for some reason; one that we haven't quite processed, or thought past.

**The Millers acquired 'Sedna', languishing in Marina Palmyra, just last January. Several months of intense work on the 1985 HC had her looking sharp — and ready for the Pacific Puddle Jump.**



SEDNA

# IN LATITUDES



**Spread:** view of Bora Bora from its highest peak. **Above:** (left to right) Cruiser floatie flotilla; that mountain behind Cliff is the one they climbed; 'Sedna' looking sweet.



ALL PHOTO SEDNA

were to be this place, at this time... and with our home in tow! People all over the world pay good money to experience this small, majestic island, and we just sailed here... for free.

I bent over to stretch out my legs and gawked at the large amount of mud smeared all over my leggings. It reminded me of the big pile of salt-water laundry I needed to do once we got back to the boat. Ugh, more laundry. I cringe. Not every part of the cruiser lifestyle is as glamorous as the photos we share. There are certain land luxuries I miss, like full-pressure showers, washing machines or high-speed Internet (actually Internet in general would be nice), but that view...

Bora Bora in all her glory, and good friends beside me. That was my high. Any worries of the upcoming passage vanished. Any lingering boat chores flitted away. I could've sat on that mountaintop for days and watched the shadows of those high, misty clouds change the shade of the water.

But, there was the promise of cold beer and ice cream at the bottom, so we collected ourselves and our already sore muscles and began the decent.

What I will remember most of Bora Bora will not be the challenge of the mountain climb, or

the increased laundry load, but the feeling of being encompassed by beauty at the top. These past three months have felt the same. I don't remember the difficulties of the ocean passage as much as the color of the water in the Tuamotu atolls.

I feel a twinge of sadness for how rapidly the months fly by, knowing that this time-warp speed will only increase as our South Pacific season progresses. As I'm typing, I can feel my sore quads, my swollen feet and stiff knees... a gentle reminder of the pain that we go through to create such incredible memories.

But linger no longer! There are more miles to cover! More mountains to climb! More fish to swim with and sail changes to do. As we motor out through the coral reef pass tomorrow, I'll be stretching my legs and saluting that behemoth of a peak behind me. Farewell beautiful French Polynesia! *Sedna* looked good on you! On to the next island, the next lagoon, the next hill to climb...

— Giselle 7/6/18

## **Avatar — Kelly Peterson 44 Shelly and Mike Rickman French Polynesia Debrief Mexico**

Along with the necessary skills, wit and adventurous spirit, there is a certain art to cruising. And like all creative people, cruisers with some miles under their keels eventually develop their own 'style', steeped in their own experiences, and the experiences of others they meet along the way. We never tire of sitting down with them to do a little brain-picking.

Two such folks are Mike and Shelly Rickman of the KP44 *Avatar*. After living a dozen years in Mexico (most in La Paz, where they both served as commodores

**Want that special day to be a bit different? Plan a destination wedding in Moorea.**



AVATAR

# CHANGES

of Club Cruceros), the couple are starting their third year of cruising the South Seas aboard their Kelly-Peterson 44, *Avatar*. They have spent the last two seasons visiting island groups in French Polynesia — the Marquesas, Tuamotus and Gam-



**Mike and Shelly — looking forward to another season in paradise.**

biers. Editor-at-large Andy Turpin recently caught up with them in Tahiti for a debrief. Here are a few excerpts from that conversation.

**Inspiration** — (Shelly) I've wanted to sail to French Polynesia since I read *The Last Navigator* in high school. But it wasn't until 2014 when the Cruceros had a big Fourth of July party that a Pacific crossing finally took shape. Several boats got together and made a pact: We gave ourselves two years to get out of La Paz and sail to the South Seas. Among those folks were Paul Whitehouse and Simone Wood of *Tabasco II*, who were tragically killed several months later when Hurricane *Odile* hit Baja and sank their boat. That only strengthened the pact with the rest of us. No matter what happened, we were going to go, because, as Paul and

**Manta does a flyby as Shelly watches. Warning: the teeming sealife in the South Seas may ruin you for snorkeling anywhere else in the world.**



Simone always said, "Life is too short."

We departed La Paz on March 22, 2016, and arrived in Nuku Hiva in April.

**The Crossing** — (Shelly) It was just the two of us. But our watch schedule allows us to stay pretty rested. We do a 48-hour cycle, not a 24-hour. So on the first night, one person does two four-hour watches, and the other person does only one. The next night, it's reversed. During the day, it's six-on, six-off. We stay pretty rested with this system, and by the time we got there we were not overly-exhausted.

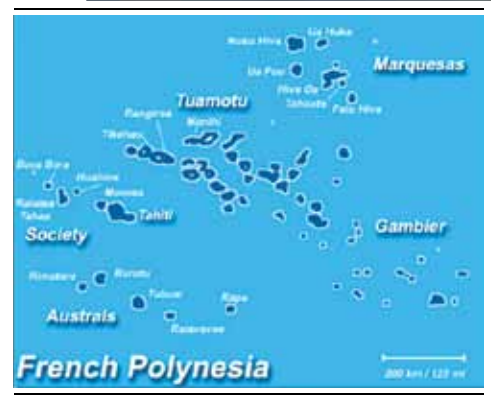
**First Year Highlight** — (Shelly) When we dropped anchor in the Marquesas, Mike asked me to marry him. I said, wow, yeah! But then we had to figure out how to get married in Polynesia. We ended up with this Polynesian ceremony in Moorea. They dress you up like a king and queen for a day. All our families came, and it was basically a week-long party. We did tours of the island, fed the stingrays, swam with sharks — everybody had a great time.

**Speaking of swimming with sharks** — (Mike) It takes some getting used to. If you're at anchor, slide into the water — don't jump. If you slide in, there's no noise. A few sharks may come to check you out, but no big deal. But if you make a big splash, it's a big vibration in the water. They think something's in distress. It does get their attention — and yours, too.

**Playing the Winds** — (Mike and Shelly) There are people who either pound right into the wind, or don't go to some places at all because they'll have winds on the nose. We wait for the right winds to go from island group to island group. For most of the year, the trade wind is primarily from the east, but sometimes a short-lived north wind will blow, and you can have a nice sail from Tahiti east to the Tuamotus. Then in June/July/August the

*Miramu*, a strong southeasterly, can blow — up to 30 knots. Between these blows we were able to sail in a light southeast wind back to the Marquesas.

But as the season goes down to the end of the year, the wind starts to shift to the northeast. The second year, for example, we made it back



to the Marquesas in September in light southeasterlies. But by December, it started oscillating east-northeast, and we sailed southwest to the Gambiers — seven days on one tack. Then, we came back to Tahiti when the wind shifted back to the east-southeast in late March, early April.

**Generally speaking** — (Shelly) The Marquesas are mountains with no reefs. The Tuamotus are reefs with no mountains. The Leewards are mountains with reefs close around them. And the Gambiers are small mountains with a giant reef around them.

**Best diving/snorkeling** — (Mike) The drift dive at Fakarava is mind-blowing.

# IN LATITUDES



**Spread: 'Avatar' at anchor in the Tuamotus. Inset left: there are 118 islands and atolls in French Polynesia, about half of them inhabited. Top (left to right): Almost at the equator; King and Queen for a day; boats represented at this Tuamotus beach picnic include 'Avatar', 'Liward', 'Pitufa' and two Wauquiez 35 sisterships whose singlehanded owners fell in love and became a couple.**

You drift through the pass with the incoming tide and it's just — Wow, lots of sharks! The best snorkeling in the Marquesas is down in Tahuata, but even there the water is not as clear as in the Tuamotus. But the best of the best? The Gambiers. The coral there is so alive — and they're known to have the most brilliant pearls in the South Pacific. The depth of color and brilliance are spectacular.

**Communications** — (Shelly) We're part of the Polynesian Magellan Net (SSB, 8173.0 at 1600Z and 0400Z). We do one

day a week as net controllers. Everybody keeps track of everybody who's in the net, particularly when you're underway. But it's really more of a social thing. Many times we've made friends with people before we even meet them.

(Mike) For longer-range comms, we don't have a Sat phone or Iridium. We have a DeLorme inReach, which is now owned by Garmin, and we got the unlimited text — we're in touch with our families sometimes daily, or multiple times a day. And people can see where you are on

an online map. It's only \$55 a month.

**Plan for the coming season** — (Shelly) Well, you know what they say: "A cruiser's plans are written in the sand at low tide . . . they

change twice a day!" We may be doing the Leewards. We may be going back to the Tuamotus. But we've also got the Australians on our minds, in particular Raivavae, so we may drop down there in the fall (our spring). They only get 10 or 15 boats down there a year. We met an old French-Canadian guy who used to pilot the Pan Am flying boats back in the day. He flew all over everywhere down there for years. When we asked what was his favorite, he said Raivavae. It's supposed to be as beautiful as Moorea — big mountains inside a lagoon.

— AET and JR 8/5/18

*Next month — anchoring, dodging bombs and not sweating the paperwork*

## **Happy Together — Leopard 48 Randy and Lennie Smith Where Is Everybody? Delray Beach, FL**

*Happy Together* is currently in Los Sueños Marina, Costa Rica. After we finished the 2017 Baja Ha-Ha, which was arguably the best time of our lives, we headed up to La Paz as many Ha-Ha participants did and spent some time cruis-

**Dancing on the table in St. Barths with the Nikki Beach Club sax player is just a small part of the fun time Randy and Lennie have had cruising.**



ALL PHOTOS AVATAR

HAPPY TOGETHER

# CHANGES

ing the Sea of Cortez. The area reminds us of a Jeep commercial filled with salt water!

We enjoyed Baja until early March, then headed to the mainland. After a stop



**Randy and Lennie were 'running for the border' after realizing their timing error.**

at Isla Isabel (the Galapagos of Mexico) we headed to Puerto Vallarta and did the requisite family trips. By May we were on our way south again — and in for a big surprise. . .

Nobody was there.

It occurred to us suddenly that we were alone in the Costa Alegre. I mean alone. Not one other boat for a thousand miles — or so it seemed. We cruised to all the regular winter cruiser haunts like Chamela, Careyes, Tenacatita and Barra de Navidad, and there wasn't a soul. It was like *The Walking Dead* for cruisers. By then I had studied some more and found that everyone leaves Pacific Mexico by May 15 because that's when hurricane season starts — not June as I was used to as an Atlantic sailor. And here we were on June 1. The marinas were empty, the southern swell was closing the entire coast and we had few opportunities to

**'Happy Together' at anchor. Next time we see the Smiths, they'll be sailing a bigger cat.**



anchor. We barely made it to Las Hadas for Lennie to run along the beach for her Bo Derek imitation before we realized we had to keep pushing south.

After a few more overnight crossings, we made it to Zihuatanejo, a sailor's bucket-list stop. We entered the bay and once again, not a single cruising boat in sight. Better keep going! From there we dodged the first three named storms of the season. We're no strangers to dodging storms after living and cruising in Florida and the Bahamas for 20 years, so we pushed on.

Acapulco was next. No space to tie up and no cruisers in sight, so we braved the big 10-ft swell and headed south for two more days until we reached the fantastic 12 bays of Huatulco. Now we relaxed a bit. We were getting pretty far south, the water was warm, and we felt relatively safe from storms except . . . we still had to cross the dreaded Gulf of Tehuantepec!

We waited for three days until we got the green light from our weather router, Chris Parker. When he and the port captain agreed, Lennie and I headed across the Gulf. The crossing brought five different wind shifts and seas from every direction. Although we have sailed 10,000 nautical miles, this one earned us some new stripes.

We made it to our final stop in Chiapas, Mexico, for our last Mexican meal and the final checkout before we entered Central America. We also picked up a friend, Mike Sheppard, as crew for the rest of the trip to Costa Rica.

We headed out under good conditions and sailed southwest for four days. Guatemala, El Salvador, Honduras, Nicaragua all slid by our port side as we pressed on. We motored when we had to and sailed when we could — about 50/50 I would guess. The conditions went from benign to extreme. We even had a swell from two directions where each wave from each swell bashed the boat for four hours.

The bailout spots are few and far between on these desolate coastlines, with a strong southern swell landing everywhere.

Almost there . . . we passed the Gulf of Fonseca and dealt with wind and current, but then had a six-hour motor until we reached the Bay of Papagayo where the winds cross Nicaragua from the Caribbean and scream into the



Pacific. It was all hands on deck as we dodged local fishing boats, fishing nets and long lines — in howling wind.

We made it to Costa Rican waters by 5 a.m. and had a wonderful beam reach with our code zero flying us along at 9 knots. One more turn around the Gulf of Nicoya and then a straight 28-mile run to Los Sueños Marina.

Well, almost. Neptune had one last six-foot cross swell that hit us hard. Catamarans don't like a short, steep sea

# IN LATITUDES

we've done 35 trips in 35 months and moved our boat 10,000 miles. We go once per month and move the boat from place to place, then fly home and work for three weeks — then back to the boat for our next adventure.

We are currently en route to bring our *Happy Together* back to Florida to sell it, as our new Leopard 50 is on order in South Africa. We plan to fly to Cape Town in November to watch her splash for the first time and go sailing around the "Cape of Storms". Then, we will ship her to Florida for outfitting before we join the World ARC Rally in 2020.

— Randy Smith 7/8/18

"Latitude 38 was the first sailing magazine I ever read when I was a kid racing on San Francisco Bay in my dad's *Santana 35*," noted Randy when he sent us this article. "You guys even wrote a story once about me beating Chris Corlett in a one-design race on the Berkeley Circle!"

## Cruise Notes

Tim and Burgandy Scott of Friday Harbor, Washington, last cruised to Mexico back in 2005 aboard *Tiburon*, a 36-ft Crealock ketch. Then, as Burgandy puts it, "Got pregnant, had a baby, and thought a bigger boat was a good idea. It was. Rebuilding one . . . not so much." It took the Scotts more than a decade to essentially gut and rebuild **Sassafrass**, a 50-ft (LOD)schooner built in Saigon in the mid-'60s. In 2017, this time with daughter Violet aboard, the Scott family once again headed south, as part of the Baja Ha-Ha fleet.

"Our first year back to cruising has been one of great satisfaction — we are once again living the cruising lifestyle we worked so hard to return to," says Burgandy. One thing that surprised them

**Rebuilding an old wooden schooner would strike fear in the hearts of most, but the Scott family hung in there, turning this . . .**



SASSAFRASS



ALL PHOTOS HAPPY TOGETHER

**Above: 'Happy Together' underway. Top left: final checkout in Mexico at Chiapas. Center: sailing with triple amputee Adam Keys in an event sponsored by [www.warriorsailing.org](http://www.warriorsailing.org), which the Smiths support. Right: transiting the Panama Canal on their way to the 2017 Baja Ha-Ha.**

as it creates the washing machine effect, and we were 'well spun' by the time we reached the bay at Los Sueños at 3 a.m. local time. We used our lights to find a spot and dropped the hook. We settled in for the first full-night's sleep in five days, only to be roused at 8 a.m. by the port captain on the radio, saying that the military, immigration and customs were

standing on the dock waiting for us. Oh well — five hours' sleep is better than none. We entered the marina and cleared in. What an incredible eight months it has been. ¡Viva Mexico!

Lennie and I have been cruising our Leopard 48 catamaran part-time for three years. *Cruising World* magazine dubbed us the 'ultimate commuter cruisers,' as

# CHANGES

was meeting some people on a fairly rigid timetable: Do the Ha-Ha, do the Puddle Jump, then skedaddle back home, all in a year's time. "I started calling it 'Pacific Puddle Panic,'" she jokes. The Scotts also hope to cross the Pacific one day, but have so enjoyed their return to *mañana*-land that they've decided to spend a year just enjoying Mexico. "Hey, for some of us it takes six months just to slow down!" she says.

And what does *Sassafrass's* youngest crewmember think of the cruising life?

"I'm often asked the same question in different ways: 'Are you all right?' As though there was something that would suggest I'm feeling otherwise," says 14-year-old Violet, echoing the sentiments of other cruising kids we've talked to. "I think my family's situation makes a lot of people uncomfortable — like most things that are unfamiliar. My family decided to take this leap of faith because we



SASSA FRASS



... into this. A shoutout to naval architect **Tad Roberts** for the redesign work. Inset: **Violet and Burgandy**. Please don't ask if she's "all right."

could — and should. No, it isn't always comfortable, but is anyone ever comfortable all the time? If you ask me, it's more

uncomfortable to be passively aggressively interrogated on whether or not I'm happy, or feel that I'm being rudely

dragged away from the life that a 'normal' teenage girl should lead. The thing is, I don't pride myself on being normal. I pride myself on being part of the minority who choose to follow a dream."

Having completed a nine-year lap and a half around the world (starting in Marina del Rey in 2007), Scott Stolnitz and Nikki Woodrow began another 'circumnavigation' last month. Of Australia. By land. "After 55 years of sailing and 100,000 miles at sea, I've more or less tossed out an anchor," says Scott, who sold their Switch 51 **Beach House** in Sydney last year. Their new ride is a new, high-tech off-road 21.5-ft 'cata-varan' made by a Queensland-based



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company that once made catamarans. 'Caravans' — what we call trailers — have to be extra-tough Down Under because most roads in the Outback are unpaved.

Alan and Laura Dwan's Herreshoff Nereia ketch **Rhapsody** got a bit part in the movie *Adrift*. The veterans of the 2012 Baja Ha-Ha and 2014 Puddle Jump were in Fiji when the opportunity to take part arose. Neither we nor the Dwans have seen the movie yet, but apparently there's a part where "there is an impromptu race and *Rhapsody* is the blue-hulled ketch." At this writing, Alan and Laura are getting ready to head back to the States.

Another circumnavigation got added to our 'West Coast Circumnavigators' list (which also includes Hawaii) last month. **Gershon II**, a 50-ft custom steel cutter owned by Steve and Cheryl Kornberg, left Kona, Hawaii, in 2012 and returned there in 2017. Interestingly, the boat was built in Hawaii in 1991 and served as the escort boat for the Polynesian voyaging canoe *Hokulea* on the New Zealand-to-Hawaii leg of her *Malama Honua* World Voyage. The Kornbergs' first sail to Hawaii was aboard the first *Gershon*, a Lapworth

32 berthed in Sausalito's Pelican Harbor.

"SUNAT (the taxing authority in Peru) illegally seized my yacht almost three years ago when I stopped for emergency repairs in Ancón," wrote Dave Smith in a mid-July email. Smith, formerly of Sausalito, did not identify the type or name of his boat. He went on to say that he won every court case (including appeals), only to have SUNAT repeatedly refuse to return the boat. However, on the day he wrote, he said, "It's looking like they are going to release the boat today . . . I'm running fast now, trying to leave before they find another excuse to . . . retain possession of the boat." We reached out to him several times for more information but at this writing have not heard back.

When Jeff and Marie Brandt decided it was time for a bluewater cruiser a couple of years ago, they went 'retro', so to speak. Rather than building on their multihull experiences (their first two boats were a Prout catamaran and an F-27 trimaran), they chose a Pacific Seacraft



TINY DANCER

*Size counts, which is why many people favor pocket cruisers like 'Tiny Dancer'. She's not as fast as the Brandts' previous boats, but, they say, "We're not in a hurry."*

Dana 24. And they haven't been disappointed. The Bay Area couple found and prepped **Tiny Dancer** in Port Townsend, but couldn't quite make it to San Diego in time for last year's Ha-Ha. So they took their time meandering down the coast, eventually ending up in Cabo, where they spent Christmas before heading into the Sea of Cortez. The boat is currently on the hard in San Carlos and Jeff and Marie are eagerly awaiting the end of hurricane season to continue the journey south.

After a winter cruising Mexico aboard

Welcome to La Paz

# Baja Ha-Ha

Beach Party at La Costa Restaurante

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# CHANGES



ALSAGER

their 42-ft steel sloop, **Alsager**, by May it was time for the Stolze family to face the dreaded "B" words – Baja Bash. Based on a number of deliveries he had done over the years, Evan wisely put his wife Tanja and son Mats on a plane back home to the Bay Area and picked up a couple of new crew for the trip from Cabo to San Diego. Turns out neither Reiner nor Matt had much offshore experience, which was

*'Alsager' waiting out weather in Cabo before the Bash north. The boat should be en route from San Diego to the Bay as this issue goes to press.*

good in a way: "I don't think they really knew what they were in for," says Evan.

Long story short, it wasn't the best of Bashes, but it wasn't the worst. After waiting out a big blow in Cabo for almost a week, they headed out in T-shirts — "tempting fate," says Evan — but were

soon pulling on foulies and plowing into a solid 20+ knots, motorsailing with a deep-reefed main and taking a ton of green water over the boat. To his relief, "My rookie crew were neither fazed nor seasick," reports Captain Evan.

The trip (which we may feature in an upcoming *Changes*) took about two and a half weeks, with the final broad reach into San Diego in a lovely southwesterly. At this writing, *Alsager* was in a temporary slip in L.A. while the Stolze family flew home to Germany to visit relatives.

After nine years running a small consulting company, working 70+ hour weeks, and being away from home 80% of the time, Todd Silva decided it was time for a change (or would that be 'intervention'?) But what kind of change? The answer was **The Answer** — a family 'gap year' aboard their Ericson 38 in Mexico. After eight months of preparation, Todd, Shelby and teenage daughters Shay and Makena departed Orcas Island, Washington and headed south. They've spent most of the last year cruising the Sea of Cortez. "We're often asked what the biggest surprise has been" says Todd. "There



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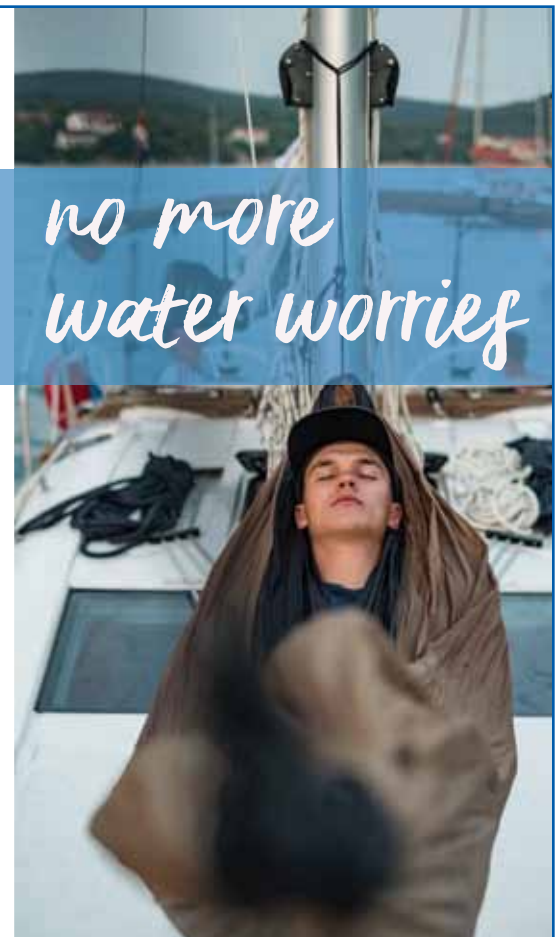
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THE ANSWER

**For the Silva family (left to right: Shay, Makena, Todd, Shelby and Snowy the dog), 'The Answer' was the answer to de-stressing their lives.**

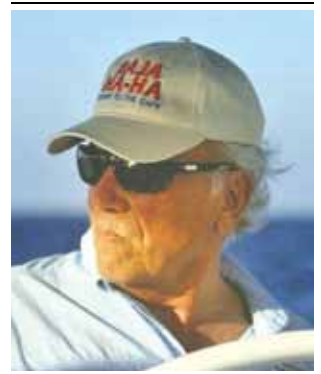
are two. First, how much we have fallen in love with Mexico and its people. Second, how fast friendships and bonds can be made with the amazing people who comprise the cruising community." Eight months into the gap year, the gap just got bigger. "We all decided we were just not ready to go home, so we voted to extend

another year!" says Todd.

Each winter for the past four years, the crew of **Matador**, a Beneteau Sense 50, has had to make a tough decision when they got to Cabo: turn north for the Sea of Cortez, or south toward the Mexican Gold Coast. The Sea beckons with its rugged beauty and desolate anchorages; the Gold Coast with its tropical waters and beachside *palapa* restaurants between Mazatlan and Barra de Navidad. Even the 'cons' seemed to cancel each other — the waters of the Sea of Cortez cool off after the first of the year, and strong Northerlies can blow for days, but the tropical Mexican mainland can get hot, muggy and buggy. ("What doesn't change," says Steve Myer, "is that the Mexican people are uniformly welcoming.") The conundrum got so difficult that Myer did the only sensible thing: He ordered a Fountaine Pajot Saona 47 catamaran to be delivered to Fort Lauderdale. So now the eenie-meenie-miny-moe process includes east to the Bahamas or south to the Florida Keys.

David Allmen is back home in Oceanside, in the process of riggering his Whitby 42 **Lahaina Roads** after a "rather rigor-

ous" Baja Bash last December. During the Baja Ha-Ha, an upper stay started to unravel so they went in to Mazatlan to get it repaired. Unsuccessful on that count, "we found some wire and sistered the two together with clamps," says Dave. The Bash itself was seven days of motorsailing to Ensenada, pretty far offshore to avoid the big winds (and seas) that caused so much havoc for firefighters battling the Thomas fire near Santa Barbara the week before Christmas. Allmen bought the boat in Charleston, SC, and spent two winters in the Caribbean, then, through the Canal and up to Golfito, Costa Rica. From there, he shipped the boat to Ensenada.



**'Matador's Steve Myer: "Definitely north. Or, well, okay, south. For sure: south. Or east. We could go east..."**

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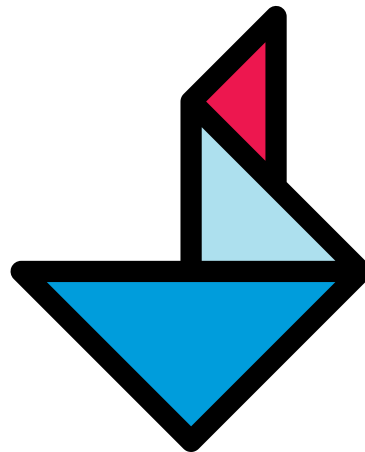
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# CHANGES IN LATITUDES

After 10 years of plotting and planning, the Los Angeles-based Alyn family launched their cruising dream in Newport, RI, where they took over ownership of the Outremer 51 cat **The Other 2/3** ('O23' for short). To date, they have crossed the Atlantic to Cascais, Portugal (with a quick stop at the Azores). Then it was through the Strait of Gibraltar where they joined "the masses doing some summertime Mediterranean cruising." Scott says the plan is to head to the Caribbean in the fall, "but we're not solidly committing to anything and we will see what comes our way!"

He tagged this nice note onto his re-



THE OTHER 2/3

'O23's Scott, Kristen, Eddy (13) and Abby (14) in Cascais, Portugal. The family may depart the Med for the Caribbean in a few months.

port: "In no small way, stopping in my local West Marine every month to pick up the latest issue of *Latitude* kept the dream alive for me, even when I thought it was only going to be a dream. Hopefully this note can do the same for at least one dreamer!"

After a frustrating, light-air 200-nm passage from Niue, the Fast Passage 39 **Tioga** is currently in the

Vava'u Group in Tonga, and Ed Estabrook and Talica Davies are enjoying every minute. "The Islands remind us of a tropical version of our hometown cruising ground in British Columbia, so we immediately felt at home," notes Talica. She goes on to report that Neiafu offers a quick and easy

check-in procedure, a daily market well stocked with fresh fruits and vegetables, and several restaurants, pubs and coffee shops "with

the fastest Wi-Fi we've seen so far in the Southern Hemisphere." Adding to the fun, "Charles from Refuge Restaurant puts on a weekly yacht race where a few ambitious cruisers can show off their racing prowess — think Wnnebagos on a Formula One track," The Vava'u Group also boasts several amazing anchorages that are close together so island-and-anchorage hopping is an easy daysail. "With coral gardens, underwater caves, swimming, hiking, Tongan feasts and friendly (English speaking) locals, Tonga has made for some of the most interesting, relaxed and fun cruising we've done so far."



Ed and Talica of 'Tioga' are lovin' life in Tonga.



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**14-FT WHITEHALL CLASSIC.** Bolinas. Excellent condition, red sail, slide seat, fixed seats, 4 oars, tiller, rudder, fiberglass with teak. Road-ready trailer. See <http://MermaidHill.com>. Contact (415) 868-1108 or Gerry@MermaidHill.com.



**8-FT PERRYWINKLE.** Rancho Palos Verdes, CA. \$2,200. Sailing dink, Bob Perry-designed Perrywinkle, North sail, excellent condition, aluminum beach trailer, aluminum spars. (310) 548-1442 or bborosdy@yahoo.com.



**22-FT PEARSON ENSIGN, 1965.** Walnut Creek. \$11,775. Hull 889, full Awlgrip paint, Stars & Stripes blue hull, white topside and nonskid. New running and standing rigging, new genoa and spinnaker. Galvanized double-axle trailer with new tires. Great boat looks new! (925) 322-7084 or Maherchris2@gmail.com.

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**10-FT WEST MARINE 310.** Hypalon RIB, 2012. Emery Cove Marina. \$1,750. Single floor. Cruise-ready, custom Sunbrella protective chaps, removable/retractable dinghy wheels, oars, seat, custom Sunbrella seat storage bag, lifting straps, pump, excellent condition, 15hp capacity, fast planing. Call! (209) 261-9617.

**EL TORO.** Moraga, CA. \$1,500/obo. El Toro #318. Sailed 5 times, yes. (925) 376-2703.

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## 24 FEET & UNDER



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**23-FT HUNTER, 1987.** Yuba City, CA. \$4,500/obo. Ready to sail. 8hp Mercury OB. Galvanized trailer. 3 like-new sails. Swim ladder. Some gear. Everything good. Nice size for inland lakes, trailering, overnighing. Questions welcome. (530) 701-8345 or moyersmmm@yahoo.com.



**22-FT CATALINA SPORT, 2005.** Huntington Lake. \$11,000. Great condition, like new. Jib furler. Contact (559) 355-7165 or Glen@emtharp.com.



**24-FT PACIFIC DOLPHIN, 1977.** Rio Vista. \$3,200. Shoal draft keel-center-boarder. 10hp Honda OB, 2 anchors and rode, 2 sets of sails. Lots of extras. Good shape. See <http://dhodapp.wixsite.com/home>. Contact (916) 214-3496 or dhodapp@winfirst.com.

## 25 TO 28 FEET



**27-FT CATALINA, 1985.** South Lake Tahoe. \$8,500. Well maintained boat in very good condition, pedestal steering, Universal 18 diesel, runs good, sails in great shape, (main, jib, genoa and spinnaker with pole), new cushions in salon, V-berth, and cockpit. Call for more info. (775) 220-3679.

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**26-FT DAWSON, 1975.** Red Bluff, CA. \$7,500. Dawson 26 swing keel center cockpit cruising ketch. Sleeps 4, propane stove, Coast Guard-legal head, Yanmar 8hp diesel, Lee cruising sails tanbark color. Forward and aft cabins. V-berth and quarter berth in main cabin, two quarter berths in aft cabin. Wheel steering, compass, VHF Radio, depth/knotmeter/log. EZ Loader trailer. Freshwater last 32 years. Great Bay and coastal cruiser. Contact (530) 949-1332, (530) 529-2326 or bd2012douglas@gmail.com.

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**25-FT CAL 2-25, 1978.** Stockton Sailing Club. \$10,900. Well taken care of. Yanmar diesel YSM8, roller furling jib, spinnaker with sock, GPS, radar, 12v refrigeration, new VHF, autopilot, AM/FM CD and more. Contact davidgladden61@gmail.com or (209) 606-3161.



**26-FT SOVEREL, 1975.** San Francisco Boatworks. \$12,750. *Wuda Shuda*. Great pocket cruiser, club racer, many victories, new topside paint, deck house, nonskid and bottom paint job. Great sails for racing or cruising, OB and autopilot. For questions, please call. (415) 203-6033.

**26-FT CONTESSA, 1978.** Santa Cruz, CA. \$7,000/obo. Research at website. Tabernacled mast. Good-new sails: main, 4 jibs, spinnaker. Non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Good bottom paint over barrier coat. See <http://bluewaterboats.org> or (831) 566-0442.



**28-FT LASER, 1985.** Richmond YC. \$12,500. *Firebolt* is a Farr-designed racer/cruiser. Roomy cockpit, accommodating cabin. Bukh diesel saildrive runs good, new prop 2017. Pineapple main (2013), standing rigging 2012, lots of other sails. Good PHRF for SF30 fleet. Fun fact: This boat was soloed to Hawaii by legally blind sailor Hank Dekker in the 1986 Single-handed TransPac. (925) 639-2749 or holdentechnology@gmail.com.

**26-FT YAMAHA, 1987.** Oyster Point. \$3,000. The engine has failed and I need to sell. I can sail to desired location, but at this price that is all I am willing to do. (650) 465-1735.



**25-FT BAHAMA.** (Cape Foulweather), 1973. Alameda Marina. \$2,000/obo. Woodworker's unfinished project. Epoxy bottom, all lines led aft, electronic OB. Custom interior needs completion. Good main, jib and genoa. See more at <http://bastress.com/bahama25> or email [woodshop@bastress.com](mailto:woodshop@bastress.com).



**25-FT OLSON, 1986.** Alameda. \$13,500. This is hull #104, a time capsule boat, and final Pacific Boat Works hull made. Pristine, it needs nothing. Excellent standing/running rigging, with recent updates, Honda 5 overhaul, exterior woodwork, boom-kicker and great Santa Cruz sail inventory; carbon #1, #3, 3/4 oz., Dacron main (full-cut leech). Original interior, complete, better than excellent condition, includes Lifesling, all equipment you'll need to race next Saturday. (925) 254-3565 or carolyn@ataarchitects.com.

**SANTA CRUZ 27, 1977.** South Lake Tahoe, CA. \$9,000 Firm. Fresh bottom, rudder and topsides 2017 by Rufus. Build #61. Honda 2hp OB. Good sails and practice sails, on trailer. (530) 577-7715 and sckatzman@yahoo.com.



**25-FT OLSON, 1985.** Oakland. \$12,500. Well maintained and lightly used one-design boat, lying Jack London Square. Rigged for singlehanding. New equipment includes: Honda 5 OB, Raymarine electronics, shorepower, halyards, sail covers and lazy jacks. Excellent headsails. Bottom repainted and topsides waxed Oct '17 plus current marine survey. Offered at \$12,500 with possible owner financing. (510) 459-5566 or larry@westlandpv.com.



**25-FT LEFT COAST DART, 2013.** Honolulu, HI. \$45,000. Custom-built ultralight, based on the B25. Carbon sprit and mast. Sleeps four. Fast, fun, easy. Lifting keel and custom trailer included. Reasonable offers will be considered. (808) 349-1749 or twyrick004@gmail.com.



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**SANTA CRUZ 27, 1977.** Santa Cruz. \$10,500. New 95% furling jib, new forestay, new Harken furling (still have foil for racing), new rudder bearing, new tiller head, painted bottom May. Honda OB is only 2 years old. Double-axle trailer. Email [marcdkraft@gmail.com](mailto:marcdkraft@gmail.com).



**EXPRESS 27, 1984.** Stockton. \$20,000. Express 27, *Swamp Donkey*, up for grabs. Here's your chance to race in the most competitive one-design fleet in the Bay Area. 3.5hp Mercury OB. Extensive sail inventory; two seasons on racing Quantum mainsail, one season on number 3 Quantum, one season on number one Doyle, two seasons on Quantum spinnaker. Many other older sails. New jib sheets and spin sheets. All rigging in good condition. See <http://Express27.org>. (209) 981-5754 or [conradsdobell@gmail.com](mailto:conradsdobell@gmail.com).

## 29 TO 31 FEET



**YANKEE 30 MK I, 1971.** Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



**30-FT KNARR, 1985.** Tiburon SFYC. \$34,500. Danish Borresen Knarr, 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See [http://sailboatdata.com/viewrecord.asp?class\\_id=160](http://sailboatdata.com/viewrecord.asp?class_id=160). Call (415) 425-4300.



**30-FT RAWSON 30, 1975.** Ventura. \$26,000. A compact, sturdy cruiser. Easy to handle and economical to maintain for single or small family. History of racing. 6'2" headroom. Aries vane self-reefing lines led to cockpit. Aries allow comfortable living aboard. Refrigeration, radar, chartplotter. All systems refurbished and ready to go. Inventory list, photos, survey available. Great value in well maintained inventory!

**30-FT SANTANA 30/30 GP, 1981.** Stockton Sailing Club. \$16,500. By W.D. Schock ready to race. PHRF is 120. New spinnaker, new mainsail. Newly replaced mast and boom by Ballenger anodized black. Boat has updated design rudder and keel. Yanmar diesel inboard. Twin big gel batteries. Autopilot to tiller steering, jib roller reefing by Harken. Two-speed primary winches, all new running rigging, Martec folding prop and nice interior. Contact (209) 772-9695, (209) 273-8619 or [bonitamarine@gmail.com](mailto:bonitamarine@gmail.com).



**29-FT RANGER, 1971.** Oakland. \$8,000. Great condition, good sails, A4 runs well, bottom paint 1.5 years, newer deck, roller furling, pristine interior. Can singlehand, propane stove, email for complete list of amenities. Contact (916) 716-1606 or [profesoracindy@pacbell.net](mailto:profesoracindy@pacbell.net).



**30-FT SAN JUAN CLARK, 1977.** Napa. \$9,000. Will sell fast and bargain at <http://svgoldstar.com>. Set up for singlehanding, racing or a minimalist liveaboard. Ready to sail. Low mileage on inboard. On hard in Napa. See <http://svgoldstar.com>. (530) 906-2571 or [mfry935@gmail.com](mailto:mfry935@gmail.com).



**30-FT KNARR, 1962.** Tiburon. \$16,000. Knarr 114 built in Norway. Wood with fiberglass deck. New spars, rigging and sails. 2x Rocketship award winner. Full cover. OB. Professionally maintained. Excellent condition. Very competitive boat. Contact [dbthallman@comcast.net](mailto:dbthallman@comcast.net) or (415) 259-8831.



**CATALINA 30, 1983.** San Francisco. \$23,500. Universal diesel, wheel, dodger, pushpit with "princess seats". New main, 120% furling genoa, symmetric spinnaker. New: running rigging, AGM batteries, LED lighting, speakers, fridge, etc. See [craigslist ad: http://tinyurl.com/yddoxc49](http://craigslist.ad:tinyurl.com/yddoxc49). (231) 287-5342 or [dktesla3@gmail.com](mailto:dktesla3@gmail.com).



**29-FT ERICSON, 1970.** Loch Lomond Marina. \$12,000. Designed by Bruce King and built by Ericson Yachts. Spacious interior, excellent coastal cruiser. A safe, high-freeboard masthead sloop to handle SF Bay conditions. Strong Yanmar GM20F two-cylinder diesel starts easily and provides plenty of power. Harken roller furling, newer Harken self-tailing winches, boom vang and traveler, tiller-pilot, lines led aft to cockpit. New depth-sounder, VHF, batteries and dual-bank charger. Brightwork newly refinished, upholstery in good condition. Reasonable offers considered. (415) 233-0842, (415) 747-4414 or [rjonesthree@comcast.net](mailto:rjonesthree@comcast.net).



**30-FT CATALINA, 1984.** Benicia Marina, CA. \$23,500. Very clean, fit boat. Diesel 21hp. Wheel helm, Garhauer traveler, boom vang, Harken furl. Transmission upgrade good sail inventory. Too much to list. More info and pictures available. (916) 952-4238 or [ldk5@sbcglobal.net](mailto:ldk5@sbcglobal.net).

## 32 TO 35 FEET



**32-FT ARIES GILMER SLOOP, 1974.** San Diego. \$45,000/obo. Cruising sailboat. Westerbeke 30, 1,500 watt inverter with Link 2000, 4 solar panels. Tow generator, 2-burner stove, oven, Force 10 cabin heater, Adler/Barbour frig/freezer, Pur 40 watermaker, Icom 700pro, JRC 2000 radar, Monitor windvane. Much more. To see boat, by appointment only. (928) 514-7018 or [sailseacure@frontier.com](mailto:sailseacure@frontier.com).



**35-FT CRUISING KETCH, 1947.** Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skg 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).



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**35-FT HINCKLEY PILOT, 1964.** Sausalito. \$25,000. Nice classic Hinckley Pilot 35. S&S design, 35'10", fiberglass. 4-108 diesel inboard. Sloop rig. Bottom paint 3 months old, fresh varnish on brightwork. Great boat. Contact (707) 480-0365 or Fginn@aol.com.



**33-FT HUNTER, 1993.** Ballena Isle, Alameda. \$49,900. This 3-owner Hunter is in sail-away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS and radar. Contact (510) 878-1142 or amaylon44@gmail.com.



**32-FT BRISTOL KETCH, 1977.** Redwood City, Bair Island Marina. \$19,500. Very well maintained Ted Hood-designed cruising ketch. Teak/holly cabin sole, cherry wood cabinetry. Lots of storage. Galley, head, sleeps 6. Upgraded Yanmar 2GM20. Sails/standing rigging in great condition. Desirable Redwood City marina (pool, hot tub, fitness center). (510) 387-8130 or keith@mariposatrain.com.

**33-FT DEHLER 34, 1985.** Brisbane. \$24,500. Family cruiser with a bright, roomy interior, built in Germany. Features include wheel steering, dodger, Schaefer furler, 2016 fully battened main and jib, lazy jacks, Autohelm, and sailing instrumentation. Contact (408) 224-0152 or rmorganstern@yahoo.com.



**33-FT SYNERGY 1000, 1999.** Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 2015 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or john@jstaffarchitect.com.



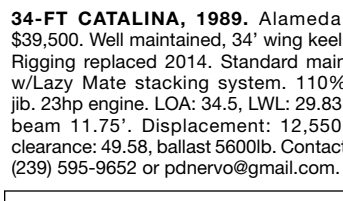
**32-FT ISLANDER, 1977.** San Francisco. \$15,000. Views of the Golden Gate Bridge await the buyer of our 1977 Islander 32 Mk II sailboat. This is an opportunity to buy a beautiful yacht and transfer the 34-ft slip into your name. Normally the waiting list for a slip in this harbor is over 10 years. The Islander 32 Mk II has an excellent reputation. She's in good condition, outfitted with a Raymarine radar and autopilot. Contact (650) 726-2633 or info@clientbirthday.com.



**33-FT OL 33, 1984.** Alameda, CA. Open to reasonable negotiation. 33-ft Danish-built, Arne Borghegn FG sloop built to International 1006 specs. 33'x28'WL x8'x5'4". Balsa core FG hull. Hull solid FG below waterline, iron ballasted keel, Volvo Penta Saildrive, folding prop, 4 berths with cushions, Porta-Potti, sink, alcohol stove, full instruments, 6 sails in good condition, lines led aft, much more. A perfect Bay boat, fast, stiff, easily single-handed. Everything in good condition and well cared for. Price and extra equipment open to reasonable negotiation. Email douglas-holmes@comcast.net.



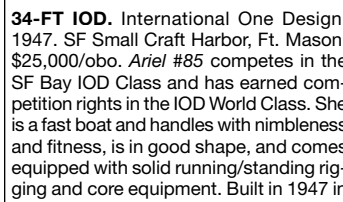
**32-FT COLUMBIA CARBON, 2013.** Point Richmond. \$149,000. Race-ready now and fully equipped to win Big Boat, Transpac, Mac, Caribbean 600, etc. Race distance, round-the-buoys, short-handed on grand prix carbon fiber race boat with minimal outlay and running costs - far less than Class 40 or TP52. Race with new Quantum sails, B&G electronics, and KKM racing bottom. See <http://instagram.com/sixbrothersracing>. (203) 837-7792 or 843708@gmail.com.



**34-FT CATALINA, 1989.** Alameda. \$39,500. Well maintained, 34' wing keel. Riggng replaced 2014. Standard main w/Lazy Mate stacking system. 110% jib. 23hp engine. LOA: 34.5, LWL: 29.83, beam 11.75'. Displacement: 12,550, clearance: 49.58, ballast 5600lb. Contact (239) 595-9652 or pdnervo@gmail.com.



**32-FT WEATHERLY, 1983.** \$42,500. Reduced Price! Gilmer DE cruising sloop, excellent condition. Ready to cruise. See website for equipment list: <http://bit.ly/2tGxn1Q> or (360) 316-1421.



**34-FT IOD.** International One Design, 1947. SF Small Craft Harbor, Ft. Mason. \$25,000/obo. *Ariel #85* competes in the SF Bay IOD Class and has earned competition rights in the IOD World Class. She is a fast boat and handles with nimbleness and fitness, is in good shape, and comes equipped with solid running/standing rigging and core equipment. Built in 1947 in Norway, she is a rare woodie breed and treasure. See <http://ariel85iod.tumblr.com>. Contact vellinger@comcast.net, (917) 992-6274 or (925) 200-3181.

**34-FT COLUMBIA, 1973.** Fortman Marina. Alameda, CA. \$39,900. Solid, ocean-ready and stunning with many upgrades including brand-new dodger, roller furling, autopilot, new fridge, newly varnished wood trim, Zodiac dinghy and much more. Full tiled head with shower, stove, oven, microwave, even a coal-burning fireplace that nicely warms the spacious cabin (beam 13', height 6'). Sleeps 6. Contact (415) 889-0377, (415) 309-3179 or Sadolphsonrose@comcast.net.

## 36 TO 39 FEET

**39-FT FREYA, 1978.** Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, Profurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



**36-FT LAPWORTH, 1960.** San Francisco Bay. \$40,000. One owner 40 years. Extensive restoration, continuously and conscientiously maintained. All systems updated. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See website for photos of this beautiful yacht: <http://hamiltonsfo.wixsite.com/website>. Contact John Hamilton and Carol Leonard at (415) 821-4731 or HamiltonSFO@gmail.com.

**37-FT BENETEAU, 2013.** Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.



**36-FT C&C, 1978.** Corinthian Yacht Club. \$17,500/obo. Great Bay boat. Beta Marine 38 engine installed 2009. Rod rigging replaced in 2003. Retiring from sailing. Contact [stephen@get-shipshape.com](mailto:stephen@get-shipshape.com) or (415) 847-6707.



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**CATALINA 36 MK II, 2000.** Marina Village. \$118,000. Must see! New sails this week! Previous main and jib in excellent condition. Updated: windlass, Tecma electric head, 540 amp hrs of gel batteries, radio, satellite DIRECTV, satellite radio and weather, full removable cockpit shade, custom engine OB hoist, stainless Jerry can rails, new reefer, new stuffing in cabin cushions in Ultraleather, 3500 engine service with new this month injector pump, new belt, new heat exchanger, new exhaust elbow, Max-Prop, stainless shaft, Pylor driplless, E80 and ST60+ all in perfect working order, new cockpit speakers, solar power, upgraded blocks and clutches, Ample power with 60 amp charger and 2k inverter. Spinnaker rigged. Tall rig, fin keel. (415) 302-0101 or jeff@fogcty.com.



**38-FT ALERION EXPRESS 38 YAWL.** 1998. Santa Cruz. \$139,000. Lovely 38-ft yawl, designed by Carl Schumacher, built by TPI. Complete new waterline, and more. Appears by Hall, Yachting with sails. Gorgeous for five. Excellent Simrad autopilot, new Blue Sea electrical distribution system. Electric Jabsco head, pressure H&C water. Heart inverter/charger, feathering Gori prop. Hoyt jib boom simplifies tacks.

**SOLD**



**37-FT GULFSTAR, 1977.** Discovery Bay. \$36,000. Original owner, nice condition, Solid lead keel in encapsulated fiberglass fin keel with spade protected rudder. Perkins 50hp 4-108, reefer-freezer, teak interior, wheel steering, 45lb CQR anchor, Icom VHF, in freshwater dock. (925) 759-3406.



**36-FT FRANS MAAS - SABRINA, 1961.** Puerto Vallarta, MX. \$44,000. 36.6 Frans Maas, Sabrina design. Fully equipped. Email teridonm@hotmail.com. See all at website: <http://begonphotoshutterfly.com>.



**36-FT CAL CRUISING, 1988.** Oahu, HI. \$20,000/obo. Lapworth design. Well found, pocket cruiser. Email for more info: [aeolus99@yahoo.com](mailto:aeolus99@yahoo.com).



**37-FT BENETEAU FIRST 36.7, 2005.** \$79,000. Deep keel, rod rigging. New Hood main StackPack with lazy jacks, new cockpit cushions and helm station cover, new Sony AM/FM stereo with cockpit speakers, new Raymarine chartplotter at helm, new Raymarine autopilot EV200. SIMRAD radar/chartplotter at navigation table, new ACR 406 Global Fix Pro EPIRB, new Garmin InReach EPIRB, Volvo diesel serviced in April 2018 by Svendsen's, new bottom paint and zincs April 2018, Dacron main and genoa Harken furling, Quantum asymmetrical with ACR sock .06oz, Quantum symmetrical .75oz, Quantum symmetrical with sock .6oz, carbon fiber spinnaker pole. 155% Kevlar genoa Quantum, #3 Kevlar jib Quantum, 105% Kevlar jib Quantum, storm jib, Lifeline 12V GD20 glass mat batteries. (925) 323-0057.



**36-FT SCHOCK NEW YORK 36, 1984.** Marina Bay Richmond. \$27,500/obo. This is a lot of boat for a little money. PHRF 108. Fast, easily driven with the slightest breeze, strong in a blow, comfortable dockside and at anchor. Sleeps 6. Full galley, pressurized water, settee and hanging locker, nav station and enclosed head with shower. Repowered with Volvo D-20. UK Tape-Drive sails excellent, including main, #1, #2, 3 jibs, 3 spinnakers. Garmin GPS, VHF, B&G wind instruments, Harken deck gear, tiller steering with autopilot. Roll-up inflatable tender included. Full canvas in great shape. Constantly upgraded and maintained. This is a great boat, needs nothing. Willing to negotiate. Ask for Sam. Contact (530) 601-0412 or [samneustadt@gmail.com](mailto:samneustadt@gmail.com).



**39-FT GECCO 39, 1983.** Moss Landing, CA. \$39,000. Bluewater IOR-type boat. New bottom paint, teak deck re-sealed. Contact [guggenheim.charles@gmail.com](mailto:guggenheim.charles@gmail.com) or (831) 238-5393.



**37-FT HUNTER 376, 1997.** San Rafael. \$68,500. Well maintained. Boat of the year 1997. New chartplotter, AIS VHF, new standing rigging 2011. Electric winch, windlass. 8D batteries, inverter, bimini, new water heater and head. Other extras. Email [serenisea@comcast.net](mailto:serenisea@comcast.net).

**CAL 39, 1979.** South Beach Harbor. \$44,000. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or [dc.conely@gmail.com](mailto:dc.conely@gmail.com).



**38-FT BENETEAU FIRST, 1984.** Jamestown, RI. \$49,900. Offshore-ready yacht, self-reliant off the grid. Outstanding reputation for seaworthiness topping list of 'Ten Boats to Sail Around the World.' See more at <http://sailmojo.com/for-sale>. Contact (262) 745-3414, (612) 554-9968 or [mollyforbes@gmail.com](mailto:mollyforbes@gmail.com).



**36-FT ISLANDER, 1975.** Sausalito Yacht Harbor. \$30,000. Excellent sailing machine, perfect for the SF Bay. Well maintained, new #2 & 3/4 main, good condition. Contact (415) 425-5352 or [sjc@bay-area-immigration.com](mailto:sjc@bay-area-immigration.com).



**37-FT TARTAN, 1979.** Alameda, CA. \$29,000. Fast racer/cruiser, 6' 7" draft, Westerbeke 4-107, new bottom, batteries, ARS-5 regulator, Balmar 100amp alternator. Icom HF SSB, Alpha 3000 autopilot, spare sails/parts. Surveyed at \$38,000. All offers considered. Email for info: [boulderpartners@gmail.com](mailto:boulderpartners@gmail.com).

**FARR 38, 1980.** Kaneohe Yacht Club, HI. \$36,000. C&B-built 1980, cold-molded, teak decks, spruce inside, good sails, Pathfinder diesel, Class Winner Pac Cup, needs TLC. Contact (808) 381-5884 or [kurrewa59@gmail.com](mailto:kurrewa59@gmail.com).

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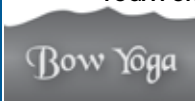
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**38-FT MORGAN RICHTON, 1987.** San Pedro, CA. \$15,000/obo. Custom built, Pacific vet. New bottom paint. Standing rig upgrade. Low time engine. African mahogany interior. Strong and capable. For more photos and information call Bob. (562) 833-2688 or dapplegrey@mac.com.

## 40 TO 50 FEET



**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.

**47-FT OLYMPIC, 1975.** Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



**42-FT TARTAN, 1981.** Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades includes: new Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



**47-FT COLIN PHILP, 1989.** Emeryville Marina. \$79,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquiries only please, email preferred: sjr90@comcast.net. (415) 488-0218 or (415) 999-2270.



**40-FT LANCER MOTORSAILER, 1984.** Sausalito. \$84,900. LOA 38'-10". Center cockpit. 61hp Volvo diesel with saildrive. Roller furler, main and headsail. Two strms, one with walk-around centerline queen bed w/new memory foam mattress. Sails like a dream and motors 9+ knots. Recent in-slip refit. New: running rigging, bimini, dodger, and boom tent, varnished sole (floor), foredeck laydown mattress, Racor 500, electric head, chartplotter. Perfect for a big family or share with two families. Partnership may be considered. Email GrantatSail@gmail.com.



**42-FT TAYANA VANCOUVER CC, 1984.** San Carlos, MX. \$99,800. Cutter, hard dodger and hard bimini, fully battened main, new stove, new standing/running rigging, Perkins 4-236 (85hp), Genset, autopilot, refrigeration, safety extras, perfect bluewater cruiser. (520) 955-4154 or nautpegleg@cox.net.



**40-FT LADY HELMSMAN, 1979.** Santa Cruz. \$35,000. Race/cruiser. Haulout in September 2017, furling headsail, Dutchman flaking system, Volvo Penta saildrive, quarter berths, V-berths, galley, nav station, new head, Autohelm, swim ladder, OB mount. Contact (831) 332-5750 or Mavtro@hotmail.com.

**46-FT KELLY PETERSON, 1982.** Ventura, CA. \$178,000/obo. Fully refitted in 2017, new standing and running rigging, mast pulled and painted, new canvas and lglass, new stanchion lines, repainted decks, LED lights, new batteries, rebuilt winches, two new. An extensive list of rework available. Powered in-mast main. cutter-rigged. Fast sailing boat. 240 gal of water, 150 fuel. Selling due to death of wife. Add food and fuel and go do the Ha-Ha. Contact (805) 459-1909 or woodeneye53@yahoo.com.



**46-FT LYMAN MORSE, 1983.** Newport Beach, CA. \$129,000. Price Reduced. Hull #8 of the Seguin series, designed by Sparkman & Stephens, built in Maine. A veteran bluewater cruiser that is set up to be sailed by two, but comfortable with four. Solar panels, watermaker, 160 amp alternator, oversized battery bank, 180 gal diesel, 2-20 lb. propane tanks, washer/dryer, and much more. (949) 515-5150 or aitchhamilton@outlook.com.



**40-FT CAL 40, 1964.** La Conner, WA. \$43,000. Beautiful Cal 40. Beautiful yacht quality - restoration in progress, needs qualified buyer to finish. Dirty, hard work already done. Email or call for pictures or more information. Contact (206) 852-4609 or jeff@marinedetailspecialists.com.



**42-FT BENETEAU, 2003.** Richmond, CA. \$135,000. *Serenity* is a turnkey well maintained rare center cockpit with unique opening transom swim/boarding platform. Walk-around queen bed in the main cabin. 2 strms, 2 full heads, galley, salon, wine cab, nav center with lots of storage. Sleeps 6, standup throughout. New dodger and bimini canvas, recently re-upholstered, bottom job and all new Raymarine electronics with color radar/chartplotter, autopilot and Wi-Fi echo to iPad. Fridge/freezer, microwave, gimballed propane stove, entertainment center, helm-controlled power anchor windlass and central forced diesel heat. Hydraulic helm, 56hp Yanmar engine, in-mast furling main, furling headsail with gen and storm jib. All lines run to cockpit for easy handling. (916) 425-1705 or tom\_riggins@me.com.



**VALIANT 40, 1975.** Richmond, CA. \$74,000. Pre-blisther Valiant set for round-the-world singlehanded cruising. Veteran of two SSS TransPacs. 6 sails, 4 new. Westerbeke diesel completely rebuilt 2016, new SS folding prop. New Raymarine autopilot with remote and Furuno radar, self-tailing winches, Monitor windvane, HF, Pactor3, VHF, AIS, AIS radar, Garmin chartplotter, 2 computers, charting software, refrigerator/freezer, inverter charger, diesel heater, solar panels, dinghy with OB, liferaft, EPIRB, much more. (925) 605-6709 or jhaysqrd@gmail.com.



**40-FT HUTTON, 1986.** Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.



**44-FT ISLANDER CRUISING KETCH.** 1973. Sausalito, CA. \$69,750. Designed, built and equipped for long-distance cruising. Includes Avon 310, Evinrude 15hp OB, 6-man liferaft, Benmar autopilot and Monitor vane steering. Contact (650) 766-1894 or svwispenn@sonic.net.



**47-FT ALUMINUM BLUEWATER CRUISER.** 1983. Bodega Bay, CA. \$150,000. Custom cruiser designed by the late great Gary Mull. Fast, comfortable, strong. Great cruiser for around the planet. Professionally built hull to open-ocean standards. See more information at <http://muchogustosailing.wordpress.com>. (925) 948-5613 or ed.witts@gmail.com.



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#### 41-FT ISLANDER SLOOP, 1974.

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#### CATALINA 42 MK I, 1992.

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#### C&C 44, 1987.

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#### 44-FT KELLY PETERSON, 1979.

Mazatlan, Mexico. \$112,000. Donna Rose. 7 Sails. Full list of equipment and maintenance records upon request. Email [captnrick@hotmail.com](mailto:captnrick@hotmail.com).



#### 48-FT WATERLINE YACHTS.

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### 51 FEET & OVER



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#### 57-FT DUTCH KETCH MOTORSAILER.

1962. Port Ludlow. \$295,000. Builder: Aalsmeer Yacht Inc./G.J. Dekker Design. Mid-cockpit, oceangoing, full keel, teak decks. Perkins 6-cylinder, 354 cu. generator 8kW Onan, SS refrigerator, freezer, 2 heads, full shower, watermaker, autopilot, 2-100 gal Monel fuel tanks. A/C, heating system. Aft davits for dinghy, many sails. New aft cabin built in 2014 by Cunningham and Co., Port Townsend. Inventory too extensive to list. Ultimate cruiser for Northwest waters. (360) 821-9063 or (360) 301-9002.



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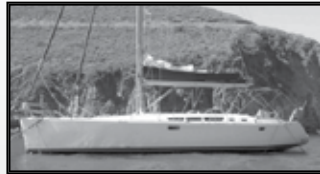
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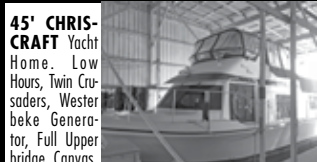
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