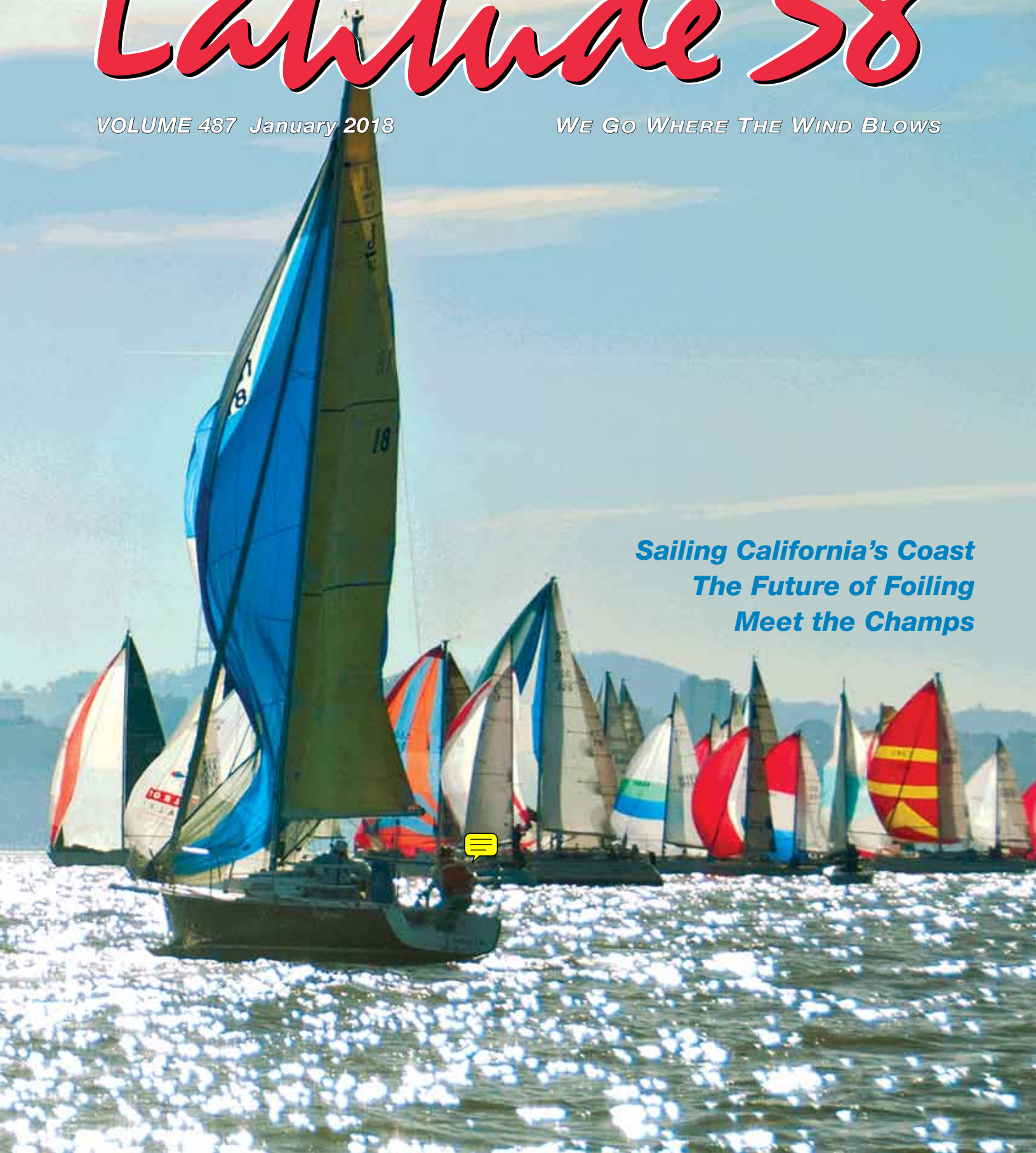


Latitude 38

VOLUME 487 January 2018

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Dream Boat

Fred Cook grew up in Southern California, and always dreamed of doing the Transpac race to Hawaii on his own boat. So when the opportunity arose to buy a Cal 40, he saw his chance.

This Cal 40 needed a bit of work. Actually, this Cal 40, needed a lot of work. As it turns out, Fred is president of Schaefer Marine, and a large scale restoration presented some additional opportunities (Google "Cal 40 refit" to view his great videos). Fred connected with Cree Partridge of Berkeley Marine Center, and they were off.



PHOTO BY SHARON GREENE

*Sequoia**

As a youngster, Fred's family took many trips to Sequoia National Park. In an effort to extend his childhood, naming the boat *Sequoia* was a perfect choice.

The restoration project is a tour-de-force of the best marine businesses available. Fred came to Pineapple Sails to evaluate the sails that came with the boat and to recommend replacements (see video segment 3), all the while keeping the Transpac goal in mind. *Sequoia*, in her first sailboat race in decades, crossed the starting line with her new Pineapple carbon main and genoa. We also built two asymmetrical spinnakers, one light, one heavy. Both got a workout over the course and *Sequoia* finished third in class.

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Beneteau Oceanis 36CC
Beneteau First 30
Wylie 39
Hunter 45
Beneteau Oceanis 411
Sea Ray 500
Beneteau First 40
Beneteau Oceanis 36
Beneteau Oceanis 311
Beneteau Oceanis 3
Beneteau Gran Turismo 44
Catalina 44
Island Packet 44
Beneteau First 36.7
Island Packet 31
Catalina 400
Beneteau First 36.7
Catalina 34
Hunter 42
Beneteau First 36.7

Beneteau Oceanis 41
Bayliner 38
Monk 38
Beneteau Oceanis 38
Beneteau Oceanis 35
Beneteau Oceanis 39
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Beneteau First 25
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Beneteau Oceanis 311
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C&C 37 Beneteau
Beneteau Oceanis 37
Camargue 48

Can we help you make
our **SOLD** list in 2018?

Current Brokerage Listings

Sail
Oceanis 55, 2016\$639,000
Oceanis 55, 2016\$649,000
Beneteau 46, 2008.....\$209,000
Lagoon 450, 2016.....\$629,000
Jeanneau 43 DS, 2002.....\$160,000
Catalina 42, 1991.....\$88,000
Beneteau 41, 2015.....\$245,000
Ericson 38-200, 1989.....\$48,000
Sabre 362, 1993.....\$110,000
First 35, 2015.....\$219,000
Hunter 356, 2003.....\$75,000
Beneteau 331, 2001.....\$58,500
Oceanis 31, 2013.....\$115,000
Islander 28, 1977.....\$10,000
First 20, 2017.....\$50,000
Power
Gran Turismo 44, 2015.....\$429,000
Island Gypsy, 1986.....\$97,500
Sea Ray 410, 2001.....\$99,000
Regal 3780, 2001.....\$137,000
Bayliner 325, 2005.....\$64,900
Bayliner 3055 Ciera, 2001.....\$34,500
Haines Signature, 2006.....\$84,000
Ranger Tug R-29, 2010.....\$164,900
Barracuda 7, 2015.....\$86,241

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Cover: A light-air spinnaker pile-up in the 2017 SSS Three Bridge Fiasco. This year's Fiasco will be on January 27.

Photo: Latitude / Chris

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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. For more additional information see www.latitude38.com/writers.html.

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JANUARY 13 - OPEN BOAT SATURDAY & SEMINARS

FEBRUARY 11 - VALENTINE'S DAY CHARTERS

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Latitude 38

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38' Catalina 385, 2018.....	222,808
35' Catalina 355, 2018.....	187,375
31' Catalina 315, 2018.....	131,142

Pre-Owned Catalina Yachts

47' Catalina 470 Tall Rig, 2006.....	SOLD
42' Catalina 42, 1994.....	NEW LISTING 115,000
36' Catalina 36 MkI, 1988.....	SOLD
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32' Catalina 320, 1994.....	REDUCED 48,950
30' Catalina 30, 1985.....	26,500

Pre-Owned Sailing Yachts

50' Hunter 50, 2012.....	299,500
40' Tartan 4000, 2012.....	NEW LISTING 449,000
40' Hunter 40.5, 1996.....	79,000
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CALENDAR

Non-Race

Dec. 29-Feb. 12 — *Lady Washington* will be in Dana Point through 1/2. *Hawaiian Chieftain* will visit San Diego 1/4-9. Both tall ships will visit Newport Beach 1/31-2/5 and Redondo Beach 2/7-12. Info/tickets, (800) 200-5239 or www.historicalseaport.org.

Jan. 1 — Welcome the New Year with a Moonday sail under the full moon.

Jan. 3-31 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Jan. 3-31 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Jan. 6, Feb. 3 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Jan. 6-27 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Jan. 7-28 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

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

Jan. 12 — Spaulding Marine Center and the *Latitude* Movie Club present the 1937 film *Captains Courageous*, Sausalito, 6 p.m. Free admission. Info, www.spauldingcenter.org.

Jan. 13 — Coastal Safety at Sea Seminar, DRYC, Marina del Rey. \$75. Info, www.regattanetwork.com/event/15299.

Jan. 14 — Pacific Offshore Academy #3, Richmond YC, 10 a.m.-5 p.m. Topics: sails, offshore gear, VHF, navigation, tactics, optimizing your boat, provisioning, shipping the boat home. Speakers: Jeff Thorpe, Eric Steinberg, Peter Isler, Melinda & Bill Erkelens, Mike Pasha. \$40 includes lunch. Social hour follows. Info/registration, www.pacificcup.org.

Jan. 15 — Martin Luther King Jr. Day.

Jan. 17 — Singlehanded TransPac Seminar: Rigging and Sails. Island YC, Alameda, 7:30 p.m. Free; everyone welcome. Info, www.sfbaysss.org.

Jan. 18 — CYC Speaker Series presents Ron Young discussing the America's Cup. Corinthian YC, Tiburon, 7 p.m. Free, but RSVP to (415) 435-4771 or speakers@cyc.org.

Jan. 20 — Women & Woodworking, Spaulding Marine Center, Sausalito, 9 a.m.-6 p.m. Women only. \$175. Tools and materials provided. Info, www.spauldingcenter.org.

Jan. 25-28 — San Diego Sunroad Marina Boat Show. New & used boats in the water. Info, www.bigbayboatshow.com.

Jan. 26-Feb. 3 — Seattle Boat Show, South Lake Union, Bell Harbor Marina & CenturyLink Field Event Center. Free shuttles between sites. Info, www.seattleboatshow.com.

Jan. 27 — Marine Electrical Seminar with Clark Beek at



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CALENDAR

Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. Info, www.spauldingcenter.org.

Jan. 27-28 — World Sailing Offshore Safety Course/US Sailing Safety at Sea with hands-on training, San Diego YC, 8 a.m.-5 p.m. \$350. Hands-on training only, 1/28, \$250. John, findjohn@sailaweighllc.com or www.sailaweighllc.com.

Jan. 31 — If you only do something "once in a Blue Moon," this is the first of two chances in 2018.

Feb. 1 — CYC Speaker Series presents John Hullverson, Breath-Hold Survival & Freedive Instructor. CYC, Tiburon, 7 p.m. Free, but RSVP to (415) 435-4771 or speakers@cyc.org.

Feb. 3 — Sailing Convention for Women, Bahia Corinthian YC, Newport Beach. Seminars on land and water. Registration fee \$200 by 12/31; \$225 1/1-27; \$250 thereafter. Gail, (951) 677-8121 or www.sailingconventionforwomen.com.

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

Feb. 14 — St. Valentine's Day.

Racing

Jan. 6 — DRYC Berger-Stein Malibu & Return. Tucker, (310) 821-8100; Andy, (818) 324-5872; or www.dryc.org.

Jan. 13 — Santana 22 Team Racing in Santa Cruz. Info, www.scyc.org.

Jan. 27 — Three Bridge Fiasco pursuit race for singlehanders and doublehanders. Find out why it's called a "fiasco" — and why it's so popular. SSS, www.sfbaysss.org.

Feb. 10-11 — BAYS Winter Series #3 for youth on the Estuary. EYC, www.encinal.org.

Feb. 10-11, 17-18 — SCYA Midwinter Regatta. Thirty yacht clubs host racing on two weekends; Morro Bay YC & Nevada YC (Lake Mead) are new participants. Info, www.scyamidwinterregatta.org.

Midwinter Series

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

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

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

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

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

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

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

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

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

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

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

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

REGATTAPRO — Winter One Design: 1/13, 2/10. SYC, www.sausalitoyachtclub.org.

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

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'00 Silverton 392 \$114,900



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'93 J Boats J/92 \$42,900



'07 Columbia 32 \$59,000

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40' J Boats J/40	SOLD!
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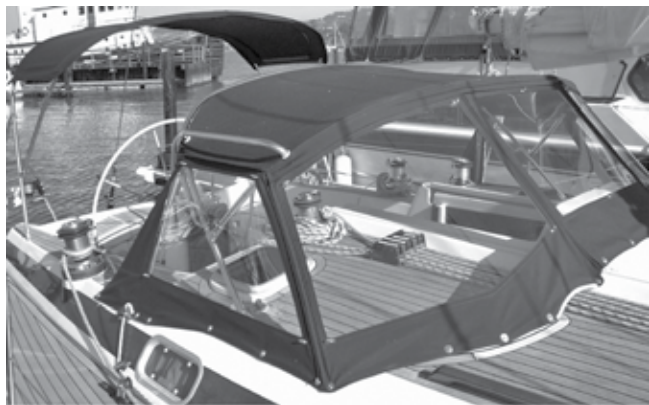
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CALENDAR

3/3. Info, www.richmondyc.org.

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

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

SANTA ROSA SC — Spring Lake Winter Series: 1/21, 2/18, 3/18. Info, www.santarosasailingclub.org.

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

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

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

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

In the Tropics

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

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

Jan. 26-Feb. 3 — Conch Republic Cup/Key West Cuba Race Week. Race to and from Cuba, plus compete against Cuban sailors in the Torreón de la Chorrera Buoy Race. Info, www.conchrepubliccup.org.

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

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

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

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

Mar. 1-4 — WesMex International Small Boat Regatta. Vallarta YC, www.wesmexregatta.org.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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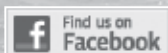
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CALENDAR

Apr. 29-May 4 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

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

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

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

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

January Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/30Sat	0205/2.2	0833/6.7	1521/-0.7	2224/4.8
12/31Sun	0259/2.3	0920/7.0	1608/-1.2	2317/5.0
1/01Mon	0346/2.5	1002/7.1	1652/-1.6	
	HIGH	LOW	HIGH	LOW
1/06Sat	0318/5.6	0839/2.3	1427/5.4	2054/-0.2
1/07Sun	0407/5.6	0952/2.1	1533/4.8	2147/0.5
	LOW	HIGH	LOW	HIGH
1/13Sat	0229/2.7	0840/6.1	1539/-0.1	2245/4.6
1/14Sun	0314/2.9	0917/6.1	1615/-0.3	2324/4.7
	HIGH	LOW	HIGH	LOW
1/20Sat	0204/4.9	0701/2.7	1255/5.4	1928/-0.1
1/21Sun	0238/5.0	0747/2.5	1339/5.0	2004/0.3
	LOW	HIGH	LOW	HIGH
1/27Sat	0039/2.5	0710/6.3	1410/-0.3	2119/4.5
1/28Sun	0143/2.6	0805/6.6	1502/-0.8	2213/4.8

January Weekend Currents

date/day	slack	max	slack	max
12/30Sat		0048/1.2E	0312	0706/3.4F
	0954	1254/2.8E	1718	2006/3.0F
	2324			
12/31Sun		0136/1.2E	0406	0800/3.5F
	1042	1330/3.0E	1806	2054/3.3F
1/01Mon	0036	0242/1.3E	0518	0848/3.5F
	1130	1418/3.1E	1848	2154/3.7F
1/06Sat		0106/3.7F	0442	0706/1.5E
	1006	1306/2.6F	1600	1854/2.2E
	1600	1854/2.2E	2236	
1/07Sun		0154/3.4F	0530	0754/1.5E
	1112	1406/2.2F	1706	1954/1.8E
	2318			
1/13Sat		0106/1.1E	0342	0700/2.7F
	1012	1306/2.0E	1730	2036/2.9F
	2354			
1/14Sun		0154/1.1E	0430	0748/2.7F
	1048	1348/2.1E	1812	2118/3.1F
1/20Sat		0006/3.0F	0342	0600/1.2E
	0830	1154/2.3F	1436	1730/2.0E
		2106		
1/21Sun		0042/3.0F	0412	0636/1.3E
	0912	1242/2.1F	1518	1818/1.8E
	2136			
1/27Sat	0206	0548/2.9F	0848	1130/2.3E
	1600	1906/2.7F	2236	
1/28Sun		0048/1.1E	0312	0642/3.1F
	0936	1224/2.6E	1654	2000/3.2F
	2330			



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LETTERS

↑↓ THE LOSS OF SIMON SPEIRS OVERBOARD

I wonder if Mr. Speirs was drowned being dragged through the water by his tether then somehow slipped out of his harness. I hope there is a thorough inquiry. There could be much to be learned from this tragedy.

Mark Wheelles

Dorothy,

Cheoy Lee Offshore 40

La Paz, BCS, Mexico



CLIPPER RACE

British sailor Simon Speirs, 60, fell overboard in the Southern Ocean.

Readers — Mark is referring to the death of a crewmember on the Clipper Race boat GREAT Britain sailing through the Southern Ocean, a few days from landfall in Fremantle, Australia, as reported in the November 20 'Electronic Latitude. The statement from the Clipper Race organization afterward included the following: "A full investigation will now be carried out, as is standard practice, into the full details of the incident, including the reasons his safety tether did not keep him on board, in cooperation with the appropriate authorities." But an autopsy will not be possible, as Simon was buried at sea. He was wearing his PFD and was supposedly clipped in at the time that he was swept overboard. — cw

↑↓ 20 YEARS OF GREAT PUMPKINS

October's race was the 20th and final Great Pumpkin Regatta that I have run. I have run them as regattas were often run years ago, with sailors signing up on the morning of the first day when they came to the yacht club. Notices of Race and Sailing Instructions were short and simple. Regattas were fun, but bureaucracy has sapped some of the old spirit and this year actually contradicted part of the Notice of Race.



LUTHER GREENE / RYC

Eric Arens at the helm of Cinde Lou Delmas's Alerion 38 'Another Girl' in his first Wednesday night race. He's been running the series since 1998 and had never sailed in it.

This message to you is not a request to write an article or to mention me. But if you do, I'd like to leave the idea in this message. The end of the message will mean something to the people who tried to enter the regatta but were told they could not because of an arbitrary and unauthorized cutoff in registration days before the regatta. I spent many hours emailing and on the phone trying to correct the situation but only succeeded in some cases.

I followed the principle of a good hostess who accommodates the needs, both usual and unusual, of her guests as much as possible. The ladies who put on the Saturday night parties were hostesses with the mostess and were great inspirations to me.

The picture of the *Latitude 38* staff and the recent articles on the history of *Latitude 38* have made the magazine even more of a friend than it has always been.

Eric Arens

Richmond YC



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LETTERS

Eric — We've enjoyed the last 20 years of Great Pumpkin Regattas immensely and are grateful for your service to our sport. This kind of dedication to volunteering is what makes it work at the local level.

Racers may rest assured that Eric will continue running RYC's 'Built for Fun' Wednesday night beer can series, and that Fred Paxton, who's been in charge of RYC's Big Daddy Regatta in recent years, will assume responsibility for the Great Pumpkin races.

Readers can find the photo Eric refers to of the Latitude 38 crew in the November issue Sightings, and our report — with lots of fun photos — on the Great Pumpkin in December's Racing Sheet. — cw

↑↑ A DOG NAMED BEAR

I heard the first part of this story from David and Bobbie Coy. When they were living aboard the Friendship Sloop *Tia Mia* anchored off Sausalito in the late '60s and early '70s, they had a dog named Bear. They fished, so they spent a lot of time offshore with Bear aboard. To keep dog-walking trips to shore to a manageable number when on the hook, they taught Bear



KIM PATERNOSTER

This is not Bear. "This is Ernie Scuppers Park-ernoster, our shelter Westie who came from Berkeley in January," wrote Kimberly Paternoster. "He took to the boat immediately."

stayed overnight. The next day they were rowing back to the sloop, David on the oars, Bobbie in the stern sheets. Bobbie began laughing, her eyes on their boat still a ways out. David turned. There was Bear by the shrouds, rump hung over the rail. He was trying to hit his canvas square, which his human had forgotten and left overnight hanging in the water by its lanyard. Bear was a great dog.

Over the years, I've thought of Bear and his canvas, especially one morning 20 years later when my wife and I were anchored in San Simeon Cove with our dog Diesel aboard. It was a warm night, and we left the hatch open. The next morning I discovered that Diesel had done his business on deck — the soft runny business of a nervous mutt — right above the boat's head. I thought that was pretty astute for a dog to deduce that's where we went, only the deck was a few feet higher up. I'm not sure what he deduced, of course, but I like the thought. What wasn't so great is he went on my excess anchor rode flaked back and forth along that side-deck to dry. It made me wish I'd made up a canvas square on a lanyard.

Brooks Townes
Seattle, WA



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LETTERS

↑↓ A SAILOR CAT NAMED JESSIE

We have trailered our Balboa 27 to the San Juan and Gulf Islands for decades now. In 2008 we took our beloved Manx cat Jessie sailing through the islands. She was such a good cat on-board at 17 years old, even though she was new to a litter box on board. After we tied to a dock, she would walk around and visit other boats and sailors. On the islands she would follow



HAROLD ANDERSON

Jessie the Sailor Cat and her human at Friday Harbor.

us and check out things and smells of interest to her without a leash attached to her harness and was very responsive to voice commands, better than our dogs. As I raised the anchor she would always look over as if to check and make sure the dinghy was there, knowing it was her way to go to shore. We miss Jessie but we do have very good memories with her.

Harold Anderson
Balboa 27
San Juan Islands

↑↓ A HUMAN NOT AT ALL ENAMORED WITH PETS

I cannot recall a single event in 40-plus years of boating that was enhanced for me by pets on boats. In fact, the opposite has been common, with experiences similar to those ashore (I have no doubt that a pet mania has caused a net reduction in the vitality of life for all of us, while damaging the natural environment, wildlife and public and private property).

Additionally, I have witnessed pets suffering. For example, large dogs with little room to move (let alone exercise), dogs with thick fur clearly in trouble in high heat and humidity, and dogs needing a toilet having their owners risk lives to go ashore.

I did observe some dogs that appeared to be very happy though battle scarred. They were in a pack, running along an isolated Mexican beach, just after dawn. They barked at everything, including me.

Being human, I could not respond.

P.J. Wall
Huntington Beach

↑↓ HAWAII WASN'T ALL IT WAS CRACKED UP TO BE

I am writing to relate an ongoing bad boating experience I'm having. I am writing as a word to the wise, or the foolish, as I consider myself to be. I am writing regarding sailing to Hawaii and then trying to sell a boat here. I am also writing as a way of venting, an escape, and perhaps as a method to relieve some of my stress during this very bad situation that I'm in.

I have been the owner of *Yetzirah*, a 36-ft Columbia sloop in the Bay Area since 2001. From the time that I first bought my boat, I had a dream of sailing it across an ocean. After years of hard work and countless dollars getting the boat ready for such a trip, I finally had the time and money to make the passage this fall. In October, I sailed out under the Golden Gate, headed for Hawaii. I made the crossing to Kona on the



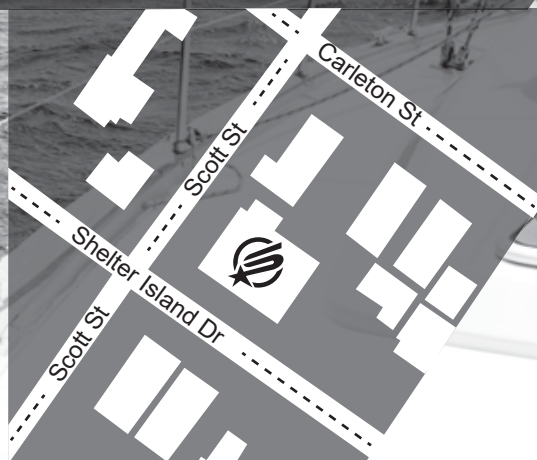
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LETTERS

Big Island in fairly good time, and arrived at the Kona harbor on the 23rd day of sailing (I went to Kona because that is where an old friend is now living).

My foolishness began well before this trip — I did not properly research what the return trip would entail, especially now that it's late November. My sailing partner I came here with decided to have his wife meet him here, do their own little Hawaii vacation, and then fly home, rather than sail back with me. That had pretty much been the plan all along.

Almost immediately, I started hearing from people in Kona that attempting the sail back to the Bay Area this time of year is a very bad idea. I was told about the northern swells and about gale-force storms that come out of Alaska and would blow down hard on the nose if I tried to sail north before turning east for the West Coast. I was warned of being very wet and very cold, and of 1,000-plus miles of beating into the wind on a close reach or having to do short close-reach tacks as the winds would be on the bow for weeks in a row. I was told repeatedly that I should sell the boat here and fly home.

I decided to talk to a few yacht brokers, because I had heard that a lot of people sail here and then want to sell their boats, so I wondered just how reasonable or realistic it would be to try to sell my boat here. To find a broker interested in listing a boat similar to my boat's vintage, size and description, I went to *yachtworld.com* and did an advanced search within the years that *Yetzirah* was built, and with location in Hawaii. I then looked at what brokers came up. There were three, and I contacted them all, asking the feasibility of selling in Hawaii. All three were very confident that they could easily sell my boat — especially since it is bluewater ready and just made the passage, but I would need to get the boat to Honolulu, because 1) that is where they were all located, and 2) Honolulu is much more of a sailing community than Kona, because Kona is in the lee of the Big Island.

I also spoke to the one yacht broker in the Kona marina, and he basically said the same thing — adding to this, there was no slip availability in Kona (I had a two-week temporary slip, but needed to vacate at the end of those two weeks). There was also an on-the-hard storage in Kona that I investigated, but the costs were very high, and there were no spaces available anyway.



DIEGO ANTHONY

Diego Anthony's Columbia 36 'Yetzirah'.

I made the trip to Honolulu. It took five days, and I encountered some of the roughest winds and waves on the entire trip since leaving San Francisco. For basically the entire way to Honolulu, the winds and waves were straight on the nose. I often travelled at night because the winds tend to die down then in the channels between the islands. During the day, the winds and waves between the islands were ferocious. The vast majority of that trip north was spent motoring, because, as noted above, the winds were always straight on the nose.

I arrived in Honolulu at the Ala Wai Yacht Harbor where the brokers work from, but was immediately informed by the marina that there were no slips or mooring balls available. In Ala Wai there are three main docks: the state-run facility

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BEST VALUE ON THE BAY

LETTERS

that had no availability and two private yacht clubs that also had no available spaces. I spoke with the harbor masters at the private yacht clubs who informed me that even if a space were available, they would charge me \$1.50/ft/day. And they measure from the bow-rail to the back of the windvane, which would make my 36-ft boat more like a 39-ft boat. At \$1.50/ft/day that comes out to \$1,755.00-\$1,813.50 per month. In addition, they require that I obtain Hawaiian registration and Hawaiian insurance, have a full survey (about \$250), and repair any faults the surveyor finds — and it is also recommended to have a diver once a month to keep the tropical growth down. This all adds up to a very expensive slip rental. But then again, there were no slips available.

However, at this point, despite the costs, I would have been very happy to have a slip. I am presently living at anchor, or sneaking in to the marina and tying up illegally. I have no access to water, I have no access to a shower, and it is blazingly hot here (for all the climate-change deniers out there, believe me, climate change is in full effect here in the southern climes). As I walk around the marina, I see boat after boat for sale, particularly those that are not of Hawaiian origin, which are literally rotting away in their slips.

The broker I have been working with claims to be doing all he can to find a slip, and daily he has a new angle: A guy he knows just sold a boat, but still holds claim on the slip and might lease it to me, etc. However, none of these avenues have worked out. I have called every other marina on Oahu, and, if anyone actually answers the phone, I receive the same story: no availability. I am incredibly stressed. I am paying slip rent back in the Bay Area; I am seeking slip fees here that are astronomical. Just to apply to perhaps obtain a slip at one of the



RONNIE SIMPSON

The owner of the powerboat in the middle died in August. His now-derelict boat is still on G Dock.

other marinas requires jumping through a series of hoops that are so many in number and held so high that the process seems it will take weeks and weeks, with no promise of a slip after a \$250 application fee, full

survey and its fees, repairs needed as noted by the survey (a new insurance policy here in Hawaii even though my mainland insurance covers Hawaii), Hawaiian state registration with all the red tape which that involves, a full financial report from my bank that does not operate in Hawaii, all my tax records from the last two years, and I'm sure some other requirements I have not remembered or encountered yet. All of that just to apply.

At this point, my regret of ever coming to Hawaii is so deep and profound that I'm considering this venture to be perhaps one of the worst decisions and predicaments that I have ever made or found myself in. I really fear losing my boat and receiving basically nothing in exchange for it after all the slip fees, broker's percentage, taxes, etc. — and that is if I get very, very lucky and actually obtain a place to slip or moor the boat. And that's if the boat actually ever sells, rather than being yet another vessel rotting away in its slip, month after month, (year after year?) with no one to look after her or even to keep

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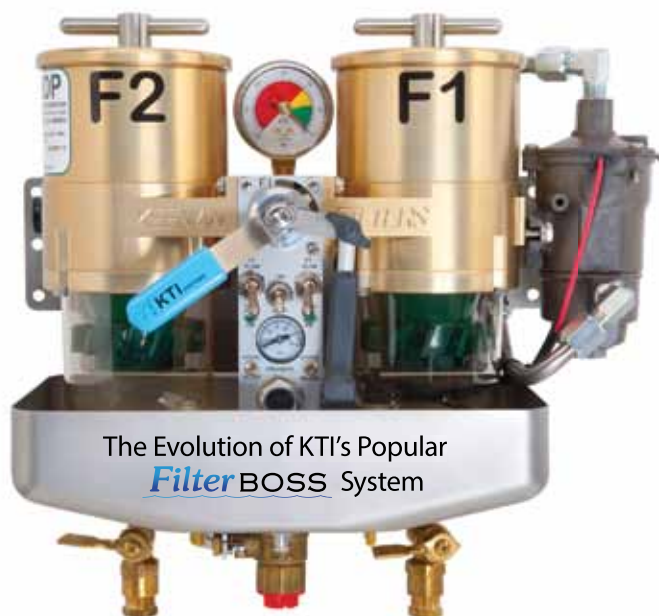
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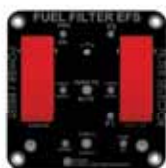


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LETTERS



RONNIE SIMPSON

"Some corners of the Ala Wai become polluted by a disgusting amount of trash from the streets and from junk flowing down the Ala Wai canal," the Wanderer wrote in 2007. Not much has changed: This photo was taken in December 2017.

the deck washed off, all at a cost of thousands of dollars per month.

I have even inquired about donating my boat to a charitable organization just to receive the market value tax write-off rather than trying to sell the boat, because the fact of the matter is, I have nowhere to put the boat! So, the idea of actually

selling the boat here is, at this point, merely a fantasy.

So, a word to the wise: Don't follow my foolish, self-destructive path to Hawaii! I would advise to stay well away from Hawaii unless you can *absolutely* sail the boat home again. The marinas here are jam-packed with no availability; a large proportion of the boats that are slipped here are eyesores of worthless junk, unmaintained, unwashed and falling apart. The water in this harbor is full of trash, the docks are literally falling apart, there is no pumpout and boats are simply dumping human waste into the harbor, there is little to no security or gates around the harbor or docks whatsoever — I have heard many stories of homeless people moving aboard, or boats that are routinely broken into. The old adage of "you don't know what you've got until it's gone" is so true. The real boat owner's sailing paradise is the Bay Area. A large part of that paradise is adjacent to the actual boating itself: the abundance of well-maintained marinas, trash-free waters, readily available pumpouts, security at marinas, and all for reasonable prices. Any idea of Hawaii being a boat owner's paradise is a tremendous misrepresentation. For me, Hawaii has been a boat owner's worst nightmare.

I want nothing more than to get the heck out of Hawaii now. However, I am trapped here with a boat I have no place to dock — a boat I dearly love, and am completely heartbroken about losing. But at this point, my desire to leave Hawaii far outweighs my sadness over losing my boat.

Douglas 'Diego' Anthony
Yetzirah, Columbia 36
Honolulu, HI (for now)

Aloha Douglas — Sorry to hear of your misfortune and bad experiences in Hawaii. It pains me, because most residents, including this writer, love living and sailing here. Making a crossing and then selling a boat can always be a bit hit or miss, but even more so in Hawaii, whose harbors tend to collect a lot of 'junk' that sails from the horizon and never leaves. I'm not calling your boat junk, but when trying to sell a boat here, one must recognize that there is an issue of ever-increasing supply and a static level of demand, an issue compounded by a shortage of available permanent slips.

Unless your vessel stands out in some way, or you get lucky, it can be hard to move a boat in Hawaii. Case in point, after completing the 2012 Singlehanded Transpac on a Moore 24, I planned to sell the boat in Honolulu. Despite my best efforts, I couldn't unload it for a decent price, and opted to ship it home to San Francisco where I had buyers standing in line. On the

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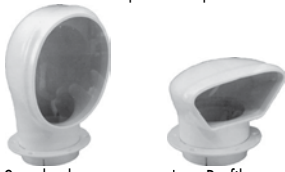
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LETTERS

other hand, when I soloed my old Cal 29 out to Honolulu in late 2015 and decided to sell the boat the following summer, I sold it for top dollar in two days. Hawaii can be a hit or miss market for sailing in and selling up. There are a handful of local brokerages that can help: I have a close friend who represents Ala Wai Yachts (www.yachtworld.com/alawai), but there are other options as well. I generally buy and sell my boats on CraigsList Honolulu.

As for the problems that you have had finding a slip and the hoops you've had to jump through — I've had a different experience. There are slips available, right now, if you know where to look. You should be able to find a temporary slip (for up to 120 days per year) in Ala Wai Harbor. About four miles west in Keehi Lagoon; you should be able to get a slip in the state-run harbor, at Keehi Marine Center, and potentially at La Mariana Sailing Club. The harbor next door to the Ala Wai, Kewalo Basin, is under a long-awaited renovation, and there will be more slips available next year. But for the time being, the displaced boats from Kewalo continue to fill up other harbors. Furthermore, you can get a slip at Ko Olina Marina or at Waianae boat harbor on the west side. (I own a Peterson 34 on Oahu, and move it around frequently. I don't have a permanent slip and am in a perpetual state of doing the 'Oahu shuffle'. It's annoying sometimes, sure, but totally doable!)

In your precise situation, however, you are entitled to 120 days per year at any state harbor, and there are three or four on Oahu that could accommodate you (Ala Wai, Keehi, Waianae, which has permanent slips available, and possibly Haleiwa). Because it's the end of the year, you could stay through 2017 and then the first four months of 2018 before moving to a different harbor. And the prices are cheap! I pay something like \$14/day to keep my 36-ft boat (including the windvane) in state harbors. This works out to roughly \$420 a month. Living onboard is totally legal since you are a transient sailor in a transient slip, though some fees will apply (oftentimes it's an extra \$2/day).

All that's required to keep a boat in a harbor in Hawaii is a current registration and liability insurance that meets certain minimums. My standard liability plan through Progressive worked just fine when I sailed multiple boats into Hawaii. There are out-of-state and foreign boats all over Hawaii, and none of them have been forced to re-register the boat, pay for a survey, etc. I am not sure where you got your information, but, sadly, it's just wrong.

But there is some sticky red tape and bureaucracy: Due to the derelict boats rotting away in slips that you mentioned, some of the non-state-run harbors (namely Keehi, La Mariana, Ko Olina and Kewalo) do require financial information, but this is not a major hurdle and is easy to overcome provided you have a bank account with a few grand in it. As for the \$250 application fee, I've only ever paid \$50.

For all its problems, and there are many here — including lack of slips, run-down infrastructure, exhaustive bureaucracy, etc. — Hawaii is a great place to sail and cruise. Like any destination, you've found out the hard way that we get seasonal change here too, even in the tropics. Take for example your five-day upwind slog from Kona to Honolulu, which is normally a fun, downwind sleighride when the trades are blowing, which is about 80% of the time (though it's much more consistent in the summer). I did that same trip in June in 25 hours and only had to run the motor for an hour in the lee of Lanai.

The same holds true for the return trip. While I would agree that sailing back to the mainland in the winter is probably a very bad idea, the trip can be lovely in the summer. For all the sailing I've done, a summer trip from Honolulu to California

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LETTERS

was perhaps the best. We took a long reach to the high before we got westerlies and carried a spinnaker across for two days. Brilliant!

Sorry for your misfortune and suffering in Hawaii, but in defense of this beautiful island chain that I call home, I must help set the record straight. There are definitely challenges here, but for those seeking adventure, big blue water, a very doable return route to the mainland — and the incredible natural beauty of Polynesia with all the comforts of America — Hawaii is pretty hard to beat. Gotta run, the surf is firing just outside the harbor entrance!

Ronnie Simpson
Quiver, Peterson 34
Honolulu, HI

↑↓ ARE YOU A FAN OF RECORD BREAKING ATTEMPTS?

Seems to me that these "record breakers" are missing something. Comparing their records to clipper ships that carried tons of goods and passengers and had to make a profit or go under (which they did) is a false comparison. Comparison to the person/boat that set the modern record is reasonable, but comparison to the original clipper record is only interesting in that there is a large difference.

Gil Davidson
Rosinante, Catalina 30
Alamitos Bay

↑↓ SMASHING RECORDS? YES PLEASE!

I love these oceangoing race boats. Here is a shot of *Maserati* in Honolulu I took a couple weeks ago. She is now in the water and rigged in Ala Wai Harbor.

Mark Bidgood
Petaluma



MARK BIDGOOD

Readers — When Giovanni Soldini and his team announced that *Maserati* would attempt to break the 'Tea Route' record — a trading route sailed by clipper ships from Hong Kong to London — we were more than a little excited. We are admittedly biased, as

we're huge fans of Soldini and the whole Maserati program, and these record-setting attempts tend to be a breath of fresh air from the politics and egos of major regattas and events. What's more, we find the historical context of these record attempts very compelling.

But Gil — You make an excellent point in that these modern attempts in modern boats are in no way comparable to the Golden Age of Sail. The clipper ships were on the clock and trying to turn a profit, and that's to say nothing of the differences in technology, which are too vast and numerous to name. Unless an aspect of global trade returns to sail (and abstains from using the canals near the equator), we will never see anything like the clipper era again.

Still, we think adding a layer of history and storytelling to a speed challenge makes things more interesting and gives us a chance to contemplate a bygone era and the bygone mariners who populated it. After *Maserati* the monohull smashed the

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LETTERS

'Gold Route' record from New York to San Francisco in 2013 — a record that had been held by the clipper ship Flying Cloud for 135 years (until 1989) — Soldini praised Cloud navigator Eleanor Creesy, breathing life into a character not well known and not often spoken of.

And we just think that's cool. — th

NOT A FAN OF THE VOR

No, not the Volvo, not the other 'pro' races. Not the America's Cup. Clipper Cup, no. Not interested in some guy sailing at 40 mph. The high-powered PR types that pump out their hype don't help. I'm not interested in anything that 'foils'.

I'm just interested in local racing, where I can identify with the boats and crews that sail them. Boats I might have sailed on in my younger days, with 'human' folks more my level of

racing. I love it that the Cal 20s have staged a comeback, for instance.

As a side note, I'm not interested, never been interested, in the Baja Ha-Ha — Ba-whatevers, either. My cruising in Mexico and beyond



Pat Broderick races the Wyliecat 30 'Nancy'.

was before things were organized like a tour group. Ditto for the Delta.

Come to think of it, I'm not too hot on tour groups, either. There's nothing like a good tourbook, a folding map and a good pair of shoes for finding interesting places to visit and get to know about. An umbrella frequently comes in handy, too.

So, I don't read 60% or more of the stories in the modern *Latitude 38* or most canned PR pieces in *Scuttlebutt* (it was a lot more interesting with its founder and real 'curmudgeonly' tone). I look for the local stories, Max Ebb's sometimes knotty tales, and I even read the Classifieds (though I'm not in the boat-buying market).

During the past several years I've attempted to write stories about local racing — club/OYRA/YRA — with local voices for *Latitude*. Those are the kinds of things I read.

Pat Broderick
Nancy, Wyliecat 30
Sausalito

Pat — A million thanks for the stories you've contributed, and for reading our Bay Area racing coverage.

Readers — Pat has written many fine race reports for *Latitude 38* over the past few years, with often entertaining and sometimes illuminating input from sailors on the course. The reports appear in various editions of Racing Sheet. Back in the 'old' days, when our original racing editor, the late great Rob Moore, helmed the Racing Desk here, Pat was one of Rob's valued sources. — cw

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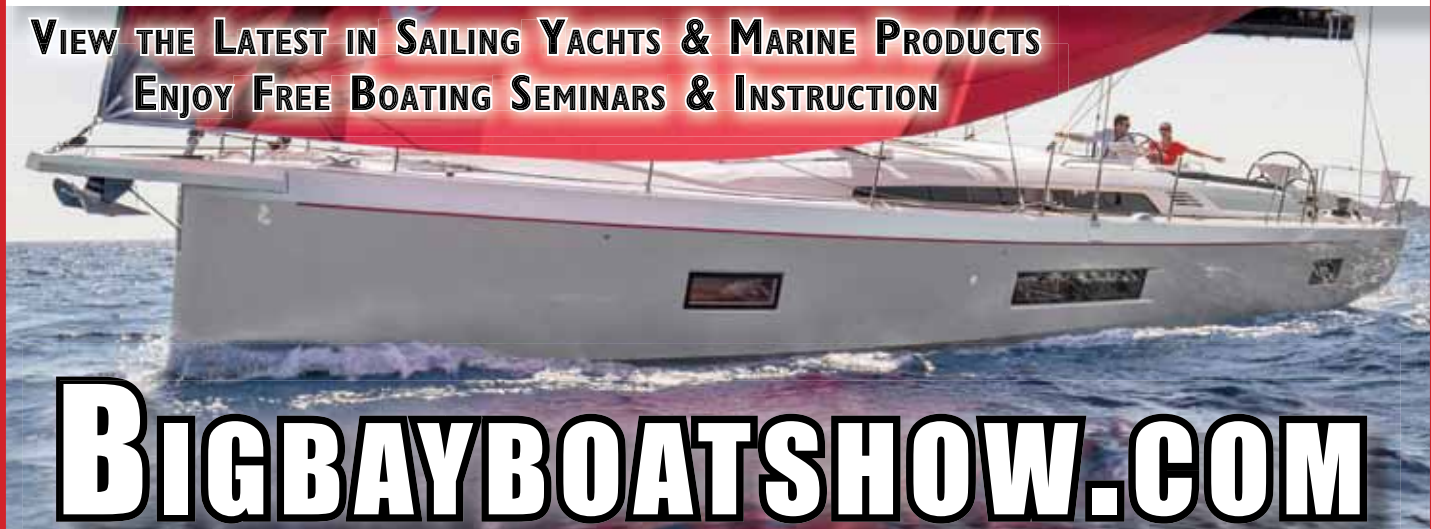
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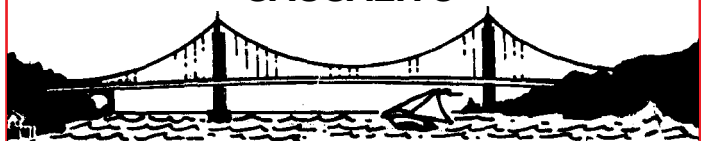
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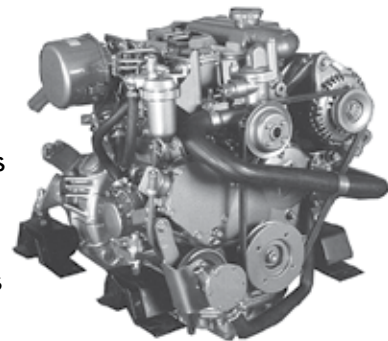
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LETTERS

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VIRTUAL EYE

Yes, this is a sailboat. The unveiling of the AC75 has been met with some skepticism by the majority of our readers thus far. But you've got to hand it to the Kiwis — they're never dull.

need to be able to sail in the ocean and survive. Look at the old 'boring' 12-Meters that still can sail. All of the new 'high-tech' boats are either immediately retired to display or hit the junkyard. No one in their right mind would sail them.

John Gulliford
 Planet Earth

Remember, foiling is boring to watch. We need high-speed lightweight boats that have a lot of crew work. Sails up, sails down. Cameras everywhere. Waves over the bow! Make it look tough. And watching people grind is boring.

If they go this way it will fail, from a TV and sponsorship point of view. You need action and crashing if you want to win the hearts of Joe Blow public. You need NASCAR on the water!

Ed Cox
 Planet Ocean

That is the ugliest thing I've seen! A giant water bug with water striders. Absolutely, bring back the gaff-rigged schooners — and winches. Spare us these monstrosities! Ah, I feel better now.

Vikas Kapur
 Planet Right Here

As an '80s-era cruising-boat racer, cruising cat builder, and now cruiser in the Gulf of California, I find any suggestion that this type of boat (or those from last time around) have any relation to cruising is ludicrous. The cost to build, complexity and danger to sail, inability to fix breakages — all would be deterrents to using this type of design as anything but an expensive racer being raced only against identical boats with highly specialized crews.

As some for-instances, what would the load-carrying capability of one of these boats be, how would it be moored in your typical marina, or what kind of depth would it require for sailing or anchoring? All that being said, the designs and resultant racing are fascinating to watch, as long as it is on someone else's dime.

Brian Timpe
 Epic, Schionning 1100 cat
 Currently Puerto Peñasco

Very negative, very disappointed. Will *not* follow the event! Note: Did not follow the Bermuda fiasco either.

Bill Turpie
 Planet Earth

If you want to go that fast, buy a powerboat.

Greg Davidson
 Kyle, TX

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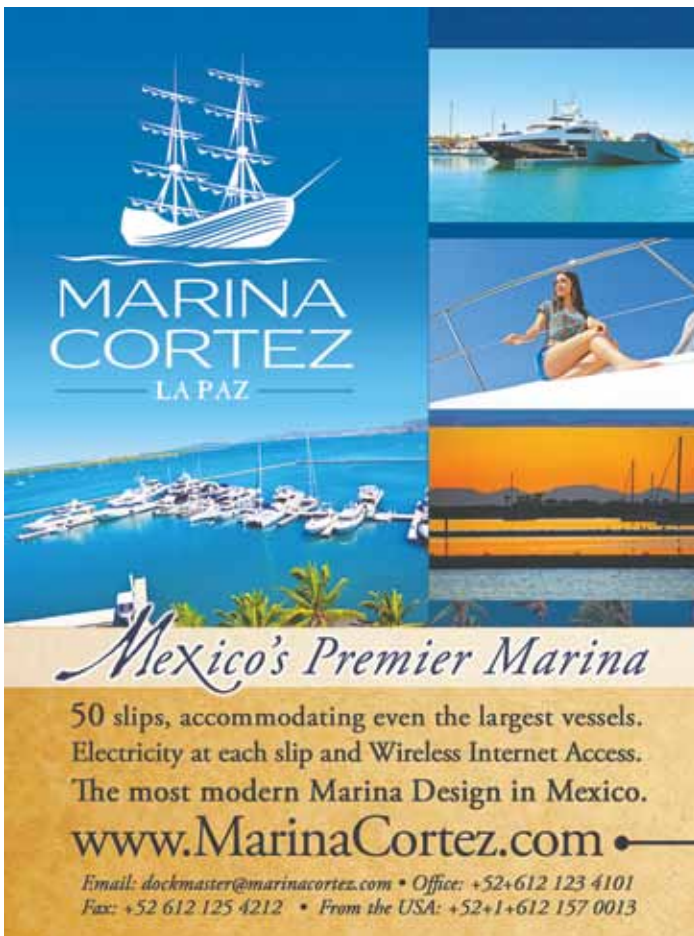
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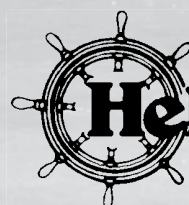
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ALAMEDA MARINA

LETTERS

↑↓ **AND ONE LAST LARRY CUP FAN**

Short answer — yes, we would come to the 'Larry Cup'. I am from Seattle. Lived on a lake and sailed all my life. Raced Lightnings up and down the West Coast in the 1980s and now have an F-31 trimaran. My wife and I drove to San Francisco in 2013 specifically to watch the finals of the America's Cup. Using bicycles between the races, we watched from various shoreside vantages. My highlight was watching, through binoculars from the Golden Gate Bridge, Team New Zealand nearly flipping — there were loud audible gasps from everybody there. We took our non-sailing relatives from Santa Cruz along on several days, and they were as enthusiastic as my wife and I. We stayed with them, and, after driving home, we three generations watched the reruns on TV every night. If the boats Larry uses for his Cup are anything like the ones in the 2013 AC, we will repeat the above for it; 2013 was truly spectacular. I do not expect to ever again see such a sailing spectacle.

Eric Lindahl
Min Vän, Corsair 31
Seattle, WA

Readers — So not a lot of fans of the AC75, huh? We don't blame you. The new boat is shocking, and, because it's so radical, almost impossible to conceptualize sailing, because 'sailing' is now at least somewhat synonymous with 'foiling'. But we think many readers are forgetting the history of the Cup, which is an event that's always been at the forefront of innovation. It's a design competition as much as (or perhaps more than) it's a sailboat race.

Brian — As far-fetched as Team New Zealand's claim that the AC75 concept "could become the future of racing and even cruising monohulls" might sound, there's actually some precedent here. Long before the 35th Match wrapped up in Bermuda, several cruising boats (most of them catamarans) had been experimenting with foils for years (please see The Foiling Feature in this issue).

Ed — We're not sure that sailing needs to mimic motorsports. After winning the Cup in 2013, Jimmy Spithill said that the modern America's Cup was like NASCAR on water. Have you ever been to a NASCAR race? Sure, you can bring a cooler full of beer into the stands, but we'd hardly call watching cars going in circles at 200 mph 'exciting'.

Greg — We agree that the magnates behind the modern Cup have fallen into a trap thinking speed is the ultimate drug for attracting fans. Like golf, bowling, baseball and many other 'slow' sports, the tension and drama from competition arises from the sport's personalities, the closeness of competition and the nuances on the 'playing field'. If higher speeds are the ultimate goal, sailing will never be fast enough for fans. We also believe that the America's Cup lost its footing when the uber wealthy got tired of bearing the whole financial burden. When the made-for-television media spectacle was created to attract more paying sponsors and fans, at least some of the soul of the sport was sacrificed for ratings. — ja/th

↑↓ **YOU MAKE A GOOD WESTPOINT**

Thank you for the fine article *Westpoint Harbor Woes* by John Tuma [in the December 4th *Electronic Latitude*].

I have been sailing and boating on the San Francisco Bay for over 30 years. Westpoint Harbor is a jewel in the South Bay. "Down South" here in the Bay, we suffer from far too few places to engage with wildlife and enjoy our Bay from either land or sea. Mark Sanders' Westpoint Harbor is one of the very few places for people of all ages to engage responsibly



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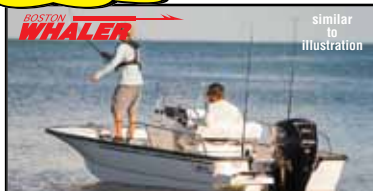
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LETTERS

with this precious natural resource.

I am not objective! Mark first took me sailing on the Bay when I arrived here in the early '80s. He got me hooked on that first sail. I even bought a sistership to his Cheoy Lee (which I still sail). When he first told me about his dream for what is now Westpoint Harbor, I tried to talk him out of it. I was sure no one could ever get this through all the approvals needed. I was sure it could not be a viable business proposition. As John points out in his fine piece, Mark literally turned a toxic waste site into a pristine harbor. Mark has *always* had the interests of preserving the environment and enabling those who want to get to know the Bay. We share a commitment of preserving the Bay for future generations and doing so in a responsible manner.

Mark and the BCDC actually share the same mission. In June 2017, BCDC published and updated their strategic plan. The primary vision and goals stated are as follows:

"VISION: Be the national model for coastal management.

"MISSION: To protect and enhance the San Francisco Bay, and encourage the responsible and productive use of its

resources for this and future generations."

That vision and mission have been Mark's for the past 30 years. He was doing this way before the BCDC's new strategy, and I'll reiterate: He and BCDC really do share the same objectives. I know, I have



JOHN TUMA

Westpoint Harbor in Redwood City has brought much-needed boating infrastructure to the South Bay.

been with Mark on this project since the beginning. While an early skeptic, my fear was always that the bureaucratic challenge would be overwhelming. While there was (and is) a massive and unfilled need, I thought there would be no funding to support this grand vision.

I was wrong! Mark has created Westpoint Harbor and satisfied scores of environmental groups and government agencies (local, state and federal). This includes cooperating with and making changes at the behest of the BCDC. Westpoint Harbor has won *many* awards and accolades. It was *not* funded at all by our tax dollars. It was *not* funded by anyone other than Mark. This is not a case of a greedy developer shattering the environment and running off with the spoils. It is a shining example of what one man can do and how a community has responded to support his worthy vision.

The BCDC is not really the problem here. As said, they have the same objective. However, the staff of the BCDC for some reason wants to force Westpoint Harbor out of operation. I really don't understand why. This is not only a 'model for coastal development' it is a major contributor to the local economy and a place where young and old can experience the Bay from land or water. What better way to be sure future generations have the same values as Mark to preserve such a precious resource?

This situation is screaming for mediation by responsible, independent third parties. The result at Westpoint is a model for others to follow. Thanks to *Latitude* and John Tuma for

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LETTERS

helping shine a bright light on this unfolding injustice. Mark should be thanked and Westpoint Harbor should be embraced by the BCDC. Readers, please help by going to the website of Westpoint Harbor (www.wetpontharbor.com) and signing up to be heard. Our representatives need to know you care and that we will hold them accountable if this travesty is not stopped, and soon!

Bob Wilson
Bolero
Redwood City

↑↓ LET ME GIVE YOU SOME WESTPOINTERS

Westpoint Harbor is a model for all to learn from and follow. Given the daunting number of sometimes conflicting bureaucratic agency hoops one has to jump through, it's amazing that this project came out as nearly perfect as it has. What I see is an understaffed and slow-reacting agency that seems to be determined to quash a badly needed, environmentally sound addition to the South Bay area.

There are very few people with the moral fortitude and stamina to even attempt what Mr. Sanders has done. He does not deserve the punitive treatment he is receiving after a heroic effort to satisfy the myriad requirements continually being thrown at him.

My sincere hope is that the parties can come together and find the common ground needed to make this project succeed and grow for the betterment of the South Bay. Please make this happen. We badly need this marina and the access it provides to our Bay waters.

James 'JT' Townsend
South Bay

↑↓ I HAVE AN IMPORTANT WESTPOINT TO MAKE

My husband and I were liveaboards at Westpoint Harbor (WPH) for several years while we worked in Redwood City. In fact, my Catalina 42 MkII was one of the first boats at WPH, and I enjoyed a view of this beautiful marina from my office in Pacific Shores Center. My husband and I ultimately owned three boats that we kept at WPH, which is a clean, well-maintained marina with a safe community atmosphere and adequate public access.

Over the last 28 years, Mark Sanders has worked hard to try to address the (sometimes ridiculous) BCDC requirements. In one of many examples, he planted trees to serve as a windbreak. BCDC complained that they were planted too close together, and actually wanted him to pull up and replant the trees farther apart, which would have lessened the effectiveness of the windbreak. It's appalling that the BCDC has treated him like a criminal and seems to have waged a personal vendetta against him. I encourage all boaters and Bay Area residents to support WPH and convince the BCDC to waive all fines while finding solutions that meet the needs of everyone.

Patricia Stanley
Ahelani, Outbound 46
Currently cruising in Banderas Bay, Mexico

↑↓ THE RIGHT GOALS, BUT THE WRONG METHODS

Having worked for a civil engineering professor at UC Berkeley who was appointed to BCDC in the 1980s, I can tell you that many of them know little to nothing about what goes on in relation to any number of events that effect the Bay. This distinguished educator told me at one point that they were going to force the houseboats out of Sausalito because the enclave was putting raw sewage into the Bay. He was

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LETTERS

genuinely surprised when I told him most of them had sewer connections.

This agency has lofty goals that drive their very existence. But, while they can be credited with some worthy regulations, they also can be completely unrealistic.

Carol Putnam
Planet Earth

↑↓ THIS IS WHOSE SIDE I'M ON

Thank you for the article on Westpoint — I have forwarded a link to the article to our membership at Sequoia YC and to the San Mateo Commissioner on the BCDC, Dave Pine.

I fully support Westpoint Harbor. I *do not* support BCDC or what they are trying to do to our waterfront and our enjoyment of boating.

Shannon Amerman
Sequoia YC
Redwood City

↑↓ CAN SOMEONE WESTPOINT ME TO AN ANSWER?

It's difficult to understand why it's OK with the BCDC to have 100+ boats anchored out in Richardson Bay — some still using the Bay as their toilet — but someone who is trying to be a steward of the Bay is subjected to this type of scrutiny. Can you or anyone explain this?

Raymond Bonneau
Planet Earth

Readers — I did several stories over the years about the development of Westpoint Marina, from the time it was a salt pond until they finally broke through the levee and let it fill, to the first docks installed and the first boat berthed there. I found Mark [Sanders] to be a prince of a guy, very intelligent and resourceful and really, really resilient — which was good, because the hoops that the 'Powers That Be' made that poor guy jump through (not to mention all the money he paid to address various issues and obtain various 'permits') were nothing short of disgusting. It was truly amazing to see the innovative and expensive methods he used to create that place.

I think they even made him pay to restore an area of marshland equivalent to the size of the marina — even though the area where the marina is now was a polluted toxic cesspool. I never saw Westpoint completed, but it was well on its way to being one of the cleanest and most state-of-the-art marinas on the Bay, and likely the entire West Coast. Really a showpiece for how to do it right. And they're still hassling the guy? Unbelievable. — jr

↑↓ TWO OUT OF THREE IN BAHIA SANTA MARIA AIN'T BAD

My crewmate Zoe on our Tiburon-based Bavaria 46E *Taliesin* Rose suggested that I tell you about our perfect day in Bahia Santa Maria during the Baja Ha-Ha.

I love surfing. It's a newish sport for me, and I'm not particularly good at it, so I wouldn't call myself a surfer. But I'm someone who enjoys playing around in little waves on a big old board. Hopefully I catch a wave every now and then. Next to sailing, it is definitely my favorite hobby.

If someone were to ask me what a perfect day looks like, it would be some combination of surfing, good friends, cold beer, yummy food and my third favorite hobby, dancing.

I had all three of those during the Ha-Ha beach party day at Bahia Santa Maria. Our *Taliesin* Rose was anchored in a spot where we could see the beach, and that morning there was no wind, perfect for a paddle into the small wave lineup. We were able to catch a bunch of cute little waves, and for a couple of hours had a blast messing around and catching quick little rides.

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LETTERS



There are little waves and big fun in Bahia Santa Maria in the fall.

As the beach party on the bluff got going, we made our way across the river and ditched our boards at the bottom of the hill. We waited a while for the rest of our crew, as they were still at the boat making a fiber-

glass repair to the dinghy. We started to get a little restless since they had our shoes and beer money.

After roasting in our surf suits down on the beach and getting very thirsty, we decided to risk foot injury and dignity, and hoofed it up the hill, saltwaterlogged and barefoot. Our goals were beer, shade and being able to listen to the live music.

Thankfully some fellow cruisers took pity on our sorry state and offered us some frosty beverages. Before long we were dancing up a storm. The rest of crew, including my young daughters, eventually showed up, and boy did we chow down that yummy fish lunch the local women had prepared.

After lots more dancing and a few more icy beers, we shot the breeze with lots of new friends. As the sun started to sink low in the sky, Zoe and I finished off the afternoon by paddling back to the boat on our boards. Thoroughly exhausted, our heads hit their pillows hard, but I'm pretty sure that, even sleeping, we had permanent smiles on our faces. It really was the perfect day.

Vikki Fennell

Taliesin Rose, Bavaria 46E
Tiburón

Readers — Would it surprise anyone to learn that Vikki, the mother of two young girls, was named "Most Enthusiastic" member of the Baja Ha-Ha?

⇕ COUNTING THE SECONDS ON MAX EBB

It isn't often one can catch Max Ebb, but I got him on this one. No doubt others caught it too. In the November 2017 'tude, Max mentions starting races at "exactly 1 p.m." so that all the racers have to do is look at the clock on their GPSs to know when the race starts.

But most of the clocks on GPS units (when you can find them) are based on 'GPS time', which is currently 27 seconds ahead of UTC or the 'calendar time' we generally use here on Earth, due to the insertion of leap seconds over the years. Sail #39, over early!

If you have a smartphone, *time.gov* gives you a quite precise display of local US time, which is also very (very) close to UTC (less the local offset, like -8 hours for PST). The web page even measures the latency in your phone connection to make the displayed time more precise.

So don't use 'GPS time' to run races!

(A slight caveat in that some GPS units can display 'local time' by including both the leap seconds and local offset in their time displays. But note that this requires an Internet connection to determine how many leap seconds there have been, as it can change up to twice a year — we just had the most recent one on December 31, 2016!)

LETTERS

Eric Lyons
Pearl, Islander 36
Tiburon

Eric — you are right about 'GPS time' being offset from UTC, and you are correct that this is because the GPS system cannot handle leap seconds. However, it's been a couple of decades since you could buy a consumer GPS that did not display UTC

(almost the same as Greenwich Mean Time, aka GMT.) Also, note that we never recommended using 'GPS time,' but did suggest that the GPS is a quick and easy way to get UTC.

You don't need an Internet connection for this. Just as there's a Nautical Almanac providing ephemeris data for the stars and

planets, there's a GPS almanac that transmits the ephemeris data for the GPS satellites — along with the current offset to UTC — over the GPS signal. There's not much extra bandwidth in that signal, so it takes some 12.5 minutes for the download. But unless your GPS is brand-new and finding satellites for the first time, or has not been used for a few months and lost its internal memory, then the time display will default to the correct UTC as soon as satellites are acquired.

Here's a photo of the "Time of Day" display on my Garmin 73, next to one of those wall clocks that sets itself to UTC based on a radio time signal. They agree to a small fraction of a second. So did my previous two or three GPS receivers.

By the way, the current GPS time offset is 18 seconds fast on UTC. The TAI (International Atomic Time) is 37 seconds off. And my favorite Android app for time checks is ClockSync, by Sergey Baranov. Free, no ads.

Lee Helm suggests a quick google of "GPS time" to learn far more about this than you ever wanted to know — max ebb

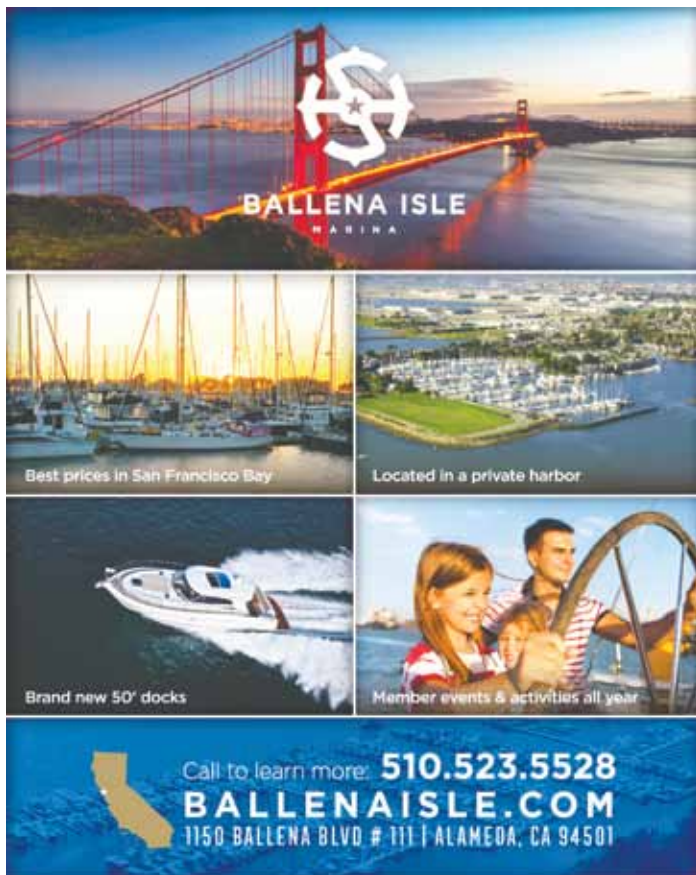
DISPATCHES FROM RANDALL REEVES AND THE FIGURE 8 VOYAGE

The Ancients — December 4:

Standing at the boom gallows in the afternoon and watching this lonely run of the sea — lonely because the flying fish of the north have departed and the birds of the south have not yet filled in — I was reminded of Tillman's quote from Belloc regarding the amateur sailor: "In venturing in sail upon strange coasts we are seeking those first experiences and trying to feel as felt the earlier man in a happier time, to see the world as they saw it."

And I thought, "That's exactly it." Today's view of those ancient but powerful rollers from the south, the ship gliding smoothly over them, accelerating in the winds at the peak, heeling eagerly, lines creaking, and then relaxing in the valley, this view has not changed since its invention.

The coasts have been explored and peopled. Even the remotest villages have cell service. But the deep ocean has retained its wildness since "that happier time." Out here the vast, untamable waters are the same vast, untamable waters the Polynesians saw, the same Magellan, Drake and Cook saw. In this way, a link to the early explorers and a world almost beyond time is direct and uncut.



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LETTERS

I think this is one of the reasons I like celestial navigation. Beyond the practicality of it, it's a link to this place and the old sailors who passed by here using tools we barely know today. Sadly, celestial navigation doesn't always like me back. For several days I wrestled with "sun-run-sun" running fixes that weren't producing the customary cocked hat; rather I was getting railroad ties on my latitude line. Only lately did I figure out it's because I have passed under the sun, who declined at 22S today on her southward march, whereas I have just barely passed into 32S. My sights are at nearly right angles to my course. Thus the railroad ties.

Getting cooler. I've put on a shirt with sleeves as I type. Soon I'll pull socks on before boots.

Pirates — November 25:

"Hey Monte," I said, coming on deck at 10 a.m., "We're about to have guests."

"Oh, pardon Señor, then I really must shave," said Monte, making a shift to go below.

"No, not aboard. I mean, in the neighborhood. There are three AIS targets on the scope and they're all bunched up together dead ahead."

Monte raised what I now refer to as the "eyebrow of doubt;" dark and bold, its peak pushes so high that it is said to get a dusting of snow on the coldest winters.

I had another look at the scope. "No, five targets. I wonder who'd gather out here?"

"It is pirates, Señor," said Monte, as if announcing the results of a unanimous vote. "They have set a trap."

"Pirates? Who would send a fleet of ships to nowheresville to set a trap? There's nobody here but us."

"Exactly. We are here; therefore it is a trap. *Madre!* What will I do with all my gold?"

"That's circular..."

"I think you mean perfectly circular, Señor."

"...No, that's not a compliment! I mean your reasoning makes no sense."

"Pfa!"



RANDALL REEVES

Pirates take many forms. These ones look like orange Minions.

Pirates or not, it was a curious thing. I had just been remarking to myself that we'd not seen a ship on the scope since getting below Panama, and now...well, now there were 10 targets, mysterious targets with numbers but no names,

no hailing port, no vessel description, and all moving about this way and that at a knot or less.

I've gone through fleets of fishing boats at night off the Washington coast. But here? Peru was 3,000 miles to the west; Tahiti, 1,500 east. Soon the AIS alarms sounded. The first target should be just two miles distant, said the scope, and dead ahead. I couldn't see anything but bounding blue.

I did a quick height-of-eye calculation — square root of my 8 feet off the water times 1.17 — I should be able to see the vessel a solid 3.3 miles away — and that assumed it was flat as a pancake. Weird. And what's to fish for out here? Now there were 13 targets and the closest one should be approaching within a mile.

Suddenly, I saw an orange flash ahead. Faint. Several more

LETTERS

waves passed; then again. And within 10 minutes we'd passed a buoy topped by an antenna. And almost immediately, I saw on the horizon to the east what the scope called the *Shen Gang Shun 2*. Long, squat and gray, making way toward one of the outlier buoys to the north. Stranger still, it's 6 p.m. and we just passed another three on the scope. As I type, another pops up ahead.

I set two reefs in the working jib and two in the main after nightfall, not because the average windspeed called for anything like it, but so that *Mo* could stay on track without my help when the squalls hit. After dinner we got our first biggie dumping rain and pushing winds to 25 knots. *Mo* rounded about 20 degrees, but then settled in. So I went to bed.

In the morning, winds were way down, so I popped reefs even before coffee. Within 10 minutes, winds were east at 18 knots. Squalls have continued all day. Progress OK but wearing. Not my favorite leg of a passage.

Readers — We've been enjoying Randall Reeves' dispatches, which can be found at www.figure8voyage.com/blog. ("Monte" is Reeves' nickname for his Monitor Windvane.)

↑↓ STILL AFLOAT AFTER 40 YEARS



Old-school deliveries are always welcome here at 'Latitude's office.

I took these photos a few years ago at Clipper Harbor. Congratulations on being 'afloat' for 40 years!

Our first copy arrived to our address in 1977. Thanks for many years of 'can't be missed' fun and informative reading. No need to publish. Just wanted to say thanks for all the effort you put in to getting your 'rag' out each month. Happy Holidays!

Shirlee Edwards
Fitzroy, Freya 39
Sausalito



A close-up of one of Shirlee Edwards' photos. Hey, at least the mag will biodegrade faster than plastic.

Shirlee — Forgive us, but we had to publish this, especially because you handwrote the note, took pictures with film, and dropped them off at our offices, which made our day while we were putting in some of that effort to get the rag out.

As we wrap up our '40-year year', we want to say thanks to all of

our readers like Shirlee Edwards out there. We do it for you, and couldn't do it without you. — th

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

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

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LOOSE LIPS

Foiling found its way into this month's Caption Contest(!), which was unexpectedly fitting and fortuitous given the forthcoming *Foiling Feature* in the following pages. In fact, this month's winning caption by Steven Hartman was echoed by Jeff Cook. Mr. Hartman will take the highly coveted caption below, but we're giving a T-shirt to both of these gentlemen for their near-identical quips. Other popular entries this month included all things submarine, such as: "Dive, *Dive*, Dive!" and "Up periscope."

Aaaaaaaaaaaaaannnnnnnd the winner is:



PHOTO / LATITUDE ARCHIVES

"Doug mistakenly installs his new El Toro foils in an inverted position."
— Steven Hartman

"The cockpit of my Optimist is full, so now I must be a pessimist." — Brooks Magruder

"Sometimes you need to pee in the ocean." — John Draeger

"These new carbon masts are highly buoyant . . . right?" — Robert Johnston

"When U-boats have to rig for sail." — Matthew Gallwas

"Going big on the 'wetted surface.'" — Rick Leach

"That roll tack did not go as planned." — Brad Kerstetter

"I guess there's no wiggle room with the stated weight capacity, eh?" — Mike Dutra

"Is that Captain Jack Sparrow?" — David Henry

"This new antifouling is amazing. Nothing can find the hull to latch on." — John Howard

And nearly identical to the winner: ". . . Are you sure? I think we put the foils on upside down!" — Jeff Cook

When nature calls, relieving oneself doesn't necessarily have to be an act relegated to the dark, poorly ventilated confines of where lavatories typically reside. Indeed, the call of nature can be a scenic experience — sometime offering the greatest views in all the Bay — or can include amenities to make relief entirely more pleasant and manageable.

Consider the facilities at Tiburon's Corinthian Yacht Club, which, like many of its brethren, is buried somewhere deep in the main building's bowels (forgive the unintentional pun). But don't be fooled: this particular restroom is tucked away in the far corner of the premises, hanging over the water, and giving the occupant a sublime opportunity to gaze upon Belvedere, its charming cove, and the comings and goings of various sailboats catching the last of the evening breeze. We often find ourselves having an extra beverage (an enticement not at all far-fetched in our particular circle), just for a chance to enjoy the view.

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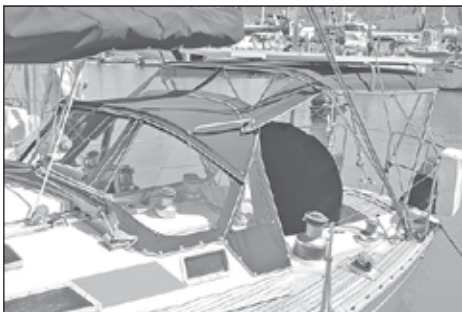
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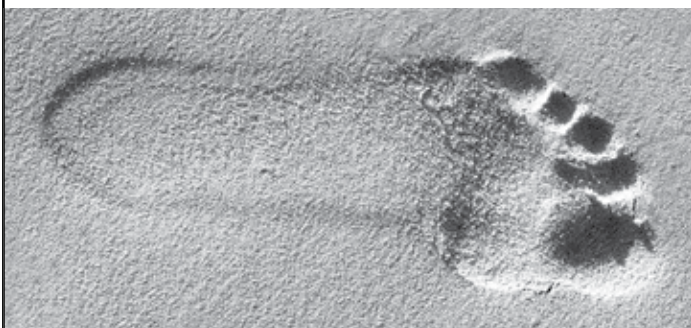
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LOOSE LIPS



LATITUDE / JOHN

Potty Talk. Above, the Corinthian Yacht Club offers one of the most scenic restrooms in the Bay. Below, a glass holder at San Diego Yacht Club.

We're also enamored with facilities that offer relief not just from the call of nature, but from the burdens of the beverages that induced that very call to begin with. Many of us have struggled to find an adequate or sanitary location to stow our libations while taking care of the business at hand. Well, San Diego Yacht Club's men's room provides sturdy cup holders to allow its occupants to focus on the aforementioned business without distraction. Kudos.

Some of our female colleagues have informed us that similar conveniences are not provided in women's rooms. To that end, we righteously call for immediate bathroom equality. As a civilized society, we believe it's fair and just that we have equal ease and comfort when heeding nature's call.



LATITUDE / TM

"**T**wenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore! Dream! Discover!" — Mark Twain.

LOOSE LIPS

Have you heard of the Tropic of Taurus? Neither had we, until recently. We're referring to the increasing number of sailors — mostly cruisers, so far — who are referring to the Tropic of Cancer as the "Tropic of Taurus." There is some logic behind it. When both tropics were named 2,000 years ago, the sun at its highest northerly zenith (the summer solstice in the northern hemisphere) appeared in the constellation Cancer. The line of latitude where that occurred about 23 degrees above the Equator was therefore named the "Tropic of Cancer." At its most southerly point, the sun originally appeared in Capricorn, which is how that Tropic got its name. As the years have passed, the sun has migrated into Taurus for the northern solstice (and Sagittarius to the south — although we can't seem to find anybody down there trying to rename their Tropic). There have been no official proclamations of any name change we could find. If anyone out there has any more info, opinions or feelings on the subject, please let us know. But just to warn you where we stand astronomy-wise, we're still kind of pissed about Pluto getting demoted.

But hey, if this thing catches on, we do have a few suggestions. First off, have you ever seen the Black Sea? Well, *it's not black*. It's actually beautiful. So how about the Crystal Blue Sea? And the Pacific? Pfft, that's a terrible name. "Boisterous Ocean" would be much more accurate. The constellation Orion looks nothing like a hunter. It should be "Three Stars In a Row." Los Angeles? What a joke. How about "Los Smogos" or "Los Traffico Terrible" The Golden Gate Bridge is more like the Rusty Orange Gate. Treasure Island? Hah! How about Eyesore Island . . .

Eight bells for Ian Farrier, who passed away suddenly in December at the age of 70. Originally from Christchurch, New Zealand, Farrier established Corsair Marine near San Diego, and created the F-27, one of the most popular production trimarans in the world.



Farrier's vision also touched the Bay Area. "The introduction of the Corsair 27 was largely responsible for growth in the Bay Area Multihull Association racing in the late '80s and early '90s," said a spokesman for BAMA, which was a support group for multihull builders, many of whom built their own boats and went cruising. This defection reduced the ranks of membership. But with the introduction of the Corsair 27, "there was need for a local multihull racing organization which was already in place

with BAMA."

But prior to his move to San Diego, Farrier was in Brisbane, Australia, where he sailed on a few local trimarans. Noting the success of trailerable monohulls, Farrier set out to design a multihull that could easily be carted around. In inventing the Farrier Folding System which would eventually be trademarked in 1974, the Trailertri 18 was launched, and led to five more iterations of easily trailerable boats. Farrier's invention led the proliferation of trimarans, which had previously been prohibitively wide for trailers, but were now mobile.

Gary Helms, a long-time Bay Area Corsair dealer, remembered Farrier as "a creative genius who transformed the world of trimarans. He was obsessive with his attention to quality and details of all of his designs." Gary noted he is currently in the process of commissioning a new, all-carbon Farrier 33 built by Multihulls Direct in the Philippines that will soon be delivered to the Bay for an owner in Colorado.

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SIGHTINGS

a funny bit of kismet and courage

Sailing in frigid, stormy Arctic seas is a venture most sailors forego for the balmy breezes and sweet liquor of the tropics. But stormy seas can lead to the best rewards, which Jeremiah Kosten was bold enough to discover only a few months into his sailing career.

Jeremiah, or "JJ," is a California native who moved to the Bay Area five years ago. He'd never sailed before late 2016, but said he's always been fascinated with sailing culture. He promised himself that while in the Bay, he'd find the time to pursue his persistent interest. Working at the UCSF hospital, JJ would watch boats come and go on the Bay while on the job. It was the "romantic side," he said, that pulled him in, as well as the thought of "sailing around the world by harnessing the power of the wind." After realizing that he had yet to fulfill his promise, JJ drove to OCSC and signed up for a package of lessons.

It turned out JJ's distant, romantic obsession with sailing was just as powerful up close. Once he started taking classes, JJ was in love, so much so that he "may have even lost a girlfriend over it."

continued on outside column of next sightings page



Spread: Norway in the summer looking pretty inviting in a fjord in Steigen. Inset lower right: bundled up and on watch. Inset far right: Jeremiah 'JJ' Kosten showing some Norwegian love.



2018 yra calendar out

If you're reading the January issue of *Latitude 38*, that means that the *2018 Northern California Sailing Calendar and YRA Master Schedule*, produced by *Latitude*, is also available to read. In addition to the usual monthly calendars, you'll find events sorted into categories like beer can races, midwinter series, women's races and shorthanded races. Want to get your kids into sailing? We've assembled a detailed list of youth programs throughout the region. Weekend current predictions for San Francisco Bay are in there too.

New this year is an expanded section on PHRF ratings. The PHRF committee hopes that this data will help enlighten competitors about how ratings numbers

continued in middle column of next sightings page



ALL PHOTOS MATS GRIMSAETH

kismet and courage — continued

He has since taken almost every class OCSC has to offer. When we asked him what was most surprising in the first couple of months of sailing, he answered, "There were definitely some challenges, but I was actually surprised by how the tactile instincts of sailing seemed to come really quickly."

A few months after his sailing adventures began, one of JJ's favorite nature photographers, Mats Grimsaeth, began posting several sailing-related photos on Instagram. One post included Mats' plans to be the youngest skipper (at 22) to lead a circumnavigation around Svalbard, an archipelago a few hundred miles north of Norway. JJ sent Mats a direct message, and Mats told JJ he could join the return trip to Norway. Full stop. Flights booked.

Though he had never heard of Svalbard and knew no one who had sailed there before, JJ headed north to meet up with Mats and crew. On August 11, they set sail aboard the *Bavaria 50 Humla*, one of a few boats in a fleet owned by the expedition company SeilNorge. Onboard was skipper Mats Grimsaeth, first mate Jens Skår Krystad, crew Petter Foshaug, and 17-year-old stowaway Othilie Rodahl. The trip was rough, as they had to cross the Barents Sea, a part of the Norwegian Arctic, named after the Dutch navigator Willem Barents, that's known for its unstable, stormy weather. True to form, while crossing the Barents, *Humla* (which translates to bumblebee) encountered two converging storms and massive waves.

The challenging passage gave JJ serious doubts. Tired and with little hope for calmer seas, JJ told Mats he'd be ditching the boat the second they found land. Since he had enjoyed every element of sailing thus far, JJ was disheartened about his sudden urge to bail. But Mats admitted to hating ocean passages as well, saying that he much preferred coastal cruising and pulling into anchorages. "It was encouraging to see someone I really respected admit that being a good sailor doesn't mean you have to like every part of sailing," JJ said, adding that in battling storms together, the crew formed a tight bond. "I can't tell you how close we became; you end up really relying on one another. The fact that your life is literally in one another's hands is a feeling that is hard to replicate."

After several failed attempts at making landfall due to the poor weather, they finally arrived in "the most spectacular place in the world," more commonly known as Norway. The magnificence (and calmer weather) left JJ's thoughts of ditching the boat behind. *Humla* sailed for four days through fjords of still water, sunshine, waterfalls, dolphins, whales, birds, mountains and tiny fishing villages, then around the Lyngen Alps, Tromsø and Bodø.

When we asked JJ what sailing had brought to his life thus far, he said, "Sailing has already given me more gifts than I ever thought possible. That was the best trip of my life, and I have done a good amount of traveling." One of the best things about sailing, he said, was that "you seem to really get away from the noise of the rest of the world and leave all its problems back on land; you can find a moment of mental clarity."

— hannah arndt



SIGHTINGS

Cybele comes full circle

With the great variety of used boats on the market these days, it's often tough for potential buyers to pick the one best suited to their needs and budget. But for Will Turnbull III, 31, the choice was a no-brainer.



JULIE TURPIN

Will Turnbull was an adolescent the last time he sailed aboard 'Cybele', one of his late father's prized possessions. (Despite the nameplate, the name really has only one 'l'.)

When the exquisitely maintained wooden sloop *Cybele* was offered to him recently, he jumped at the chance to buy her — and, in doing so, recaptured a cherished piece of his family's history.

Way back in 1957, Will's father, William Turnbull Jr., bought one of the first of a new line of 26-ft, all-teak sloops built by Hong Kong's Cheoy Lee Shipyard. The very first one of them had proved impressive during two singlehanded Atlantic crossings that same year. Originally called Pacific Clippers, they were said to be related in styling to Folk-boats. (But the name of the actual designer is unknown.)

The Clippers were as pretty to look at as they were fun to sail in San Francisco Bay's boisterous conditions, so they sold well — particularly after a local yacht brokerage gave them the catchy nickname Frisco Flyer. Some of the original

batch of 22 boats are still active, as are many more later versions with masthead rigs, some built of fiberglass.

For 35 years the elder Turnbull kept his varnished-hulled beauty at Sausalito Yacht Harbor. "In fact," says Will, "he actually lived aboard it for a while after getting kicked out of his apartment in San Francisco and before buying the house in Sausalito," which the family still owns.

A Princeton-educated architect whose most famous work includes the sprawling Sea Ranch development on the Sonoma County coast, the elder Turnbull was, as you might imagine, a well-organized fellow who liked to keep his pretty little sloop in tip-top condition. So once a year he sailed her over to Alameda's Stone Boatyard for her annual haulout. "I remember he used to hand me a precise list of all the things he wanted done," recalls former yard owner Bill Bodle, "written in tiny print on the back of a business card. And he'd tell me to also fix anything else that I thought needed attention."

When the famous architect died in 1997, Bodle offered to buy the sloop from his wife, Mary Griffin — Will III was only 11 at the time. For 20 years Bill Bodle and his wife Grace kept *Cybele* in mint condition, mostly dry-sailing her out of Stone's and later from their Richmond yard, Sugar Dock. But when that property sold in January they were faced with the conundrum of what to do with her. On a whim, Bill called Mary to see if anyone in the family might like to take over as *Cybele*'s caretaker — amazingly, she still had her 1990s number. Soon after, Bill was delighted to learn that Will III was eager to take on the vintage beauty. After sailing with his dad as a little kid, he'd sailed competitively all through college but had never owned his own keelboat. Appropriately, Will and Bill settled on the same \$10,000 price that Bill had paid for the sloop in 1997.

When we caught up with Will and his girlfriend Caty Moniz aboard *Cybele* at Sugar Dock, they seemed as excited as little kids on Christmas morning. Not only had they recaptured a family heirloom that had been one of Will Jr.'s most prized possessions, but she was in great shape from stem to stern, including her gazillion coats of gleaming varnish.

There wasn't a brass band or hordes of well-wishers to witness her

continued on outside column of next sightings page

yra calendar

are determined. We hope that prospective racers won't be daunted by all the information. No, you do not need a degree in math or physics to get a ratings certificate! We encourage those new to racing to fill out the provided form as best they can and dive into the wide, wonderful world of yacht racing in Northern California, where you will truly find something for every experience level and interest.

Also new this year is a collection of bucket-list regattas. We've gathered Caribbean, Mexican and Pacific Rim events all into one section. What's on your bucket list?



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

— continued

The YRA has mailed 2018 calendars directly to their members. Calendars will also be available for free at many of the places that distribute *Latitude 38*, particularly at yacht clubs, marinas and chandleries around the San Francisco Bay Area waterfront.

Copies can also be ordered by mail for \$5 each from our website at www.latitude38.com/admin/subsform.html (or put a check in the mail to Latitude 38, 15 Locust Ave., Mill Valley, CA 94941). Get a copy now and plan your 2018 year on the water!

— chris

Cybele — continued

launch, but splashing her was obviously a very proud moment for young Will — as *Cybele* was undoubtedly as pretty on that day as she was when first launched 60 years ago. The now-funny, but then-not-so-funny, addendum to the launch euphoria came a few minutes later, when *Cybele* began to sink like a stone. Luckily, several big pumps were on hand nearby, and within a couple of days her vintage planking had swelled up so that her bilges were bone-dry again.

Cybele is now 'back home' at Sausalito Yacht Harbor, where Will and Caty are undoubtedly giving her the same sort of TLC that Will Jr. did. It puts a smile on our face to see them join a whole cadre of young Bay sailors who've taken on the care and restoration of vintage classics — especially because we're suckers for boat-romance stories that have happy endings. We wish them the best of luck with their lovely little thoroughbred.

— andy

Spread: Proud caretakers Will and Caty were thrilled to take possession of this vintage woodie. Insets, left to right: "Take her up slowly." Up, over and in. Sitting pretty before the bilges began to flood.



SIGHTINGS

toughest clipper race leg ever

"It was brutal," said San Francisco sailor Harmon Shragge, who crewed on *Garmin*, after the completion of Clipper Race Leg 3. The fleet of one-design monohulls had just sailed through the Southern Ocean from Cape Town, South Africa, to Fremantle, Western Australia. Crew pay to sail on one or more legs of an 11-month circumnavigation; one paid professional skippers each 70-ft boat.

"It was so incredibly difficult," Shragge, age 60, told us. "Primarily because of the weather. Leg 3 is supposed to be one of the great downhill runs — a sleighride. The wind is at your back the whole way and you're surfing down waves going up to 30 knots. That's why most people went on this, to experience something of that magnitude, and you have to go pretty far out of the way to do it.

"But we started to look at the weather, and we're noticing, 'Hunh, this looks like it's at my bow; we're going into weather.' And I thought, 'We'll get past this in a few days.' We started and had one kind-of-calm day and then boom. For almost the entire leg, the wind was at our nose. The only way to get down and around the Cape was on a

continued on outside column of next sightings page

the joys of small-

The month I was seventeen, I signed before the mast as an able seaman on a three-topmast schooner bound on a seven-months' cruise across the Pacific and back again. As my shipmates promptly informed me, I had had my nerve with me to sign on as able seaman. Yet behold, I was an able seaman. I had graduated from the right school. It took no more than minutes to learn the names and uses of the new ropes. It was simple. I did not do things blindly. As a small-boat sailor I had learned to reason out and know the why of everything. It is true, I had to learn how to steer by compass, which took maybe half a minute; but when it came to steering "full-and-by" and "close-and-by," I could beat the average of my shipmates, because that was the

*Right top: The air drop of medical supplies.
Right bottom: The packages are handed down the companionway to Harmon Shragge. This page: The patient is transferred to an Australian rescue vessel.*



boat sailing, part 2

very way I had always sailed. Inside fifteen minutes I could box the compass around and back again. And there was little else to learn during that seven-months' cruise, except fancy rope-sailorizing, such as the more complicated lanyard knots and the making of various kinds of sennit and rope-mats. The point of all of which is that it is by means of small-boat sailing that the real sailor is best schooled.

. . . Yet for genuine hard work, excitement and thrill, give me the small boat. Let the wind baffle and drop in a heavy tide-way just as you are sailing your little sloop through a narrow drawbridge. Behold your sails, upon which you are depending, flap with sudden emptiness,

continued in middle column of next sightings page



clipper race — continued

close haul. The weather made people do very strange things. Three of the boats hit rocks. One ran aground." *Greenings* struck a reef in the middle of the night. The crew were safe, but the boat had to be cut up.

"Normally you leave Cape Town and you head south to hit the Great Circle." The Great Circle route, the shortest distance around the planet, actually lies below latitude 45°S, but the Clipper rules keep the fleet north of 45°. "We probably went down to 43.5. There were a bunch of storms brewing down there, so we headed back up again. For almost 12 days we were slamming into weather on a close haul. We're all, like, 'When is this going to end?' It started to take its toll." Sails were blowing up. "Clipper came out with amended rules that you couldn't even put on your yankee 1 (your large jib), and the yankee 2 and 3 could only be used in limited conditions. Because forestays were breaking. Bowsprits were breaking." Harmon says that the wind speed peaked at 58 knots, and that they saw 15- to 20-ft waves during the storm. "The wind was beating the waves down. Instead of riding the waves you were going into them." Later they sailed in 30- to 40-ft swells.

The sailors were living at a 30-35° angle. "You're racing. You're giving nothing to comfort. I got over bouncing around, but what was really difficult was being wet all the time. In advance everybody said, 'Everything's going to get wet,' and I thought I would be different: 'I'm going to keep myself dry.' But even if you wear a drysuit, you get out of it and, because your boat's at an angle, you bump into the bunks, the walls, you get soaked that way. With the ambient moisture in there, it doesn't take long and you're just soaked. I got diaper rash. Even though we had a cover for the companionway, water would just be crashing through.

"On one boat, somebody broke an arm and had to be dropped off on an island. On our boat, starting at about Day 10, one of the crew's digestive system stopped working. For another five days it kept getting worse. We called for a medevac. But we were about halfway across, 2,500 miles into it. So the Australians sent a C-70 plane. They made an air drop: 15 packages full of medical supplies. We were able to recover 14 out of the 15. Recovering each one was a man overboard drill for us. Our boat then turned into a medical ward." Supplies included pain medications, IV fluids and a catheter.

"Incredible the care they gave this man. We had a doctor onboard who had been a nurse before she was a doctor." The patient stabilized, and another five or six days passed. "We were met by an Australian submarine rescue vessel that was diverted from the Argentinian disaster. This vessel was not going to be able to raise the lost Argentinian sub, but onboard were two doctors, two medics and a mini-hospital. They sent a dinghy out; we transferred this man to them. They got him as close as they could to shore and then air-transferred him. He's doing fine now."

Just when *Garmin* was preparing to receive the air drop of medical supplies, the crew was informed that Simon Speirs had gone overboard from *GREAT Britain*. "We were all mortified." That night, one of the crew overheard event organizers talking to the skipper, 29-year-old Gaëtan Thomas of Belgium, over the radio. "The crewmember said, 'Harmon, did you hear, this poor man, he didn't survive.' I started to cry. Meanwhile I heard the skipper telling her, 'Don't tell the crew. Have you told anybody?' And she said, 'I just told Harmon.' And the skipper said, 'You can't tell anybody. I'm sorry. Because we are doing a very delicate operation in a few hours when we're receiving the air drop, and I cannot have the morale of the crew affected. You may not tell.' And so there I was, devastated. This man was the same age as I was, had children like I did, was supposed to be a real great guy; I was just broken up, and I had to keep it to myself. We did the air drop. We had practiced, and that came off

continued on outside column of next sightings page

SIGHTINGS

clipper race — continued

without a hitch. He told the crew the next day. And people were broken. We started to double-clip in. Apparently there was some kind of equipment failure and they thought double-clipping would help. But these Spinlocks are not designed for double-clipping all the time."

Instead of taking 18 to 21 days, Leg 3 took 26. "If you don't follow the Great Circle, it's a longer distance," explained Shragge. "We ended up going just under 5,500 miles." The finish and arrival were anticlimactic. "It had been so long. Everyone was so exhausted. Either you were hurting in some physical way, or you were very upset and depressed about what happened during the race. Usually there are a number of parties and celebrations. Nobody was really partying. They had a lovely service for Simon. But there was a pall."

The Fremantle to Sydney leg started on December 19, and the fleet was entered in the Rolex Sydney Hobart, which started on December 26, several days after this issue went to press. Shragge planned to rejoin *Garmin* for that 628-mile race. We'll have an update in the February issue; also see www.clipperroundtheworld.com and read more on *Lectronic Latitude* at www.latitude38.com.

— chris

choked with trash in the caribbean

The photos do not do it justice," says Caroline Power, an underwater photographer and conservationist, about a plume of marine debris in Roatan, Honduras, that was documented in September and early October. "In the worst of it, we went for nearly five miles before we reached the trash lines,"



Caroline Power in Honduras.

providing shelter and food for small fish and other sealife. Power says many of the trash rafts are now much larger than the seaweed rafts. Or, in many places, the trash simply globs onto and covers the Sargasso mats.

We have all heard the pleas from conservationists that we are killing the planet — and especially the ocean — with our garbage. Seeing these photos, that's hard to argue. And while we think that sailors by our very nature are more ecologically aware than most water users, one shocking scientific study Power found says an estimated 15-40% of trash produced in coastal towns ended up in the ocean — even though it was put in trash receptacles!

Power says there are three takeaways from these photos:

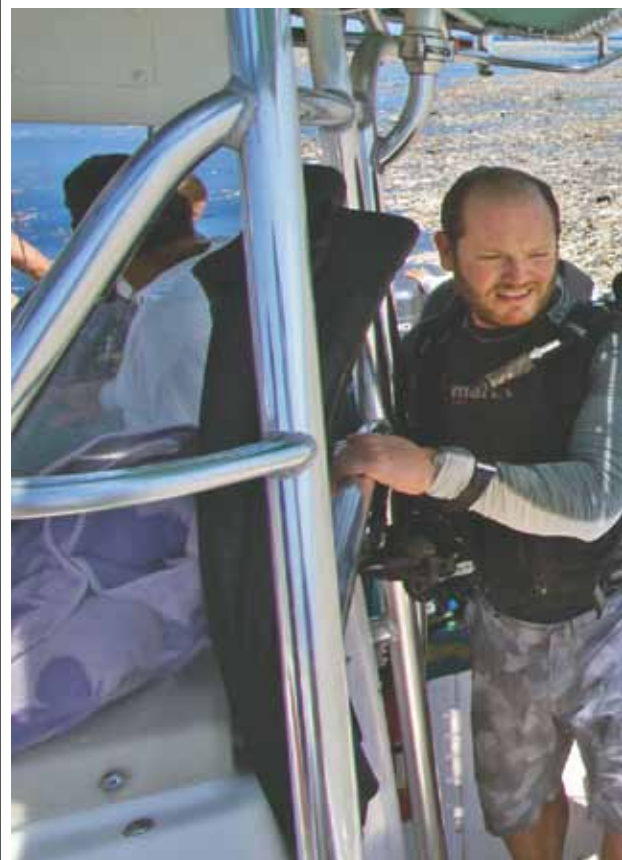
1) Roatan is not alone in its battle with ocean trash. And in fact, these garbage patches are tiny compared to the massive trash ac-

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small boats

and then see the impish wind, with a haul of eight points, fill your jib aback with a gusty puff. Around she goes, and sweeps, not through the open draw, but broadside on against the solid piles. Hear the roar of the tide, sucking through the trestle. And hear and see your pretty, freshly painted boat crash against the piles. Feel her stout little hull give to the impact. See the rail actually pinch in. Hear your canvas tearing, and see the black, square-ended timbers thrusting holes through it.

Smash! There goes your topmast stay, and the topmast reels over drunkenly



COLIN CASHMORE / AVANT GARDE

— continued

above you. There is a ripping and crunching. If it continues, your starboard shrouds will be torn out. Grab a rope — any rope — and take a turn around a pile. But the free end of the rope is too short. You can't make it fast, and you hold on and wildly yell for your one companion to get a turn with another and longer rope. Hold on! You hold on till you are purple in the face, till it seems your arms are dragging out of their sockets, till the blood bursts from the ends of your finger. But you hold, and your partner gets the longer rope and makes it fast.

continued in middle column of next sightings page

trash — continued

cumulations in the giant gyres that circulate in the Pacific, Atlantic, Indian and other oceans.

2) The trash shown here has nothing to do with the somewhat-recent hurricanes in the eastern Caribbean. Which is not to say there wasn't massive, trash-laden runoff in those areas. But most of it stayed in the eastern part of the Caribbean Sea.

3) Guatemala and Honduras are not solely to blame for the trash. While a large amount of trash does come out of the Motagua and other rivers in these countries, they are not the only source.

Power requests that anyone sufficiently concerned (or, like us, horrified) by these photos please make a donation to Roatan Marine Park or any local organization working on marine conservation, ocean stewardship or pollution issues.

— jr



SIGHTINGS

sailing doodles

Can you really quit your job, go cruising and make a living documenting all the fun you're having? Like several other successful sailing video bloggers, Bobby White and co-star Laura — who recently sailed through Sausalito — have found a way to make it work. A few years ago, Bobby was a 'high-flying' professional pilot when an inexplicable brain hemorrhage suddenly ended his career. After a lengthy recovery, he decided to sell everything and go cruising. Bobby picked up a 1984 C&C 37 and headed to the Caribbean from Texas, where he'd learned to sail as a kid on dinghies and small keelboats on Lake Ray Hubbard.

And as Bobby's cruising funds were sinking lower, his video skills were soaring higher. Bobby created the Sailing Doodles YouTube

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small boats

You straighten up and look at your hands. They are ruined. You can scarcely relax the crooks of the fingers. The pain is sickening. But there is no time. The skiff, which is always perverse, is pounding against the barnacles on the piles which threaten to scrape its gunwale off. It's drop the peak! Down jib! Then you run lines, and pull and haul and heave, and exchange unpleasant remarks with the bridge-tender who is always willing to meet you more than half way in such repartee. And finally, at the end of an hour, with aching back, sweat-

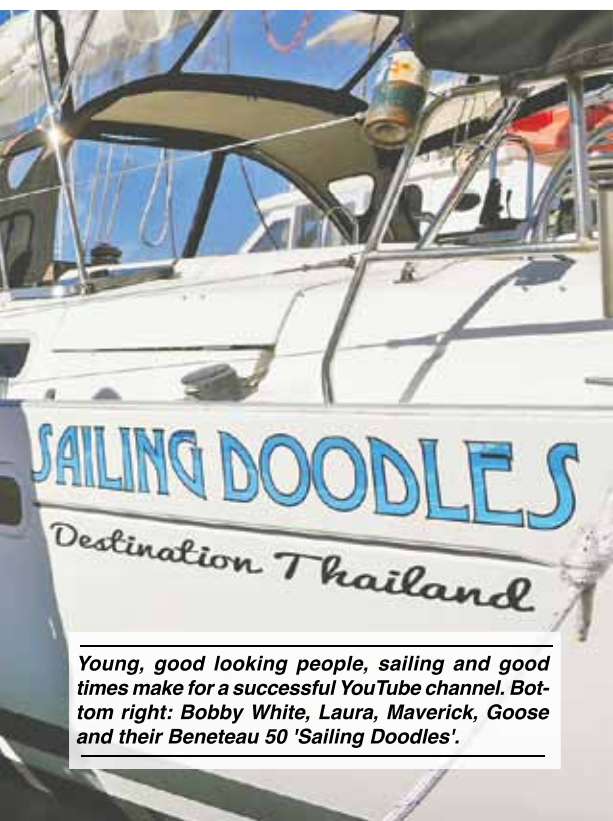


— continued

soaked shirt, and slaughtered hands, you are through and swinging along on the placid, beneficent tide between narrow banks where the cattle stand knee-deep and gaze wonderingly at you. Excitement! Work! Can you beat it in a calm day on the deep sea?

I've tried it both ways. I remember laboring in a fourteen days' gale off the coast of New Zealand. We were a tramp collier, rusty and battered, with six thousand tons of coal in our hold. Life lines were stretched

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Young, good looking people, sailing and good times make for a successful YouTube channel. Bottom right: Bobby White, Laura, Maverick, Goose and their Beneteau 50 'Sailing Doodles'.

ALL PHOTOS SAILING DOODLES

doodles — continued

channel to chronicle his adventures and fund his new sailing habit. His fan base grew quickly.

The adventure ended abruptly when Hurricane Maria devastated Puerto Rico and Bobby lost his C&C. Having been down and out, Bobby knows how to bounce back. He picked up the delivery of a Beneteau 50 from Canada to Thailand, and was recently in the Bay before sailing to Southern California and Mexico.

Is the gig working? 60,000 fans and 10 million views later, Bobby's monthly YouTube income is providing a very livable kitty. Some cruisers replenish their funds by doing odd jobs ashore, such as stitching canvas or doing mechanical work. Bobby's 'day job' includes videoing his very attractive crewmates, doing boat repairs, leaping off cliffs into crystal-clear waters and, of course, live sailing. The money comes in primarily from patrons who volunteer funds to subscribe to his video blog, get access to live 'chats', and win opportunities to sail along. The cash comes in through *Patreon.org*, PayPal donations, a GoFundMe page and from YouTube advertising.

Current shipmate Laura met Bobby in the islands at the St. Thomas Yacht Club. She also hails from Texas, but picked up her sailing skills while attending nursing school in St. Kitts, where she has practiced nursing in the islands for six years. She spent most of her time on catamarans, and is now leaning into a new angle aboard the Beneteau 50 named *Sailing Doodles*.

Bobby swears there's a lot of work to it, and we believe him. He and Laura are constantly carrying a camera, setting up shots, editing, and interacting with people along the way. They also set up frequent meet and greets so almost every aspect of their cruising journey is recorded and edited into regular 15- to 20-minute shows. Creating an episode takes hours of shooting and at least eight hours of editing. The live chats happen on Facebook and garner anywhere from 700 to 1,500 viewers globally. Bobby guesses that about 50% of his viewers aren't sailors, but have become dreamers hooked on the sailing lifestyle.

The video blogging world is exposing a whole new audience to sailing — and not the kind seen at your local yacht club or junior program. It's bringing a vivid, live portrait of the cruising life right into the palm of people's hands and attracting a diverse fan base. When we met up with Bobby and Laura at the Seahorse restaurant in Sausalito, the 30 or more fans in attendance seemed to be in the 40+ range.

Bobby offered some tips, including the need to maintain a steady pace with a frequent posting schedule. You need to develop your channel through multiple platforms with YouTube, Facebook and Instagram. The share of funds coming from YouTube advertising (about 25%) recently declined after they changed an algorithm, so Bobby has had to work hard to be interactive with the Live Chats, meet-ups and online comments. Despite some early fears about negative comments, everyone they've met has been very helpful, especially as they pull into new ports and find fans who want to show them around.

What's next? After cruising California and Mexico, they'll head west to the Marquesas to deliver the Beneteau 50 to Thailand in August. Following that, they'll deliver one of Island Spirit's new catamarans to Belize, taking her across the Indian Ocean, up the Red Sea, across the Med, and finally west to the Caribbean.

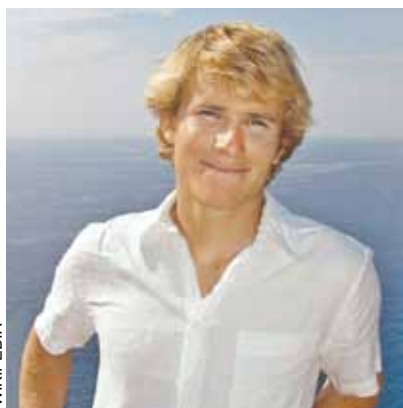
Bobby thinks he's running about fourth or fifth in the YouTube sailing channel rankings. The leaders are SV *Delos* with about 71 million views and 238,000 subscribers, and *Sailing La Vagabonde*, with 53 million views and 351,000 subscribers (stay tuned for an upcoming review of 'YouTube Sailors'). It's a niche that will likely become more crowded and challenging. While it all looks fun and can certainly be rewarding, it takes personality, perseverance, talent, patience and a bit of luck to rise to the top. Perhaps that's you, but we suspect most people would rather just go cruising. If you're interested, tune in to www.sailingdoodles.com and follow the adventure.

— john

SIGHTINGS

a macif achievement

Forty-two days, 16 hours and 40 minutes. That's the new record for a human being to sail around the world alone, set in December by François Gabart, a jovial, towheaded Frenchman. The new benchmark is more than six days faster than the previous mark set almost exactly a year ago by Thomas Coville, who made four attempts before finally setting his short-lived standard.



WIKIPEDIA

The incredibly charming François Gabart is considered by some to be the new French 'Golden Boy' of record-setting offshore sailing.

the always-smiling, exceptionally charming 34-year-old Frenchman manage this monumental feat?

Gabart got off to an impressive start on November 4. He averaged about 700 miles a day and boat speeds around 30 knots. He passed the Cape Verde Islands (off the coast of West Africa) with a 200-mile 'lead' on Coville's time, before coasting to a stop in the doldrums. But François hit the gas when he caught a Southern Ocean low on the back of a high-pressure system — the convergence of which created high winds with smooth seas, allowing for boatspeed averages between 35 and 37 knots. Weaving his way through these systems, François managed to log an incredible 851 miles in a day and broke the record — which he himself had set — for the fastest 24-hour solo sailing run.

Let's take a moment and recount all of the records set on *Macif*'s incredible round-the-world run: Gabart made the fastest navigation of the Pacific, according to the BBC. He set a new reference time from Ouessant, France, to Cape Agulhas, South Africa. And he set the Tasmania to Cape Horn record. Once rounding the tip of South America, Gabart found another dreamy line through a high and low pressure system, keeping his speed in the 30-knot range. He hit some light air just before reaching steady trade winds, which propelled him north to Europe and on to the record.

So who is François Gabart? By all accounts, he's the most pleasant sailor we've ever seen. The Frenchman was snapping selfies throughout his trip, always beaming a smile, always perfectly unshaven, and always looking carefree and boyish while smashing nearly every standard in offshore sailing. Gabart started his career with some junior sailing bona fides: He was a French Opti and Moth champion, and a junior world champ in Tornados before moving to offshore racing.

In 2012-2013, Gabart won the Vendée Globe and — in keeping with the theme of this article — set a new monohull round-the-world record of just over 78 days (that mark was broken in the next Vendée by Frenchman Armel Le Cléac'h). A statement on the *Macif* Twitter page said, "The idea was that François exploited the full potential of his boat, while respecting his motto, written on the walls of *Macif*:

The rate at which these records are being broken is head-spinning. Coville's 2016 record of 49 days, 3 hours and 7 minutes was a full week faster than the previous 57-day mark set by Francis Joyon in 2008, which, in turn, was 14 days faster than the record before that.

Even more remarkable, Gabart came within about two days of setting a round-the-world record, period — solo or crewed. His trip around the globe aboard the 100-ft VPLP trimaran *Macif* is the second-fastest circumnavigation ever.

"I'm proud and happy to have made this pretty voyage around the planet," the BBC quoted Gabart as saying. "I've just crossed the finish line. It's pretty crazy. It's pretty unreal. I'm a bit overwhelmed." How did

fore and aft; and on our weather side, attached to smokestack guys and rigging, were huge rope-nettings, hung there for the purpose of breaking the force of the seas and so saving our mess-room doors. But the doors were smashed and the mess-room washed out just the same. And yet, out of it all, arose but the one feeling, namely, of monotony.

— jack london

This essay was originally published in the August 1912 issue of Country Life in America magazine (and has been edited). Stay tuned for the third and final installment in an upcoming Sightings.

small boats



INSET PHOTOS FROM BOTTOM: JEAN-MARIE LIOT / ALEA; ALEXIS COURCOUX; FRANÇOIS GABART

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— continued



macif — continued

'Fast but not furious.'

The Twitter thread went on to revel in Gabart's amazing month-and-a-half run: "Today, a loner circled the planet in just over 42 days. It's so good to blow up glass ceilings! There are stages in the history of offshore racing, and François has just crossed one. It is the result of an accumulation of knowledge that has come together around a collective project. It is very virtuous."

Michel Desjoyeaux, a French sailor of great repute whom François may now rival in prestige and accomplishments, told Agence France-Presse that he wasn't surprised that Gabart decimated so many records. "We can be sure that François has a faster boat than [Coville]. He has spent a great deal of time on multihulls, and is completely unafraid of high speeds."

— tim

ronnie simpson contributed reporting to this piece

François Gabart left France and sprinted around the world while posting selfies. He returned home in just 42 days to huge, jubilant crowds, and took the celebratory swig of champagne.



MARINE NATIONALE

SIGHTINGS

walking on the weather mark

A trip around the Farallon Islands is one of Northern California's great sailing rites of passage. About 30 miles outside the Bay, the islands jut up from the edge of the continental shelf, as if beckoning sailors — especially racers — to make the circuit. Southeast Farallon Island serves as the weather mark for the crewed Farallones race, the first of which was run in 1907; the Singlehanded Farallones, first sailed in 1977; and the Doublehanded Farallones, first raced in 1979.

Although the island is closed to the public, we were recently invited to go ashore by crewing for Jamis MacNiven, a member of the Farallon Patrol, aboard his motoryacht *Valkyrie*. The islands are among the richest biological treasures in North America and have been studied by scientists continuously since 1968. The Farallon Patrol was established in the early '70s by Charlie Merrill of Sausalito and Howard Allen of Belvedere to support the scientific research by organizing volunteer boat owners to ferry necessary supplies and people on and off the island.

Bay Area sailors Alan Weaver and Warren Sankey are among hundreds of Bay Area boaters who have volunteered over the last 40+ years — each of them having made about 30 trips back and forth running fresh fruit, rations and other critical supplies. "One trip got me hooked," Alan said. "The island is incredibly interesting, and it's fascinating and inspiring spending time with the researchers who care so much about the island and the planet."

Supply trips are only made every couple of weeks, and, of course, are weather dependent. We were lucky; we hit one of the clearest, warmest December days we can remember (we were assured not all days are like that). Getting onto and off of the island is no easy feat: Vessels secure to a mooring ball a couple of hundred yards off the south side of the island, and a launch is dropped via crane into the

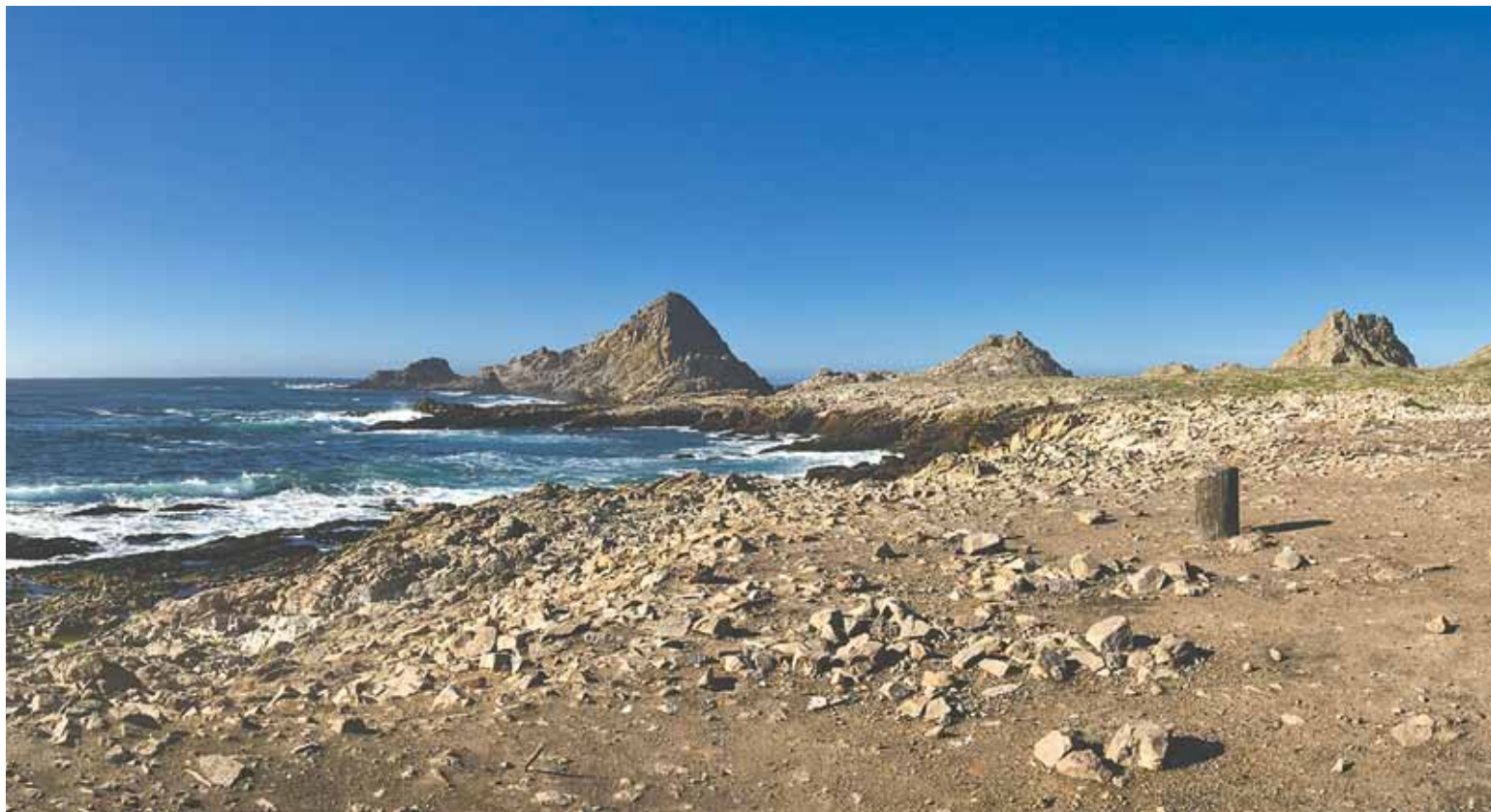
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taking refuge from

John and Pam Petersen count themselves among the lucky ones. Although the hellish firestorms that ravaged Ventura County last month forced them to evacuate their home near rural Ojai, the building survived. And during the weeks-long inferno they were able to take refuge at Oxnard's Peninsula Yacht Marina aboard their immaculate 30-ft Falmouth cutter *Minke* — a sistership to Lin and Larry Pardey's famous cruiser, *Taleisin*.

Many other sailors and powerboaters retreated to their boats in neighboring Channel Islands Harbor marinas, some having lost everything except their boats to the seemingly unstoppable blazes. As widely reported, the chaos began December 4 and quickly expanded exponentially, driven toward the coast at speeds up to 60 mph by warm, dry Santa Ana winds coming off the high deserts.

At press time the Thomas Fire and associated blazes had scorched more than 260,000 acres. No doubt some boat owners with berths in the massive Santa Barbara Harbor took refuge there too, although the carpet of sticky ash laid down by heavy clouds of smoke made life aboard almost untenable. Once the fires are finally extin-



the firestorm

guished, it will likely take weeks to clean up the mess. Our hearts go out to all who suffered losses.

— andy



LATITUDE / ANDY

When the angry Thomas Fire threatened, John and Pam Petersen were glad they had the option of retreating to 'Minke'. Formerly berthed in the Bay Area, she was built in New Zealand to a Lyle Hess design, using cold-molded construction techniques, by the late Chris Lowery, who sailed her extensively.

weather mark — continued

water, some 40 feet below. In rolling swells, the launch operators/scientists delicately shuttle supplies, researchers and volunteers between the island and the volunteer Farallon Patrol boat.

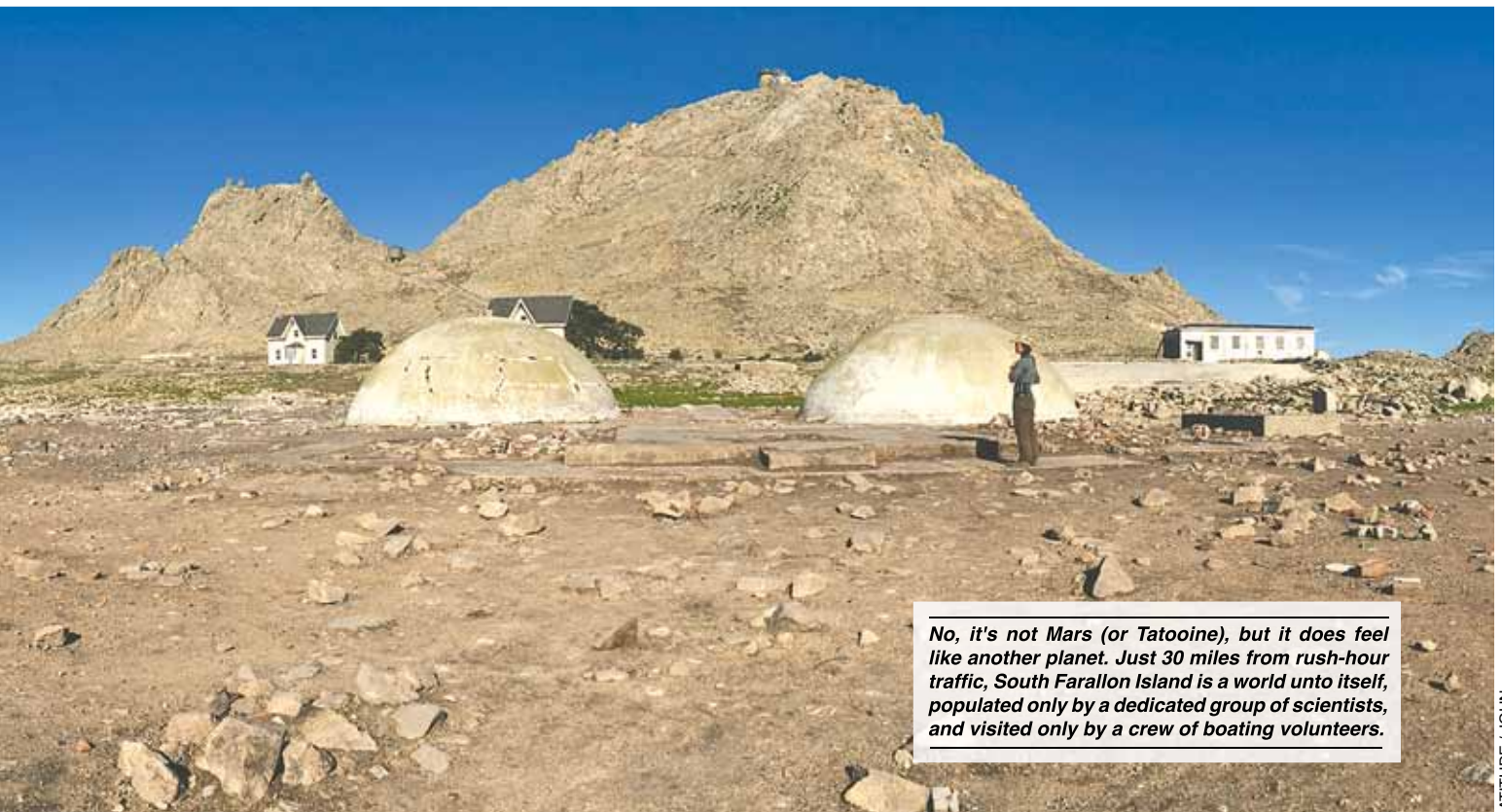
Once on the island, you quickly sense that, despite their proximity to seven million people, the Farallones are remote. You have a sense of being on another planet, but one teeming with life. At almost 100 acres — and with a barren, rocky peak capped by a lighthouse about 360 feet above sea level — the geography is compact, but diverse.

With just three trees, the islands are primarily inhabited by thousands of seabirds, marine mammals and great white sharks, as well as between six and nine scientists who spend three-month shifts on the island studying all aspects of the local ecosystem. The scientists have been tracking various species since the late '60s when the once-vibrant humpback whale population dwindled to an estimated 1,400 creatures.

Since whaling was banned in 1971, that population has recovered to the current estimate of 20,000, many of which we saw on the Bay this summer (a few were hanging out by the mooring ball). The common murre is another much-studied species heading into their breeding season — the island will reach a peak population approaching 300,000 about the time the Doublehanded Farallones Race circles the rock in March.

If you visit www.farallonpatrol.org, you can learn more about the volunteer service and see a list of the current 20-plus-boat volunteer corps, or visit www.pointblue.org to learn more about the research and science continuously underway on Southeast Farallon Island. While the island serves as a dramatic weather mark and worthy offshore sailing objective for Bay Area sailors, it's also a solid foundation for marine science and environmental recovery.

— john



No, it's not Mars (or Tatooine), but it does feel like another planet. Just 30 miles from rush-hour traffic, South Farallon Island is a world unto itself, populated only by a dedicated group of scientists, and visited only by a crew of boating volunteers.

LATITUDE / JOHN

THE FOILING FEATURE —

Did something change in the sailing world when footage of the foiling Optimist went viral?

This was by no means the first non-America's Cup boat to fly. Cruising boats have been experimenting with foils for years, and kite- and windsurfers have been testing a variety of foil setups for at least a decade before the current proliferation. And let's not forget the multitude of foiling dinghies, such as the Moth, WASZP, UFO and iFLY15. The 2020 Tokyo Olympics will see its first foiling class, the Nacra 17. Even Lasers — the most popular sailing boat in the world — have foiling kits available.

In fact, foiling boats are over 100 years old, and it's easy to find black-and-white photos of motor boats zooming above the water on their strange under-water wings.

But the flying Opti — which was designed and built as a novelty and is not a production boat — seemed to open a door, if only in people's imaginations. If one of the most basic and ubiquitous boats in the world could fly, then maybe foiling was something for the masses after all. Maybe the space-age technology could trickle down, at least a little, to all of us common sailors.

The expansion of foiling is a convergence of a century-old idea that came to fruition in sailboats with the advancement of lighter, stronger materials, and the injection of millions of dollars from the research and development of the modern America's Cup.

The spread of foiling begs the question: Will the future be foiled? What will sailing look like in 25 years? In 50? A

Not exactly sail powered, but the US Navy's experimented with foils, seen here on the XCH-4. The benefits of reducing drag were quickly realized, but foils on motorized craft came and went. It would be almost 50 years until foils found their way onto sailboats.

distinction should be made here between fully foiling boats — also known as boats that 'fly' — and foil-assisted craft. The latter may have facets of technology that trickle down into 'regular' boats for added speed and comfort.

But it's not just sailboats — foil surfing has exploded in just the last year, making average or even crappy waves suddenly enticing. Oxford University

"It's unlike anything you've experienced before. It's the sensation of flying. You're off the water, everything is quiet, and you're going really fast."

is currently trying to build the fastest human-powered watercraft through the use of foils. And there's even the possibility that shipping companies — lured by the incentive of lower fuel costs — may start redesigning their ships with a type of foil assist to increase efficiency.

"We can fly just about anything," said Gino Morrelli of Morrelli & Melvin Design & Engineering Inc., one of the architects behind the HH 66, a foil-assisted catamaran that was just named *Sailing World's* 2018 Boat of the Year. "We don't go four sentences in the office without someone saying 'foiling', because a lot of people are pushing foils on everything. We just had a guy talk about foils on a kayak. It's just so pervasive right now."

The America's Cup Breeds Speed

Did foiling give birth to the modern America's Cup, or did the modern America's Cup give birth to foiling?

Yes.

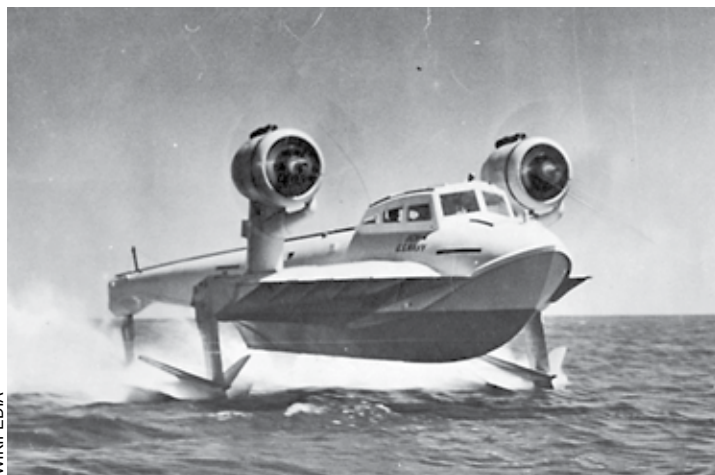
"The America's Cup was the springboard," Morrelli said, explaining that the research and development in both design and manufacturing has led to a refinement in foils. "That sophistication has developed through Larry Ellison pouring a quarter-of-a-billion-dollar investment into the



R&D, as well as all of the America's Cup teams. It never would have had this quick of a development otherwise."

Morrelli said a significant breakthrough was when Cup designers learned how to test foils in the digital world. In the old days, boats were tank tested, whereas now, experimentation is done at the lightning-fast speed that only computers can offer. "Digitally, using Computer Fluid Dynamics software, you can apply sailing forces to [foils] and see if it flies and how stable or unstable it is. [In 2017] Team New Zealand obviously led the way with their testing, because they only had so much time and money. The simulations were really where the breakthroughs came. They gained empirical knowledge by having faith in their simulators."

Chris Radkowski, a co-owner of F4 (with Al Mirel Designs), which makes foils and fins for kite- and windsurfers, said the Cup was both an inspiration, and, for a designer, an intellectual boon. "We were all into the cats when they were



WILL THE FUTURE BE FOILED?



The Morrelli & Melvin-designed Team New Zealand AC72 (in the foreground, on San Francisco Bay) began a foiling revolution that continues to ripple through the sailing world.

here [in 2013], and it was interesting to see them evolve and go from just foiling downwind, then upwind, then foiling through tacks," Radkowski said.

"We got to know the crews and reached out to Cup designers. They were an incredible resource to bounce ideas off. They were all thrilled to push what was state of the art." Radkowski — who is a championship windsurfer, and whose shop is located in Woodside, a South Bay suburb — said that because kite and windsurfing foils are smaller, cheaper and easier to build, America's Cup designers were interested in the quick development of those products, which in turn fed their own knowledge of the foils for the AC cats.

The importance of computers in the evolution of foils cannot be overstated, both in terms of design and development, but even more importantly, in terms of on-the-water control. "[The America's Cup] is certainly where foiling got its big-

gest boost and notoriety," Morrelli said. "But it was under development since the 1800s. In the late '50s, the Navy started looking at it seriously, and it dribbled around for 20 years. The motor yacht world kind of gave up on it, because it was too undependable.

"We didn't have good active control systems. Back then, [controlling foils] would have required a building full of computers. But active sensors are getting way more compact," Morrelli said that on the sailing side, carbon fiber offers a favorable power-to-weight ratio. "A decade before, there wasn't enough power in the sails. But now there's better sails and better boat building."

Speed Is Luxury. Luxury Is Speed

It's not just the uber-specialized niche of high-performance dinghies and America's Cup catamarans (and soon to be monohulls) that are foiling. Cruisers are getting in on the action, to varying degrees.

Gunboat, which produces luxury

"You could also argue that foils justify themselves not just for performance, but also for cruising comfort."

catamarans, was one of the first to incorporate foils into some of their cruising boats. "We're definitely on the cutting edge on the production side of things," said Nils Erickson, the technical and sales director for Gunboat, which is located in Newport, RI. "But we're still in the process of figuring out what works and what doesn't. The technology is spreading quickly and we are seeing wider adoption of the benefits of foiling. Even Beneteau have a foil-assist boat."

It's important to note again that foils don't necessarily have to make a boat fly. Foil assist helps to reduce drag and increase speed. "It's basically what percentage of the vessel's displacement is being supported by a foil," Erickson said. "With foil assist, you're not targeting actual 'flying', you're just targeting less wetted surface, so the boat makes a smaller 'hole' in the water."

Erickson said that a catamaran at rest will have equal displacement on each hull, which grows increasingly

The Gunboat 66 'Coco de Mer', also a foil-assisted craft, showing some spunk in breezy conditions.



THE FOILING FEATURE —



LATITUDE / TIM



LATITUDE / JOHN



F4 FOILS AND FINS

Some of us here at 'Latitude' have been lucky enough to foil, including aboard French foiling pioneer Alain Thebault's 60-ft long by 79-ft wide 'Hydroptère' (top right). Surfers are having a blast on foils in small waves (bottom right). A kitesurfer at Crissy Field shuffles his feet for a jibe (left).

askew under sail, as pressure is put on the leeward hull. Assuming the windward hull is flying, the leeward hull is supporting 100% of the vessel's displacement. "Gunboats don't fly a hull often, though, while cruising," Erickson said. "We spend most of our time at, say, 80%/20% split between the windward and leeward hull."

"But on the Gunboat 66 *Extreme H2O* for example, the [C-shaped] daggerboard produces about 4 tons of vertical lift. On a +/-16 ton boat, that's about 25%. That means the leeward hull is sitting near its static waterline at [speed]."

Erickson said that the future is definitely leaning toward the benefits of foil assist, and noted that fully foiling boats aren't necessarily faster — but foil-assist boats are certainly more stable. The fully foiling Gunboat G4 famously capsized two years ago while racing in St. Barth, in a video that went viral in the sailing

world. "The G4 was a great product, but obviously not the kind of thing you want to happen when you're producing cruising boats," Erickson said.

For the new breed of foil-assisted cruiser to fully utilize the speed that foils

"We can see nothing but lift fractions going up over the next decade, for sure."

offer, every aspect of the boat must be as light as possible. The entire supply chain — from engines to watermakers and electronics — is striving to make their products weigh less. Morrelli said he was at a trade show recently speaking with various manufacturers, when

he noticed a battery charger encased in a large, clunky steel box. Morrelli cringed. "Surely you can make the case out of fiberglass," he said. "The next leap is going to be all those subcontractors and suppliers lightening all of their products. And we're starting to have those discussions, and they're trying to join the crowd. Everybody's on the diet," Morrelli said, adding that owners of million-dollar cruising boats don't want to sacrifice the luxury they've paid for.

Ultimately, lighter boats lead to high lift fractions, or the amount of lift the boards, or foils, will produce. "We can see nothing but lift fractions going up over the next decade for sure," Morrelli said. "Boat building technology hasn't really peaked, but all the low-hanging fruit is gone."

Do all of these innovations seem outside the realm of your boat? Well, there is a possible trickle-down effect for

WILL THE FUTURE BE FOILED?

all of us non-foiling sailors. Innovations in speed have also led to advancements in stability.

"You could easily argue that foils justify themselves not just for performance, but also for cruising comfort," said Nils Erickson of Gunboat. "The curved C-daggerboards reduce 'heave', or the up and down motion of the boat. T-rudders [like a normal rudder with wings on the bottom] similarly reduce pitching, or the rocking-horse motion. There's no mistaking when the T's are installed. You can feel the pitch-dampening benefits even motoring out of the harbor."

Morrelli agreed that the technology may find its way to other boats, so that cruising monohulls might soon be benefiting from the stabilizing effects of T-rudders (which are also known as 'elevators'). "It's one of the side benefits while learning how to fly. [Some foils] dampen pitching, so the mast isn't pitching back and forth so much."

Speed Is Controversial

There are politics surrounding foiling, or rather, opinions so strong that they're tainted with a weight nearing ideology. We should acknowledge here that a good portion of our readership is not at all enamored with foiling, and therefore with the modern America's Cup.

The boats are too fast, some of our readers say. The races are boring, and at times it's difficult to tell if the boats are going up- or downwind — in reality, because of the apparent wind generated by their fantastic speeds, the foiling catamarans are in fact always close to the wind, making spinnakers irrelevant. This has led to one of our readers' biggest complaints: The modern AC cats don't require a lot of sailors: really, just a skipper, tactician, and a bunch of burly dudes creating energy that powers the foils. The new America's Cup seems to be all about *foiling*, but not *sailing*.

Is the purity of sailing threatened by the scorching speed of foiling? Have the unique qualities of sailing — crew work and the delicate skill and choreography required to change sails — been sacrificed for raw horsepower?



RYC JUNIOR PROGRAM

Richmond Yacht Club Youth Director Dan Brandt takes a Bladerunner for a spin.

AC veteran Tom Ehman — a former vice commodore of the Golden Gate Yacht Club, and former director of US Sailing (when it was still USYRU) — called foiling a legitimate 'offshoot' of the sport. "It's here to stay, but it's only an offshoot. The America's Cup catamarans are too expensive, too dangerous and too difficult," Ehman said.

"They're fun for a few, but they aren't going to replace Lasers, J/22s, Flying Scots or PHRF boats, to name but a few. It's not mainstream and never will be."

(As the modern foiling America's Cup took hold, Ehman had envisioned the

San Francisco Yacht Racing Challenge, a regatta featuring 12-Meters. Ehman said the event would "bring dignity, style and stability back to the sport — the Wimbledon of yacht racing." The event has fizzled for now, but some of our readership is quite interested in seeing a rebirth of the old school.)

America's Cup veteran Ed Baird also wondered how far foiling can go. "Never done it, but it looks like it's getting easier. Certainly, it has got plenty of people noticing. But the cost and the risks . . .? Not sure where that takes us. Can you see marinas full of foiling sailboats 10 years from now?

How about the Big Boat Series on nothing but foiling boats? Gets you thinking, eh?"

But Ed's son Nick — a US Youth Champion and top collegiate sailor at Yale — had a slightly different take: "I think it's hard to say if foiling will be good for the sport. I think we just have to be patient at this point and see where it goes. It's certainly the path that we're on right now, so we should make the best of it. The tactics and strategy aren't

Foiling has really found its feet in kitesurfing. About ten years ago, foiling kiteboards required huge, bulky ski boots that were bound to the board. Advancements in materials and design have made foils lighter . . . and the boots are long gone.



LATITUDE / TIM

THE FOILING FEATURE

as different as many people think; it's just that they don't seem to matter as much. Once people get good enough that there aren't big differences in boat handling and speed, then they will become important again."

The question of tactics is interesting. Many of us think that fast boats just sprint around a course, and that there isn't a lot of strategy involved.

"You're definitely not tacking on every shift, but you're also not just banging the corner every time," said Dan Brandt, the youth director at Richmond Yacht Club, himself a foiling dinghy sailor. Brandt described the leap from a Laser to a Moth: "The people in the Moth fleet are really cool, and more than happy to help. The fleet has a pretty close-knit feel. It takes some getting used to being above the water. It's super quiet and quite a bit faster."

But foiling hasn't exactly taken over junior sailing. Brandt said that there aren't many venues that can handle fully foiling boats, and that the boats themselves are still a bit too technical — and way too pricey — to have a consistent following. Consider that a Laser

The foiling Opti went viral back in April. Axel Rahm fist pumps his stoke, and called it "amazing."

costs about \$6,000, whereas a WASP is about \$10,500. While it's certainly all the rage, foiling remains prohibitively expensive.

But Brandt believes that foiling dinghies can still serve an important role in developing young sailors. "I absolutely try and get my kids in faster boats all the time, because it's going to make you a better sailor. Foiling will make you a better sailor."

"Basically, if you sail any faster boat and then transition to something slower, you're a better sailor. You realize how much time you have to think, and how much muscle memory you use. In FJs,

I'm always telling my kids to slide forward when they're going upwind, even though you can't really feel the effects in an FJ. But you can feel it instantly on a foiling boat."

Speed Feels Good

Chris Radkowski said F4 Fins and Foils' claim to fame was building the first windsurfing hydrofoil that was comparable in speed to a conventional board. "It changed the sport of windsurfing. Now there are major events all over the place. They're considering it for the Olympics."

After windsurfing for over 23 years and doing an Olympic campaign in 1988, Radkowski said that for him, it just came down to the feeling you get from foiling.

"It's unlike anything you've experienced before. It's the sensation of flying. You're off the water, everything is quiet, and you're going really fast. It's addicting," Radkowski said that there's a full-blown foil obsession happening in the watersports community. "Once someone has had a taste, they're done. They're addicts."

Perhaps that's what the foiling Optimist signified — simply, the stoke. We all remember the first time we got a Laser on a plane, or were on a keelboat that surfed down a wave. Foiling is an expression of what a boat can do. Whether you like it or not, and regardless of what role you think it has in our sport, foiling has inspired many sailors to reach for what's next.

The foiling Opti was designed and built by students at Sweden's Chalmers University of Technology (as well as SSPA, a maritime consulting company). Chalmers said they wanted to challenge themselves to make the most high-tech innovations on the "the world's least advanced sailboat."

During the Flying Opti's first sail in Sweden last spring, test skipper Axel Rahm said: "All of the water sounds stop and then it becomes silent. This is just . . . amazing."

"This is what sailing should be all about in the future."

— **latitude** / *tim*

Jonathan Weston contributed reporting to this piece.



CHALMERS UNIVERSITY OF TECHNOLOGY

In case you thought foiling was strictly a young person's game, here is an older gentleman racing in the 2015 Moth World Championships in Sorrento, Australia.



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THE PLEASURES OF WINTER CRUISING —

Years ago, when I was a freethinking undergrad who was often late for classes, I rationalized that if you believe in fate, you can never really be late — you can only arrive when you

cruise from San Francisco Bay south to Southern California aboard our Cross 42 trimaran, *Little Wing*. We originally

intended to sail out the Golden Gate in August — then September, then October — and work our way to San Diego in short hops, but a long list of delays hobbled our departure until early November. By then it was bitter cold in Sausalito as we made final preparations for departure. But once underway we were

soon reminded what a difference a few degrees of latitude can make, and what fun it can be to visit touristy towns and popular harbors in the off-season.

During the sleepy, post-summer months you're likely to find less-harried — and thus friendlier — staffs in marinas, shops and restaurants; less crowded — if not deserted — anchorages; and in some

es, lower prices on certain goods and services. Having enjoyed many warm, sunny days on the water during our southbound cruise, complemented by many splendid experiences ashore, we found ourselves wondering why neither we, nor anyone we know, has ever opted to cruise the coast during the winter months — whether ultimately heading to Mexico or not. For us, this proved to be a great way to shake down our cruising systems while escaping the North Coast's chilly winter temperatures.

After more than six months spent installing all sorts of new gear and gadgetry — often with our arms and shoulders contorted into some cramped corner of a locker or the engine room — it was a glorious feeling to finally head out the Golden Gate in early November, even though the light northwesterly breeze that day was freezing-ass cold.

Just outside the Gate we were escorted by an energetic pod of dolphins, who seemed to be welcoming us to their watery playground. A half hour later, several humpbacks put on a show for us just outside the entrance channel. We assumed that they, too, were on their way south. Little did we realize at the time that we'd see migrating whales offshore during each leg of our little cruise.

Winds were light, seas were calm, and skies were fog-free that afternoon, so our arrival at Half Moon Bay, skirting the famous Mavericks surf break, was uneventful. Once inside the breakwater, we found a cozy spot within the enormous free anchorage, where only a couple of other cruisers were moored.

As we poked around ashore the next day, we saw few obvious tourists and even fewer cruisers. The docks, however, were abuzz with activity as the commercial crab season was soon to begin. Although Half Moon Bay lies only about 23 miles south of San Francisco, and only a couple of ridge lines away from Silicon Valley,



Woohoo! After months of hard prep, we finally slide out the Gate, unaware of the surprises that lay ahead.

were meant to. Naturally, my professors didn't buy it, dismissing this revelation as typical undergrad BS. But over the years I've found that sometimes being 'late', or otherwise straying from your original game plan, can have unexpected benefits.

A case in point was our recent coastal



Left and above: Visiting the internationally renowned Monterey Bay Aquarium is an eye-popping educational experience for nature-lovers of all ages. There are far fewer visitors during the winter months, making the off-season an ideal time to check it out.



by the rugged look of the crabbers we could have sworn we were in some quiet corner of the Oregon coast. The guys at the harbor office were not only friendly, but they gave us a key to the marina heads, assuring us the use of showers and laundry facilities was free for anchor-outs as well as marina tenants.

After two days of getting to know the

*It was a glorious feeling
to finally head out the
Golden Gate.*

harbor area and enjoying some great locally caught seafood, we set sail just after dawn for Monterey, some 60 sea miles away, and arrived after dark at Breakwater Cove Marina's guest dock, greeted by a cacophony of full-throated grunts and groans from the resident sea lion community that 'owns' the

This mooring field lies between Breakwater Cove and the Monterey Municipal Marina, all of which are adjacent to downtown.

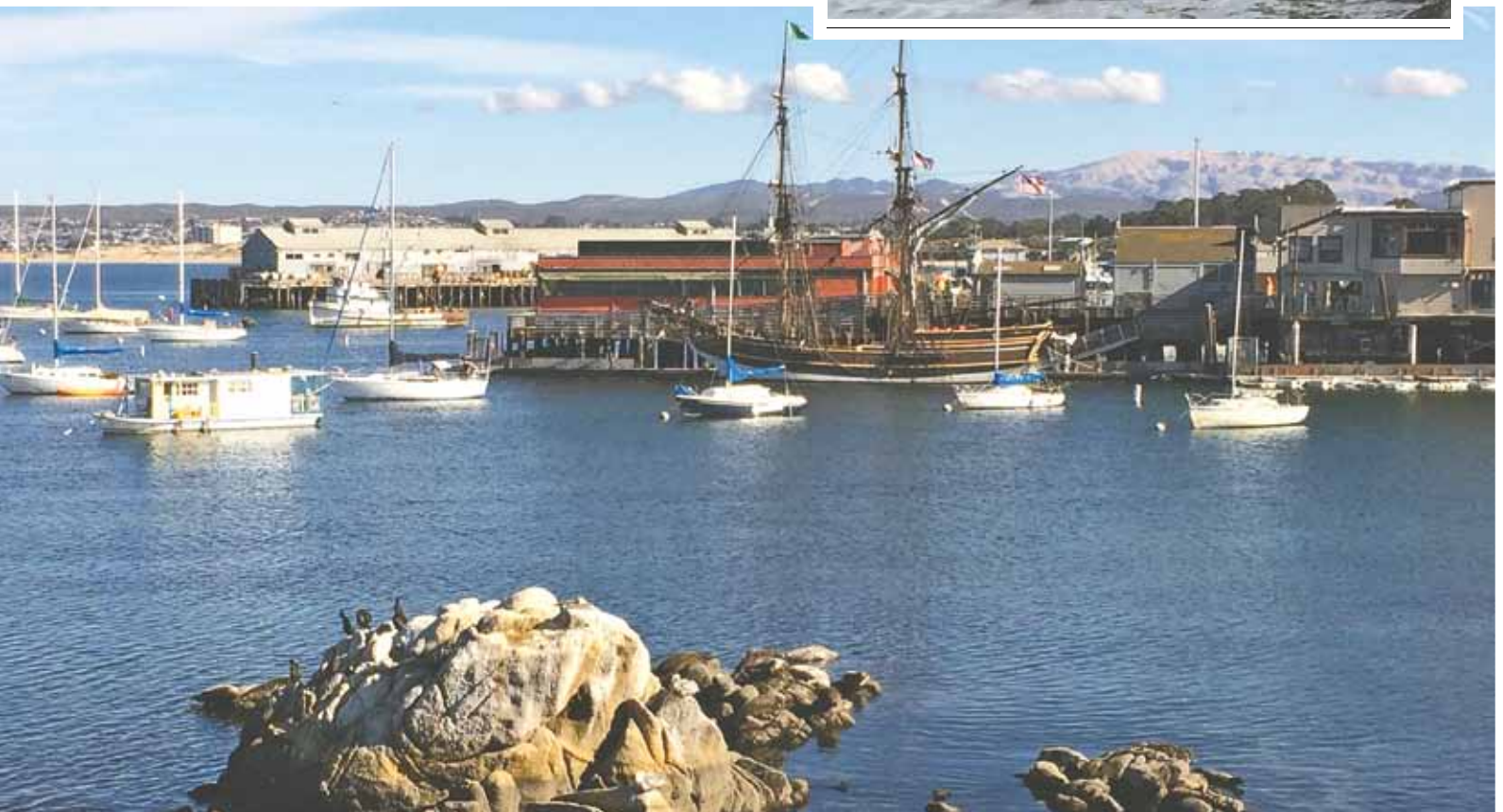
harbor's breakwater. We'd called for a reservation only the day before, and the only other guest dock tenant was a big, beautiful Oyster 62 that was being prepped for shipment to Europe. Both Breakwater Cove and the larger Monterey Municipal Marina are near the heart of the city and historic Cannery Row, immortalized decades ago by author John Steinbeck.

With its salty maritime history, bike- and pedestrian-friendly downtown, enticing shops and restaurants, and notoriety as Alta California's capital when under Spanish and Mexican rule, Monterey is a fascinating place to visit in any season, but during winter it's a veritable ghost town compared to the hustle and bustle of mid-summer.

As a result, we got great service wherever

we went, including at the local West Marine Express, where the sole employee, Scott, gave us at least a half hour of his time, determined that we leave as happy customers. The marina staff was equally helpful, and shopkeepers seemed glad to see us wherever we went. But

We'd never seen so many pelicans as there were perched on the seawall at Half Moon Bay. Were they, too, waiting for crab season to begin?



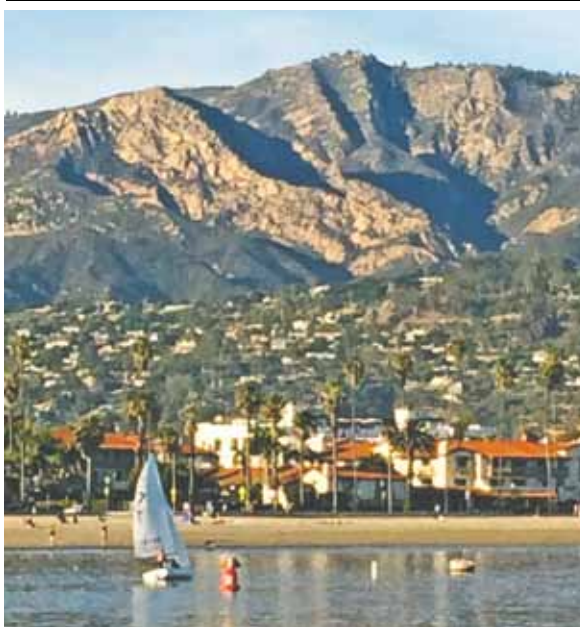
THE PLEASURES OF WINTER CRUISING —

the coolest reward for playing tourist during the non-tourist season was visiting the magnificent Monterey Bay Aquarium along with only a handful of other would-be oceanographers. Twice before during summer, the long lines to get in had caused us to give up. This time, by contrast, we were able to explore the spectacular, 300,000-square-foot facility with so much elbow room, it almost felt as though we were on a private VIP tour.

Needless to say, when transiting sections of the coast during the winter months, you need to wait for a good weather window, unless you relish a wild, rowdy ride against headwinds or, worse yet, having to motor for days without enough wind to sail. For our 200-mile jump to Santa Barbara, we caught a nice breeze in the low teens that allowed us to sail comfortably most of the way without motor-ing. We rounded Point Conception in mild conditions, despite its reputation for often being rough and rowdy, though not long afterward we were treated to a half-hour joyride in 24 knots of wind. The many oil drilling platforms near the point are well marked on the charts, but their many irregular lights and appendages make them look like sinister characters out of a *Star Wars* film.

During Julie's watch she saw a huge pod of roughly 20 Pacific white-sided dolphins racing us south. For me, the highlight of that passage came on the second, pitch-black night. While alone

The well-protected marinas at Oxnard's Channel Islands Harbor enjoy a fine climate and brilliant sunsets.



Lying south of Point Conception, Santa Barbara has a Mediterranean climate year-round. During our visit, temps were in the 80s.

on watch under full sail, I heard the unmistakable sound of a whale exhaling — spouting — right next to our portside ama. A minute later he spouted again, this time off our starboard rail. As cool as that was, it made me a bit nervous to have a giant cetacean traveling so close to our hulls. "Is he asleep on the surface?" I wondered. "Does he see us?" Just then I heard the rustle of water just aft of our transom and turned to see by the faint starlight a full-grown humpback arc through the water, flap his flukes and descend into the deep. I was convinced he had simply swum by to check us out and welcome us to the neighborhood.

Later, we saw the phosphorescent 'jet trails' of several dolphins playing

alongside our amas — another little gift that helped pass the time.

The notorious headland of Point Conception functions as the gateway to warm, dry Southern California. As we pulled into Santa Barbara in late morning, shirtless guys and girls in bikinis paddleboarded past us and nearly everyone walking the docks of the enormous municipal marina seemed to be wearing shorts and sandals. Having traveled only 275 miles south of the Golden Gate — roughly 4° of latitude — we'd gone from shivering to sweating in a few days, with a 15° to 20° rise in temperature.

We hadn't made a slip reservation, assuming there would be little cruiser traffic at this time of year, and our hunch proved correct. In fact, the friendly Harbor Office staff gave us a primo spot on the outermost finger of I Dock, with an unimpeded view of the entrance channel and the historic S.B. Wharf. If no slips had been open, our backup plan was to anchor in the vast anchorage off East Beach, which is available for free all winter. Unless a storm is passing it's generally not too bouncy.

With air temps in the high 70s to low 80s, and the harbor's walkable access to a zillion shops, restaurants and nightspots, we felt as if we could have stayed forever, although the reality is that getting a permanent slip here is next to impossible unless you buy a boat that already has a spot.

From S.B., it's only 27 miles south to Channel Islands Harbor, or a 25-mile reach to Santa Cruz Island. (More about the latter below.) We'd been advised by friends that the Channel Islands Harbor complex was well worth a visit, but it wasn't until we spent a few weeks there (on an end tie at Peninsula Yacht Marina) that we understood what an awesome spot it is. Located in Oxnard, this huge man-made harbor is home to seven marinas and many impressive waterfront homes, yet it's a real 'sleeper' compared to most other SoCal harbors. Many shops, restaurants, bars and marine services are within walking distance, the locals are generally laid-back, and there are miles of broad,



WHO KNEW?

sandy beaches both north and south of the entrance — often with good surf. From the harbor, it's only 18 miles to the easternmost anchorages of Santa Cruz Island.

Among cruisers, Santa Cruz is the favorite of the eight Channel Islands, as it offers many well-protected anchorages; dozens of sea caves to explore by dinghy, kayak or boogie board; excellent diving; and hiking on its eastern end (which is owned by the National Parks system), yet no tourism development ashore. On midsummer weekends boaters of all stripes enjoy the tranquility of the island's anchorages, but during the winter months you're likely to have just about any bay to yourself. As peaceful and unspoiled as it is, you'll feel as though you are a million miles from the frenetic pace of mainstream SoCal living.

From Santa Cruz Island, it's 60 miles to Two Harbors, Catalina, the 'cruisier' alternative to ultra-commercial Avalon.



Although we wouldn't want to hit one, seeing migrating whales along our route was a highlight of the trip.

During the summer months, both are packed with party-hearty SoCal sailors, but they're nearly deserted in wintertime. At this time of year you can simply show up and request a mooring in whichever section of the well-maintained mooring fields you prefer.

For those with no intention of continuing south to Mexico, Avalon would be a logical place to end your south-bound trek and wait for a southerly or

calm in which to motorsail back to the Bay.

Sailors headed to Mexico, however, could visit a variety of other well-protected SoCal Harbors before crossing the border. From Avalon, it's roughly 25 miles to Newport Beach, 30 miles to Dana Point, and 70 miles to San Diego — all normally easy crossings in light air with temperatures typically in the 70s, even in January. Each of these harbors maintain slips or moorings for visiting boaters. And each has marine services nearby.

Wise cruisers travel slowly, giving themselves plenty of time to enjoy spontaneous, unplanned stopovers along their route. But many Mexico-bound cruisers — including ourselves — end up racing down the coast with few stopovers. This was the first time we'd actually made the 425-mile trip to the border at a leisurely pace well behind the herd, and we loved it.

— *latitude/andy*

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SEASON CHAMPIONS, PART III —

In Part III of our salute to the local champions of the 2017 season, we check in with fleets sailing under PHRF (for monohulls) or BAMA (for multihulls) handicap ratings. We covered most of the local one-design classes in the November and December issues, but you'll find a few more in here as well.

We'll begin with the PHRF fleets and one-design classes racing in the YRA Series, which consisted of eight races on four days in May, June, July and August. Venues ranged from the Cityfront to Southampton Shoal and the South Bay to the Berkeley Circle. The YRA offered a division for Sportboats, but Mark Kennedy's Flying Tiger *CentoMiglia* was the only entry to sign up for the entire series. The PHRF 1 division had 'single race entries' only.

YRA Series PHRF 2 Mintaka 4, Farr 38 Gerry Brown, BYC

"Winning the first two races of the season was a great start," said Gerry Brown, age 83, who is no stranger to these pages.

Brown has owned *Mintaka 4* since 2000, "the longest I've ever had a boat." He previously owned boats for around seven years. "I really like this one," he said.

Brown's favorite venue was the Cityfront. "We haven't raced there in the last few years."

To win their division they were "just careful to always cover *Red Cloud* to stay in control."

Most of his regular crew have been aboard for a long time: "Bruno Carnovale, navigator (35 years; also did Pacific Cup in 2002); Gari Ruggles, tactician (7 years on this boat; also crewed for me in the '60s on my 5.5-Meter and Triton); Henry Melin, trimmer (33 years; also did Pacific Cup in 2002); Joe 'Rocky' Rockmore, foredeck (29 years); Donald Inouye, mast man (7 years); Gerald O'Connell, main (4 years on and off); and Scott Gardner, main (1 year). Scott joined the crew when his dad Bob died in April. Bob Gardner had crewed for us for 12 years, and it was a sad loss for all of us."



Gerry Brown

YRA Series, PHRF 3 Sea Star, Cal 39 Bob Walden, BYC

"This was a memorable year in many ways, but the standout event unfortunately was the loss of our crewmate Alex Muci," reports Bob Walden. "Alex passed away unexpectedly in February, and all of us on *Sea Star* have felt his loss all year. Alex was one of those crew the entire boat relies on. His sailing skills and physical strength, coupled with his intelligence, warmth and fun personality, helped make us a happy and competitive team. Alex didn't get to see what we were able to achieve with *Sea Star* this year. I still miss him every day."

In 2017, *Sea Star* sailed all the YRA and OYRA races as well as the Delta Ditch Run and the Jazz Cup (which no one could finish), plus several beer cans.

"We have had so much fun together this year. But my personal fave this year was Drake's Bay. I have always enjoyed the race up and down, but the anchor-out and dinner with crew is especially pleasing. We rafted up with pal boats *Ahi* and *Hang 20* and had a great time, with seared shishito peppers for appetizers, plenty of cocktails and a big dinner, and an absurd game of Cards Against Humanity that ran into the wee hours. Then we got some shut-eye, woke up, shook off the hangover, and had amazing breakfast burritos, and then a glorious downwind romp back to the Bay and a first-place finish. What could be better?"

Key to winning in 2017 was "converting the boat from a cruiser to a racer (getting rid of the stack-pack and roller furler; putting decent sails from Hogin on the boat; sanding off ~200 lbs of 40 years' worth of rolled-on antifouling paint and spraying on a real racing bottom); and also of course the crew, who I think were a bit shocked to have to learn to deal with things like jib changes and the like but nonetheless rose to the challenge and performed amazingly well this past year."

Walden says it's a big boat with a deep pool of crew. "The standouts are main trimmer Craig, who probably makes it



Bob Walden

SEA STAR



RIP Alex Muci

to more races than anyone else; foredeck Amber, who had to learn so much new stuff this year; mast tech Tyler, who joined us this spring and had some *huge* boots to fill, but who has turned into a core crewmember; Dave, who can and does do anything; Matt, another jack of all trades but who can tame the giant kite better than most; and a long list of occasional or new folks: Ana, Brian, Ephraim, Gilli, Graziella, Jaimie, Jay, Jenna, Jim (x2), Marty, Max, Russ — all y'all are awesome.

"And of course Alex — this season was dedicated to his memory. Sail on, Alex; we'll catch up with you again."

YRA Series PHRF 4 Neja, Dasher 32 Jim Borger, WSC

Skipper Jim Borger explains why he lives back East yet keeps a vintage raceboat on San Francisco Bay: "Thirty-three years ago I worked for AT&T in

IN THE SWIM WITH YRA, BAMA, SSS, ETC.

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



San Francisco and was transferred to New Jersey for a three-year rotational assignment for a work/study program at Bell Labs. With technology change my old organization in San Francisco disappeared, and with promotions at headquarters the rotational assignment became permanent.

"The rational thing would have been to sell the boat, but this was a boat my dad and I built in our garage/backyard in Burbank 58 years ago. I could have moved it to New Jersey, but the boat loves the fresh breezes of San Francisco Bay. Now that I am retired, I fly to the Bay Area usually three times in the racing season for about four weeks at a time and squeeze in as many races as possible. When you add up all the cost of owning a boat, three round-trip fares are almost lost in the rounding, and I get to race on S.F. Bay."

A wooden Lapworth design that also races in Master Mariners, *Neja*

(pronounced Nee-jah) lives in Richmond's Marina Bay Yacht Harbor. Alex Smith, who has been racing on *Neja* since 1982, is her caretaker and mast man/grinder. Smith's wife Arlita is tac-



Alex and Arlita Smith

tician. Additional crew are "Karin Mendiola, Jingwen Cai, who responded to my *Latitude 38* ad for racing crew needed, Alan Coyle and George Thomas."

Perseverance is the name of the game aboard *Neja*. "When I was a kid learning to race, the motto of my yacht club was 'A pound of pluck was worth a ton of luck.' For example, in the South Bay the wind was very light. In the second race all the other boats dropped out, but we were too stubborn to quit. The final leg to the finish started out as a beat, but the wind was so light the tide pushed us upwind of the finish. While we were only 300 yards from the finish, the tide was pushing us away from it. There was only 10 minutes until the time ran out. We repacked and set the spinnaker and ghosted across the line with only a couple minutes to spare. We are glued to the water when the wind's light, but we didn't quit.

"With a keel half the length of the boat, we are good to weather in a breeze. If we can get 12-15 knots on the nose, we can generally sail to our rating, if we do not make any mistakes."

YRA Series, Islander 36 Windwalker

Richard & Tom Shoenhair, SSS

"*Windwalker* had an extremely fun season in 2017 with some great competition from the Islander 36 fleet," writes Tom Shoenhair. "This year was quite different than 2016, as we rejoined the

YRA Series for a large part of the racing season. This allowed the fleet to race in more locations with many two-race days.

"One highlight this year was YRA #3 on July 22 in the South Bay. The winds were light most of the day, which caused some tight racing. On the second race of the day, the fleet was becalmed about a half mile from the finish line with the deadline for the race quickly approaching. Suddenly, some fresh air came in from the west and *Windwalker* was able to squeeze in first place at the committee boat for a tight finish with all the Islander 36s finishing within 30 seconds. This thrilling victory certainly helped us win the season championship."

The *Windwalker* crew has been sailing together for many seasons, and the experience pays off. "Our crew was fantastic



Tom Shoenhair

this season. Regular crew were Scott Hauser, Randy Hines, Myke Smith, John Poppelwell, Hal Chapman, Jay Bruins, Steve Crawford and Tony Loffhouse.

"We look forward to another fun season in 2018 and hope that more Islander 36s come out to race with the fleet."

YRA SERIES (8r, 1t)

PHRF 2 — 1) **Mintaka 4**, 12 points; 2) **Red Cloud**, Farr 36, Don Ahrens, EYC, 17; 3) **La Vijera**, J/109, Brian Richards, SSS, 28. (7 boats)

PHRF 3 — 1) **Sea Star**, 13 points; 2) **Ahi**, Santana 35, Andy Newell, BYC, 17; 3) **Luna Sea**, Islander 36, Dan Knox, SBYC, 24. (3 boats)

PHRF 4 — 1) **Neja**, 9 points; 2) **Achemy**, Olson 25, Nick Ancel, BVBC, 19. (2 boats)

ISLANDER 36 — 1) **Windwalker**, 11 points; 2) **Zingara**, Steve & Jocelyn Swanson, CPYC, 12; 3) **Serenity**, Eric Mueller, SJSC, 12. (4 boats)

SANTANA 22 — 1) **Alegre**, Chris Klein, RYC, 5 points; 2) **High & Dry**, Igor Polevoy, NoYC, 13; 3) **Meliki**, Deb Fehr, EYC, 16. (5 boats)

Full results at www.jibeset.net

At the YRA awards party at Berkeley Yacht Club on November 21, YRA Chairman of the Board Don Ahrens reported: "We had a great uptick in the West-point Regatta, the 2nd Half Opener and the Season Closer — a 30%-50% increase in those regattas." For 2018, the YRA is "trying to put together a series for bigger boats with longer courses. We're hoping to put something together for Pacific Cuppers too."

Other announcements included the retirement of Robert Thalman from the board after 18 years. Thalman was the president of the Classic Boat Racing Series (CBRA), formerly the Wooden Boat Racing Association (WBRA).

CBRA Bird — Cuckoo Bill Claussen, RYC

Bill Claussen, was, for a time, a three-Bird owner; now one has flown the coop, so he is one Bird less. The 92-year-old Bird *Curlew* has a new nest at the San Francisco Maritime Museum on Hyde Street Pier, in an upwind berth next to *Alma* and *Merry Bear*. Claussen donated her "restored and perfect. Now they have the oldest Bear, #1, and the oldest Bird, #2. They're ecstatic about it. They'll do Master Mariners and the Jessica Cup."



Bob Thalman

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Claussen has some advice for potential — and current — owners: "Keep Birds under full covers, and run a dehumidifier and fans off shorepower. That cuts down on maintenance. Once you get it restored, take some time to keep it that way."

He acquired *Curlew* in 2011, raced her for three years, and did a lot of work on her. He also restored *Cuckoo*, #16, over one and a half years and has been racing her for four years. "*Cuckoo* was about ready to sink. It was a complete restoration." Claussen also owns *Widgeon* and did a lot of work on her too.



Bill Claussen

He says that competition is really close among the top four boats. "There are three rules from the Cal sailing coach on the Cal T-shirt: 1) Get a good start. 2) Go the right way. 3) Don't screw up. Let me add #4: Surround yourself with the best people. I was very fortunate to surround myself on *Cuckoo* with great racers: Jim Coggan, Charlie Brochard, John Ravizza, Leland Hubble, Chris Boome, John Skinner, Milly Biller, Mike Bilafer, Jim Lindsey and Carl Flemming, who has been with me in every Bird race from the beginning."

CBRA SERIES (8r, 1t)

BIRD — 1) *Cuckoo*, 8 points; 2) *Oriole*, Hugh Harris & Jock MacLean, SFYC, 12; 3) *Widgeon*, Charles Rixford, SFYC, 14. (3 boats)

FOLKBOAT — 1) *Josephine*, Eric Kaiser/Kurt Hemmingsen, StFYC, 17 points; 2) *Polperro*, Peter Jeal, BVBC, 21; 3) *Freja*, Tom Reed, StFYC, 24. (11 boats)

Full results at www.jibeset.net

OYRA PHRO 1

California Condor, Antrim Class 40 Buzz Blackett, RYC

The OYRA continues to offer local ocean sailing to a sizable fleet of offshore-equipped entries.

Competing in the fast-boat division on his Antrim Class 40, Buzz Blackett's favorite race of the series this year was the fully crewed Farallones Race. "It was a one-legged beat going out and a windy beam reach coming back (just what we like). We made it back from the islands in just under two hours, averaging a bit less than 14 knots."

Despite their win, he said, "We made



Buzz Blackett

the season hard for ourselves by missing three races due to a broken mainsail car and anchoring ourselves aground in Drake's Bay. Luckily, it was a long schedule.

"We had a great core group for the series: Rebecca Hinden, Lowell Harrison, Nico Colomb-Picard, Sommer and Jim Antrim, Steve Hutchinson, Skip Shapiro, and Brent and Jeffrey Draney. Special guests Dan Brandt, Michael Pacholski, Caleb Paine, Chelsea Simms and others were icing on the cake." Caleb Paine, you may recall, won bronze in the 2016 Rio Olympics in the Finn class.

OYRA PHRO 2 Escapade, Express 37 Nick Schmidt, SSS

"We saw so many whales this season it was incredible, if a little worrisome at times," commented Nick Schmidt about the 2017 ocean racing season. "There were definitely a few instances where we changed course to avoid groups of frolicking cetaceans."

"Racing offshore is a great way to get out and enjoy our amazing coast. We found the vistas frequently spectacular, and the odd sleighride back under the Gate is some of the most fun sailing you can find locally — outside of heading to Hawaii."

Two other Express 37s, *Bullet* and *Elan*, frequently race offshore. "It seemed like every race where those two were out turned into a match race. We're all great friends off the course and race on each other's boats regularly, but as soon as the starting gun sounds the mist descends and we all go at it tooth and nail. It's quite fun and a pleasure to spend a day in challenging conditions within boatlengths of your buddies."

The *Escapade* crew enjoys the destination races best. "Half Moon Bay is a fun place to spend the night. HMBYC has great character and is always hospitable; breakfast at Ketch Joanne before the delivery home hits the spot. We also love going up to Drake's Bay, though the blustery conditions in the anchorage this year precluded our normal raft-up and socializing."

Schmidt felt that a strong, hard-working and dedicated core crew was decisive in taking *Escapade* to the top of the

standings. "We all enjoyed settling in on the longer legs without having to worry about an upcoming maneuver, and just

worked on boat-speed. It's great to sail with people with that kind of focus. There were few mistakes, and setbacks were dealt with quickly. The boat was well prepared; I don't think we had a single equipment failure all season. We've always participated in as

many one-design races as we are able to. The Express 37 fleet is quite competitive, so strengths and weaknesses become readily apparent. Working to make the boat faster in one-design carried forward directly to success offshore. We spent time in the off-season dialing in rig tune. Ken and the guys at KKMI did a great job on a fast new bottom, and Don at Pineapple Sails did some excellent work keeping our sail inventory competitive."

Escapade's offshore crew is Coline Gaillard, Chris Gage, Derek Schmidt, Dante Branciforte and Erik Rystrom.

OYRA PHRO 3 Yeti, Express 27 Adam Mazurkiewicz, SSS

"The races seemed to have extremes — the Drake's Bay Race had a brutal upwind beat to get to the anchorage, with a light-wind return trip," said repeat winner Adam Mazurkiewicz of the 2017 season.

The Farallones Race was his favorite. "We had a great crew on the boat for the day, and a race around the island is always memorable."

PHRO3 had a battle throughout the season, with the top four boats in contention. "We were always looking for where the fleet was and doing our best to make good tactical decisions and second-guessing ourselves when the competition did something different. The fleet is a great group of boats always pushing each



Nick Schmidt



Adam Mazurkiewicz

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other to do well. Every race throughout the season left the leader position up for grabs. Going into the last race, whoever was going to win the fleet needed to do well. The last race of the season favored our light boat off the startline. But later, as the wind built, the heavier boat *Sea Star* pushed by us. We kept on it, and so did they, to the finish."

Regulars on *Yeti* were Ben Guy, Dave Jacus, Ron Snetsinger, Jason Crowson, Mark Guy and Alan Striegler.

OYRA SHS — Ragtime!, J/92 Bob Johnston/Dave Morris, RYC

In 2016, the SHS was split into Singlehanded and Doublehanded divisions. In 2017, the two were combined again. Bob Johnston won the Singlehanded Division last year. We wondered how racing doublehanded compared to that. "It was easier to sail the boat fast, especially when it was windy," he said. "This was good because we had several windy, rough races this season. Also, I wasn't as beat up at the end of each race, and the boat got put away faster."

Johnston is a veteran singlehander, so doublehanded was a big change for him. "It was great! Near the end of the 2016 season, I'd posted that I was thinking about racing doublehanded in 2017. Dave Morris approached me at the SSS annual meeting and said he'd like to race with me. Dave and I have been competitors for the SSS singlehanded season championship — I won it in 2011 and he won it in 2012. We sail well together since we're both used to doing everything ourselves. That sounds a little strange, but those who singlehand a lot will know what I mean. That said, the best part was having Dave's and Chris's input, offering observations and helping with decisions out on the course."

Johnston was on vacation during the OYRA Farallones Race, so Morris and Dr. Neil Barth (both from the Half Moon Bay area) raced the boat. "It was a tough race but they did well and won our division. Then Chris Case and I raced up to Drake's Bay and back. Chris is another (mostly) singlehander who won the singlehanded season championship

in 2016. He also beat me in the Drake's Bay races last year, so it was fun to have him aboard for them this year."

Morris and Johnston agreed that the first race of the series, the Lightship, was their favorite. "It was a larger fleet, the conditions were milder than some of the later races, and we played the ebb well coming back in around Point Bonita. It was also our best division finish."

"We only had three first-place finishes, but our worst finish (and our throwout) was actually a DNF because we broke a shroud and had to drop out." The other factor in *Ragtime!*'s success "was unfortunate — last year's SHS winner, Pat Broderick, had to sit out the last three races. He was doing well during the season and could have won it again."

OYRA Multihull — Trident Damien Campbell, BAMA

Like others atop the OYRA leaderboard, Damien Campbell cites the Farallones Race as the most exciting. "Conditions were pretty rough, with 20-25 knots consistent with gusts over 30, and 9- to 10-ft waves at 9-10 seconds."

"We were higher approaching the island than we needed to be — I'd erred on the high side due to approaching too low every other time I've raced around the island. I was happy with our performance when I realized that my friend in a similar F-31R, Mark Eastham on *Ma's Rover*, who was not too high, might round ahead of us. In those heavy conditions, it was tough to have apparent wind be more than 40° or so as it was just too much power and a tough angle to the waves. Having three bows seems to make light trimarans like mine more affected by wave action than I'd like. We got closer and closer to each other, and as we were beginning rounding we were maybe 20-25 meters away at the closest point. "He's ahead...again...aaaaahhhh!" is all I could think, but then I realized that I was watching his boat nearly jump out of the water over the top of each wave. I could feel the same thing happening on *Trident*. In conditions like that it powers up quickly and depowers nicely. I could see nearly the whole daggerboard on *Ma's Rover* several times and knew very well that my boat was doing the same thing, but I felt in control."

"Right after rounding we had a fiasco involving the spinnaker, which was due to me getting tunnel vision regarding passing Mark in any way possible. That cost us 10 minutes or so, but the ride back was a sleighride for sure. Surfing down

big waves, occasionally stuffing three bows into the wave ahead, for over an hour is bliss for a guy like me."

"I love the Farallones in particular as it seemed to me for years that it was only for pros or was just too dangerous. In the past few years, having obtained *Trident*, which is so capable, it's been the highlight of my season. There's something really special about getting out there, braving whatever the ocean has set for you that day, then returning to see the Golden Gate Bridge on the horizon again. The feeling of accomplishment is great."

Damien's wife Beth edited a thrilling video of their Farallones Race; see www.youtube.com/user/Latitude38Magazine.

A DNF in the Drake's Bay Race may have kept his marriage intact. "It was Beth and crew Ben Ostroff on board with me for the Drake's Bay weekend. On the way out we were not doing that great and seemed to have minor performance issues much more than usual. North of Bonita, it was cold and windy, but waves were only four feet or so. It should have been great conditions for us, but it just never felt good. To see my wife getting splashed with buckets of water, then trying to not act like she was freezing was endearing but not my favorite thing. *Round Midnight* and *Raven* were both way ahead, and it was extremely unlikely that we would win our class that day. The forecast for that night was to be brutal in Drake's Bay. We don't have a heater or nearly anything aboard other than the required safety equipment, sails and some tools. My boat is awesome at sailing, but much less awesome at anchor. It's really light and gets blown around a lot. I made the call to turn home. Nothing of significance had broken, there was not a safety issue, nobody was sick, we were sailing fast, but I just had an undeniable feeling that it was right to turn back. I've never done that before. We'd have probably been anchored close to our friend Rich Waltonsmith and his *Explorer 44 Round Midnight*, which suffered significant damage."

Ben Ostroff, Jeremy Boyette, Anthony Covarelli and Forbes Husted were the regular crew on *Trident* in 2017. "We only need three most of the time, which is a huge plus. I used to not understand



Damien Campbell



Bob Johnston

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why most racers were not on multihulls. They're a lot faster in most cases, take less crew to operate well, and don't heel much, and the feeling is amazing. If any racer reading this would like to check out sailing on a multihull, please contact me at campbellssloop@gmail.com, and I'll get you on a fast boat."

OYRA SERIES (9r, 1t)

PHRO 1 — 1) **California Condor**, 14 points; 2) **Six Brothers**, Columbia C32, Chris Kramer, RYC, 23; 3) **Blue**, Swan 53, Ray Paul, SFYC, 24. (10 boats)

PHRO 2 — 1) **Escapade**, 16 points; 2) **Cruz-SeaBaby**, Beneteau 10R, Brian Turner, SCYC, 21; 3) **Ohana**, Beneteau 45f5, Steve Hocking, PresYC, 30. (9 boats)

PHRO 3 — 1) **Yeti**, 15 points; 2) **Sea Star**, Cal 39, Bob Walden, BYC, 18; 3) **Green Buffalo**, Cal 40, Jim Quanci, RYC, 18. (10 boats)

SHS — 1) **Ragtime!**, 18 points; 2) **Hang 20**, Express 27, Lori Tewksbury/Eric Ochs, BYC, 27 points; 3) **Nancy**, Wyliecat 30, Pat Broderick/Chris Zachrisson, SSS, 30. (11 boats)

MULTIHULL — 1) **Trident**, 12 points; 2) **Raven**, F-27, Truls Myklebust, BAMA, 17; 3) **Round Midnight**, Explorer 44, Rick Walton-Smith, BAMA, 18. (3 boats)

Full results at www.jibeset.net

More info at www.yra.org

Damien Campbell is the vice commodore of BAMA, the Bay Area Multihull Association. Although multihulls are under-represented in OYRA and SSS, such is not the case within the boats' own organization. Campbell believes that a revamp of the association's web and social media presence would help spread the word. BAMA offers two season championships: the original BAMA Cup and the Fast Cat Cup. BAMA race chair Mark Eastham said that "2017 was the best year for BAMA turnout. We shook the rafters."

BAMA Cup — Wingit, F-27 Amy Wells, BAMA

The 10-race BAMA Cup season began with a pursuit race — the SSS Three Bridge Fiasco in January — and ended with a pursuit race — RYC's Great Pumpkin in October. A lot of variety was offered in between. A high-point scoring system counts each entry's seven best finishes.

"We did Rites of Spring with the doublehanded division," said Amy Wells. The Rites of Spring is a Bay tour offered by Oakland YC in March. "We were the only finisher. Everyone else drifted. We hit the current. Everyone else dropped out. Ellie woke up from her nap and vomited on

the net, and then we finished."

Wells recruited Dave Wilhite to join her for the Doublehanded Farallones on March 18. (It was his first DHF since the disastrous capsize in 2009 that almost cost Wilhite, and his crew, David Servais, their lives when their borrowed J/80 *Heat Wave* lost her keel and flipped on the ocean in 12- to 14-ft seas with 40-knot winds. See the *Lectronic Latitude* post of March 30, 2009.)

"He was upset we got second, but we kept finishing second," said Wells. "We finished first for the season because all the winners were different."

Wingit did win Island YC's Silver Eagle Race in July. "Our top speed was 19.5 knots. I'd left my gear bag with my foulies in the car because it wasn't supposed to be windy. It was a firehose."

Alan O'Driscoll's D-Class catamaran *HMB Boys & Girls Club* started the season with a win in the Three Bridge Fiasco went on to nab BAMA's Fast Cat Cup, a series of eight regattas.

BAMA CORE — 1) **Wingit**, 36 points; 2) **Ma's Rover**, F-31R, Mark Eastham, BAMA, 34; 3) **Cumbia**, F-27, Juan Tellez, 27. (23 boats)

FAST CAT CUP — 1) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll, BAMA, 23 points; 2) **Shadow**, ProSail 40, Peter Stoneberg, StFYC, 19; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck, 11. (6 boats)

Full results at www.sfbama.org

SSS Singlehanded Multihull Ma's Rover, F-31R Mark Eastham, BAMA

While BAMA participation was robust, multihull racing in the Singlehanded Sailing Society, as in the OYRA, was spotty. Mark Eastham called his Singlehanded Multihull championship "a back-ass win" — he only raced singlehanded in the Singlehanded Farallones and the



Dave Wilhite, Caroline Satchell, Amy Wells, Ellie Satchell

Vallejo 1-2.

"I've made a diligent attempt to get more people to singlehand," he says, referring to his fellow multihull sailors. "There's been no groundswell so far. I've tried for a couple of years. Maybe I'll try to do some training during midwinters. I love sailing these boats singlehanded. They're perfect for it."

Eastham has proposed a new trophy for the three Farallones races — the SHF, DHF and OYRA crewed race. North Sails is in as a sponsor.

Eastham won the SHF in 2015, the DHF in 2016 and the OYRA Farallones overall in 2017. "Maybe about eight people have won both the DHF and SHF going back to the '70s," he says.

Our conversation with the top scorer in the SSS Doublehanded Multihull Division was brief. We emailed Rafi Yahalom a note of congratulations. He wrote back: "I wish. Please check your sources," and "must be a mistake." Yahalom's disbelief is understandable — he only sailed in the first three races.

SSS Singlehanded Monohull Archimedes, Express 27 Joe Balderrama, SSS

"It was a long season, like an endurance race, so I stayed on top of boat maintenance, prep and physical training," said singlehander Joe Balderrama. "The race starts at home with planning



Mark Eastham



Alan O'Driscoll

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— reviewing notes from past races, looking at currents and weather, and planning what-if scenarios. I hope to get more singlehanders competing for the season championship. Just showing up to the start line is half the victory."



Joe Balderrama

At the time of the Three Bridge Fiasco, Balderrama told fellow singlehander George Lythcott that he was going to make every race on the schedule and go for the season championship. "A tall goal considering the almost unbeatable Greg Nelsen on the Azurra 310 and those pesky Wyliecat 30s like *Bandicoot*. Little did I know that each of us separately told George that we were shooting for the championship. That must have been amusing for George, to keep all of us in confidence.

"You gotta do all the races, and in a LongPac year that is doable. My approach is always be yourself — obsessive and persistent — endure, and have fun.

"The race moments that flash in my brain are: Three Bridge was the most fun. LongPac was the hardest race, but I had the company of John Simpson, who stayed in twice-daily VHF contact.

"The most difficult post-race was Drake's Bay, with its tricky anchorage on a dark, super-windy night, spray on spectacles and unlit boats. I learned that the Express 27 with mainsail alone needs a fast beam running start to tack in 25- to 30-knot gusts. Unforgettable was the 'Hail Mary' 3-knot anchor toss amidship while quasi-heaving-to under mainsail.

"Half Moon Bay was the most welcoming and nicest post-race, with Dave Morris (and dogs), Carliane and Chad helping land boats on the floating dock; and the yacht club's hospitality and warm atmosphere. I still can't believe Dave Morris had the time and energy to fix my friend Phil's dunked motor.

"The most exciting race was Vallejo 1. Half the fleet did not start because the wind was too light to reach past the startline. Spinnaker close-reaching up Mare Island Strait and just eking past two Wyliecat 30s, *Uno* and *Bandicoot*, and keeping two other Express 27s, *Verve* and *Take 5*, at bay," were highlights of that race in October.

"Looking at the Perpetual Trophy, I note all the boats and names familiar and unfamiliar going back to Gary Kneeland on the Ranger 23 and Bruce Schwab on the 30-Square-Meter. Can't believe I am part of this group! The feeling is like basking in the sun at the end of a long, cold, hard swim.

"The race does not always go to the most swift, the strongest or the smartest, but rather the most persistent and stubborn. How badly do you want it?"

SSS Doublehanded Monohull *Six Brothers*, Columbia C32 Chris Kramer, RYC

Chris Kramer and his wife Denise moved to the Bay Area in August, 2016, for work. "*Six Brothers* followed in December, and we were fortunate to wind up at RYC. After putting the boat back together, Denise and I sailed *Six Brothers* on New Year's Day for our inaugural sail on the Bay. From there, *Six Brothers* raced all the SSS events, the OYRA and other events, for a total 30 days of racing in 2017."

Kramer grew up in New York. "Racing year-round is amazing, plus the Bay

Area is so incredibly beautiful. The variety, participation, and level of racing is wonderful. I originally fell in love with California when I was stationed in San Diego in the mid-'80s. My first San Francisco experience was steaming under



Chris Kramer

the Golden Gate Bridge as a very young junior officer for Fleet Week in 1986."

Six Brothers is Columbia Carbon 32 hull #6, designed by Tim Kernan. She was built in SoCal by Vince Valdes, the son of the founder of Columbia Yachts, and delivered to New York in summer 2013. "People often ask about the boat's name. She is named for my six sons (now ages 23-29). The older boys raced with Denise and me back in New York and now race with us on the Bay when they visit."

Kramer's favorite SSS race was 3BF. "It was *Six Brothers*' first race on the Bay and, although we didn't do very well, I was impressed by the number of boats, the pursuit-race format, racing in Janu-

ary, and the sight of 360+ boats struggling to get around the racecourse."

He attributes his season championship to beginner's luck, persistence and great coaching from Bay Area veterans like Bob Johnston and Jim Quanci.

"Denise, my son Colin, John Fryer, TJ Clark, Mike Bruno and Aidan Doyle raced with me in the SSS events."

The SSS doublehanders sailed seven races with one throwout; the Singlehanded Farallones made eight for the solo sailors.

SINGLEHANDED MULTIHULL — 1) Ma's Rover, 7.4 points; 2) **Wingit**, F-27, Amy Wells, BAMA, 7.4; 3) **Raven**, F-27, Truls Myklebust, BAMA, 7.6. (7 boats)

DOUBLEHANDED MULTIHULL — 1) Lookin' Good, Corsair Sprint, Rafi Yahalom, 4.755 points; 2) **Humdinger**, Greene 35, Lawrence Olsen, BAMA, 5.046; 3) **Ma's Rover**, 5.173. (21 boats)

SINGLEHANDED MONOHULL — 1) Archimedes, 1.828 points; 2) **Bandicoot**, Wyliecat 30, Al Germain, RYC, 2.35. 3) **Crinan II**, Wyliecat 30, Don Martin, SSS, 2.46. (36 boats)

DOUBLEHANDED MONOHULL — 1) Six Brothers, 1.602 points; 2) **Saetta**, J/120, Ludovic Milin, SSS, 2.678. 3) **Arcadia**, Mod. Santana 27, Gordie Nash, RYC, 3.159. (166 boats)

Full results at www.jibeset.net

More info at www.sfbaysss.org

SF Bay 30 Heart of Gold, Olson 911S Joan Byrne, SBYC

Racing under PHRF, the SF Bay 30 fleet sailed five regattas for their season championship: Days 1 and 2 of the Great Vallejo Race, RYC's Big Daddy buoy races, the Jazz Cup and RYC's Great Pumpkin buoy races. The lack of finishers in the Jazz Cup shortened the series to four 'counters' in an extremely simple (even a magazine editor can do it) high-point scoring system.

The 2016, champ, Joan Byrne, repeated in 2017. "Hav-



Joan Byrne

knew what to expect and were easily able to switch gears in any given situation,

ing sailed multiple seasons with nearly the same crew, we are much more relaxed and confident in crew decisions and expectations," she writes. "Most of the time, the crew

SEASON CHAMPIONS, PART III

making it a lot easier to do well."

The HoG crew particularly enjoyed the 2017 Vallejo Race because of the tight boat-for-boat racing against some of the SF Bay 30 boats. "Typically, we look forward to the three big races: the Vallejo Race, the Westpoint Regatta and the 2nd Half Opener, because of the opportunity to sail in different waters and sightseeing the entire breadth of the San Francisco Bay (from the ocean entrance to San Francisco to the North Bay and gateway to the Delta and then the less-visited South Bay port of Redwood City). Each of these regattas provides different challenges and experiences. This year, the Westpoint Regatta was particularly memorable because of the after-race party and the refreshing jump into the harbor waters by nearly the entire crew to cool off."

The team's secret to success is "a no-brainer: Just show up to race. HoG did nothing extraordinary except to race consistently with the same crew as much as possible. The crew gets to practice sail handling; the sails and rigging get checked, repaired and tuned; and we avoid unnecessary penalty points. Even if we had a bad finish in a race, it would keep us in the running for the overall season points." Regulars in 2017 were Robert Hu, Angel Rodriguez, Collette Meyers, Jan Rice, Nathan Bossett, Mark Barber and Mara Guttman.

The fleet stays in touch via a Yahoo Group, www.groups.yahoo.com/neo/groups/sf30s/info.

SF BAY 30 — 1) **Heart of Gold**, 8 points; 2) **Rhapsody**, J/32, Chris Boome, StFYC, 4; 3) **Tartanic**, Tartan Ten, Robert Lanzafame, Club Lanzo, 4. (13 boats).

Laser — Humble Pie Marcel Sloane, SSC

"The Lake Tahoe Laser Championship at Stampede Reservoir offered challenging and interesting conditions," reports Marcel Sloane about that regatta in September. "Zero to 10-knot winds with 20°-30° shifts gusting to 15-18 kept everyone on their toes. One short lapse of concentration and you're swimming. One race on Saturday was nuts. I recall reaching the top mark in second place only to fall prey to a mystery lull and stop five feet after the mark. I literally watched 18 boats sail by me on both sides. Ack!"

"One humorous memory was trying to convince 'Schmidt', a recent Philly Laser Master transplant, that it was important

to avoid the current near the windward mark on Lake Yosemite. He thought I was feeding him bullshit. 'No, man,' I explained, 'lakes on the West Coast have current! For real — where the river flows into the lake. Don't go there!'"

Sloane's favorite regatta was St. Francis YC's Fall Dinghy in October. "The



Marcel Sloane

HUMBLE PIE



Andrew John Holdsworth at the Laser Masters PCCs.

conditions were ideal: 10-15 knots and sunny. "There's nothing like racing the Laser in the shadow of the Golden Gate."

Winning the High Sierra Regatta was a key factor in taking the season championship. "The Huntington Lake event (and Roger Herbst's Saturday evening jambalaya fest) always attracts a big Laser fleet and the opportunity to score significant points in the series. In the end, consistent participation, good results and a little luck was enough to dethrone the Laser legend and three-time defending series champ, Emilio Castelli."

Sloane joined the Laser fleet after nine years racing with the Benicia Vanguard 15 fleet. "My daughters graduated from high school and went off to college. I found myself without regular crew. I hooked up with Greg Pfeiffer and the active Masters fleet at RYC. I re-rigged my old Laser with the new 'go-fast' upgrades, and off I went. I've loved every minute of it since. There isn't a better, more fun group of people in the sport. On a Laser there's no one to blame but me, lots of

racing opportunities in diverse venues, very little hassle, and great motivation to stay fit."

Laser Radial — Extreme Ways Andrew John Holdsworth, StFYC

"The whole season was fantastic from start to finish," said Radial champ Andrew Holdsworth. "It really was a bit of a blur. I ended up winning six Laser regattas here on the West Coast and two big-boat regattas in the Aegean in my X-Yachts Xp38."

Probably his favorite Laser regatta was the Masters Nationals in the Columbia River Gorge at Cascade Locks: "great racing, great locations, great friends and fantastic support from my girlfriend Jennifer."

Now 53, Holdsworth has sailed Lasers on and off since he was a teenager. "This was the first real year in Radials. I lost weight, got fit and finally went to a training camp and got some coaching. I am probably sailing the boat better now than I did in my 20s."

In 2017, he was healthy for the first time in four years. In 2016 he sat out Laser sailing. "I had knee surgery and tore all the tendons in my elbow. I spent all winter in rehab and getting fit, and this provided the base as well the motivation for the whole season."

LASER SVENDSEN'S GRAND PRIX

STANDARD (13 regattas) — 1) **Humble Pie**, 77 points; 2) **Seaweed Magnet**, Emilio Castelli, RYC, 53; 3) **#196080**, Steven Schmidt, NoYC, 46. (67 boats; 6 qualifiers).

RADIAL (9 regattas) — 1) **Extreme Ways**, 58 points; 2) **Voyager I**, Toshinari Takayanagi, RYC, 52. (47 boats; 2 qualifiers).

Full results at

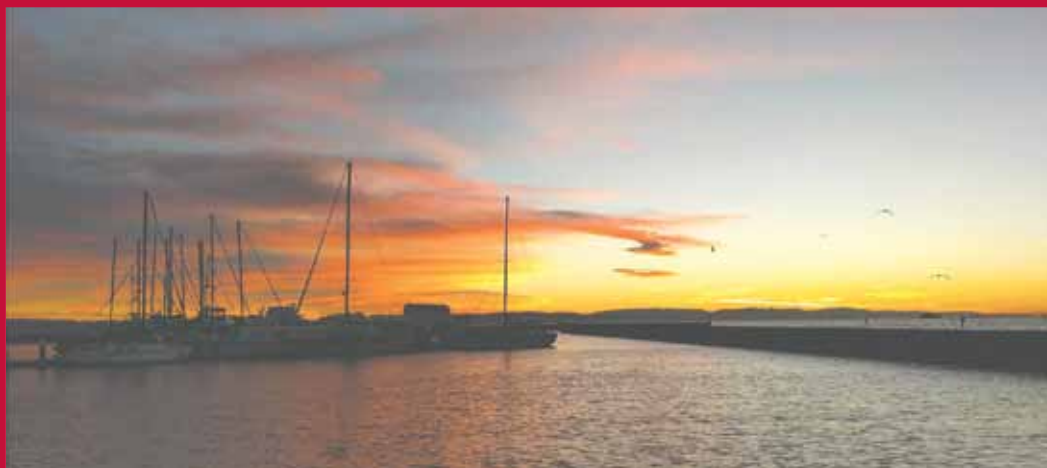
<http://svendsens-grand-prix.myfleet.org>

Our trio of reports on the 2017 season champions is now complete. Did your favorite fleet get passed over? Send an email to racing@latitude38.com and tell us all about it.

And now let's plunge into 2018, shall we? Plan your attack on the series of your choice with the aid of the 2018 Northern California Sailing Calendar and YRA Master Schedule, published on December 29 along with this issue. See you on the water!

— latitude/chris

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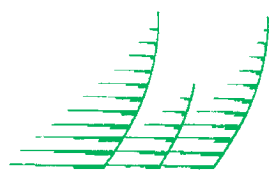
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"The way to a crew's loyalty is through their stomachs," I remember once being told by an old racing skipper, when I was a new sailor. This is especially true for a crew of graduate students: All you have to do is treat them to lunch at a restaurant that's just a little more upscale than what they can usually afford, and you've got their attention.

"Where's Lee?" I asked as the four new crew prospects sat down with me at a

"You think they'd know better than to all paddle in time like that."

table by the window. Lee had assembled a very promising group of sailors: There was one dinghy racer who had been on a college team back East, there was a competitive rower who looked like he was built to grind winches, an engineering student, and a naval architecture student from Lee's department at the university.

"She was on campus this morning," answered the naval arch student.

"Funny how she's never around when I need her," I said. "But let's get down to business. Here's the race schedule for the rest of the midwinter races, and the spring ocean series."

Our table had a great view of the harbor, and we couldn't help being distracted by an outrigger canoe paddling down the channel at full power. The

"hut ho!" calls were so loud we could even hear them through the double-paned glass.

"You'd think they'd know better than to all paddle in time like that," remarked the naval architecture student. "A constant speed would have significantly less average drag. Scragg and Nelson demonstrated that fact with their research on eight-oared shells back in '93. They found a 9% increase in drag due to unsteady surge and pitch, compared to steady motion."

"Are you suggesting they row out of phase?" asked the rower.

"There would be a lot less drag," answered the engineer.

"Not in the real world," insisted the rower. "Whether it's a shell or an outrigger, the fastest teams always have perfect timing, with each blade hitting the water at exactly the same time."

I tried to bring the discussion back to the race schedule, but the next boats to pass close by the restaurant window reignited the debate. They were a pair of dragon boats, 50-ft replicas of ancient Chinese river boats, complete with ornamental dragons' heads and tails. There were 24 people paddling each boat, two to a thwart. The one nearest had a tiny woman with a steering oar in back and an even smaller woman beating a drum in the bow to keep everyone in time.

"Look at that oscillating spray sheet under the bow," the naval architect had



to point out. "And think of all the extra wave energy dissipated by the unsteady heave and pitch."

"No, you need impact to make the boat surge!" claimed the rower. "And a good glide!" That would all go away if the boat were moving at a steady rate with everyone paddling out of phase."

"Look," sighed the engineer. "The person steering is actually bobbing back and forth to exaggerate the surge with each stroke. That probably increases the drag due to unsteady motion even more."

"Except that the steersperson on the world champion team does that too," replied the rower.



IT'S THE THOUGHT (EXPERIMENT) THAT COUNTS



MAX EBB

The unsteady spray sheet adds drag, but a good drummer will 'bob' with the boat to help increase the boat's speed oscillations while decreasing the paddlers' fore-and-aft momentum changes.

"Okay, let's do the math," the naval architect challenged. "Do you agree that most of the resistance on a long and narrow human-powered boat is frictional?"

"Yes," the rower answered.

And do you agree that frictional resistance is proportional to speed squared?"

"Of course," he agreed.

"Good, that makes this easy. Consider one boat going a steady 5 meters per second. That's about 10 knots. Now consider another boat going 4 meters per second for half the time, and 6 meters per second for the other half of the time.

Both boats go 10 meters every 2 seconds. Now, for the steady boat, resistance is proportional to 5 squared or 25, and since power is speed times resistance, power will be proportional to 5 cubed, or 125 of our arbitrary power units. For the other boat, in the slow part of their stroke, resistance is 4 squared, power is 4 cubed or..." He pushed some buttons on his phone to work the answer

"64," said the dinghy sailor before the naval architect had the answer on his calculator.

"Right, but that's just for half of the stroke at the low speed. For the fast part of the stroke, power is 6 cubed or . . . let's see . . . 216. Both boats are making good 5 meters per second, but the one that's oscillating between 4 and 6 needs . . . let's see, average the two power levels . . . the boat needs 140 units of power. Compare to 125 for the steady boat. That's 12% more drag. And I'm not even counting the spray drag or the additional wave energy dissipated by the unsteady boat. Or the hull speed effects, which sometimes vary even more sharply than V-squared in the speed range of a dragon boat."

"Seems to me there's an opportunity here," suggested the dinghy racer. "If a team trained up for paddling out of phase..."

"It would be a good project for *Mythbusters*," I proposed. "Especially if the coaches all still believe that simultaneous strokes and surging boat speed is faster than out-of-sync paddling and steady speed."

After informing me that *Mythbusters* is off the air, they proceeded to discuss whether oar or paddle clearance would allow asynchronous, constant speed paddling. "We need to test the perfect caterpillar," said the sailboat racer, who, it turned out, had also done some time paddling dragon boats.

But the rower would have none of it. "Even if you could manage a perfect caterpillar stroke," he surmised, "and do it without the blades interfering with each

other, I still think it would be slow."

"The numbers are pretty clear," said the engineer. "Steady motion is less draggy."

"Here's a thought experiment," suggested the dinghy sailor. "Take two dragon boats, moving alongside each other at constant and similar speed. Both boats stop paddling and put their paddles away. On one boat, everyone holds still. On the other boat, everyone leans forward and back in time, as if doing a high-thrust stroke, causing the boat to surge ahead and surge back with each stroke. But no paddles in the water. Which boat will drift to a stop sooner?"

We all agreed that the oscillating boat would slow down faster than the steady-motion boat.

But the rower would not accept the science, despite the three-to-one consensus and the irrefutable math. He turned to his tablet computer, searching for authoritative backup, while I tried to bring the conversation back to the personal safety gear we would need for the spring ocean racing season. A few minutes later he suddenly broke in.

"Here it is!" he exclaimed. "Syncopated rowing by the London Rowing Club, in 1929! You're not the first to think of this. And it didn't work."

"Where did you find that page?" asked the engineer as he pulled out his absurdly large cellphone.

"Just Google 'syncopated rowing 1929' and it will come right up. Their coach must have been thinking exactly what you're thinking. See, they were even able to do it without the oars hitting each other. But if it's so much more efficient, why didn't it ever catch on?"

In a few seconds I was the only one at the table who had not produced the same

We all agreed that the oscillating boat would slow down faster than the steady-motion boat.

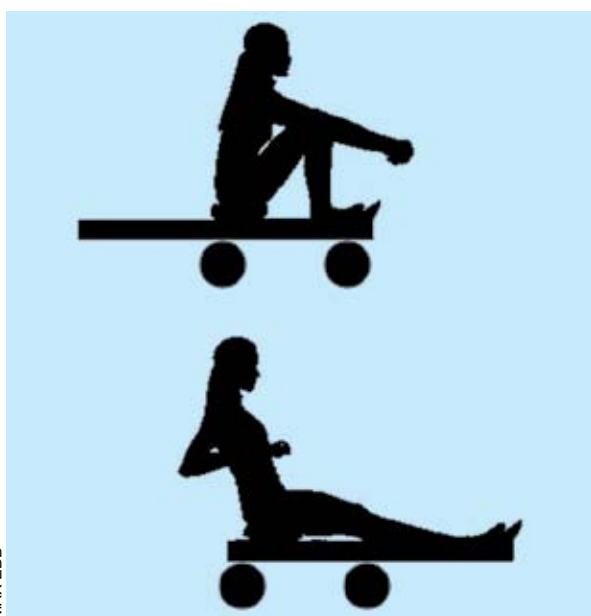
video clip on my own portable screen.

"Clearly the training protocol has to be a little different," the naval architect pointed out while staring at the 89-year-old moving image, "because the relative speed of the blades through the water will be different. Maybe the optimum oar design is different too. I think it didn't work because they never trained enough for the different stroke profile."

"Nonsense!" insisted the rower.



MAX EBB



Rowing machine on rollers, simulating a light boat that surges ahead on each power stroke. The center of gravity of the rower does not have to move fore and aft. The unsteady motion through the water results in more hydrodynamic drag on the boat, but less biokinetic work for the rowers.

I tried to make some crew position assignments for the upcoming midwinter race, but the debate about unsteady boat speed continued till it was time to order dinner.

"Should we wait for Lee to get here before we order?" asked the naval architecture student.

"No, let's eat. She'll find us."

I ordered first, selecting some appe-

Muscles don't follow the laws of mechanical engineering. Like, you can push against a wall all day and do no real work, but you'll still get tired.

tizers for the table and one of the more expensive entrées, just to make sure my starving student guests felt comfortable doing the same.

Lee finally appeared just when the appetizers were being served.

"Perfect timing," I noted, and handed

her a race schedule. But I don't think the rest of the crew had even looked at it. They were still arguing over asynchronous paddling and rowing.

"For sure, you can save 10% of resistance with async rowing," Lee agreed as she scarfed up an oyster Rockefeller. "But it takes 15% more work. It's like, a biokinetics thing."

Lee's naval architecture colleague reviewed the calculations, proving that less work would be done for the steady-motion scenario. The dinghy sailor repeated the thought experiment for her. The engineer weighed in with more hydrodynamic theory about unsteady boundary layers and

frictional resistance.

"The problem," Lee answered, "is that muscles don't follow the laws of mechanical engineering. Like, you can push against a wall all day, and do no real work, but you'll still get tired. Same with rowing. If you have to accelerate and decelerate your head and torso twice with each stroke, you'll get tired faster, even though there's no useful outside work being done by that motion."

It was not immediately clear to anyone at the table what Lee was talking about.

"Time for a different thought experiment," she said. "Imagine two rowing machines. One is fixed to the floor. The other one is on a big frictionless skateboard, free to roll fore and aft. Both machines are set for essentially zero resistance, so all the rower does is move their body through the motions of rowing. Which rower do you think will get tired first?"

"Neither of them are doing any real work," said the engineer, "so they get tired at the same rate."

"Or do they?" questioned the dinghy racer.

"The skateboard wins, hands down," said the rower. "No need to work against momentum. That's what I've been trying to say for the last 30 minutes."

"Ah, but you couldn't explain why," taunted the naval architecture student.

"Now I can see why engineers usually miss this one," added the engineering student. "Muscles don't behave like machines."

"Exactly," said Lee. "Put the acceleration in the boat and keep the centers of gravity of the rowers moving at a con-

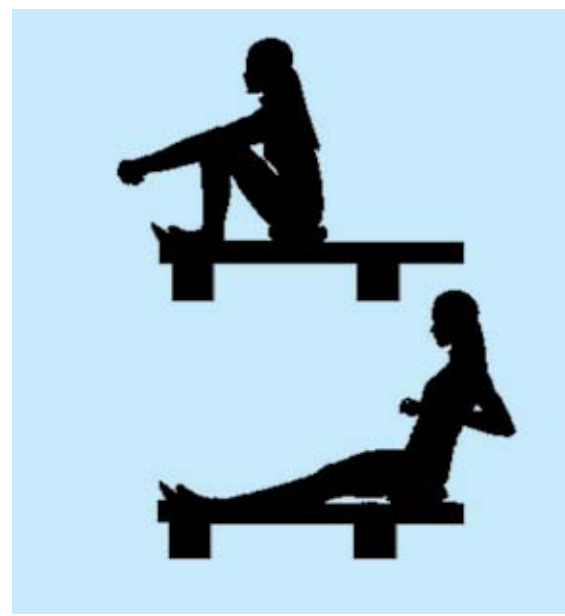
"You can save 10% of resistance with async rowing. But it takes 15% more work."

stant speed — which is the same as stationary, in their inertial reference frame. It's not always a big win over constant boat speed, but it's, like, still a win."

"So we're all right," said the dinghy racer. "There really is more drag with unsteady boat motion, but there's even more human energy expended if there's unsteady motion of the bodies. I think that explains it."

Finally, my crew could relax. "What's our dock time for the first race?" asked the rower.

— max ebb



MAX EBB

Rowing machine fixed to the ground, simulating a boat moving at a constant speed. Relative to the rower's inertial reference frame, the head and torso have to reverse direction twice on each stroke, giving up the energy put into this momentum. Engineers would say no extra work is done. Rowing coaches know it's usually faster to put the unsteady motion in the boat, not the rowers.



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THE RACING

'Tis the season for Midwinters, Midwinters and more Midwinters. Covered this month are the **Sausalito YC/RegattaPRO Winter One Design**, the **Perry Cup** for Mercurys, SBYC's **Island Fever**, the **BYC Midwinters** and SYC's **Chili Midwinters**. For something completely different, a young Bay Area sailor visits Cape Town and brings back a **Volvo Ocean Race** interview. **Box Scores** is on holiday, but **Race Notes** never rests.

RegattaPRO Winter One Design

Racers saw fairly flat water and a northeasterly wind at 7-10 knots over the course of the afternoon at the December 9 RegattaPRO Winter One Design. While the J/105 fleet had a packed line of 17, it was the big-boat J/120 division with some of the trickiest startline action.

The J/120 *Peregrine* stole all in their class with a 1-1 (after missing November's two-race day, they're standing in second place for the series). *Peregrine* helmsman Michael O'Callaghan recalls the course: "In Race 1 we thought the pressure was better to the right off the line, so we tried to get onto port quickly. Unfortunately, I made a mess of the start by luffing *Kookaburra* into an OCS. I felt terrible about this dastardly move in a little fleet in a midwinter race. That move stopped *Kookaburra* and allowed *Mr. Magoo* to sail over both of us and get some room on our weather hip." *Peregrine* closed Race 1 with a 90-second lead over *Mr. Magoo*.

"For Race 2, I handed the helm to our main trimmer/tactician Steve Fentress." Smiling, he adds that Fentress started the race by shutting the door on both *Mr. Magoo* and *Kookaburra* at the committee boat. "And I thought I was a jerk with my start. A little ruthless, but it's yacht racing," comments O'Callaghan. "We sailed basically the same race as the first, but the three boats behind us were close to each other, slowing each other down, and this opened up our lead."

Peregrine's efforts in 2018 will go to maintaining cohesiveness. "EJ Rowland coordinates the crew and does pit, so we always have the right skills aboard."

Factoids: The *Peregrine* crew has been sailing together for 15 years. Many of them raced on *Dayenu*, *Desdemona* and *El Ocaso* in earlier years. O'Callaghan himself has sailed alongside two crewmembers since his teen years in Sea Scouts. "A big thanks to owner David Halliwill who allows us to race the boat and have fun together," he adds.

Steve Madeira and the *Mr. Magoo* crew garnered a 2-2 (they're in first place for the series), and with a third for the day it was Tom Grennan of *Kookaburra* (series third place).

Meanwhile, in the J/105 class, Colin Miller of *Big Buoys* shares: "We got off to a good start in this series and we're trying to hold on. Our second race had several changes in position, which made it great fun in a bit more breeze." It's great to see new boats on the line, but Miller says his circa-2015 crew (the boat used to be called *Ultimatum*) is doubling down with intent to win. "We were a bit apprehensive about being within a J/105 line-up but have found that although

'Box of Rain' and 'Yellowfin' are among 20 J/105s entered in the RegattaPRO/SYC Winter One Design Series.

BOTH PHOTOS MARTHA BLANCHFIELD / RENEGADE SAILING

team gets in the groove pre- and post-race with a battle song from Led Zepelin, *When the Levee Breaks*.

December results reveal that Phillip Laby and the *Godot* crew nailed a 1-1. Having not participated in the November

race, this puts *Godot* in series third. Earning a 2-2 for the day was *Big Buoys*, placing them in a series tie for first with Theresa Brandner and crew on *Walloping Swede* (4-4 for the day).

The winter season equates to great racing for the J/70 fleet too, with Christy Usher on *Christine Robin* taking the helm from her husband

Tracy and opting for an all-female crew. In December that crew included Terre Layton and Jessica Chase. "Winter in San Francisco has been delightful so far. Conditions have been sunny, warm, light



The dastardly crew of the J/120 'Peregrine' won both RegattaPRO races on December 9.

there is a battle for every place in this fleet, off the water all are welcoming and happy to give pointers." The *Big Buoys*



and flat," said Christy. "It's a welcome reprieve." In the past two years she and Tracy have raced the boat extensively — from San Francisco to Sardinia. Usher says this fleet sees a minimum of five boats at many local regattas; there is a core of about 10 boats on the San Francisco Bay. *Christine Robin* sailed to a 5-5 for the day, unable to overtake Scott Sellers on *IFA* (1-1 and fourth in the series) and Tom Thayer's crew on *Rampage*, who garnered 2-2. There's a three-way tie for first among *Rampage*, Peter Cameron's *Kangaroo Jockey* and Morgan Paxhia's *Penny Pincher*.

Other divisions for RegattaPRO included the J/24 boats, with Paul van Ravenswaay of *Feral Rooster* taking a first in Race 2 of the day, Jasper Van Vliet and the *Evil Octopus* crew grabbing a 2-2, and Richard Stockdale's colorful *Frog Lips* wrapping the day with a 1-3.

In Melges 24 competition, Sallie Lang of *Posse* took a first and Craig Wilson sailed *Magoo* to a second. The Moore 24 fleet had Peter Schoen on *Mooretician* tick to 1-1 (series second place), while Joel Turmel of *Firefly* earned 3-2 (first place in the series), and Les Robertson of *Answer* scored 4-3 (for a third-place series standing).

Racing will resume on January 13 and conclude on February 10. For complete info and a link to standings, see www.sausalitoyachtclub.org.

— martha blanchfield

Perry Cup Midwinters

Fifteen Mercurys competed in December 2's Perry Cup Series, hosted by Monterey Peninsula YC. This brought the total of the competitors for all eight races to 17. It was a sunny day, and there was enough wind to get the MerCs to the starting area. It took a while for the race committee to set a course until the very weak breeze gave them decent direction. There was a swell running but very little chop.

The first race was a twice-around sausage, finishing downwind. The starting line was set so that one had to tack to port to cross. David Morris with Jared January and Mark and Liz Chandler led the fleet to the right side of the course; Bill and Katie Worden led to the left side.

Worden was first around the weather mark. However, as the wind was dying, Morris and Chandler passed him downwind to the finish on the shortened course. Morris was first, followed by Chandler and Worden.

A breeze, about 4 knots, came to the fleet, and Race 2 was off. Twice around, and this would work.

Jim Bradley with Gage Bradford started right at the pin end of the line. They tacked immediately onto port, then after a very short time back to starboard to the favored side of the course. Bradley held the lead to win. He was followed by Doug Baird with Kate Conway. Morris placed third. The scheduled third race

did not take place.

Bradley and Morris are tied for first in the series after eight races. Once again Dick Clark, running the race committee, showed great patience to get two races completed.

The series began on November 3-4 and will continue on January 6. See www.mercury-sail.com.

— pax davis

SBYC Island Fever Series

Saturday, November 18, and the competitors were ready for Races 1 and 2 at South Beach Yacht Club's Island Fever Series. Visibility was superb, the water was smooth, and the wind was consistent. Speaking of consistent — any skipper who won Race 1 went on to then win Race 2.

In the Spinnaker 100 and below division, two boats took to the waves with Mark Kennedy's *Flying Tiger CentoMiglia*

For more racing news, subscribe to *Electronic Latitude* online at www.latitude38.com

December's racing stories included:

- Berkeley Chowder Race
- Star Sailing League Finals
- Mercury Homecoming Regatta
- Round the County Race
- Banderas Bay Blast
- Previews of Rolex Sydney Hobart, January racing, and more.

THE RACING



South Beach YC Island Fever race on November 18. Above: Collette Meyers guides a drop to the deck on 'Heart of Gold', Joan Byrne's Olson 911S. Top right: Mark Kennedy's Flying Tiger 'CentoMiglia' and Lewis Lanier's J/32 'Stratocaster'. Bottom right: A sweep of current leads skippers to make a wide turn at the leeward mark. Lloyd Ritchey's Santana 35 'Breakout' had a little challenge with this drop, permitting Robert Fairbank's Schumacher 30 'Double Down' to steer in tighter.

besting Larry Baskin's Express 37 *Bullet*. Kennedy is building up crew in anticipation of the January/February Corinthian Midwinters. "Kicking off the winter program, we had excellent chemistry and crew work, even from our rookie who'd never raced before," he said. "It was a beautiful day with perfect conditions."

Chutzpah of the day award goes to Joan Byrne's Olson 911S *Heart of Gold*. Also racking up a 1-1 was HoG's helmsman Robert Hu, who notes, "Going into Race 2, we trailed at the start due to an unfortunate touch of the pin-end mark and doing our penalty turns. We had to play catch-up to the entire fleet during the first windward leg, but managed to claw our way back to mid-fleet by the windward mark. Our break came at the leeward mark, NAS1, where a little delayed tactical gratification and awesome crew work on the spinnaker take-down allowed us to round second — just ahead of *Double Down* and *Breakout*. Because the entire crew knew in advance that we needed to tack ASAP, we were able to round the mark and turn right away,

thereby gaining several boatlengths against our two nearest competitors, as well as the lead boat, *La Dolce Vita*. From there it was a matter of sailing conservatively by staying between the competitors and the finish line for a comeback win."

Heart of Gold competed in Spinnaker 101-150 alongside six other boats. Second place went to the custom Schumacher 30 *Double Down*, owned by Robert Fairbank. Third went to John Riley on *La Dolce Vita*, a J/32.

Spinnaker 151 and above counted seven on the line, and, yet again, the skipper who took first place in Race 1 did so in Race 2. Mike Kastrop's Catalina 30 *Goose* powered ahead of John Ford's *Avalon* (also a Catalina 30). In doing so, *Goose* and crew missed the show to their aft of antics by a lone seal flopping this way and that out of the water for several moments. Rounding in third was William Dalton's Catalina 30 *Friday's Eagle*.

In the Non-Spinnaker Division, Ryan Bruington and Walt Raineri maneuvered the BAADS Sonar boat to a 1-1. Their other competitor, Jeff Thayer on the Cal

39 MkII *Eco* claimed a second in Race 1 but did not compete in Race 2.

The Island Fever Series continued on December 16. To avoid 40-knot gusts, the fleet remained onshore during a one-hour postponement, then hit water once the breeze settled to 18-22 knots. Racers also dealt with a 3.7-knot ebb fighting the northerly, which made for choppy seas. By the end of Race 1, winds steadied to 12-15 knots, so officials signaled for a second race.

CentoMiglia closed the day with a 3-1, preserving a first-place spot in the series. Despite a 3-3 for the day, *Heart of Gold* holds onto a division first place as well.

SBYC race official Andrew Lorenzen summed things up: "While there was some strong swell due to the breeze and ebb battling for supremacy, it ended up being a rather nice afternoon of racing."

The series will resume on January 20. See www.southbeachyachtclub.org.

— martha blanchfield

BYC Midwinters

"On Saturday, December 9, 52 boats gathered in the middle of the Olympic Circle to enjoy a sunny afternoon of racing," reports Berkeley YC race chair Bobbi Tosse. Despite a lot of haze — smoke from the fires in Southern Cali-



ALL PHOTOS LATITUDE / CHRIS

fornia that drifted up the coast and got trapped beneath an inversion layer — the mark-set boat crew reported 7.5 knots as they set the windward mark.

Added for the December event were three multihulls in their own division. The insertion of an extra division in front of PHRF A confused some of the sailors accustomed to starting first, and Bobbi had to remind them: "The only boats that should be milling around in the starting area are the three multihulls."

The wind direction was an issue too. "Every wind prognosticator had agreed that there would be a pleasant breeze from the northwest," reports Bobbi. "But, in spite of us waiting an extra 10 minutes to be sure, the wind direction insisted on being almost easterly."

One racer was confused by the backward wind direction and asked over the VHF, "Is this going to be a downwind start?"

"This not going to be a downwind start," replied Bobbi. "The mark is in the neighborhood of 90°."

The first leg was relatively square at first, but it quickly turned into a one-tack beat (on port tack). "Of course, as soon as the sequence started, there was a nasty left shift," said Bobbi. "This resulted in a very fast race for all."

Berkeley YC Midwinters. Above: The Express 27 division start on Saturday, December 9. Below, left: Richmond YC girls and boys, each on their own J/22, fraternized during the long postponement on Sunday. Right: PHRF 1 starts on Sunday after a 1:15-hour postponement.

In the early flood, a couple of boats — in the Express 27 and PHRF 3 divisions — were over early and had to return to restart. Another challenge to the BYC racers was the presence of the RegattaPRO fleet. Their racecourse is almost always well west of the BYC courses, but, in the easterly, their windward mark on December 9 was unusually close to XOC, a fixed YRA mark that serves as the pin end of the BYC startline. BYC boats attempting to line up for their start had to weave between RegattaPRO boats beating through, but no unpleasant incidents were reported.

"The series scores so far indicate there will be a whole lot of fun in the future," says Bobbi. "Division A has a three-way tie for first place. Reuben Rocci's J/111 *Swift Ness*, Trig Liljestrand's J/90 *Ragtime* and Bryce Griffith's Antrim 27 *Arch Angel* all have 5 points. Only 1 point separates the top two places in Division B. Mike DeVries on the *Wilderness 30+ Special Edition* has 3 points and Pat Benedict with his J/105 *Advantage 3* is close behind with only 4 points. Divisions C and D both have ties. The first place in Division C is shared between

Andy Newell's Santana 35 *Ahi* and Peter Cook's Ultimate 24 *For Pete's Sake*. Division D shows John Gulliford in his J/24 *Phantom* sharing first with Chris Nash's Hawkfarm *El Gavilan*."

On Sunday, December 10, the sky was much clearer. "The weather gods played games with us on Sunday," said Bobbi. "Four different weather sources had concurred that the wind would come from the northeast or northwest. And yet we arrived in the start area at XOC to find a pleasant little southerly. This soon dissipated."

The mark-set boat went due north to Brooks Island to set a windward mark .75-miles away in 8.5 feet (at low tide) of water. Close to shore, the breeze came in at 7 knots, but there was nothing at XOC at noon, the appointed hour. "We watched the spars fly a complete 360° during the 1-hour, 15-minute postponement," said Bobbi, who was stationed on the startline race committee boat.

The land breeze shifted from north to east. The windward mark was moved to 60°, and the mark-set crew reported 12 knots at 12:08, but there was still noth-

THE RACING



Left: Moore 24s round the windward mark at the RegattaPRO Winter One Design on December 9. **Right:** J/70s and J/24s were among the classes racing too. 'Frogflips' is the colorful J/24 in front.

ing at X. At 12:30, a light breeze filled in from the southwest, while a northeasterly was spotted up by Southampton. "It's a crazy, mixed-up day," commented one of the doublehanders. At 12:55, the mark-set crew reported 8 knots from Albany — a tasty little breeze.

"Finally, a brisk northerly appeared, and at 1:10 p.m. the sequence of starts for the 32 boats in four divisions began. As on Saturday, everyone got Course 2 — the twice-around course.

"All looked good — until it didn't," commented Bobbi. "With giggles and chortles the wind gods dropped the brisk northerly and swapped in an anemic, fitful southerly. The fleet came to a halt, and the possibility of finishing the double windward/leeward course looked grim.

"Can we shorten? In prior midwinter races when these conditions occurred (as they frequently have), we simply moved the signal boat to one of the buoys that the fleet needed to round, hoisted an 'S' flag, blew whistles, and waved goodbye. This works. Of course, RC needs to be in front of the lead boat and behind the last boat for this to work. In our case on December 10, this option looked pretty iffy. It looked like we might be able to only finish a couple of the divisions. The lead boats had already rounded their last windward mark, so we couldn't go there.

"Aha! We are two committee boats these days, now that we have our mark-set boat. Thus, two divisions got a 7-mile windward/leeward/windward/finish and two divisions got a 5-mile windward/leeward/finish. (Keep in mind that the descriptions 'windward' and 'leeward' are being used metaphorically here.)

"The Sunday series scores show only one tie for first. In the Shorthanded Division, Bob Johnston's J/92 *Ragtime!* is sharing first with James Clappier's SC27 *Furthur*. The three remaining divisions all have dominating boats with double

bullets. Division 1 is dominated by Ray Wilson's Melges 24 *Magoo*, the Express 27s are dominated by Zach Anderson and Will Paxton's *Motorcycle Irene*, and Division 2 is headed up by Richard Stockdale's J/24 *Frogflips*."

Find full standings and more info at www.berkeleyyc.org/racing. The next races will be held on January 13-14.

— latitude / chris

Straight Outta Cape Town

In early December, the Tostenson family traveled from the Bay Area to South Africa to visit the Volvo Ocean Race stop-over in Cape Town. Kelsey Tostenson, age 18, filed this report from the VOR base:

I was met by the Vestas 11th Hour Racing team COO, William Erkelens (of Piedmont, CA). He gave me a quick tour of the base, which included a wind-turbine virtual-reality simulator and lockers loaded with Musto sailing gear. He then led me down to the dock to give me a tour of the Vestas boat. The boat feels immense when you step on board — wall-to-wall carbon fiber and the biggest cup holders on earth to accommodate the huge water bottles the crew carry to combat dehydration.

The leg from Cape Town was set to leave on Sunday, December 10, and arrival in Melbourne, Australia, was anticipated for around January 4. This leg is one of the most rigorous, as competitors must sail through the Southern Ocean, known for its rough seas and frigid temperatures. In addition to the harsh conditions, this leg also counts for double points, making good scores twice as important as they are on standard legs. This weighted scoring has the potential to significantly impact the standings.

This year was also the first time for quotas for female sailors. This is huge. Before this year the majority of women

sailing this race had been on all-girl teams, and there hadn't been opportunities for women on mixed crews. William Erkelens set up an interview for me with Stacey Jackson, an all-around bad-ass sailor from Australia. With 11 Sydney Hobart races under her belt and two previous Volvo Ocean Races, she is a definite leader in girl sailing.

Kelsey: Do you feel like the quotas ever de-value you as a member on the team?

Jackson: Not for the fact that I've done the race already and I have a strong position in the boat as well, whereas perhaps for the other girls on board the only difference is not that they are female, but that they haven't done the race before. That is the only key difference on board — it's not gender-based, it's experience-based.

Kelsey: What is the biggest piece of advice you would give to young female sailors who hope to someday follow in your footsteps?

Jackson: You don't stumble into something like this. From an early age I would watch this race and I went about being here, I didn't just end up here. I got the skills that I needed. I'm a sailmaker by trade. Working on and maintaining boats are all skills that work around your sailing skills. Obviously you need to be a good sailor, and I don't know if it's madness or what but you need to be able to be out on a boat for a month at a time and enjoy the extremes of the race. A simple sum-up would be, work hard and never give up.

Kelsey: How did dinghy sailing or skiff sailing transfer to the Volvo boats, what was the acclimation process like, and did small-boat sailing help or hinder you in any surprising ways when learning these Volvo Ocean Race boats?

Jackson: You can arrive at this point any way you like, but to have those small-boat skills, it transfers and it grows and the boats get bigger, faster. My dad is a sailor, and his whole thing



SHEET

is that you have to have the skill to get into your own little dinghy and sail off and sail back and then you know you can do anything after that. You've got the basics and you should be able to get in a bigger dinghy from there because everything is the same, but there are all those people that are here that never did dinghies. After the last race I got back into dinghy sailing having not sailed a proper small boat for too long to admit. I bought myself a foiling Moth and really jumped into the deep end with it. Now when I'm trimming the mainsheet, I've noticed that I'll actually lean out more. It's a skill that I've always had but it's being brought back to me by having my dinghy. The guys that have sailed the skiff, they have that skiff mentality to sail with apparent wind, so it all does translate from sailing dinghies.

Kelsey: What age were you when you started sailmaking?

Jackson: I started at 18, so I finished school and worked at home for a bit and had a couple jobs and saved enough money to move to Sydney. I wanted to move to Sydney to start sailing bigger boats, and my dad told me I could if I had a job. It wasn't like I wanted to be a sailmaker, but it was like, "Oh, that's a job I could do." In fact, I fell in love with sailmaking and the skill. It was actually a really good choice of work. I've worked on some amazing boats, in amazing parts of the world that I never would have thought would be in the cards if it wasn't for sailmaking. I like to say it was a well-educated plan, but I kind of just winged it and it worked out.

Kelsey: Has having microphones and cameras on board changed crew dynamics?

Jackson: Wow, that's a heated topic right now. It hasn't, no. And I don't think it should. I think the cameras on board are fantastic, because, like, my mom knows what I'm doing every single day and I think it probably eases her stress level a little bit. And sailing is not a

Left: Kelsey Tostenson of Point Richmond interviews Aussie sailor Stacey Jackson, crew with the Vestas 11th Hour Racing VOR team. Right: Jackson on the rail of the Volvo 70 in Cape Town during that stopover's practice day on December 6.

popular sport, so when people can follow it easily I think it is brilliant.

Meeting sailors like Stacey Jackson and Liz Wardley — getting a glimpse into a day in the life of some of the toughest and hardest-working women I have ever met — was one of the most rewarding things I got out of this experience. Good luck to Stacey Jackson and the entire Vestas 11th Hour Racing team.

— kelsey tostenson

Yowzer! That's a Hawser

We were expecting a race report from Pat Broderick about the Sausalito YC Chili Midwinter Race on Sunday, December 3. But Pat's Wyliecat 30 Nancy ran into a bit of a snafu on the racecourse:

We got a decent start in light wind for the December SYC Chili Midwinter race, got up onto the Angel Island shoal away from the raging ebb, trimmed the sail, and were looking pretty good. But we weren't going fast. The competition was just sailing away. I got out the cat-o-nine tails and lashed the crew into frenzied sail trimming, but to no avail. The knot-meter refused to show improvement.

I concentrated on steering and looking at the sail until I glanced back and saw a strange wake. It took me a few seconds to focus and realize what was going on. We had a boatlength of heavy mooring line dragging behind us.

The sail frenzy turned into rope frenzy as the crew grabbed the boat hook and began unwrapping the hawser from around the keel and then the rudder as things moved aft. There was nothing to grab hold of until an eye splice large enough to fit a full-sized bollard was dredged up. It took three crewmembers to drag the wet rope onto the deck. Once the ugly monster was onboard — we didn't want to leave it floating around for our competition to snag — we began to go faster and catch up. But, alas, we

were almost a full half lap behind by that time. Our race turned into a fast cruise.

After we coiled up the hawser, Ben jumped into the 'nest' for a comparison photo: 12-year-old sailor vs. 40 feet of 2-inch nylon. Then he toted it off in a dock cart to take home and practice some knotsmanship. I'm sure his father was pleased to have that happen.

— pat broderick



PAT BRODERICK

Young Ben races aboard the Wyliecat 30 'Nancy' — when he's not wrangling hawsers.

Race Notes

The 12th **Leukemia Cup**, hosted by San Francisco YC in October, raised more than \$750,000 in donations, making the Bay Area edition the Leukemia & Lymphoma Society's top fund-raising regatta in the country for the 11th year in a row.

Reigning Melges 20 world champion

THE RACING SHEET

Drew Freides and crew on the SoCal-based **Pacific Yankee** continued their dominance of the class at the Miami Winter Series Season Opener, hosted on December 1-3. Coconut Grove Sailing Club and Shake-A-Leg Miami made a huge effort to get their facilities up and running in time for the regatta after Hurricane Irma blew through.

So long **Merlin**; it's been nice knowin' ya. As reported in *Lectronic Latitude* on December 1, Bill Lee has sold the 68-ft sled to Chip Merlin of Tampa, FL. Lee designed and built the yacht and launched her in 1977, then bought her back and had her trucked home to Santa Cruz from the Great Lakes in October 2015. Merlin plans to bring **Merlin** back to California in time for the 50th Transpac Race in 2019.

The 2018 **Newport to Ensenada Race** will be three races in one. The N2E has merged with the **Border Run** from Newport to San Diego and added a shorter youth course to Dana Point. NOSA will start all three races in Newport Beach on April 27. Notices of Race are posted at www.nosa.org.

By now you've heard the news that the **2024 Olympics** will be held in Paris. But the sailing events will be nowhere near that inland capital city. Rather, sailing will take place 482 miles away, on the Mediterranean, out of Marseille in the South of France. Competitors will get a taste of the venue at the 2018 World Cup Series Final on June 3-10, hosted by La Fédération Française de Voile. "Once an Olympic venue is announced, sailors are eager to train, race and compete on the waters of the Olympic Sailing Competition," commented World Sailing President Kim Andersen.

The future looks bright for the American sailing team: At the **Youth Sailing World Championships** in Sanya, China, on December 6-19, Houston YC member Charlotte Rose won the gold in the 40-foot Laser Radial Girls class. Twins Carmen and Emma Cowles won gold in the 420 Girls, and Thomas Rice and Trevor Bornarth won silver in the 420 Boys. Neil Marcellini and Ian Brill of Richmond YC finished seventh out of 30 skiffs in 29er



TOMAS MOYA / SAILING ENERGY / WORLD SAILING

Texan Charlotte Rose won gold in the Radial in Sanya in December.

Boys. Joseph Hou of Newport Beach placed eighth out of 51 Radial Boys.

USA ranked third for the Nations Trophy after Italy and Israel. See www.worldsailingywc.org.

— *latitude/chris*

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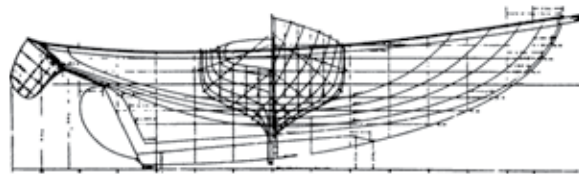
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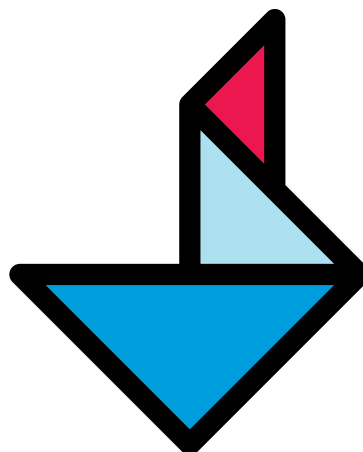
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*We keep to our January tradition this month, with a detailed look at chartering in the **Well-Protected Waters of the Pacific Northwest**, plus miscellaneous **Charter Notes**.*

Sailing the Glorious Salish Sea

What the heck is the Salish Sea? About 10 years ago that name was formally adopted to define a vast area of waterways, bays and fjords located in the northwest corner of Washington State and the southwest corner of British Columbia — including Puget Sound and the Straits of Georgia and Juan de Fuca.

Not only was the adoption of the name an appropriate tribute to the indigenous Salish people, who were the original inhabitants of this watery realm, but it solved a problem for writers like us who'd previously struggled to find an appropriate name for the region — which happens to be one of the most spectacular sailing grounds on the planet.

Although the area's May-to-September sailing season is still months away, right now is the perfect time to lock in a reservation for your boat of choice, as bareboat fleets on both sides of the border are relatively small — especially compared to the armadas of charter boats found in the Med and Caribbean.

If you've never had the pleasure of visiting this region by land or sea, allow us to tell you why you should. First, the entire 200-mile-long expanse is drop-dead gorgeous, with lush, green forests that reinforce a peaceful mood every time

We can think of no popular charter destination more unspoiled and primeval than the fjords of Desolation Sound.

you poke your head outside the companionway. A 55-mile-long archipelago of islands comprising the Canadian Gulf Islands and American San Juans is the primary playground for charterers. In addition you can opt to visit less-traveled glacier-formed inlets on the Canadian mainland, or the completely undeveloped wonderland called Desolation Sound, which lies toward the north end of the Sea.

Although many verdant headlands here probably look alike to newcomers, navigating these waters is relatively simple — even for first-time charterers — thanks to well-tended buoys and markers, and the chartplotters that come with most bareboats these days. That said, there are two challenges you'll face that don't exist in tropical venues: wide tidal ranges and the rapid currents they cause in certain areas. But the comprehensive tide atlases that are supplied with every boat make trip planning both fascinating and fun. Needless to say, you can use slack tides and zooming currents to great advantage if you plan well. This comes in handy particularly on light-wind days, of which there are many during the summer months. If you like to sail fast you'll be pleased to wake up to a cloudy day, as that's when the breeze might pipe up near 15 knots.

Of course, you'll also need to consult the tide tables when anchoring for the night, or choose the no-brainer option: that is, grabbing a mooring ball. These are abundant throughout the region, especially in the many well-maintained marine parks.

Another thing that distinguishes sailing in these latitudes during summer, when compared to the tropics, is that the sun doesn't set until 10 p.m. in mid-summer, giving you much more playtime before you need to settle in for the night.

If you equate bareboat chartering with snorkeling on coral reefs and basking on sun-baked beaches, let



LATITUDE / ANDY

us assure you that you can have plenty of fun exploring temperate waters too.

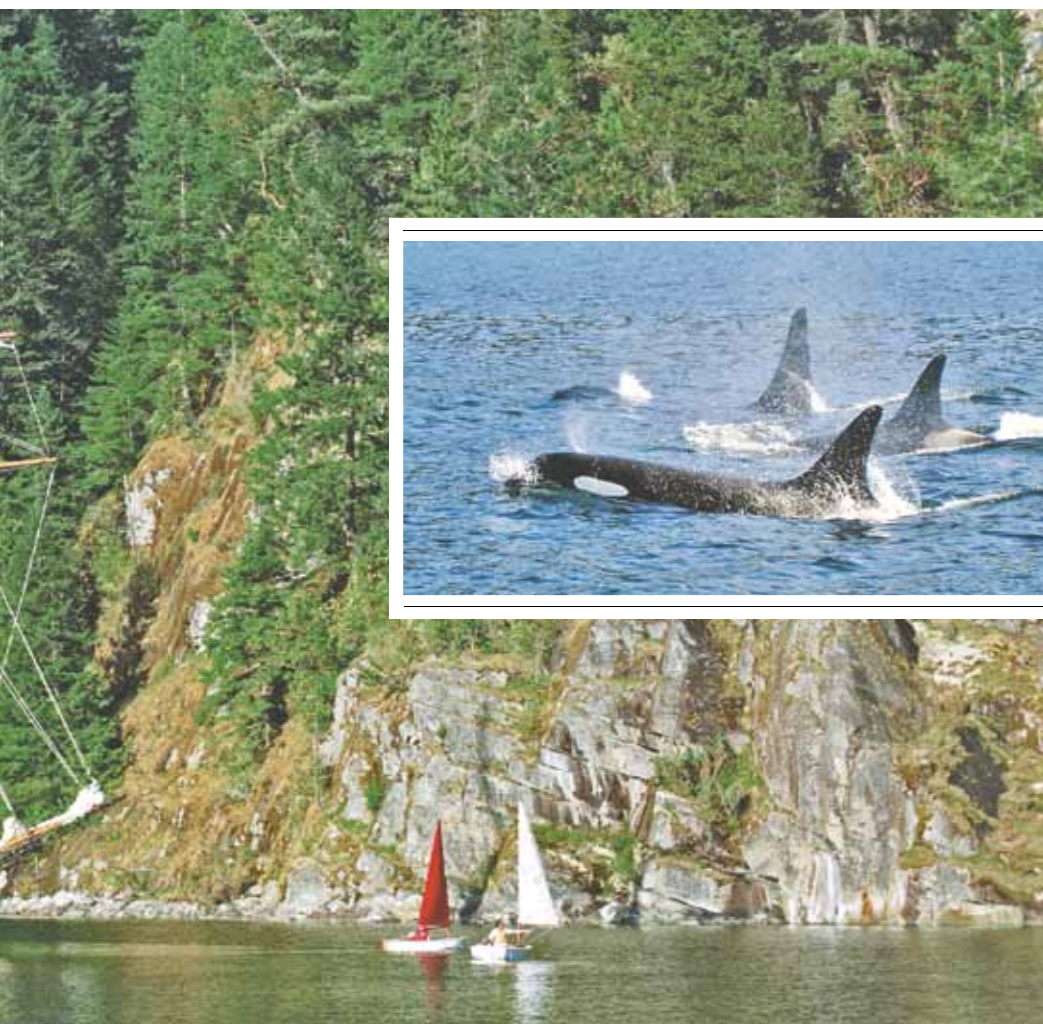
For most visitors the water is too cold for swimming — except in inland waterways such as Desolation Sound, where it's often a swimmable 70° — but there



EAGER DREAMER



OF CHARTERING



Spread: Student sailors off a handsome schooner sail their dinghies in a tranquil corner of the spectacularly beautiful Salish Sea. **Inset:** Pods of orcas are a common sight, particularly in the lower reaches of Haro Strait.

are hiking trails throughout the region, many of which lead to freshwater lakes that are perfect for an afternoon dip.

Nature lovers will find plenty of wild-life in the forests, of course. In fact, it would be hard to sail here for a week without seeing at least one bald eagle perched near a tree top.

Some charter companies will rent you kayaks to carry aboard, as paddling is hugely popular in these mostly serene waters. Another great way to get some exercise is to rent bikes for exploring, especially on Lopez Island, which is flatter than most.

Seafood here is always fresh and plentiful. In fact, some charter outfits offer crab pots as part of your bareboat's essential gear. If you don't have any luck, no worries. Fishermen and crabbers will often sell their catch right off their boat if your timing is right.

One of the things we like best about

sailing these waters is that you can balance your itinerary between secluded anchorages with absolutely no development ashore, and picturesque waterside towns or resorts with full-service marinas, restaurants and shops.

Another unique characteristic of chartering here is that you can sail on both sides of the international border if

you wish, and take in the best of both worlds. Clearance in and out is ridiculously quick and easy, but all crew must have a passport in order to pass into Canada. These days, a distinct advantage of spending at least part of your time in Canadian waters is that the US greenback is relatively strong against the Canadian dollar (\$1 USD = 1.3 CAD).

There are well-maintained fleets of bareboats on both sides of the border, so choosing which company to use depends mostly on where you want to spend your time. A week in these waters is great, but 10 days or two weeks will allow you to see much more and not feel rushed.

If we have ample time, we like to poke around both the Gulf and San Juan Islands, then pick a morning with a strong southbound current and roar down the Haro Strait to Victoria, the capital of BC, and probably the tidiest port town you'll ever see. After a week or more hanging out in remote anchorages and small towns, you might appreciate the attractions of this charming city — especially if you time your arrival for late morning, when you might be lucky enough to snag a guest berth right in front of the iconic Empress Hotel (first come, first served).

Within a few minutes' walk from the harbor you'll find a wealth of fine restaurants, pubs and shops of all sorts. The Royal BC Museum is well worth the entry fee, and there's an IMAX attached.

The well-scrubbed port of Victoria — BC's capital — is a delight to visit during summer. Seen here are guest slips in front of the Empress.



LATITUDE / ANDY

WORLD OF CHARTERING

During the summer months the whole city seems to have a festive feel, especially the harbor area, where street performers and artists line the waterfront promenade.

Have we convinced you yet to give the Salish Sea a try? If so, remember, fleet sizes are relatively small, so smart charterers book early — like, tomorrow.

— andy

Charter Notes

If you're always looking for new places to charter and sail, we've got some good news from south of the border. First, **Club Nautique** aims to open its brand-new Mexico charter base this month, or soon after, at the **Paradise Village Resort** in Nuevo Vallarta (just north of Puerto Vallarta, on Banderas Bay.)

"Initially, we're offering **Jeanneau** sail and power yachts in the sizes typical for bareboat charter operations," says company president Don Durant, who also anticipates the possibility of eventually offering larger crewed yachts.

Banderas Bay seems to be blessed by some of the best sailing conditions in Mexico, as moderate winds come up nearly every afternoon.

In the beginning the company will offer rentals and "**Sail & Learn**" instructional programs, with the possibility of eventually offering comprehensive instructional programs.

Meanwhile, 520 miles north, in the state of Baja, San Diego-based **West Coast Multihulls** has signed an exclusive charter operator agreement with the recently renovated **Marina Puerto Escondido**. Catamaran charters out of

the new base are expected to commence this month.

Down in the Eastern Caribbean, **St. Maarten, the US and British Virgin Islands, and Puerto Rico** are still struggling to rebuild infrastructure three months after being clobbered by hurricanes Irma and Maria. But both large and small charter firms have fast-tracked their recoveries. **The Moorings** and **Sun-sail** reopened their "**flagship**" charter base on **Tortola, BVI**, last month, and smaller firms, such as long-established **TMM**, began running charters last month.

While memories and reminders of the devastating storms linger, we'd remind you that the best way you can help the economies of these islands is to **visit them by land or sea**.

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— andy



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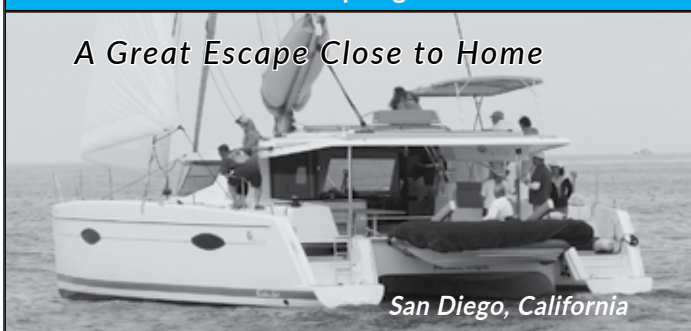
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CHANGES

With reports this month from **Alkahest's** Northwest passage; **Dogfish's** first year of cruising; **Cinderella's** carbon-free electrification; an overdue Part II of **Trolling to Mexico** with **Mojo**; **La Cuna's** first Baja Ha-Ha, and **Cruise Notes**.

Alkahest — Tartan 42

Ray Jason

Juggling Ice in a NW Passage (Archipelago of Bliss)

When you last heard from me, I was writing a regular series for *Latitude 38* called "Ray Jason's Sea Gypsy Vignettes." In those articles, I shared some around-



Ray Jason re-learns a thing or three about layering.

the-bar tales describing the humorous misadventures of cruisers I met while meandering from sea to shining sea. But for reasons that will remain a secret, known only to my confessor, that ended several years ago. That does not mean I gave up the sublime lunacy that is the sea gypsy life. Indeed, I still relish it and have now lived onboard my small but sweet Golden Gate 30, *Aventura*, for 25 years. Recently, I have homeported in an exquisite spot that I call The Archipelago of Bliss. It is 9.10° N and 82.10° W. I am being coy about the exact location, lest we be inundated with Waterbago cruisers.

However, life in the Banana Latitudes can become so intoxicating that you sud-

Left to right: Jay, Danica, Greg and Michael in Christianshavn, Greenland, where the bergs are as big as the boats. Or bigger.

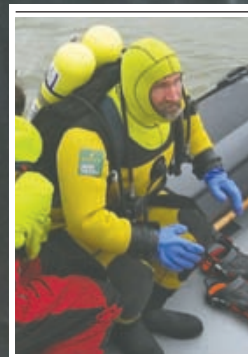
denly are stuck in a Velcro port. And so, sensing that I had been south of several borders for too long, I again cast my fate to the wind — in this case, the northern wind. I joined a great cruising couple who asked me to crew for them on an attempt to sail the Northwest Passage!

This would be a particularly noteworthy quest because we would be doing it in a fiberglass production boat — the Tartan 42 *Alkahest*. I flew to St. John's, Newfoundland, and joined Danica Richard and Jay Tremblay, who had started their voyage way back in Seattle. I had met them a few years ago and we got along very well. But we had never sailed together — much less in the way-high latitudes.

Our first leg of about 1,000 miles from St. John's to Nuuk, Greenland, went well. The wind conditions were largely favorable and we managed to weave through the fog without hitting any of the Burger King-sized icebergs. By the way, some of them do not show up on radar, which makes watchkeeping as tense an experience as being Harvey Weinstein's limo driver.

On the Fourth of July, we arrived in Nuuk, but instead of a sky filled with fireworks it was actually snowing! There, we were joined by Greg Reed and Michael Hoffman. My vision of our voyage was sort of "Explorers Against the Elements," whereas theirs was more like a "Seagoing Frat Party." It certainly added unexpected dimensions to the adventure — particularly with five of us aboard a 42-footer. We cruised up the spectacular west coast of Greenland viewing scenic wonders during the day and watching action movies at night.

From the east there is only one entrance to the Northwest Passage. It is called Lancaster Sound and it is where we presumed that our battle with the ice would begin. But a full week before we arrived there, we got a sobering preview of the fun ahead. As we motored through a very manageable field of ice, we suddenly found ourselves in a narrow channel with lots of ice and very little water.



It was now as manageable as a fish market full of hungry cats.

This was Intense with a capital 'I'. Since ice moves with wind and current, it was shifting and closing in behind us. Involuntarily, we swiftly learned ice pilotage. I drove, while Michael perched on the boom calling out course changes. The others stood by with ice poles to help keep our experience from going titanic. We often had only a foot of clearance between the floes. After two hours of laser focus, we made it through. We Rejoiced with a Capital 'R'.

Once we arrived in the Canadian Arctic, this experience proved very helpful. The few other sailboats that were attempting the NWP this season would approach an ice field and decide that it was impassable. But we would muster all hands on deck and find a route through. This always took many hours of constipation-inducing concentration, but the high afterwards was as powerful as a Humboldt harvest.

Aside from combat with the ice demons,



RAY JASON

IN LATITUDES



Readers — Those of you who don't know Ray Jason might actually know Ray Jason. For years he was a street performer in the City, juggling all manner of hot, sharp, heavy, dangerous items for your entertainment. If that still doesn't ring a bell, he's the only guy we know of who could juggle bowling balls. Ray sailed Aventura to Hawaii in the 1990 Singlehanded TransPac, and basically never looked back. He has lived the sea gypsy life ever since. You can find his books Tales of a Sea Gypsy and The Sea Gypsy Philosopher at www.amazon.com.

Dogfish — Peterson 44 Marga Pretorius & Greg O'Toole First Year Debrief (Oakland)

So what has the first year of cruising been like?

You met us one year ago in the Bay Area (*Sightings*, Jan. 2017), struggling under the weight of so many projects, toiling between downpours, frantically racing to tie up loose ends and final must-do's. Would we ever leave on our two-year sailing trip? The anticipated departure date was a crumpled and mangled traffic cone in the rear view mirror, taken down at 60 miles an hour as we exclaimed, "We're not ready yet!"

Finally, one day we reached the outskirts of Perhaps Good Enough, took an exit, and veered south.

We made it some 400-odd miles — where it all came to a stop. *Ay Dios Mio!* Did the boat break? Was the dream lost? Oh no, the relationship crumbled?!

None of these. For us young cruisers, the snake in the grass was of a medical variety: big cut. Lots of blood. Bad diagnosis. Surgery. Bandages in value packs. Uber receipts to physical therapists. Copays. More copays. Turns out when insurance says "copay" really it's more like, "Umm . . . no, why don't you pay?"

Jobs necessarily followed.

And so as the winter of 2017 rained its way all through spring, we toiled once

After more projects than they'd dreamed possible on a project boat, Marga and Greg's 'Dogfish' is finally in Mexico!



DOG FISH

Spread, in the NWP, 'going with the floe' takes on a whole new meaning. Top left to right: French scuba samaritans; polar bear mom and cub; the Seattle-based 'Alkahest' in warmer waters; when you enter an ice field, you touch everything with a 10-foot pole.

we had other foes. When the glow plugs would no longer glow, the diesel would no longer go. But the transmission certainly would — once it locked itself into forward. Amazingly, we traveled over 2,000 miles with this "minor inconvenience." Plus, five husky sailors against one toilet is not a fair match.

But our greatest challenge led to a downright miraculous victory. The cutlass bearing slid out of the skeg and we sailed 700 miles to Tuktoyaktuk, which is on the north side of nowhere, wondering how we could repair it in this frigid water. Up where the polar bears roam, there are no boatyards and we had no cold-water dive gear.

Then along comes a 100-ft expedition sailboat emblazoned with decals that said "Under The Pole." These French adventurers had just been scuba diving under

the North Pole. When they learned of our situation, they sent over two of their best divers. In about 90 minutes, these scuba Samaritans fixed our unsolvable problem. This reinforced my long-held belief that people will care for each other — if you just get the politicians out of the way.

Another couple of thousand miles across the Beaufort Sea and through the Bering Strait, and we pulled into Nome, Alaska. Logging over 5,100 miles, we had triumphed. If that seems a bit overly self-congratulatory, don't forget that men tried to sail the Northwest Passage for over 400 years before the first boat made it through.

— ray jason, 11/29/17

ALL PHOTOS RAY JASON

CHANGES

more, only a few hundred miles from home. But when the Southern California wildflowers finally emerged, a newly bas-



tioned *Dogfish*, ready for take two, also blossomed. On with the trip! Bring me that horizon!

We set our sights on anchorage number two. Where would it be? A prudent crew decided easily: San

Diego for a medical training course. Then, a quick zip south around Baja before hurricanes started in earnest.

Here is the point in this tiny narrative when things slow down and melt, like a stick of butter making its way down a hot *elote*. Southing began to happen as advertised: under a spinnaker, through warming climes, taco in belly, beer in hand. Our old cares bobbed distantly behind our smiling phosphorescent wake. We were weightless, unstoppable, sailing so fast down the coast of ecstasy and delight that it became impossible to believe that the contents of our holding tank smelled any different than the sweet desert perfume of cardon cacti mixed with the salty fresh spray of dolphins jumping into sunsets. We were in it. We were hot.

And if some was good, more should be better. So we tried more. More sailing, up into the Sea of Cortez. More anchorages. More fish and birds, reefs and corals. More islands and beaches and rocky points. More three-hour-long dinners. More dark nights. More solitude. More hikes. More towns. More people. More



Spread: 'Spearchucker' Mark has put many a meal on the table with his spearfishing expertise. This dorado was taken off Agua Verde, while the huge, 55-pound Pargo (upper left) was caught off Isla San Marcos. Inset, Marga serves up sushi made from bonito caught while trolling. Left, Marga takes in an epic sunset while underway.

foods. More, more, more and more.

Fast forward through summer and fall and it turns out more has been great. We have become busy — our days are stuffed full of adventures, chores and all the wonderful messes of floating life. At night poblano peppers are stuffed full of onions, chorizo, and fresh tuna before being thrown onto the grill. Living stuffed has suited us. We have been feasting.

Every now and again, when the bill comes, we think, "Not bad: we'll take it." We do our share of maintenance. We work on finishing that project list that never gets shorter. We make lots of mistakes — luckily, none of them too costly. We re-

balance. We buy parts. We save for catastrophes. We have learned from our long winter and pick up jobs where they fit.

In the blink of an eye a year has passed. We are still in Mexico, only just licking the icing on our originally planned two-year route. It's obvious now that we will go for longer than that.

— marga pretorius 11/30/17

**Cinderella — Ericson 35
Pajo Gazibara and Ava Ryerson
Carbon-Free Cruising
(Seattle)**

A few months ago, Ava and I set off from Seattle in pursuit of a dream shared





ALL PHOTOS DOGFISH

diately rejected. A month later, the sellers called to say it was accepted!

I soon found out *Cinderella* had a racy past. That explained her Spartan, almost gutted interior. Except for the diesel engine in the center of the cabin, a modest galley, and a couple settees, she was bare fiberglass inside.

The boat had raced to Hawaii twice in the Pacific Cup, and had numerous trophies from racing on Lake Washington.

One of the previous owners had done a complete overhaul, so structurally she was in good shape.

Around this same time, I met and fell in love with an amazing gal, Ava. On one of our first dates, I asked what her five-year plan was. I had already told her mine, which was to leave in two years to sail around the world.

Her thoughts? This guy is cute, but wow, is he a dreamer.

Two years later, she was selling her car, scooter and vinyl collection. She found a new home for Jennifer the cat, and moved aboard *Cinderella*. We spent 2017 rigorously preparing while both working full-time jobs and picking up odd jobs to save money. We had a monster to-do list to get our boat ready to go (and we're still checking off items along the way).

Our limited budget means I rebuild or custom-build whatever the boat needs. So it was never hard for Ava to track me down — I was either at Fisheries Supply, or at the boat, buried deep in power tools and fiberglass.

Among the jobs we did during that time were installing a new interior with custom cabinetry, extra berths, new plumbing and a functioning head, adding roller furling, re-habbing and installing an old Aries windvane, and installing a solar power system.

And then there was the engine. I did the usual oil and filter changes, but after it failed us twice — hydrolocking both times due to exhaust system issues — I was motivated to replace it with something simpler, cheaper and 'greener'.

Did I say "cheaper?" When I began my research, I was shocked to see how much the few electric drive conversions on the market cost — as much as or more than

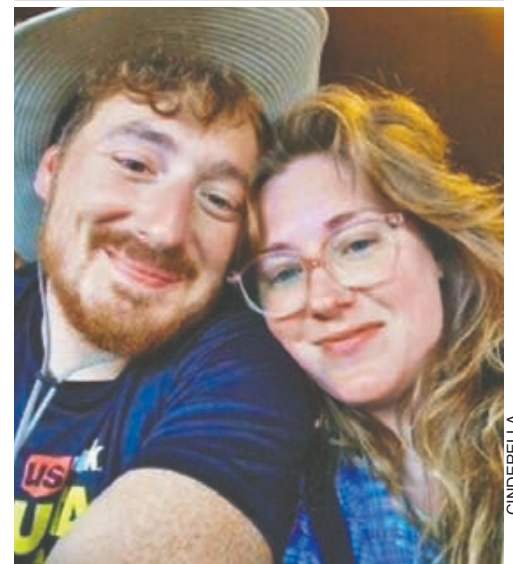
repowering with a new diesel!

After much more research, I discovered *Sailing Uma* on YouTube (www.sailinguma.com). It chronicles a couple who had come up with an inventive DIY electric boat. They showed me that a conversion to electric drive for *Cinderella* was not only feasible, but affordable. I was inspired and dove into researching and piecing components together — all the while still working my day job.

Cinderella's electric drive uses the motor half of a Briggs & Stratton 10hp generator . . . with some odd golf cart additions. (An electric motor and generator are basically the same thing — as a motor, it spins when you put power to it; in generator mode, it puts out power when you spin it). Due to our budget battery bank, our range is limited — about 15 miles at 3-4 knots (it can push the boat at hull speed for an hour) — so we usually save our 'motoring' for getting into and out of harbors or any other situations where we need to move. Despite its limitations, this has been one of the most trouble-free systems aboard. While it does get frustrating watching sails flog in windless conditions, I will take that any day over dealing with the breakdowns and maintenance required by its petroleum-driven counterpart. Luckily, *Cinderella* is a fantastic light-wind boat.

Anyone who tells you battery technology isn't there yet (or that it's not practical) has not properly educated themselves. After overhauling the energy vampires, we have enough renewable energy to power our floating home comfortably. We are able to charge all of our devices, pressurize our water, run our LED lights, rice cooker, and power tools — and not once have to start a generator (which we don't

Pajo and Ava are living their very own *Cinderella* story.



CINDERELLA

by most sailors — to sail around the world. We also plan to do it using 100% renewable energy, right down to the electric motor that powers *Cinderella*.

The adventure started with an "enlightened moment" a couple of years ago. I was working remotely from Stoneway Café in Seattle, once again hunched over the old laptop, when I made up my mind to quit the 9-to-5, untie the docklines, and aim for the BLT (Big Left Turn) out the Straits of Juan de Fuca.

My plan was to work for two more years, then start looking for a boat. However, it just so happens that a short time later, a friend asked me to go with him to look at a 1971 Ericson 35 over in Ballard.

My first thought when I saw *Cinderella* was, "What a project!" But I was somehow drawn to it. The friend wasn't interested, but I put in a \$6,000 offer. It was imme-

CHANGES

have anyway). In addition to solar power, we are able to charge the batteries with the turning prop shaft.

However, the golf cart controller that runs things only lets this happen in a narrow range between 5 to 5.7 knots. Since we are either sailing faster or slower, we don't use it very much. One day, if we can find funds, it might be nice to play with that and use the excess power to run a freezer for the fish we catch, or hot water if we ever decide to go back to cold climates.

We untied from our dock at Fremont Boat Co. on September 3, 2017, at 2 a.m. to catch the morning ebb. As I write this, we are approaching Cabo San Lucas. We've logged nearly 2,600 miles and we've sailed just about all of it.

So far cruising is everything I imagined and more. After a bumpy ride down the Washington and Oregon coasts, we were escorted into California by a pod of dolphins. We have seen so many whales we've lost count. Believe me, watching the sunset from your 'back deck', cold beer in hand, never gets old.

We spent a festive Thanksgiving in Bahia Santa Maria, complete with a potluck and beach bonfire with some fellow gringos. In Bahia Tortuga, we were invited to go surfing with the locals at their favorite spot. We scrambled to say, "Heck yeah!"

'Cinderella's electric motor can also charge the batteries, even at single-sail speeds, but only within a narrow speed range.

in *español*.

It's not all glamor out here as you can imagine. We pitchpoled our sailing dinghy in rough surf in the Channel Islands after a harrowing passage around Point Conception. We've also been caught numerous times bobbing for hours in zero wind.

Needless to say, sailing an electric boat certainly requires a special brand of patience, foresight and tenacity at times.

We've learned that the wind will always start blowing again sooner or later. And hey, we are at home. The experiences and places we've discovered so far seem to erase those frustrating times. The payoffs are incredibly worth it and we wouldn't trade anything for it.

Looking forward, we are studying weather patterns south to Costa Rica, where we would like to spend some time with family and friends. Although we were a little too late to join the Baja Ha-Ha, we do hope to be part of the 2018 Puddle Jump fleet headed to the Marquesas and onward through the South Pacific this spring . . . and after that, onward around the world.

— pajo, 11/28/17

Mojo — Jeanneau 36 David Kramer Trolling to Mexico, Part 2 (Santa Barbara)

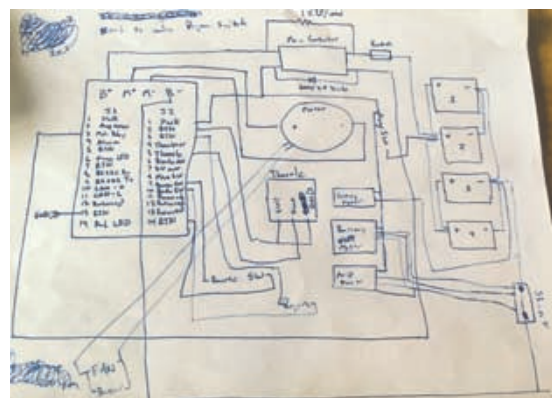
(Readers — Better late than never. This is the second part of a fishing-from-the-boat story that we ran in Changes in the October issue. The first half detailed what gear you need and how to fish; this is what to do after you have a fish on the line. If you've been waiting for this part before trying your hand, we apologize for all the fish you haven't caught.)

Before you touch the trolling line to pull your fish aboard, you need to prepare the boat. If you do it well you'll avoid getting any blood or scales in the cockpit.

I use a 5-gallon bucket with a lid. A bigger bucket would be better if you have one, but every boat has a 5-gallon bucket — right? A lid is important, so make sure you have one before you leave the dock.

You'll also need some diagonal cutters or a sharp knife, and a small towel. We call the latter the "fish towel." It gets a bit nasty after a while, so you probably shouldn't use it for anything other than handling fish! Fill the bucket about 1/3 full of sea water.

It makes things easier if you slow the boat down at this point, but if that's a hassle, then don't bother. It might just take a bit more muscle to get the fish onto



a fast-moving boat, but it'll work out.

At this point, the fish will either be skipping along the surface or still fighting. Either way, stand on the stern and start pulling the line in hand-over-hand. Be very careful not to put a loop of line around your hand. Depending on what you've caught, a large, powerful fish can put a huge strain on that line — and your hand. Gloves also help if you have them.

If the line gets jerked out of your hand, don't worry, just start again. You'll find that if you can get the fish onto the surface, it's a lot easier to pull it in quickly because it has no leverage. If it goes deep and is too hard to handle, either wait a while for it to tire, or wrap the line around a winch and grind it in!

When you get the fish to the transom, a large fish landing net comes in handy, but if you don't have one, don't worry. You might lose a fish or two and make a bit more of a mess, but that's how you learn what works best. We don't use a gaff because it leaves blood everywhere



CINDERELLA



Top left: 'Cinderella's' electric motor is clean, quiet, and, so far, trouble-free. It may look simple, too, but took many months of R&D (lower left) before the first screw was turned. Above right, heading south in nice breeze.

and you can't release a fish that you've stabbed.

Pull up on the leader to lift the fish out of the water. If it's a big one, this might take a couple of people and some coordination. Typically they're small enough that one person should be enough.

(If you're squeamish or not really that into fishing, you can skip this next part.)

Holding the fish by the leader in one hand, take the towel in the other hand and grab the base of the tail. Suspend the fish head-down over the bucket. At this point you need to decide if you're going to keep the fish. Assuming "yes," take the diagonal cutters or knife and make deep incisions into the fish's gills on both sides. If you do this correctly, arterial blood will start pouring into the bucket. Drop the fish head-first into the bucket

and get the lid on as best you can. This is where a bigger bucket is useful. The fish will struggle for a minute or two but it will usually bleed out very quickly. This is a (relatively) humane way to kill the fish and bleeding results in top quality meat. We carry a fish bat to stun the fish, but it's not necessary. If you're uncomfortable with watching the fish struggle, squirt alcohol into the gills before making the cuts. This anesthetizes the fish. You'll obviously need a squirt bottle for this and some high-proof alcohol on board.

Leave the fish in the bucket for a few minutes after it has stopped struggling, just to make sure that it's dead.

Cleaning

Most people fillet large fish. You can also steak them or cook them whole if you have a big enough barbecue, or are doing it on the beach. The best way to learn to fillet is to watch someone do it. (There are plenty of examples on YouTube.) You'll mangle the first few you try but you'll get

it with practice. The most important part is to use a very sharp knife. We carry a knife sharpening tool on board just for this.

Our favorite technique for filleting requires newspapers — lots of newspapers. We fillet on top of our sink because that's the largest flat space we have. We line the surface and all adjacent vertical surfaces with several layers of newspaper. The point here is to avoid any fish bits splashing around onto the boat surfaces. Have some large Ziplock bags handy, along with some paper towels to wipe your hands.

Put the fish onto the newspaper and cut off the fillets. Drop them into the Ziplock bags, and put those into the fridge. Fold the newspapers over the carcass of the fish and toss the whole bundle overboard. If you've done this right, it shouldn't take more than about 10 minutes from the moment you hooked the fish, and should leave you without a drop of fish guts or blood on the boat. Don't worry if it seems a bit chaotic the first few times, or you get blood and fish bits everywhere. You'll get it eventually.

Preparation

How you prepare the fish is up to you. We carry sushi fixings on board for a fun meal. We also grill, bake, pan fry or barbecue a lot of fish. And we love ceviche. Whatever you do, keep the fish cold until you are ready to prepare it. Remember it

Dorado are one of the best-eating fish in the ocean, but it's important to dispatch them humanely and prepare them properly.



ALL PHOTOS CINDERELLA

MOJO

CHANGES

will never taste better than the moment it comes out of the water, so the sooner you eat it the better.

Lemme See Some ID

We don't fish just to fish, and we respect the fish that we catch. When we have enough fish on board, we stop fishing. We also don't kill fish that we are not going to eat. So it's important to us to know what we're catching so we can release it if necessary.

On last year's trip down and back up Baja, we caught a lot of bonito and skipjack. The bonito have diagonal stripes and the skipjack have horizontal stripes with spots on their bellies. We don't keep either of these small tunas. Some folks might like their dark, often 'fishy' tasting meat, but not us.

In the northern reaches of Baja, you'll often catch yellowtail (hamachi), yellowfin, or, if you're very lucky, a bluefin tuna. All of these fish are delicious. When the water temperature gets into the mid-70s you'll start catching dorado (mahi mahi) and wahoo. If you don't know what all of these fish look like, take a few minutes

to look online and maybe take some printouts along with you to remind you. Our personal favorite fish identification book is *Fishes of the Pacific Coast* by Gar Goodson. I don't think it's still in print but if you can find a used copy, it's a great book for sailing fishermen. Not only does it have pictures of the fish, it also tells you how good they are to eat. The book itself is small and weighs practically nothing — perfect for a sailboat! Of course, there are many other good fishing and fish identification books out there, too. Once you start catching you'll very quickly become familiar with the various fish species. Good luck!

— david, 8/18/17

**La Cuna
PJ Landresse
Baja Ha-Ha First Timers
Austin, TX**

I have been reading about the Baja Ha-Ha, and dreaming of taking part, for decades. 2017 was finally the year. Conditions for the 24th Ha-Ha meant that we



For PJ Landresse and the Ha-Ha, the 24th time was a charm

ended up motoring much more than I'd expected, but, as with all cruising, the important thing is to relax and go with the flow! My crew, Jeff, and I did just that.

As a result, some of the night watches were planned to be two to three hours, while others were significantly longer: If

the person on watch was awake and comfortable, we often let the off-watch guy sleep longer. This made for a much easier and fun trip.

The stops at Turtle Bay and Bahia Santa Maria were quite enjoyable and relaxing. Cabo was enjoyable in a much different way, but we were glad to leave — way too much like partying in L.A.

The trip north to La Paz — and the post-Ha-Ha party there — had interesting wind: on the nose the whole way.

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I've been in La Paz for several days now and re-joined the Cruceros cruising club that I had hooked up with a few years ago. I had a great Thanksgiving dinner with the group. The birds were cooked at a restaurant and everything else was pot-luck. Lots of fun!

I've had several things done on the boat since it's been south of the border. The genset water pump got fixed, my water-maker got new membranes, and some dinghy repairs got done after a bad leak.

Replacing the genset water pump in the US would have been around \$800 (yikes!) and its official rebuild kit is more than half that (yikes again). The guy who rebuilt it here had to substitute some parts, but, hey, this is Mexico, and so far everything is working fine. After taking it all apart, he also found some things on the case that needed welding and that was included in his price, along with a bunch of time helping to take it out and do the re-install. All in all, it turned out to be a bargain considering all the work, especially compared with just the rebuild kit price (which does not include any labor).

The watermaker was interesting . . . A

good brand, but the parent company had been sold sometime before my unit had been purchased. The new company reduced the size of the membrane holders/pressure vessels slightly to make them proprietary — and then greatly increased the cost of replacements! I found someone here in La Paz who does lots of work on watermakers: Bill on *Ocean Quest*. He was able to replace the holders on my unit with standard-size ones, which means my watermaker will not only produce more water, but the cost of replacing a membrane will be significantly less.

The dinghy problem was probably the most frustrating, mostly because the guy in Chula Vista, who had been recommended to me, kept putting the work off and never showed, despite repeated promises. Bob of Baja Inflatables finally got the job done, and I was very happy



NEIL SHROYER

PJ joined about 150 cruisers who enjoyed the post-Ha-Ha party in La Paz.

with his work.

I bought my boat out of Dick Markie's Paradise Village Marina in early 2014 and will be returning there shortly. At the time, I had asked some friends who were in their timeshare to do the first look-see and they told me it would be worth my time to come down. The rest, as they say, is history!

— pj 11/19/17

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CHANGES

Cruise Notes

"It is with a heavy heart that I report the loss of **Rise and Shine**, my home since 1987 and my traveling companion for the last 22 years," writes Nick Pepper. "She was lost on the coast of Mozambique while seeking shelter from what has been called the **Durban Storm of 2017**, a weather event that killed eight people, put two 125,000-ton cargo ships ashore, and damaged scores of yachts in Durban."

Rise and Shine (whose reports have appeared regularly in *Changes* — the last one just this past November) had departed Moramba Bay on **Madagascar** with a good 10-day weather forecast for a passage to Richard's Bay. Unfortunately, it would take the well-traveled Ingrid 38 about two weeks to make the passage. Those last four days are when their fortunes took a decided turn for the worse.

By then the forecasts were calling for 45 to 75 knots out of the northeast, which meant they could not make their original destination. Their only viable option (other than riding out the storm, which was blowing against the infamous Alguhas/Mozambique Current) was to try to make



Nick and Bonnie Pepper in Sri Lanka in 2016.

it behind the Linga Linga Peninsula in the upper part of Mozambique's Inhambane Bay. To do that, they had to get over the bar at the mouth of the bay.

Long story short, they made it to the bar, but with the rising wind, it was impossible to tell the breaking surf on top of the bar from whitecaps. They soft-grounded four times. The fifth time, *Rise and Shine* stuck, and was soon rolled on her beam ends as waves started break-

ing over her. The propeller struck the hard sand, bending the shaft. The engine seized when it lost oil pressure, and the rudder was sheared off. They were only a mile off the seaward shore of the Linga Linga Peninsula.

Believe it or not, that was just the beginning of the adventure they were in for — which includes 'sailing' the boat over the bar and back into deeper water. We'll bring you the whole story in a future issue. In the meantime, we are thankful that Nick and Bonnie survived, but our hearts go out to them over the loss of their beloved and well-traveled boat. (Nick left Ventura in the mid-'90s as part of *Latitude's* "Some Like It Hot" migration. Bonnie joined him in Tonga in 2006 via our Crew List postings, and the two were married in 2009.)

"In 2015 I crewed on a **Baja Bash** aboard the Sausalito-based SC50 *Bay Wolf*," writes Rich Morse, one of the folks who responded to our request in last month's column (and *Lectronic Latitude*) for stories of **memorable holidays spent cruising**.

"We cast off from Los Cabos as soon as



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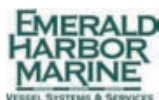
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all the crew arrived in order to avoid an approaching storm. We had an uneventful first leg and arrived in Turtle Bay a few days before Thanksgiving.

"What little weather forecast we could get via the limited Internet did not look promising for continuing north. Our support crew back home responded to our forecast inquiries with, "Is there someplace down there we can send a Christmas card?" So we hunkered down to enjoy the beautiful local weather. Over the next few days, more and more boats arrived and anchored to avoid the bad weather now north and south of Turtle Bay.

"One afternoon, a couple dinghied over and invited us to a potluck the next night . . . You know, for Thanksgiving.

"We met up with a substantial and eclectic group at Maria's on the beach (well known to Baja Ha-Ha veterans). Maria allowed us to take over the whole place, baked us a cake and even cooked some snacks. All we paid for was beer. "I will never forget this day!" she proclaimed. An expat friend of hers played guitar and sang American songs for us.

"It was a really nice day and one of my



Elana Connor and Jadzia Dax.

favorite Thanksgiving memories. A weather window opened the next day and we and most of the other boats made a break for it."

After learning to sail about four years ago, **Elana Connor** bought her Sabre 34, **Windfola**, quit her job, and sailed under the Gate in early July for Hawaii. After 26

days at sea, Connor — along with her dog **Jadzia ('Zia') Dax** — arrived in Hilo. Elana's been staying busy with repairs, fishing, and meeting fellow sailors. "Visiting a country home up by Volcanoes National Park," Connor wrote on her Instagram (@peregrinasails). "Had my first fresh lilikoi (passion fruit), saw the ripening bananas and every shade of plumeria; it was followed by drinks and dinner, first with all of us at our Canadian neighbor's catamaran for wine, and then at our Québécois neighbors' sloop to chat about anchorages on the island while examining the chart. Then we enjoyed a delicious meal."

Connor paid homage to other single-handed transpacific sailors whom she called mentors who helped improve her sailing skills and boost her confidence. "We (Zia and Windfola, too) are truly lucky to have had their help with everything from veterinary care at sea to canvas/sailmaking knowledge, to singlehanded advice and moral support at sea . . . the list goes on and on. We are honored to know them and call them friends."

Connor explored the Big Island, including dry forests and arid landscapes

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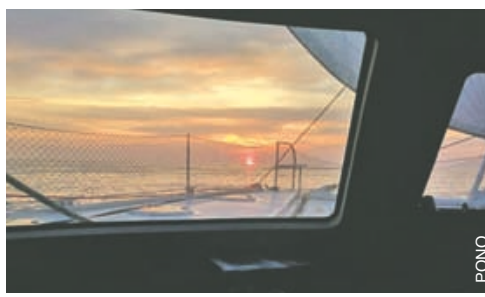
CHANGES

that were "amazingly" just a few dozen miles from rainforests.

Connor went from Reeds Bay in Hilo, relocated to Kealahou Bay south of Kona, and then went on to Honokohau Harbor "for a few weeks so we can make repairs that require dry weather and a calm boat." In October, Connor dropped the hook off Lahaina in Maui, then went on to Kaneohe Bay on Oahu (and apparently made a quick trip to Moloka'i). A few days before going to press, Elana had dreamy, smooth conditions across Alenuihaha (the Maui Channel) on her way back to the Big Island.

When we spoke to her in March, Connor told us that she hopes to eventually carry on into the South Pacific, and would like to start a business around her interests in food, culture and travel.

You might recall our story about a Santa Cruz skipper featured in last month's *Sightings*. Captain **Jim Holm** spearheaded **Clean Oceans International**, an organization that aims to reduce plastic pollution via conversion of refuse to diesel fuel. Holm dropped us a letter from Malta, and said that his Fountaine Pajot Eleuthera 60 catamaran **Pono** is 'evolving'. "At first



"The office in the morning," wrote Jim Holm on his Facebook page after snapping this pic.

it was a dream, then it became a bit of a maintenance nightmare as we missed the summer cruising season working out the bugs from years of little use."

Holm said that **Pono** is becoming his workhorse, home and office, and has been putting in some serious miles recently. "Leaving West France at the end of September, we made an 800-mile dash to Malta for the opportunity to attend the **Our Oceans Conference**. 'Dash' is descriptive of the trip. With our equipment delayed by French Customs and damaged by FedEx, we were a week behind schedule and had to keep up a pace to ensure

on-time arrival.

"Nevertheless, we had wonderful dawn and dusk light shows; sperm whales and dolphins blessed our path, and we had a hitchhiking sparrow south of Sardinia. The wind rarely cooperated on this course, but we have been sailing long enough to count our blessings, too.

"Our timing was further questioned when arrival coincided with what the locals called the worst weather in a generation. This was made interesting by some dirty fuel issues that kept our engines from providing peace of mind while riding out a gale on a mooring in a crowded harbor.

"The day of the conference, **Pono** was warmly received at Portomaso Marina, under the shadow of the Hilton Tower. This marina was not cheap, but it was spotless and the service was amazing. David and Kenneth are a father/son team that provide family attention to customers. The crew was helpful and more. Their mechanic, Chris, was a pleasure to have on board as he polished our fuel of rust from what must have been the end of a tank on a previous fill-up.

"My panel discussion at the conference



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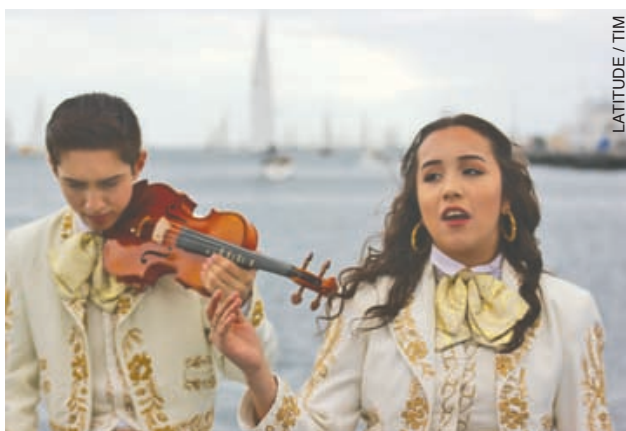
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seated me next to the president of the Port of Rome, and his invitation became our next destination. The legends of Scylla and Charybdis were tame at the head of the Strait of Messina, but an hour north of that we were spanked by a 35-knot squall that stretched for 10 miles across our track. By good fortune, my daughter was on holiday in Positano and we were blessed with calm weather to have her and her husband on board for a few hours at anchor in front of their hotel. This was some of our rare time off.

"In Rome, we found the tourist harbor to be convenient and reasonable despite the fact that our cat has to pay for two berths because of her beam. Jet noise belied the convenience of the nearby Rome airport. Losing one crew and regaining another rounded out our time here, and we are on our way west. **Hurricane Ophelia** reminded us not to be in a hurry. The weather has been challenging to say the least. Fortunately, there are places to hide, and Cabrera Island south of Majorca is a National Park with sturdy moorings for



LATITUDE/TIM

The good will between Mexico and the United States was on full display at the 24th annual Baja Ha-Ha, when a mariachi band (from Sweetwater Union High School) serenaded the fleet as they departed San Diego for the border.

\$25/night and free Wi-Fi at the bar. This is the de facto hangout for the rangers and island residents, and the tapas are a delightful assortment of options. I'm a fool for not getting the recipe for the chickpea dish."

Mexican tourism statistics all

showed upticks for the first half of 2017 when compared to the January-July 2016 numbers.

According to **Datatur**, (Análisis Integral del Turismo), all sectors of tourism — arrivals by air, arrivals by sea, hotel occupancy, dollars spent — show double-digit increases. As far as we know, those 'arrivals by sea' mean cruise ships, not cruising yachts. Any guesses as to which port boasts the highest number of shipborne *turistas*? That would be **Cozumel**, by a long shot — almost 2.5 million folks disembarked there in the first six months of this year — five times

more than second-place **Mahahual** (the former sleepy fishing village just north of Belize that has become the new, hip destination), whose 540,000 arrivals showed a whopping 58.6% increase over last year. Rounding out the top five are **Ensenada** (368K), **Cabo** (223K) and **Puerto Vallarta** (188K).

While cruisers might not glean a lot from these stats, at least those seeking quieter or more natural surroundings will know where not to go.

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17-FT ANNAPOLIS WHERRY, 2005. Benicia. \$2,000. CLC Annapolis Wherry, Pintadaro sliding seat, 9' carbon fiber oars, no trailer, excellent condition. (510) 852-1355 or steven_dupuis@msn.com.



24-FT COLUMBIA CHALLENGER, 1963. Lowrie Yacht Harbor, San Rafael. \$2,900. The perfect daysailer (but also more than equipped to overnight), this boat has a fairly new and clean-running 8hp Honda OB motor, a newish main, two headsails and a spinnaker. Also has Porta-Potti, and a stash of lifejackets. (510) 230-6840 or tosthak@gmail.com.

24-FT J70, 2014. Sausalito. \$49,995. Hull ID: UCF70609E414. Boat is in excellent condition, sailed 1 regatta. Velocitek and Nautalytics compass. Honda 2.5 engine. Mast and boom cover, rudder cover, Harken top cover. Harken full top cover with skirt. Boat is kept in Sausalito. Bottom and foils are perfect. Triad trailer. North Sails, two sets. Has everything available from Sail 22 including yet to install Soft Deck Kit. Call or email for details. (415) 819-3408 or geraldodriscol@gmail.com.

24-FT YANKEE DOLPHIN, 1968. On trailer in El Granada. \$5,850. Two-axle trailer, radios, many sails and accessories included. Deteriorating eyesight provokes sale. Classic S&S design, stable and sea-kindly in SF Bay. Shoal draft, swing centerboard, club-foot jib for easy tacking. Bruce & Danforth anchors, custom step and rigging for safe singlehanded mast handling. 6hp Sailmaster OB on transom, solid-fuel heater, kero two-burner stove, portable-potti. Hull clean, no blisters, needs bottom paint. See more at www.dolphin24.org. Contact (650) 867-5018 or jsutro@coastside.net.

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17-FT HERRESHOFF CARPENTER, 1982. Point Molate. \$7,000. Beam 4'11". Draft 7'. Wood hull built by Skookum Boat Works, Port Townsend. Comes with full canvas, 2005 4-stroke Mercury gas engine. Oars and trailer fully functional. (650) 438-4811 or taffyosa@yahoo.com.

25 TO 28 FEET

26-FT MACGREGOR 26X, 1998. Loch Lomond Marina, San Rafael, CA. \$9,000. Yamaha 50hp OB, furling jib, dual batteries, VHF radio, depthfinder, sun shade, sail covers, cockpit cushions, dockside power, Porta-Potti, bottom paint, no trailer, excellent condition. (707) 321-1026.



26-FT CROTCH ISLAND PINKIE, 1999. Clipper Marina, Sausalito. \$15,000. 26' x 8'. Draft 2' board up, 5' down. Cat ketch sprit rig. Spars and sails for junk and gaff rig. Fir on oak frames. Yanmar diesel. Galley and cast iron wood stove heater. A strong, comfortable Bay, Delta, coastal cruiser. (707) 882-3248.



25-FT NORDIC FOLKBOAT, 1987. SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetlounge@yahoo.com.

28-FT ISLANDER, 1976. Belvedere, SFYC. \$7,000/obo. Great beer can racer. Diesel engine. Hood sails in good condition. Bottom stripped to glass and painted in 2015. Interior needs work. (408) 888-4104 or david@evanshouse.org.



25-FT CATALINA 250WB, 2006. Braito's Marina Clearlake. \$20,500. Very clean ready to sail. Furling jib, wheel steering, 2009 Nissan extra long shaft 9.8hp OB with electric start, 2014 150% jib, 2012 asymmetrical spinnaker. With trailer. Email codethree4me@yahoo.com.



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28-FT COLUMBIA, 1969. Richmond Yacht Club. \$1,400. A nice example of an enduring William Crealock design, *El Retiro* has good interior volume, with aspects, including an AC dehumidifier and refrigerator, that make this boat a good option for a small but capable liveaboard. Fin keel, spade rudder, wheel steering. She has a main and a self-tacking jib. When the wind is light, there is a working Atomic 4 gas inboard. Interior space includes a V-berth forepeak, a salon dinette which converts into a double, and two quarter berths. Could use some TLC, which is reflected in the price. Contact Tim at rycfoundation@gmail.com or (510) 331-7899.

28-FT ISLANDER BAHAMA, 1982. Vallejo YC. \$6,000/obo. Reluctant seller leaving the country. Handles like a dream. Tiller, new roller furling jib, lazy jacks Garmin GPS and a Yanmar 2GM diesel, in good condition. (209) 224-4330 or rmichaelcarr@msn.com.

29 TO 31 FEET



30-FT ETHELLS, 700. \$3,750. Very clean Etchells race boat that makes a very fun daysailer as well. Excellent galvanized trailer. Two excellent, crisp North Main/jib sail sets, and an excellent spinnaker. Several jibs, mains, spinnakers for daysailing. So. California boat. (650) 720-8958 or mrtown@att.net.



30-FT CHEOY LEE BERMUDA, 1965. Berkeley. \$5,800. Classic teak sloop. Sweet boat! Volvo MD7B diesel, VHF, depthsounder, knotmeter, new batteries, 4 sails, large cockpit, over 6' headroom in cabin, needs some work. (510) 847-9572 or pschettig@gmail.com.



30-FT KNARR, 1985. Tiburon SFYC. \$31,000. Danish Borresen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See more at http://sailboatdata.com/viewrecord.asp?class_id=160. Call (415) 425-4300.

31-FT CHEOY LEE, 1970. Eureka, CA. \$8,000/obo. Cheoy Lee offshore, ketch-rigged. Inboard Perkins diesel runs well. Berthed in Eureka, CA. (707) 923-4345.



30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. (510) 632-2370, (510) 508-2509 (eve) or saky@intensivenutrition.com.



30-FT NEWPORT II, 1978. Point Richmond. \$24,500. Major price reduction! Well-maintained and continuously upgraded. \$30,000 invested in the last 3 years. A great racer/cruiser setup to race singlehanded or with crew in the Bay and ocean, or cruise the coast, Bay and Delta with your family. Great liveaboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple carbon racing sails, folding prop, diesel, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.

29-FT BOUNTY. North Atlantic Chinese Junk Rig, 1980. Alameda. \$12,000. Rare bird. Designed by Blondie Hasler. Bulletproof hand-laid fiberglass. Volvo diesel. Sailomat wind vane. Proven passagesmaker. A few upgrades and she's ready to take off again. (650) 701-6452 or lazystar@aol.com.



30-FT CATALINA CAPRI, 1985. San Diego. \$10,500. Boat is well maintained, new bottom paint Feb. 2017. Fun fast boat, easy to sail. Set up for offshore single/doublehanded sailing. Singlehanded TransPac vet. (2014-2016). Lots of upgrades and equipment. Email for a full detail list: barry19872000@yahoo.com.



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32 TO 35 FEET

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



33-FT S&S CUSTOM, 1960. Richmond Yacht Club "F" Dock. \$23,000. *Spirit's* for Sail: having raced and cruised some 75,000+ ocean miles, this flush-deck woodie legend is looking for a new captain. Almost Pacific Cup-ready, take her out the Gate! Email for a link to *Spirit's* History dropbox. Contact (510) 517-8531 or gkiskaddon@gmail.com.

33-FT DUFOUR, 2003. SF Marina West Harbor. \$50,000. French built sloop, excellent sailer, one owner. 35' City slip available for transfer fee. (415) 753-2031, (415) 331-9199 or gramek@aol.com.



32-FT RIVAL 32 MK III, 1975. Alameda. \$22,000. Selling our boat of the last 10 years. Solid bluewater cruiser, great if you're thinking of heading to Mexico or just want to cruise the Bay. Also a great boat for a singlehander. Plenty of work completed, including instruments, sails, rigging, etc. Check out the website for details! www.rival32rain.com.



34-FT SAN JUAN, 1981. Monterey. \$26,500. Fast, comfortable, safe, and ready to go. Well maintained by knowledgeable owner. Call or email for more information: kaveinga@sbcglobal.net or (831) 277-5602.

32-FT COLUMBIA 5.5, 1964. Valley Springs. \$5,000. *Ripple* is hull No. 17. Price reduced from \$6,500. Main, jib, spinnaker. Good mast and boom. Trailer was sold. Contact (209) 772-9695 or bonnielopezunr@gmail.com.



35-FT ROBB, 1963. Coyote Point Marina, San Mateo, CA. \$24,500. Teak planked Cheoy Lee, full-thickness teak decks all in excellent condition. Hauled July 2016 for bottom, topside, mast repainting and new mast wiring. Reliable Albin AD21 diesel. Santa Cruz main with Hood 100% & 135% jibs all in good condition. Spinnaker fair. 2-speed self-tailing Andersen winches. New tiller pilot, DSC VHF. Inflatable dinghy. Two-year-old full boat cover. Hauled regularly, well maintained. Must see. Documented. (650) 223-9395 or contact@pontduvin.net.



33-FT SOVEREL, 1983. Clear Lake Riviera. \$15,000. Clean Sovarel Florida-built, 6.6 Yanmar. On 2-axle trailer, clean/bottom paint ready. Fast fun. Full set of sails. Everything works, lowest price on market, health forces sale. (510) 693-0332 or philip.f.lovett@gmail.com.



ISLANDER 32 MK II, 1977. Isleton, CA. \$18,000. Designed by Robert Perry, she's an excellent boat in excellent condition. 2001 Universal M3-20B with less than 400 hours, roller furling, windlass, wheel, autopilot, lovely interior and has been kept mostly in the Delta. (707) 330-3447, (707) 745-6227 or gpyuhas@comcast.net.

35-FT J/35, 1993. Long Beach, CA. \$48,500. Bathtub cockpit, newly painted mast. Great sail inventory, Harken three-speed primary winches, two-burner stove with oven. Pressure water, nice interior, 2 jumbos on mast. 72 PHRF (714) 403-2042 or E.mcclure@sbcglobal.net.



32-FT CAPE DORY 300 MOTORSAILER. 1985. Sausalito, CA. \$44,500/obo. Hull #696369. LOA: 32' x 11' 6", LWL: 30', draft: 3' 11", displmt: 11,500 lbs, Westerbeke, 46hp diesel, 813 hrs, serviced: April 2017. Tanks: 2 fresh H2O plastic, (75 gal. total). Fuel: 1 alum. (50 gal.). Holding 1 plastic (25 gal.), hot H2O, ice box, auto/manual electric bilge, shower, head Jabsco 2015, 2 dbl berths, power 30A, 2 batteries, charger. Instruments: Raymarine 2013 plotter 2012 cSeries. VHF radio - Standard Horizon 2012, Matrix AIS/GPS GX2200. No autopilot, Edson compass, main single reef, Lewmar winches and 2 travelers, Spinlock clutches, mast ht. 46'6", jib with roller furler, self-tend. Stainless standing rig 2015. St. wheel, lazy jacks. Contact (415) 307-7711 or radarriau@mac.com.

36 TO 39 FEET



36-FT ISLANDER FREEPORT. Plan B Interior, 1980. Marina Bay Yacht Harbor, Richmond, CA. \$65,500. Will consider financing.. This unique beauty is the perfect liveaboard and ready to sail to Baja, MX. *Camelot* has a brand-new Volvo diesel engine, fully equipped kitchen, head big enough for two, lots of navigation equipment, autopilot, radio, stereo, both sails are furling plus two additional sails hardly used. New batteries and new water heater. Queen size berth, plus ability to sleep 4 in a master size bed in the cabin. Recently re-finished rails on deck and re-caulked chainplates. Will consider financing. See <http://sfbay.craigslist.org/nby/boa/d/beautiful-36-islander/6423335347.html>. Contact (415) 515-2774, (415) 221-2653 or neahanscomb@comcast.net.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link below. Patrick. www.facebook.com/Sailing-with-Laughter-1460745737303673/. (831) 238-5697 or svlaughter@aol.com.



36-FT SOVEREL, 1982. Sausalito. \$25,000/obo. *Flying Tiger* has been well loved as an active charter boat on SF Bay. Custom built for Mark Sovarel's father. New custom rudder (2017), replaced Yanmar diesel, stove, rod rigging, roller furler, Autohelm, tiller, new refrigeration, updated wiring, re-bedded keel and re-built floor stringers. Solid Bay cruiser with racing pedigree. I have owned her for 23 years and have bought another boat. (650) 492-0681 or captkirk@sfbaysail.com.



37-FT TARTAN, 2000. Port Ludlow, Washington. \$148,500. Gorgeous Tim Jackett-designed cruiser in excellent condition. Professionally maintained. Tan deck and canvas over dark blue hull. Spacious interior with cherry cabinets and lockers over teak and holly sole. Yanmar 40hp auxiliary. For photos and specifications, inquire at: (360) 931-5546 or svblackacre@gmail.com.



36-FT LAPWORTH, 1960. Sausalito Yacht Harbor. \$40,000. L-36. Strip-planked mahogany. One owner 40 years. Cruised to Hawaii and raced San Francisco Bay. Extensive restoration, continuously and conscientiously maintained. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See more at website for the L-36's connection to Lapworth's Cal 40. John Hamilton and Carol Leonard. See <http://L-36.com/history.php>. Contact (415) 821-4731 or HamiltonSFO@gmail.com.

36-FT CATALINA, 1989. Brickyard Cove Marina. \$44,600. Very good condition. Clean, all wood newly varnished, autopilot, depth gauge. All canvas fairly new, dodger, bimini, wheel cover. Call or email: arobinson2001@aol.com or (925) 367-5122.



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36-FT PEARSON 365 KETCH, 1978. Marina Bay, Richmond, CA. \$55,000. Cleanest Pearson 365 ketch on the market. Anywhere! Westerbeke V40 - 2900 hrs. Meticulous owner, meticulously maintained. Original gelcoat. Must see. More at <http://sfbay.craigslist.org/sfc/boa/6420905343.html> or email ix_andy@yahoo.com.



38-FT MORGAN 383, 1982. Sausalito. \$39,500. Classic yacht equipped for racing or bluewater sailing, yet comfortable for leisurely cruising and entertaining. Stout construction for safety. Sails well under all conditions. Meticulously maintained. Polished wood interiors, new cushions and canvas, beautiful brightwork. New standing rigging, newer sails, rigged for shorthanded sailing. Refurbished Perkins 50hp diesel engine. Upgrades include a state-of-the-art GPS/radar chartplotter and navigation system, refrigeration, stainless steel portlights, electric head, large battery power system with new batteries. Optional Offshore Safety Package, including emergency rudder, EPIRB, liferaft, storm sails, etc. Berthed in Sausalito (slip available). Owner will deliver to any port in California. (916) 541-6607 or doug@dmahone.com.



36-FT CATALINA 350, 2003. Marina Bay Yacht Harbor. \$118,000. New aSeries Raymarine radar, color chartplotter and Tridata, thermal sonar included. Schaefer in-boom furler with full-batten main, Harken 2-speed electric winch, 125 genoa, Dutchman boom brake, Universal MB 35 diesel, 395 hrs well maintained with log, maintenance-free AGM batteries, fully equipped galley, dodger, bimini, Magma BBQ, flat screen TV, stereo, Zodiac, 4hp Yamaha. Ready to sail and enjoy. Contact (775) 233-7082, (775) 233-5502 or deniseandwyatt@att.net.

37-FT RANGER, 1976. Salt Lake City, UT. \$28,000. Westerbeke L25. Martek folding prop. New balanced rudder. Harken twin furler. Autopilot. Fresh barrier coat and Vivid bottom paint. Sail inventory very good. Many upgrades 2015-2017. List available. Contact (801) 870-7110 or ronrowley@earthlink.net.



36-FT CASCADE, 1977. Isleton, CA. \$8,500. This Cascade 36 has been in our family for years and we are looking for the right person to restore. Center cockpit cutter with the original hull and deck kit sold in 1975, then finished and registered in 1977. Volvo MD series diesel — running two years ago, but not now; we use a 7.5 OB. Just came out of Delta Boatworks where spent \$3,000 having keelbolts tightened and bottom paint applied. We also have a recent in-water survey showing that she's structurally sound and ready for you. Rigging is less than 5 years old, and she has a basic suit of sails. Minimal electronics, tiller steering, we will consider all reasonable offers. (415) 640-4427 or mairinlhall@gmail.com.

40 TO 50 FEET

43-FT CREALOCK/WESTSAIL 43, 1976. Langkawi, Malaysia. \$95,000. *Cuchara* is a spectacular cruising yacht for a couple. Her artist owners completely built a new boat in 2000. Nothing factory about this boat. Her teak and bamboo interior was featured in *Cruising World*. www.westsail.com/forsale/cuchara.htm. (415) 497-1765 or warrenandrobbin@hotmail.com.



47-FT BREWER, 1990. Richmond Yacht Club, Berth C-32. \$215,000. 47-ft Custom Brewer design. Bluewater cruiser with a proven track record. 2nd boat to finish the 1994 Pac Cup. Excellent condition and fully loaded, including new sails and electric winches. This is a fine American-built cruising boat that is exceptionally safe, sea kindly, fast, comfortable, and fun to sail! See her at RYC at berth C-32. (925) 945-8556 or (925) 348-0630 or stevehunt1@comcast.net.

44-FT NORSEMAN 447, 1984. Monterey. \$215,000/obo. Exquisite condition center cockpit. Very well equipped for offshore voyaging. Consistently updated and professionally maintained. Call Dan. (831) 594-0485.



42-FT HUNTER PASSAGE, 1993. Carbrillo, Long Beach. \$99,500/obo. Unique one-of-a-kind cruise-ready. Very motivated seller. Owner spent 15 years perfecting this boat. 20GPH watermaker, dive compressor, custom bedding, UHF/VHF, custom helm repeater electronics. Too much to list, must see to appreciate the value of the add-ons. Will consider reasonable offers. Not that it reflects much upon her current value, but we have over \$550,000 invested (I can't believe it!); asking all reasonable offers considered. If you want a pristine, actual cruise-ready boat, with the expertise of two avid sailors who will show you how to avoid the usual cruising pitfalls, look no further. See <http://sv-marilyn.com>. (949) 254-4300 or (949) 307-3901 or skykingtwo@gmail.com.



47-FT CUSTOM. Performance Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See more at <http://muchogustosailing.wordpress.com>. (925) 948-5613 or ed.witts@gmail.com.



44-FT NORSEMAN 447, 1984. San Carlos/La Paz, Mexico. \$158,000. Exceptional aft cockpit that has been continuously updated. Fully vetted systems in a vessel that looks new and can take you anywhere. Details on website: www.svmeridien.com. Contact (206) 790-1288 or svmeridien@yahoo.com.



44-FT ROBERTS, 1980. San Carlos Sonora, Mexico. \$29,500. We have owned *Andale* over 25 years, it's time to let her go to new owners. After spending 18 years in Mexico, it has been some of the best years of our lives. She is in good condition with some recent upgrades. She will be available to see December and January. Call or email for details. Serious buyer only, ask for Tom. (970) 216-6729 or andale22@hotmail.com.

46-FT KELLY-PETERSON, 1985. New Zealand. \$144,952. Proven bluewater cruiser designed to deliver the perfect cruising experience in all weather. This boat is well fitted, in good shape and ready for adventure. Major refit in 2010! (707) 291-4920 or pjgans@comcast.net.



41-FT GARDEN DESIGN, 2013. Long Beach. \$49,000/obo. This is NOT a fixer upper! All glass full keel ketch with all modern equipment equipped to sail anywhere. Stable pilothouse sailed single-handed 4000 miles by 74-year-old owner. 800hrs on factory-rebuilt engine, 150gal fuel and water. Surveyed 2013 for 90k. Now 76 must sell. A bargain at 49k, slip the lines and head out. (562) 243-0773 or bobobrien9@yahoo.com.



44-FT KELLY PETERSON, 1980. La Paz, Mexico. \$90,000. Lovingly maintained, cruise-ready, in Mexico for you to head to the Sea of Cortez and beyond. www.ahoyswab.com. Email ahoylola@yahoo.com.

47-FT OLYMPIC, 1975. Malta. \$145,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. Contact (559) 683-4837 or j-nick@sti.net.



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51 FEET & OVER



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.



51-FT FORMOSA KETCH, 1977. Puerto Vallarta, Mexico. \$45,000. Thick fiberglass hull, fiberglass deck. Ford 120 diesel engine in excellent condition. Interior much improved over original with midship galley belowdeck, large salon, aft cabin with king-size bed. Teak and mahogany throughout. Great liveaboard. Needs mainmast replaced, cabin wood and systems repaired. Price will increase pending restoration process. Please inquire for additional photos and information. (209) 304-4193 or dr.lrichards@hotmail.com.

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47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

MULTIHULLS



36-FT PDQ 36, 1989. Sea of Cortez. \$92,000. PDQ36 sailing catamaran, out-fitted for cruising with watermaker, SSB, solar, 9.5-ft RIB with new OB. Ready to go. See <http://hardwil.wixsite.com/mysite> or email pdq36@fastmail.fm.



50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$575,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in.the.wind@icloud.com.



27-FT CORSAIR F-27 FORMULA. 1994. Alameda Marina. \$48,500. Great trailerable trimaran with lots of recent updates, including electronics, trailer parts, standing and running rigging, non-skid and OB engine. See <http://juantellez07.wixsite.com/cumbia>. (510) 468-9260 or juan_tellez@yahoo.com.

14-FT WETA, 2008. Novato. \$5,400. Price reduced. Proven racer/active fleet. All carbon and fiberglass. Very good condition. Includes road trailer that allows singlehanded launching. Extra rudder and centerboards. Two sets of sails. Boat cover. Email for photos: timcob@sbcglobal.net.



31-FT CORSAIR F-31, 2004. San Diego. \$95,000. Corsair 31 in exceptional condition. Too much to list here, please go to attached link for full details: <http://tinyurl.com/y9tep9qn>. Contact (619) 405-9349 or h.33.sdyc@gmail.com.

42-FT PRIVILEGE 42, 1995. San Diego. \$227,000. A/C, Icom 802, modem, 8.5kw genset, hardtop bimini, 3 cabins ensuite, 25 GPH watermaker, 11.5 Caribe, 15hp Yamaha, 3G radar with MFD and Wi-Fi. AIS-B, liferaft. Boat is turnkey and ready for South Pacific. See more at <http://svchatbeaute.blogspot.com>. Contact (360) 624-5339 or svzafarse@yahoo.com.



40-FT ROBERTSON & CAINE LEOPARD. 2008. Treasure Island Marina. \$310,000. This Owner's Version is one of the most sought-after, award winning catamarans. Well maintained and superbly equipped. Full electronics, spinnaker, power winches, generator, AC, enclosure, dinghy, OB. Sleeps 7. Email mal@usgs.gov.

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20-FT BASS TRACKER PRO TEAM 190. 2009. San Antonio. \$3,512. With 33 hours tilt/trim, Lowrance LMS-522 at console, Lowrance X47 at trolling motor, single-axle trailer with breakaway tongue and spare, canvas cover for boat and motor. Boat, motor and trailer are in excellent condition. (210) 876-2879 or melanieled22@tds.net.



35-FT DUFFY, 2000. Seattle, WA. \$195,000. Cat 3126 engine. 1050 hrs. New Garmin electronics, new varnished interior, diesel heat. Super clean. Contact Tom. (206) 714-3445 or tomkappy@msn.com.

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SCHUMACHER 38. Anacortes, WA. *Wall Street Duck*. Looking for a partner to help restore this great boat to her former glory. Located in Anacortes, WA. Call for details or email. Serious only please. (360) 770-2279 or giuliasuper1967@aol.com.

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ANCHOR RIDER - KELLET. Huntington Beach, CA. \$250 plus shipping (new). I have several, new, in-box, Kiwi Anchor Riders from my previous business. They sold retail for \$572 at the boat shows. I need to sell these and get them out of my garage. CAB30 model, works with all-chain, chain and rope and all-rope. For chain sizes up to 1/2 inch and nylon rope up to 1-7/8 inch. They work great to increase the holding power of your anchor. Contact (714) 843-0654 or captainrandy@geckoyachtcharters.com.

SCHAEFER 2100 ROLLER FURLER. Santa Cruz/Moss Landing. \$1,700/obo. Schaefer 2100 furler off a Catalina 34 Mk II. Works excellent. All info on it here: www.westmarine.com/buy/schaefer-2100-jib-furler-system-289761. Contact (831) 295-0122 or samaeri@gmail.com.



COMPLETE B&G NAVIGATION. Electronics Setup. Santa Cruz. \$8,000. B&G navigation equipment for sale. New in 2015, replaced in 2017 after I bought the boat from the previous owner - I prefer Furuno. 4G broadband radar, Zeus2 9" MFD, 3xH5000 multifunction displays, ClassB AIS, Analog TWA 360 display, H5000 autopilot and CPU, Simrad rudder sensor, Jefa 150KgM electric autopilot drive, rate compass. \$16,500 new, for sale for \$8,000. Prefer to sell the whole lot, but will consider sizable splits. Viewable near Santa Cruz. Email hamishbrewer@msn.com.



SPINNAKER POLE. Mill Valley. \$300. Spinnaker pole - aluminum, 14 x 3.5 Located in Marin.

MISCELLANEOUS

FOUND AND RESCUED. Floating handheld VHF radio during Saturday's RYC Great Pumpkin Regatta near the Olympic Circle (Brooks Island) course start line. Email video@norcalsailing.com.

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CLUB NAUTIQUE PASSAGEMAKER. Membership. San Francisco, CA. \$3,200. Passagemaker Membership includes all training from Basic Keelboat through Coastal Passagemaker. I need to sell my membership due to lifestyle changes. Normal retail is \$4,000 and the club is raising prices after the first. \$3,200 is a steal. Contact (916) 308-1858 or brianmaker21@gmail.com.

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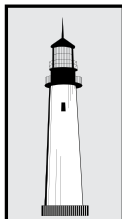
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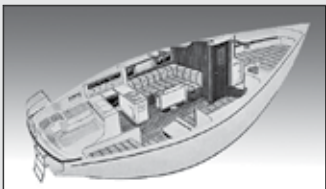
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