

Latitude 38

VOLUME 491 May 2018

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Every Ocean Race: An Escapade

PHOTO BY ERIK SIMONSON



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

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

*Escapade**

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

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

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

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Cover: A golden day at Point Bonita for Amanda and Steve Kleha's Archambault A27 *Alchimiste*.

Photo: Leslie Richter / www.rockskipper.com

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

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May 2-30 — Wednesday Yachting Luncheon Series, StFYC, 11:45-1:30 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

May 5 — Underwater Exploration: A Peek Behind the Scenes, Marine Applied Research & Exploration, Point Richmond, 1-4 p.m. Free. MARE, www.maregroup.org.

May 5 — Nautical Swap Meet, Owl Harbor Marina, Isleton, 8 a.m.-noon. Info, (916) 777-6055 or www.owlharbor.com.

May 5, 12 — Dockwalker volunteer training. 5/5: Sacramento Marina, 10 a.m.-12:45 p.m.; 5/12: Holiday Harbor Marina, San Pedro, 10 a.m.-12:45 p.m. Pre-register at www.dbw.parks.ca.gov/?page_id=29199.

May 5, June 2 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

May 5-26 — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 6 — Pacific Cup Academy, Richmond YC, noon-4 p.m. Followed by a social hour. \$30. PCYC, www.pacificcup.org.

May 6 — Singles Sail and Potluck Picnic, Ayala Cove, Angel Island, 11 a.m.-2 p.m. Info/RSVP, chaika@pacbell.net or www.meetup.com/sfbay-sailing/events/248329111.

May 6-27 — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 10, June 14 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

May 11-12 — Northwest Paddling Festival, Sunset Beach, Lake Sammamish State Park, Issaquah, WA. Seminars, demos, race. Info, www.northwestpaddlingfestival.com.

May 12 — USCGA About Boating Safety Course, Berkeley Marina Community Room 201, 8:30 a.m.-5 p.m. Douglas, (510) 295-7430 or doug_beckstein@yahoo.com.

May 12 — Safe Boating Expo, Channel Islands Harbor, Oxnard, 9 a.m.-4 p.m. Info, www.channelislandsharbor.org.

May 12 — Delta Doo Dah X Seminar & Kickoff Party, Richmond YC, 6-9 p.m. Info, www.deltadoodah.com.

May 13 — Take Mom sailing.

May 13, June 17 — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. CSC, www.cal-sailing.org.

May 16 — Singlehanded TransPac Seminar: Weather Routing and Race Strategy, Island YC, Alameda, 7:30 p.m. SSS, www.sfbaysss.org/main/shtp-2018.

May 19 — Blue Room Lecture Series presents The Primary Seat of Derangement: Trading a Line from the Brain to the Stomach to the Sea, San Francisco Maritime Museum, 1 p.m. Free. Info, (415) 447-5000 or www.nps.gov/safr.

May 19-20 — Pirate Days, Californian & Maritime Museum of San Diego, 10 a.m.-4 p.m. Treasure hunt, parrots, bounce house, mermaid grotto, black powder demos, kids' costume contests, sword fights. \$8-\$18; dress like a pirate or mermaid to save \$2. Info, (619) 234-9153 or www.sdmartime.org.

May 19-25 — National Safe Boating Week. Info, www.safeboatingcampaign.com.

May 20 — Nautical Flea Market, Elkhorn YC, Moss Landing, 7 a.m. Booths \$35; \$5 discount for more than 50% nautical items. Octavia, (831) 724-3875 or www.elkhornyc.org.

May 26-27 — C420 Clinic. StFYC, www.stfyc.com.

May 28 — Memorial Day.

May 29 — Sail under the full moon on a Tuesday.

May 24 — Winning with Expedition Software course with



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CALENDAR

Peter Isler, Richmond YC, 7-10 p.m. Bring a laptop with pre-loaded software. \$50-\$145. YRA, www.yra.org.

May 29, 31 — Kame Richards' Tides Currents on San Francisco Bay, Bay Model, Sausalito, 7 p.m. \$15. RSVP required to Jim, jimtantillo@comcast.net or (707) 759-2045.

June 2 — Take the Helm Women's Sailing Conference, Corinthian YC, Marblehead, MA. Workshops on land and water, meals, raffle, auction. Info, www.womensailing.org.

June 3, 5 — Volunteer Docent Training, San Francisco Maritime National Park, 10 a.m.-4:30 p.m. Free. Lou, (415) 964-8698, lou_sian@nps.gov or Terry, (415) 561-7160, terry_dorman@nps.gov.

June 6 — Film screening of *Racing with Copepods*, Sausalito YC, 6 p.m. Info, www.sausalitoyachtclub.org.

June 8-10 — Match Race Summer Camp for adults, Long Beach YC, held in Sonars. Info, www.lbyc.org.

June 8-10 — Newport Beach Wooden Boat Festival, Corona del Mar. Balboa YC, www.newportbeachwoodenboatfestival.com.

June 9 — West Marine Grand Opening, South Shore Center, Alameda, 8 a.m.-2 p.m. Info, (510) 671-3080.

June 9 — Marine Flea Market, 8 a.m.-1 p.m., Napa Valley Marina. Kirby or Cory, (707) 252-8011.

June 9 — Call of the Sea Gala, Sausalito, 4-9 p.m. Dockside tours of *Matthew Turner* and *Seaward*, buffet, auctions, live entertainment. \$125. Info, www.callofthesea.org.

June 9-10 — Women's Sailing Seminar, Corinthian YC, Tiburon. Novice to intermediate. Info, www.cyc.org/wss.

June 9-10 — Women's Match Race Clinic/Summer Camp in Long Beach. LBYC, www.lbyc.org.

June 13 — Aquatic Invasive Species Prevention Workshop, Bay Model, Sausalito, 8:45 a.m.-2:45 p.m. Register by 6/8. Vivian, (415) 904-6905 or vmatuk@coastal.ca.gov.

June 16 — BBQ for Delta Doo Dah sailors and marina tenants, Owl Harbor, Isleton. Info, www.deltadoodah.com.

June 16-17 — San Diego Wooden Boat Festival. Koehler Craft, www.koehlerkraft.com/events.

June 23-24 — Summer Sailstice. Events, prizes. Info, www.summersailstice.com.

Racing

May 4-6 — Yachting Cup. SDYC, www.sdy.com.

May 4-6 — Franks Tract Regatta on the San Joaquin River. ACYC, www.andreascovey.com.

May 5 — Singlehanded Race. SSC, www.stocktonssc.org.

May 5 — Frank Ballentine Memorial Pursuit Race. CPYC, www.cpyc.com.

May 5 — Point Dume & Return. DRYC, www.dryc.org.

May 5 — Behrens Regatta. TYC, www.tyc.org.

May 5 — Intraclub Race #1. RYC, www.richmondyc.org.

May 5 — Homeport Regatta. A new race around Anacapa Island for the cruisers and liveboards of Channel Islands and Vintage Marinas in Oxnard. Gareth, gman76@yahoo.com or Larry, larry@golkinlaw.com.

May 5, June 2 — North Bay Series. VYC, www.vyc.org.

May 5-6 — J Stop Regatta. StFYC, www.stfyc.com.

May 5-6 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 5-6 — Cinco de Mayo in Santa Barbara. SBSC, www.sailsbsc.org.

May 6 — Championship Series. CYC, www.cyc.org.

May 6 — Spring PHRF 4 & 5. MPYC, www.mpyc.org.

May 6, 20 — Spring Series. SSC, www.stocktonssc.org.

May 6, June 3 — Spring Races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

May 9-12 — Farr 40 North Americans in Long Beach. LBYC, www.lbyc.org.

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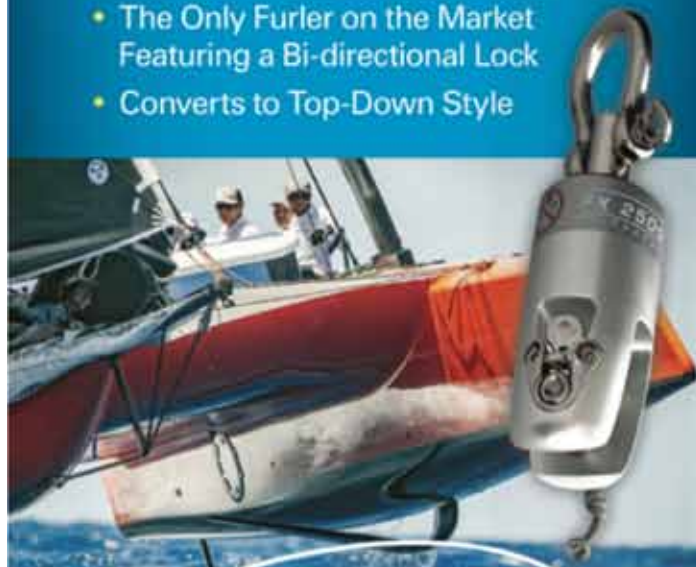


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CALENDAR

May 10-13 — Oregon Offshore, a qualifier for the Vic-Maui. Corinthian YC of Portland, www.oregonoffshore.org.

May 12 — OYRA Duxship. YRA, www.yra.org.

May 12 — CBRA #1, hosted by SFYC on the Circle. YRA, www.yra.org.

May 12 — Club Laser Championships in Monterey. MPYC, www.mpyc.org.

May 12 — Lady and the Tramp. FLYC, www.flyc.org.

May 12 — Yesteryear Regatta in San Diego, part of the California Classic Yacht Series. Ancient Mariners Sailing Society, www.amss.us.

May 12 — Flight of the Bulls for El Toros in Foster City. John, (650) 305-1466 or www.eltoroyra.org.

May 12 — Santana 22 Team Races. SCYC, www.scyc.org.

May 12, June 2 — NorCal Series #3 & 4 for Mercurys on the Estuary. EYC, www.encinal.org.

May 12, June 9 — South Bay Interclub Races #2 & 3. Info, www.jibeset.net.

May 12, June 9 — Buoy Series on Clear Lake. KBSC, www.kbsail.org.

May 12-13 — Gorge College/High School Invitational, Columbia River, OR. CGRA, www.cgra.org.

May 13, June 10 — Baxter-Judson Series. PresYC, www.presidiotyachtclub.org.

May 19 — Singlehanded Farallones Race. Skippers' meeting 5/16 at IYC. SSS, www.sfbaysss.org.

May 19 — Summer #2. SeqYC, www.sequoiayc.org.

May 19 — Long Distance Race. SSC, www.stocktonsc.org.

May 19 — Small Boat Solar Series. EYC, www.encinal.org.

May 19 — Otter Cup. ElkYC, www.elkhornyc.org.

May 19, June 16 — YRA Summer Series #1 & 2. YRA, www.yra.org.

May 19-20 — Elite Keel. SFYC, www.sfyf.org.

May 19-20 — USMRC Qualifier. StFYC, www.stfyf.com.

May 19-20 — Etchells Orca Bowl Regatta in San Diego. SDYC, www.sdyc.org.

May 19-20 — 20th Spring Regatta on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

May 19-28 — Made in Santa Cruz Race Week. 5/19-20: PHRF; 5/24: Jesters & El Toros; 5/26-27: Moore 24 PCCs; 5/26-28: SC27 Nationals. SCYC, www.scyc.org/racing.

May 20 — Spring One Design. MPYC, www.mpyc.org.

May 20 — Fremont Relays for El Toros on Lake Elizabeth. Info, www.eltoroyra.org.

May 20, June 3, 17 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

May 24-28 — Swiftsure International Yacht Race, a qualifier for the Vic-Maui. Royal Victoria YC, www.swiftsure.org.

May 26 — Master Mariners Regatta, San Francisco to EYC. MMBA, www.mastermariners.org.

May 26 — Three Island Fiasco on Clear Lake. KBSC, www.kbsail.org.

May 26-27 — Spinnaker Cup, San Francisco Bay to Monterey, part of California Offshore Race Week. Info, www.offshoreraceweek.com.

May 26-27 — Memorial Weekend Regatta, Whiskeytown Lake. WSC, www.whiskeytownsailing.org.

May 26-28 — I-14 Nationals. StFYC, www.stfyf.com.

May 27 — Long Beach Classic. LBYC, www.lbyc.org.

May 28 — Laser/Opti Sail-off. HMBYC, www.hmbyc.org.

May 28-29 — Coastal Cup, Monterey to Santa Barbara, part of CORW. Info, www.offshoreraceweek.com.

May 30 — Santa Barbara Port Race, part of CORW. Info, www.offshoreraceweek.com.

May 31-June 2 — SoCal 300, Santa Barbara to San Diego,

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concludes CORW. Info, www.offshoreraceweek.com.

June 1-3 — Cal Race Week in Marina del Rey. California YC, www.calyachtclub.com.

June 2 — Delta Ditch Run, 67 glorious miles from Richmond to Stockton. RYC/SSC, www.stocktonsc.org.

June 2 — CBRA #2, hosted by GGYC on the Cityfront. YRA, www.yra.org.

June 2 — X-Bay Regatta. SBYC/CYC, www.cyc.org.

June 2 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

June 2 — Junior Match Race Invitational in Long Beach. LBYC, www.lbyc.org.

June 2 — Merton Yolles Race. CPYC, www.cpyc.com.

June 2 — Champagne Cup. StFYC, www.stfyc.com.

June 2-3 — Go for the Gold. GCYC, www.gcy.net.

June 3 — Tri-Island Race #1. BYC, www.berkeleyyc.org.

June 3 — Summer One Design 1 & 2 in Monterey. MPYC, www.mpyc.org.

June 9 — OYRA Farallones. YRA, www.yra.org.

June 9 — Classic Boat Invitational Series #1. SYC, www.sausalitoyachtclub.org.

June 9 — Great Schooner Regatta. SFYC, www.sfyc.org.

June 9 — Small Boat Races. BVBC, www.bvbc.org.

June 9 — Ladies Day Race. MPYC, www.mpyc.org.

June 9-10 — Laser Masters. SSC, www.stocktonsc.org.

June 9-10 — USMRC Qualifier. SDYC, www.sdy.org.

June 9-10 — Berger & Stein race from Marina del Rey to Catalina; return the next day. DRYC, www.dryc.org.

June 10 — Summer PHRF 1 & 2. MPYC, www.mpyc.org.

June 15-17 — Lipton Cup. Ten YC teams in J/22s. RYC, www.richmondyc.org.

June 15-17 — El Toro Senior North Americans on Clear Lake. El Toro IYRA, www.eltoroyra.org.

June 15-17 — South Tower Race, Stockton to San Francisco and back. SSC, www.stocktonsc.org.

June 15-17 — Opti Heavy Weather Regatta. StFYC, www.stfyc.com.

June 16 — SF Pelican Races at Marina Bay Yacht Harbor, Richmond. Info, www.sfpelicanfleet1.com.

June 16 — Katherine Eavenson. FLYC, www.flyc.org.

June 16 — Spring One Design. SCYC, www.scyc.org.

June 16-17 — June Invitational. SFYC, www.sfyc.org.

June 16-17 — Island to Island Race. From Brannan to Angel Island and return. ACYC, www.andreascoveyc.org.

June 16-17 — Twentysomething Regatta. CYC, www.cyc.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 5/11, 5/25, 6/8, 6/22, 7/20, 8/3, 8/17, 8/31, 9/14. Gary, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 5/14, 5/28, 6/11, 6/18 (make-up). Fall: 7/23, 8/6, 8/20, 9/3, 9/17, 9/24 (make-up). Info, www.bvbc.org.

BENICIA YC — Every Thursday night through 10/18. Dan, (707) 319-5706 or www.benicaiyachtclub.com.

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

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

CORINTHIAN YC — Every Friday night through 8/24. Marcus, (415) 435-4771 or www.cyc.org/racing.

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

ENCINAL YC — Friday night Twilight Series. Spring: 5/4, 5/18, 6/8. Summer: 7/6, 7/20, 8/3, 8/17, 9/7. Ted, (925) 699-3726 or www.encinal.org.



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FOLSOM LAKE YC — Every Wednesday night: 5/2-8/29. Summer Sunset Series, Saturday nights: 5/12, 6/16, 7/14, 8/4. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday Night Series: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Info, www.ggyc.com.

HALF MOON BAY YC — Friday nights: 5/11, 5/25, 6/8, 6/22, 7/6, 7/20, 8/3, 8/17, 8/31, 9/14, 9/28. Info, www.hmbyc.org.

ISLAND YC — Island Nights, Fridays. Spring: 5/11, 6/1, 6/15. Summer: 7/13, 7/27, 8/10, 8/24, 9/14. David, (510) 521-2985 or www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/2-10/10; Intergalactic Beer Can Race: 7/18. Jeff, (775) 544-8268 or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night: 5/3-9/27. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: 5/10-8/30. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series every Wednesday through 9/26; Fiasco Race, 6/6. Info, race@mpyc.org or www.mpyc.org.

OAKLAND YC — Sweet 16 Series every Wednesday night. First Half: 5/2-6/20. Second Half: 7/18-9/5. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 5/2, 5/16, 5/23, 5/30, 6/6, 6/20, 6/27, 7/4/ 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19, 9/26. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Wednesday Evening Series for IODs, Folkboats, Knarrs through 8/22. Thursday Night Kite Series: 5/10, 5/24, 5/31, 6/21, 7/12, 7/26, 8/23, 9/6, 9/20. Friday Night Formula Windsurf Series: 5/4, 6/15, 6/29, 7/13, 7/27, 9/14, 9/28. Graham, (415) 655-7756 or www.stfyc.com.

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

SANTA CRUZ YC — Every Wednesday night through 10/31. Info, www.scyc.org.

SAUSALITO YC — Sunset Series, Tuesday nights. Spring: 5/8, 5/22, 6/5, 6/19. Summer: 7/24, 8/7, 8/21, 9/4. Mary, (510) 757-3317 or www.sausalitoyachtclub.org.

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

SIERRA POINT YC — Tuesday nights: 5/1-8/28. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 5/4, 5/18, 5/25, 6/1, 6/15, 6/22, 6/29, 7/20, 7/27, 8/3, 8/17, 8/24. Info, www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night: 6/6-8/29. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Monday night Lasers: 5/28-8/27. Wednesday night Beer Cans: 5/30-8/29. Andrew, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/25-8/10. Cam, (415) 789-9294, race@tyc.org or www.tyc.org.

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

In the Tropics

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

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

May 9 — Antigua Bermuda Race starts. Royal Bermuda

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CALENDAR

YC, www.antiguabermuda.com.

May 20-25 — Baja Seawind Rally for catamarans, Puerto Escondido, Sea of Cortez. Free. Info/registration, www.charter-catamaran.com/events/seawind-baja-rally-2018.

June 22-24 — Tahiti-Moorea Sailing Rendez-vous, co-sponsored by *Latitude 38*. Traditional music, dance, cuisine and sports. Info, www.tahiti-moorea-sailing-rdv.com.

June 23 — Singlehanded TransPac to Hanalei Bay, Kauai, starts in Tiburon. SSS, www.sfbaysss.org/main/shtp-2018.

June 24-July 1 — Optimist North Americans. Vallarta YC, www.vallartayachtclub.org.

June 30-July 4 — Vic-Maui International Yacht Race starts in Victoria, BC, bound for Lahaina. Info, www.vicmaui.org.

July 1 — Shaka Challenge, a new singlehanded/doublehanded race to Diamond Head, HI, starts from Marina del Rey. Pacific Singlehanded Sailing Association, www.pssala.com.

July 9-13 — Pacific Cup starts off StFYC, destined for Kaneohe Bay, Oahu. PCYC, www.pacificcup.org.

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

May Weekend Tides

date/day	time/ht.		time/ht.	
	HIGH	LOW	HIGH	LOW
5/05Sat	0228/5.0	0958/0.0	1743/4.2	2228/3.1
5/06Sun	0348/4.7	1052/0.2	1843/4.3	2349/3.1
	LOW	HIGH	LOW	HIGH
5/12Sat	0405/0.8	1020/4.4	1548/1.0	2224/5.7
5/13Sun	0442/0.2	1114/4.6	1628/1.3	2257/5.9
	HIGH	LOW	HIGH	LOW
5/19Sat	0226/6.0	0918/-1.2	1649/4.8	2131/2.8
5/20Sun	0324/5.7	1017/-0.9	1751/4.9	2252/2.7
	LOW	HIGH	LOW	HIGH
5/26Sat	0415/0.1	1041/4.4	1550/1.4	2226/6.1
5/27Sun	0458/-0.2	1137/4.5	1633/1.8	2300/6.1
5/28 Mon	0537/-0.5	1229/4.5	1714/2.1	2332/6.0

May Weekend Currents

date/day	slack		max	
	slack	max	slack	max
5/05Sat	1148	1542/2.4F	0442	0736/1.6E
	2354		1948	2142/0.8E
5/06Sun		0254/1.5F	0536	0830/1.4E
	1242	1642/2.4F	2048	2236/0.8E
5/12Sat		0200/2.0E	0536	0842/2.3F
	1154	1418/1.4E	1700	2048/3.2F
5/13Sun		0230/2.3E	0618	0924/2.7F
	1236	1500/1.4E	1742	2124/3.4F
5/19Sat		0118/2.8F	0348	0636/2.8E
	1048	1424/3.3F	1818	2024/1.0E
	2248			
5/20Sun		0212/2.5F	0442	0736/2.5E
	1148	1524/3.2F	1918	2130/1.1E
5/26Sat		0200/2.4E	0600	0848/3.0F
	1200	1424/1.6E	1724	2042/3.6F
	2348			
5/27Sun		0242/2.5E	0648	0942/3.2F
	1254	1512/1.5E	1806	2124/3.5F
5/28Mon		0318/2.6E	0736	1030/3.3F
	1348	1606/1.4E	1848	2206/3.3F



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LETTERS

↑↓ WESTPOINT HARBOR'S MARK SANDERS RESPONDS TO THE BCDC

Thank you, *Latitude 38* for shining light on my long battle with BCDC to build a world-class marina in San Francisco Bay, and the abusive actions of BCDC staff, which have caused so many false allegations and exorbitant fines against Westpoint Harbor. I have reviewed your editorial and Mr. Goldzband's response. Unfortunately Mr. Goldzband is economical with the truth, and more light is needed.

Recreational boating is an essential way for people to enjoy the water, and most boaters are vigorous in their advocacy for the Bay. BCDC's attitude toward recreational boating is well known, and BCDC staff blocked my permit for 10 years (1993-2003) declaring it "incomplete." Numerous rewrites were rejected by an entrenched staff while all other agencies approved the same permit. "We don't need another marina in the South Bay," and "if people want to boat they can come to San Francisco," was the opinion of one staffer. Sadly, many South Bay marinas have closed and only a handful remain. My single-minded mission is to advance and sustain boating in the Bay, creating a full-service harbor with fuel docks, a boatyard (none remain where once there were twelve), a 1,000-ft guest dock, and more.

Mr. Goldzband's statement, "Sanders materially benefited from the private gains of the marina while ignoring permit obligations," is especially insulting in view of the difficult technical challenges and long bureaucratic nightmare this has been. The truth is I invested everything into Westpoint Harbor (WPH) and have not taken a penny in salary or personal benefit. It was my way to give back as I reinvest everything into my still-unfinished mission to complete Westpoint Harbor. Today, these funds are squandered defending against the very agency charged with promoting recreational boating in the Bay.

The WPH Statement of Defense addresses the false BCDC allegations and I will not repeat it here. I urge readers to visit the Westpoint or BCDC websites and see for themselves. The allegations are false, unsupported by evidence, and in many cases impractical or even impossible — and obvious to knowledgeable mariners.

Mr. Goldzband claims I "declined every opportunity" to amend and correct errors in the BCDC permit. Nothing could be further from the truth! With counsel and architects, we spent hundreds of hours rewriting their badly crafted permit in meetings from 2011 to 2015. Irrefutable evidence (recordings and transcripts) show we labored in good faith to craft a consistent, practical permit (Amendment 5), correcting 44 material errors and conflicts. Other agencies (Department of Boating and Waterways, US Fish and Wildlife Service, Coast Guard and NOAA) pitched in to convince staff many conditions were impractical and unenforceable. This was resolved a decade before, but with few records at BCDC it fell to me to provide proof of compliance.

Mr. Goldzband describes me as "a recalcitrant permit holder who has thumbed his nose at the public," bemoaning my "stubborn refusal to comply with staff demands." Demands I refused to follow include installing "a row of buoys down the middle to delineate the center of the channel." I instead placed standard red and green channel markers per Coast Guard requirements; I refused to prohibit personal watercraft and public agency boats in the harbor (Police, Coast Guard and Fire boats); I refused to allow swimming in the marina (ESD or electric shock drowning is a leading cause of marina deaths). These are a just a few of the arbitrary and unworkable mandates from the enforcement staff with which I cannot comply. Would you? BCDC has a history of such uninformed

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is ready next time
you feel the urge.**



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LETTERS

policies, once even outlawing automatic bilge pumps (it took the RBOC to convince BCDC that Coast Guard rules and potentially sunk vessels make this new condition a bad idea).

In the end, BCDC staff scuttled Amendment 5, which would have resolved most issues by adding new unacceptable conditions. This included "complying with the (legal) requirements of other agencies does not relieve the permittee from the obligation to comply with BCDC demands" (like federal rules for navigational markers), and, "Sanders is still responsible for accumulated fines from the time each allegation was made until it was proven invalid and corrected in the permit." No sane person would agree to such terms or yield their right to seek justice in a court. This earned me the label "uncooperative" by BCDC.

BCDC has 170 entities on their hit list, a third of all permittees, ranked by the severity of alleged "illegal actions." Westpoint Harbor is a paltry 46 on this list, which includes eight marinas, a dozen cities, major ports, restaurants, boatyards and even state and federal agencies. BCDC brags it has enforceable violations in every permit, and reports the number of cases and the income collected from fines annually. Staff admits it has no formal compliance program and uses "seat of the pants" methods. This leads to creativity in maximizing fines, even parsing one allegation into many to increase revenue. Other permittees are victims of such parsing, often contriving seven claims from one, and more. It's nothing less than a shakedown.

No other agency has cited a single infraction against Westpoint Harbor. I cannot implement BCDC measures that are illegal, conflict with other agencies with jurisdiction, endanger boaters and visitors, or undo measures meant to protect the environment and insure safe public access. By law, enforcement fines go to the Bay Fill Abatement Fund, and Mr. Goldzband admits (from enforcement committee minutes) funds have been diverted to its enforcement group. In its zeal to maximize income and become a "for-profit" agency, BCDC is currently recruiting two more attorneys for its enforcement team. One wonders why BCDC doesn't invest in competent inspectors like other agencies. Trained and knowledgeable inspectors ensure compliance and help avoid acrimonious conflicts and staggering costs which result from a "ready, fire, aim" approach. And it would open a door to beneficial cooperation and communication with permittees, the foundation of an effective and just agency with inspectors who are not the beneficiaries of fines.

This prejudicial enforcement and vindictive behavior is pervasive in BCDC's enforcement staff, and the same people make the rules, interpret the rules, allege violations, act as judge and jury, assess fines, and even control the appeals process. It's the antithesis of a democratic process, and for an agency to do such harm is tragic considering its past accomplishments and admirable mission.

Mark L. Sanders
Westpoint Harbor
Redwood City

↑↓ NOT FEELING WESTPOINT, ACTUALLY

Why didn't you include the BCDC response to your editorial in the magazine before the hearing?

We in the South Bay call it the "Google Marina," and steer clear; nature lovers, daysailors and cruisers alike, due to the signs, barriers, and hostility mentioned in the BCDC response.

Paul Dixon
Stella, Nordic Folkboat
Redwood City

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LETTERS

↑↓ **FEELING WESTPOINT BUT NOT THE BCDC**

Just wanted to thank the staff of *Latitude 38* for reporting on and raising awareness of the various issues that endanger our mutually loved sport of sailing. I do not support anything the BCDC is doing.

Shannon Amerman
Agave, Catalina 375
Westpoint Harbor

↑↓ **YOU GUYS ARE STUCK IN THE PAST**

I followed with interest your coverage of the dispute between BCDC and Westpoint Harbor. Your article in the March issue made it appear that BCDC was simply being ridiculously petty, and maybe they did nitpick. But you totally missed the main point: From BCDC's telling, it certainly seems that Westpoint's owner, Mark Sanders, has been a scofflaw for a number of years. And it's not over some minor detail; it's over the general public's right to access to the waterfront. Maybe as advocates of sailboating you don't care about non-sailors, but I think that's an extremely selfish position.

Then I read your "response" to the BCDC letter. It wasn't a response at all as you completely glossed over the main point of their explanation.

I have to say, I think this approach is in keeping with the long-held politics of *Latitude 38*, which is opposition to any sort of government regulation. It's exactly that position that led the previous producer of *Latitude* to deny the fact of human-caused global warming after it was well established, and even after a shadow of doubt was eliminated he was still casting doubt on it.

I still wonder what he, and you, will say to the next generation, who will have to suffer from your shortsightedness. And as for the BCDC/Westpoint issue: Your coverage is simply poor journalism. I know that not all government regulation is fair or reasonable, but consider the alternative: global warming, death of ocean coral and elimination of public access to such treasures as our Bay shoreline and coast. Is that really what you want?

John Reimann
Why Knot? Catalina 36
Oakland

John — Regarding our reporting on the Westpoint/BCDC dispute, we feel like our coverage has been mostly limited to our editorial in the March issue, the gist of which stated that "while we take issue with the current state of affairs, we still think the BCDC and other public agencies have made a great contribution to improving the Bay Area over the past few decades." We also said that we think Westpoint Harbor is the very model of an environmentally friendly marina that's done an excellent job of providing access to the Bay. The editorial was meant to be a jumping-off point for all of the stakeholders to offer their opinions in their own words, and to help all of us have a better understanding of the issue. We share our perspective based on the knowledge we have at the time, but continue to learn from our readers and through our reporting.

We don't feel that we glossed over the BCDC's explanation. They contend that "Mr. Sanders has broken his contract by refusing to provide over a quarter-million square feet of public access areas and specified public access improvements that he promised to provide when he signed his permits." But this is just one perspective in a decade-long, multimillion-dollar negotiation. After the BCDC wrote their response to our editorial, the Friends of Westpoint Harbor — an advocacy group that "seeks to promote the common mission of the BCDC and West-



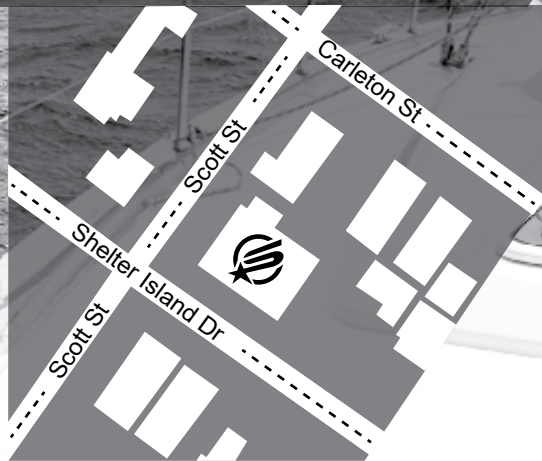
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point Harbor — shared the following response to the section just quoted by BCDC Executive Director Larry Goldzband: "Mr. Goldzband suggests that Mark Sanders had six years to get it right but failed to provide over 250,000 square feet of public access area and improvements. Mr. Sanders did provide public access for each portion of the marina as it was completed. What Mr. Goldzband didn't say is public access for subsequent phases of the project were completed as physically possible."

We don't think we have a 'selfish position' on behalf of sailors. The BCDC mission isn't to provide access to the waterfront, but to help provide access to the Bay itself. As we've said many times before, this doesn't just mean paths near the water, it means infrastructure to get into the water. This is why we support Westpoint, which has brought much needed access to the South Bay. You're right in calling us strong advocates of sailing, though our zeal doesn't prejudice us against non-sailors. But yes, we vehemently oppose developers who tear down marinas and Bay access facilities and replace them with public paths along the water, then say, "Look! Access!" Maybe for bicycles, but not for boats.

And we certainly don't take a blanket 'no government regulation' approach. Generally speaking, there has probably never been a government regulation written in anticipation of a problem; regulations are responses to problems. The BCDC was created because the Bay was a cesspool getting filled with garbage, and the BCDC — along with the efforts of many groups and individuals — has been integral to the vastly improved ecosystem. Typically, if big government agencies tasked with regulation are successful, over time the problems become much smaller. What we often end up with is big agencies handling small problems like the shape and color of tables at waterfront restaurants.

You many or may not find some similarities with our perspective to that of Latitude 38's founder, but you'll probably find some differences as well. Some of us have worked here for 30 years, and you'd be right to guess we've enthusiastically supported the Wanderer's mission, style, entertainment, information and inspiration provided over the decades. But, like at any family Thanksgiving gathering, there has always been a wide diversity of opinions around the Latitude table. You may or may not have noticed that we've done more environmental reporting over the last year. Off the top of our heads: We recently covered sailors' efforts to collect trash from the Bay, 'Balloon Fishing' in Southern California, and the Ocean Cleanup — an ambitious project attempting to rid the ocean of plastic. We've written about coral bleaching, and did a story about marine pollution in the eastern Caribbean, and pieces about Jim Holm, who has helped invent a plastic-waste to diesel machine, and Liz Clark, one of the original sailors advocating for the environment. We also wrote an editorial titled "Live Like a Sailor," following last year's horrendous hurricane season, and actively support the green nature of sailing. Environmental sustainability is an important component of our beliefs, though, at our core, we're just a sailing mag. — ja/th

LET'S JUST PULL THE PLUG

Latitude 38 and the members of the Pacific Inter-Club Yachting Association (PICYA) should organize members of those clubs and voters to sponsor a bill in the California legislature that will completely terminate the BCDC, and give any enforcement duties it may still have to the California State Parks Division of Boating and Waterways and other worthy agencies.

What purpose does the BCDC serve any longer? As far as I can see they just suck off tax dollars providing careers for the



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LETTERS

indolent, who make a nuisance of themselves to the boating community. BCDC's mission to "save the Bay," is today much better served by the work of all these governmental and civic-minded volunteer organizations that have banded together since 2000 to create the California Dockwalker program.

When the BCDC started in the last century, there was a real need to stop the greedy coastal municipalities from stealing new land out of the Bay; cities regularly built dikes and drained the Bay. The BCDC was created by concerned boaters and environmentalists and given the clout to stop such schemes and actually "save" the Bay. But now the San Francisco Bay has been granted "eternal life" through California and federal legislation — it no longer needs to be "saved." Further, the original reason for creating the BCDC no longer exists. Consequently, it is now time to disband this purposeless commission.

The "Save the Bay" mission has now shifted to "protect the marine environment," and the US Coast Guard Auxiliary has joined in partnership with the Division of Boating and Waterways and the California Coastal Commission's Boating Clean & Green Program, the Bay Foundation (DBW's Clean Vessel Act program), US Power Squadrons and Save Our Shores. These organizations train their members as dock-walkers to go out and reach the public, visit boaters at their berths, and hand out free boater kits to help promote clean and safe boating, while also improving the recreation experience and helping to preserve the Bay and its precious wildlife habitat and water quality. This isn't something that's even on the BCDC's to-do list.

Currently, there are over 700 trained Dockwalkers statewide who have distributed more than 90,000 boater kits since 2000. To get a free boater kit, each boatowner has to fill out a questionnaire on clean and safe boating. These organizations have a direct effect on over 90,000 boaters and have done it for free, instead of wasting taxpayer dollars while sitting in an office choosing what table decor Scott's restaurant should or should not have. It's time to cut such unneeded, useless bureaucracy out of California's government.

Capt. Alan Hugenot
Naval Architect & Marine Surveyor
Schooner *Sea Raven*
San Francisco Bay

↑↓ BIG CREWS DOWN UNDER

G'day John, old mate! I just wanted you to know how great it was to see the photo in your ad on page 78 of Issue #488. That photo was taken on a hot and windless day during the Tasar Worlds in Darwin many years ago. That's my boat and that's me you can just see second from the left in the red Ronstan rashie with my hand in the air. I trust ownership is treating you well and you are enjoying your life to the fullest.

Alistair Murray
Tasar Sailor
Chairman, Ronstan International Pty Ltd.
Braeside, Australia

Alistair — Hey, great to hear from you and to know you're still reading Latitude way Down Under in Melbourne, the home of Ronstan and the bay with the second-best sailors in the world. It's been a while since you were sailing your 11:Metre Ronstan on San Francisco Bay, but the competition is still as fierce as ever and your former classmates continue to show everyone how it's done.

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LATITUDE / ARCHIVES

Everyone loves the challenge of sailing, so often it's the community and people that surround you in your one-design class, yacht club or wherever that make sailing such a lifelong pleasure. In contrast we wonder why so many of the images we see of today's modern, big boats show acres of deck space with just one or two people aboard. We're guessing a 15-ft Tasar with 20 kids aboard is much more fun. We hold our Crew List parties to help people find more friends to bring sailing, and to help others find a way to crew. You clearly have done a masterful job with your Tasar, and we hope others will find room on their more spacious boats as well. — ja

↑↓ ANYONE HEARD ABOUT THE JONATHAN SWIFT?

I saw a letter in *Latitude 38* about the 60-ft sailing vessel *Jonathan Swift*. We used to have that boat; she was donated to the Boy Scouts many years ago. I don't remember all the particulars, but she was a William Fife design, and, if memory serves me correctly, was built by De Vries Lentsch in Holland. She had rolled steel plates and an absolutely beautiful hull. Of course she did, she was a Fife design. If I remember, there was also some story about her being sunk in a bay or lake during the war to keep her from the Nazis.

I don't remember how *Swift* got to the US, but she ended up in San Diego and I believe Hawaii for a while. At one point, the steel was deteriorating and it was fiberglassed in San Diego (I believe at Kettenburg). Normally, that would be a very unorthodox way of repairing and temporary at best, but years later it was still holding up well. If you didn't know it was done, it was hard to tell. They did a beautiful job and probably prolonged the hull for many years.

When we got the boat, she was at Pier 39 in San Francisco. She needed a lot of work — mostly the deck, cabin and interior, which leaked a lot. The boat was very wet inside during rain. The hull was mostly fine. My wife and I lived on the boat for quite a few months at Arques. It was very basic at best; the interior was partly stripped, like a half-built boat. I guess someone had started a refit but didn't finish.

A few years before she was donated, the boat was dismantled, (if I remember the boat hit a bridge . . . in Napa?) so the insurance company put a new rig in her.

I sold her to a charming guy who wanted to do charters with the boat, but he ran out of money. I lost track after that but saw her a few years later with no mast in a covered shed at Napa Valley Marina. It looked like someone was doing a lot of work on her. That's the last time I saw her.

John 'Woody' Skoriak
Point Richmond/Sausalito

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ALAMEDA MARINA

LETTERS

Readers — Last month, Dave Reed told us he had a friend who had just bought a 69-ft steel sloop built in Holland in 1939. "My friend would very much like to learn anything about his boat's time in the Bay Area." Thanks, Woody, for filling in some details. Oh yeah, and here's a response from Dave. — th

↑↓ THANKS FOR THE INFO. AND BY THE WAY . . .

That's fascinating stuff. You might like to pass along to Mr. Skoriak that the boat is currently in a boatyard in Puerto Vallarta, undergoing a pretty thorough restoration, and should be back in the water within a few weeks. She will call La Cruz her homeport for a while and probably do a few charters. She is currently owned by an Icelandic man who makes his home in Mexico. I was on the boat in January, and while she still needed quite a bit of work, she is quite intact — no sign of any fiberglass that I could see. Please assure Mr. Skoriak that the boat seems to be in good (though a bit overwhelmed at times) hands.

Dave Reed
 Pender Island, BC

↑↓ WHERE CAN I SAIL TO A HIKE?

The March 14 *'Lectronic Latitude* ["The Hills Are Alive"] about the San Rafael hills made me wonder about possible other boat-in and hike locations around the Bay. We really enjoy doing that in the Caribbean, and imagine there are probably many cool hikes in the Bay Area. Thanks for a great mag.

Phil Hodgson
 Planet Earth

Phil — Great question. The first and most obvious answer is Angel Island, which offers some of the most spectacular hiking in the entire Bay Area, with Mt. Livermore's peak as the grand prize. Angel is one of the true gems of the San Francisco Bay, and, hands down, one of our favorite spots to visit.

But Angel Island is very much on the beaten path, so that its trails on a summer weekend feel like a Bay Area freeway at rush hour. There are also issues with depth in Ayala Cove, which has a \$15 day use fee for slips (which must be vacated by sunset) and \$30 overnight fee for the moorings. If you're ever able to make a pilgrimage to Angel on a weekday or certain holidays (like Christmas), then you're in for a treat.

As we mentioned, San Rafael has some spectacular hiking that's not far from the water. If you're able to dock at Loch Lomond, there are trailheads within about a mile of the marina,



LATITUDE / TIM

The hills are alive in San Rafael, which offers great sailing and great hiking.

tucked away in the neighborhoods (just keep walking toward the peaks and you'll find them). And if we're talking about San Rafael, don't forget about China Camp, which has plenty of nooks and crannies to explore from the anchorage.

Of course there's good city exploring from the San Francisco marinas, as well as an awesome hike under the Golden Gate Bridge and up to the Marin headlands from Travis Marina (there's also a fun little bar above Presidio YC for an after-hike cold one). And don't forget Brickyard Cove, which gives you walkable access to the hills



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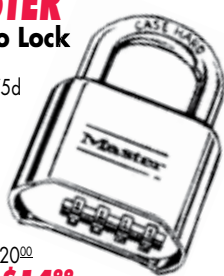
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LETTERS

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↑↓ DOCK AT AYALA 'SEALED' OFF

My sailing buddies (Mike, Mike and Brad) and I went for a pre-St. Patrick's Day on the Bay, and we had a great time. We felt a few sprinkles in the morning, saw a grand rainbow, and enjoyed afternoon westerlies in the mid- to high teens. In short, lots of fun!

I'm wondering, however, if any other readers have shared the problem we found in Ayala Cove. Excuse the bad pun, but the dock was 'sealed off!' We pulled into a slip near the far end of the dock so that one of the Mikes could cook lunch for us. Along with the other Mike, I started to walk to the dock ramp so that we could pay the State Park fee for day use. We saw a sea lion 'harem' of moms and youngsters that had hauled out to sun themselves (and crap) on one of the slip fingers. Despite our slow pace and calming voices, many of them slipped back into the water to avoid our approach. It's bad form *and* against federal law to annoy marine mammals, so we were trying to do the right thing. But a much larger sea lion, probably the harem's alpha-male protector, stretched across the dock's main walkway. Our slow approach caused him to swivel his neck and glare at us. Another two steps closer and he opened his mouth to show his sharp teeth. A further step on our part resulted in an audible low grumble on his part. He didn't move a bit, so we retreated (trying to avoid the stinky crap on the dock), and just went back to the boat. We'd all read your earlier coverage of the sea lion bites in Aquatic Park Cove.

Sailing requires decisions that include making trade-offs. Last Friday, our personal safety seemed more important than paying the \$15 use fee. Sorry, State Parks . . .

Remember when the sea lions took over Pier 39's west basin? Are they now laying claim to the Ayala Cove docks? Has anyone else had this experience?

Peter Detwiler
Toba Leah II, Catalina 42
Tradewinds Sailing Center
Marina Bay Yacht Harbor, Richmond

Peter — We go out to Angel Island with some regularity and do see the seals start to crowd the docks — usually at the end of the day as the slips clear out and the last ferry boat leaves — but we've never been blocked from passing. They're usually fairly shy and skittish (some distinction between seals and sea lions is important here) and abandon the docks without any real encouragement as people approach. Maybe it was some kind of presidential seal that just didn't want to give an inch. We're pretty sure he'll eventually change his mind. — ja

↑↓ THE WORST DAYS CAN BE THE BEST

I liked your 'Lectronic Latitude [March 19's "Weekend Report: St. Patrick's Day"] about sailing on San Pablo Bay on a spectacular rainy spring day. Shows how not staying on the dock results in some of the best days sailing.

Steve Katzman
Dianne, Express 27
South Lake Tahoe

Steve — During a San Francisco summer, you can set your watch by the wind (and rely on a lack of rain), so it's easy to get a little spoiled here on the West Coast. But if you're deterred by a little rain or lack of wind, think of all the days and sights you might miss.

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LETTERS

NATHANIEL BEILBY



The clouds on St. Patrick's Day were off the charts and well worth enduring a few raindrops.

the Bay Area (there was even enough wind to make things interesting). It was one of our favorite sails of all time. We can't imagine missing it over a little bit of rain. — th

When the rain did come, it was just a light drizzle, and it was actually fun to heave to, retreat to the cozy confines of my cabin, pour a whiskey, and watch the boat drift gently on San Pablo Bay. And once the rain passed, the sky was spectacular, and of a caliber that we don't often experience in

⇅ THE BIGGEST PRODUCTION ONE-DESIGN CLASS

"J/24 the largest production one-design class?" How does it compare to the Lightning one-design class, which has been around since the mid-1940s and is still going strong, with new boats in still in production?

H. Arthur
As the Wind Blows, Lightning
Orcas, WA

Readers — Arthur is referring to a 'Lectronic Latitude post on March 23 titled 'Spring Has Sprung Loos!' The author, J/24 fleet member Robin Van Vliet, claimed that the J/24 is the largest production one-design class in the world. We later added the qualifier "keelboat" to that statement. Read on to find out why.

We looked up some stats on www.sailboatdata.com. According to that very useful website, there have been 5,400 J/24s built since the boat was designed by Rod Johnstone in 1977.

The Lightning is a 19-ft centerboard dinghy designed in 1938 by Sparkman & Stephens. Sailboatdata tells us that 15,550 have been built, but not how many of those were wood and how many fiberglass. It's not unusual to see a wooden Lightning sitting in a garage in some state of restoration. There was an active fleet in the San Francisco Bay Area not too long ago, but they have been quiescent in recent years.

Our first guess for which design had the most production (not custom or wooden) boats built, was the Laser. Sailboatdata says that 150,000 have been built since they were designed by Bruce Kirby in 1970. The local Laser fleet is very active. But wait — don't forget the Alcort Sunfish! Since 1952, more than 300,000 Sunfish have been built. OK, Sunfish, you win.

We wondered about Hobie Cat 16s, which were designed around the same time as Lasers by the late great surf-shop owner, Hobie Alter. We find that 135,000 of those were built.

Enduring designs, all of them. — cw

⇅ I LOVE THIS TOOL. WHAT IS IT?

Have you seen one of these before? It's a wrench that we use to disassemble our two-speed winches. You insert it into the top of the winch, just like a regular winch handle, and the hole in the center allows you to access the Allen screw to remove the top. It's been on our boat for decades and none of us know where it came from. We'd like to get a spare, but I've checked with several chandleries and searched online but

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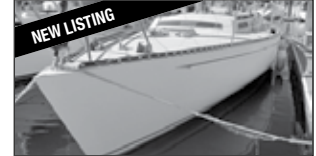
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LETTERS



BOB ADAMS

no one has heard of it. Any help in finding another, or even knowing what to call it, would be appreciated.

Bob Adams
Escape, Ericson 35
Richmond Yacht Club

↑↓ **IF THE TRUTH
BE TOOLED . . .**

That tool — used to strip the winch — can be found under another guise as a key to open the water or diesel inlet, or deck fitting.

David S. Wheatley
Surabaya Girl
Portsmouth Harbour, UK

Readers — David included a link for Sheridan Marine (www.sheridanmarine.com), listing the "Stainless Steel Octagonal Star Deck Filler Key," a stainless steel eight-point star deck-filler key with a long reach neck and keychain eyelet that is useful for star-shaped deck fillers.

↑↓ **LET ME TOOL YOU ALL ABOUT IT**

That looks like a deck-fill wrench from Amiot (www.rigrite.com) out of Jacksonville, FL. They come in cast stainless steel or hardened plastic. You might need to drill your own hole for the set-screw access.

Randy Tice
Planet Earth

↑↓ **NOBODY'S TOOL**

I had one aboard when our boat sank in Hurricane Irma. I made it by using a used water-fill deck-plate wrench I found at Minney's Yacht Surplus in Costa Mesa. I drilled out the center and used it quarterly to clean and lube my primary winches. We always had a dog and cat aboard; it's surprising how little animal hair it takes to affect a winch.

Michael Staudt
Planet Latitude

↑↓ **I WAS JUST TOOLING AROUND AND . . .**

I did a little online searching and found this. It's a Line Lifter Key, according to Bruno at Australian Yacht Winch Co. They apparently have plenty of them for winches 25+ years old.

John Gulliford
Planet Ocean



HAROLD BEER

↑↓ **TOOLS OF THE
TRADE**

That tool is a Barient/Barlow Winch Disassembly tool. I have one, and I need it to maintain my winches, but you can make one. You need a piece of square stock 5/8-in to 11/16-in hardwood, plastic or metal (a 1x1-in maple can be shaved to

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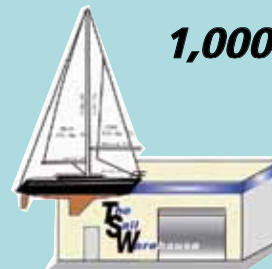
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LETTERS

fit). Drill a hole large enough for the hex key to access the Allen screw. Put a wrench on the square stock, and you should be fine. (My quick research didn't produce any, but they're probably in the junk drawer of many good old boats.

Harold Beer
Planet DIY

Readers — Thanks for your responses, which were plentiful and too numerous to include all of them here. The spirit of chipping in your two cents to help sailors with a question is always delightful to see. There were numerous solutions and countless names for the tool in question, many of which were disparate, but all of which were correct. Because sailing is so old and multinational, there seem to be a bazillion names for everything, and a bazillion and one jury rigs and DIY fixes to create the right tool needed for the job. — th

↑↓ PASSING IT ALONG

I read the article in the February edition of *Latitude* about the December rescue of a French trimaran sailor off Cape Horn. We already had reservations for a March trip aboard the *Stella Australis*, which participated in that rescue, so I grabbed the remaining copies of the February *Latitude* (from Portland Yacht Club) and packed them to travel.



DONALD PAYAN

Frenchman Yves le Blevec is assisted by two rescuers off Cape Horn in December 2017, as seen through the lens of Bay Area sailor Donald Payan aboard the 'Stella Australis'.

I gave them to the captain and crew in the *Stella Australis's* wheelhouse in mid-March. With this message, I'm passing along their appreciation for your kind words about them in the article. (PS: The *Stella* is a great vessel; I would recommend a Patagonia/Cape Horn trip aboard her to any sailor interested in seeing this sailing icon).

I gave them to the captain and crew in the *Stella Australis's* wheelhouse in mid-March. With this message, I'm passing along their appreciation for your kind words about them in the article. (PS: The *Stella* is a great vessel; I would recommend a Patagonia/Cape Horn trip aboard her to any sailor interested in seeing this sailing icon).

Tom Stringfield
Vixen, Cascade 36
Rose City Yacht Club, Portland, OR

Tom — Thanks for your note and for carrying *Latitudes* all the way to Patagonia. Somehow it just feels cooler to know they have a magazine in hand rather than just another link in the digital universe.

For those who don't remember, when Bay Area sailor Don Payan and his wife went to tour Patagonia and Cape Horn on the small cruise ship *Stella Australis*, their trip was interrupted by the Cape Horn rescue of the attempted 'wrong-way' record effort by French singlehander Yves Le Blevec aboard his 102-ft trimaran *Actual Ultim* (formerly *Sodebo*). You can read the whole story in the Sightings section of our February issue. — ja

↑↓ MYSTIFIED ABOUT THAT ONE BOAT IN AQUATIC PARK . . .

I'm still totally mystified as to why this one guy anchored out is such a big deal. There are more than 50 similar boats anchored out in Richardson Bay. Efforts have been made to get them to use holding tanks, but I doubt there is any real progress. They still use Richardson Bay as their toilet. The eelgrass that used to proliferate in Richardson is gone, and it

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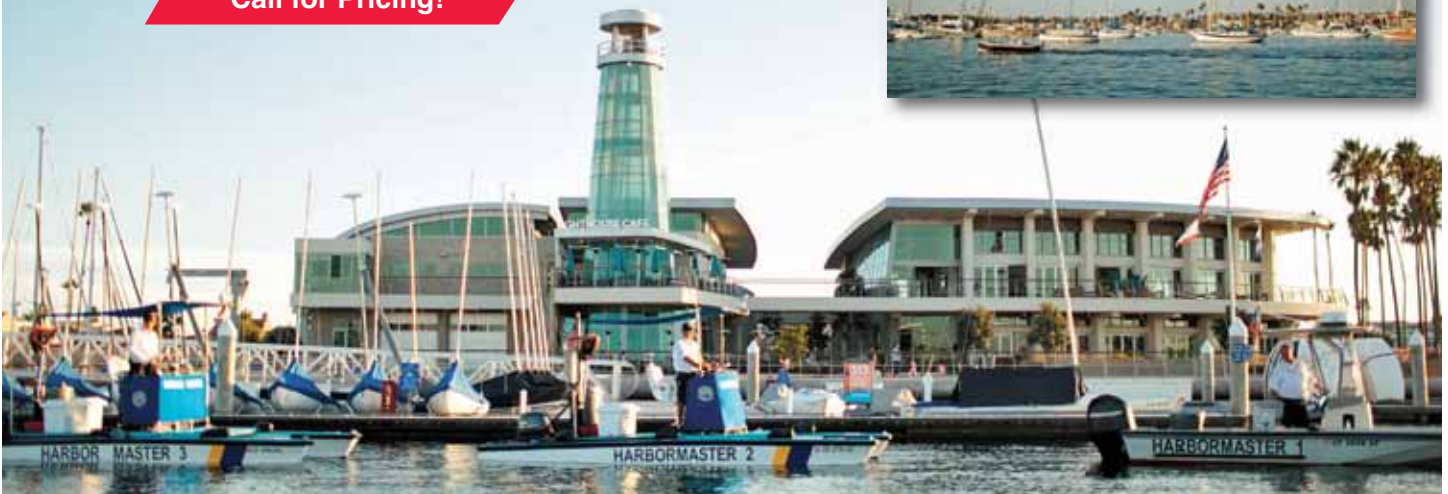
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kite photography by Cris Benton

LETTERS

is a dead zone for fish.

Every winter, two or three anchor-outs break off their moorings and have to be salvaged at an average cost of \$10,000 per boat. The BCDC and Richardson's Bay Regional Agency have proven to be ineffective bu-



LATITUDE /TIM

There's been a contentious vessel at Aquatic Park, but many readers have asked why this boat is getting so much attention as opposed similar craft in Richardson Bay.

reaucracy as far as doing anything about this, although they certainly pay close attention to the permits that they can charge for. Their continued failure to address this issue and then duck it have made them seem to be examples of poor and ineffective government in many people's minds

So why is one guy such a big deal when an important arm of San Francisco Bay is being totally fouled by 50 or so similar guys and nobody does anything about it? Does anyone at the BCDC, or any of the other government agencies charged with guarding the health of San Francisco Bay, have an explanation?

Larry Moraes
E Cruz, Maxum
Sausalito

⇓ **WHAT IS THE LAW EXACTLY?**

I wonder if this is where the expression "getting to the bottom of it" comes from. I mean did the boat really come adrift or was it sabotaged? It starts me thinking about the long history of boats going adrift, wondering what the laws are, if any. Not just the US laws (boring), but the laws worldwide and across history.

Brad Smith
Hobie 18
Santa Cruz

⇓ **AND DUDE, DON'T RUIN IT FOR THE REST OF US**

This guy in Aquatic Park appears to be a complete idiot/jerk. There are simple and generous requirements for mooring in Aquatic Park, and he is unwilling to abide by them. Behavior like this can and often does ruin a good deal for more responsible boaters and citizens.

Not only is he exceeding the maximum duration rules, but he inexplicably refuses to anchor in a suitable area out of the swimming lanes. Does he secretly loathe the sport of swimming? Why his boat was not towed and impounded long ago is a mystery. It seems to me once someone has stayed twice as long as the rules allow, action by controlling authorities (non-controlling authorities in this case) would be completely justified and even expected by responsible citizens.

Mark Bidgood
Planet Latitude

⇓ **ABANDONED BOATS ON THE BAY**

I really don't understand why boats are abandoned here in Sausalito and the Bay. Raw sewage dumping, trash and then the boat sinks and we tax payers have to pay for some narcissistic 'boat person' who does not follow any of the rules and regulations for the Bay; 95% of the anchor-outs are illegal

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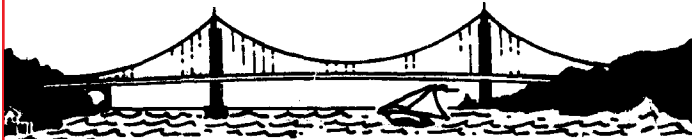
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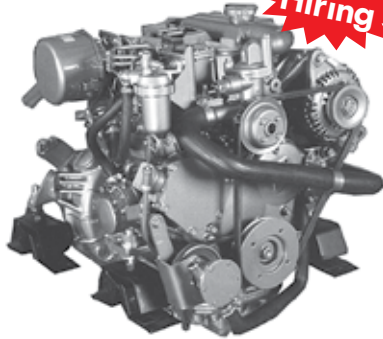
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LETTERS

in Richardson Bay. I have never seen such unsightly neglect, and no action has really taken place. Yes, I *am* seeing fewer boats; however, there are so many abandoned, non-registered vessels out here that something has to be done. I'm not talking about removing people and families who live on their boats who have been there forever, I'm talking about trash boats that are abandoned and people who bring their boats in and illegally drop anchor and feel they have the right to. Hey, get a slip and pay for slip fees like everyone else. This is the only harbor/bay/seaport where I see such horrible neglect and management. I see raw sewage and trash constantly floating around my floating home. It's gross, and something has to be done. Did I say US taxpayers pay for the illegal anchor-outs whose boats sink and have to be salvaged? We could be spending that money better.

Charlotte Hampton
Sausalito

⇕ **HATE TO BE A NITPICKER**

Is the *Matthew Turner* [reported in the March 14 *Lectronic Latitude*] a brigantine or a top-sail schooner? Looks like she's got a fore-and-aft sail on the forward mast as well as square-rigged ones above. That, according to definitions I've seen, makes her a topsail schooner, not a brigantine as claimed in the article. Brigantines are totally square-rigged on the foremast, no fore-and-aft sail. Regardless, a beautiful ship and thanks for the photos.



JOHN SKORIAK

Lu Abel
US Power Squadrons 2016 Educator of the Year
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Lu — *The Matthew Turner is a Brigantine, according to her designers and builders. We weren't able to get the technical, spar-for-spar explanation as to why as of this writing, but here's the bottom of her sail plan — th*



TRI-COSTAL MARINE

⇕ **HOW MANY LATITUDE 38s ARE THERE?**

I just got an email solicitation from 'Latitude 38', which turned out to be from a skiing site in Telluride. Thought you might want to seek protective disclosure on your copyright — certainly, I was confused.

Stan Wieg
Planet Earth

Stan — *This is an interesting and apparently prevalent phenomenon that we've heard about over the years. There are of course two latitude 38s — one in the Northern Hemisphere and one in the Southern Hemisphere — and they both go all the way around the world (we're guessing Magellan was the first to sail across both Latitude 38s. Many of our readers have since matched the feat). Given that, it's not surprising others have picked up on the name.*

We've heard of restaurants, bars and numerous other busi-



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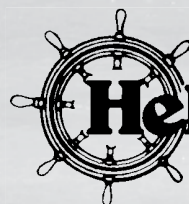
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LETTERS

nesses that have tapped into the latitude attitude. But it does make us wonder how many other businesses are named after their respective latitudes. Are there a bunch of businesses along the equator rocking Latitude 0 logos?

When we went to claim our URL, www.latitude38.com, in the late '90s, someone already had it. Dang! We got in touch and it turned out it was a former Bay Area sailor living in the Rockies who was using it as his personal blog. We said, ahem, but would you mind letting us take over the address for the business? Being a sailor he was kind enough to oblige.

Other conflicts have included Latitude 38 Entertainment in Napa, which puts on the annual Bottlerock concert. We've had the occasional confused caller, but otherwise it hasn't been a problem.

Way back when, a Pacific Northwest

Often imitated. Never duplicated.

sailing magazine started under the name Latitude 48, but a call to a fellow sailor saying that it didn't sit quite right got them to change their name to 48° North. It was a much-appreciated gesture, and decades later, they're still doing a fine job in Seattle.

The way we see it, there are too many great sailing stories to cover to be bothered with lawyers or trying to prevent feared future conflicts (but only time will tell if that's the right approach). We'd like to give everyone as much, ha, latitude as possible. — ja

⇅ CAN I STILL CRUISE THE DELTA?

I am interested to hear from local Bay Area sailors as to what extent it is true that the Delta is silting up. It is 10 years since I last went there, and I am considering another cruise up there (e.g.: to Whiskey Slough near Tinsley Island). We have a Catalina 42, which draws 6-ft, 8-in.

Related to this I have heard that the weed and grass (water hyacinth?) is making anchoring very difficult these days. I would much appreciate hearing from others about this.

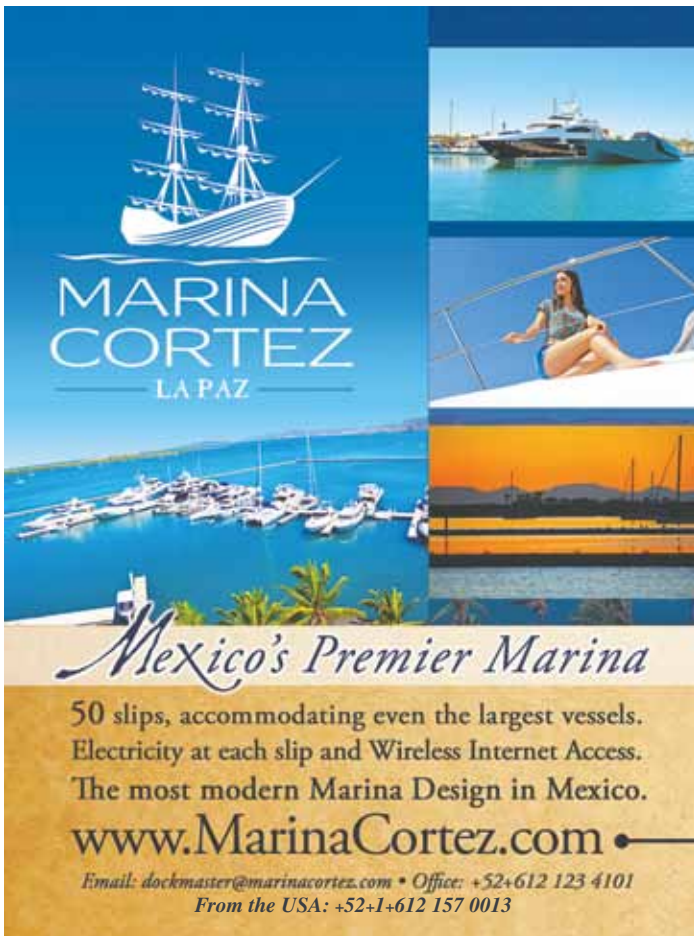
Thanks for the great magazine — my favorite read every month!

Tony Sowry
Bantham, Catalina 42
Sausalito

Tony — We race and cruise our own keelboat on the Delta every year from June to August. We've been racing there on various boats since 1997 and cruising there on our Laser 28 since 2005. The main rivers and shipping channels are plenty deep and free of silt. We do find some silting around points of land, especially where sloughs get curvy. We take them wide.

The good news is that the silt is soft, peaty mud. Unless you have a bulb at the bottom of your keel, it's easy to get off the mud without assistance. Your Catalina 42 no doubt has a robust inboard engine with forward and reverse, so it should be no biggie if you do need to correct your course.

You might have trouble getting in and out of certain places, so check ahead. For example, there's a berm at the entrance to the guest dock at Korth's Pirate's Lair that's right at 5 feet



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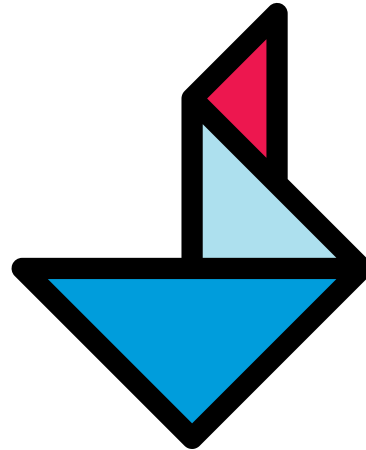
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"Unless you just don't care."

LETTERS

during low tide. We've had to rev up our outboard to get over (through) it. The entrance to their restaurant dock is deeper.

You asked specifically about Whiskey Slough. We've circumnavigated Tinsley Island but haven't been down Whiskey Slough. Maybe we'll check it out in early June. Our paper chart for the initial stretch of Whiskey Slough off the San Joaquin River shows a depth of 10-23 feet at mean lower low water on both sides of a large tule. Have any of our readers cruised to Whiskey Slough in recent years? If so, please email us at chris@latitude8.com.

Presumably you have some modern electronic navigation device. We don't have a chartplotter but like to use iNavX on an iPad. Previous to that, we relied on paper charts and a depthsounder to tell us where we were, and that worked almost as well.

The water hyacinth went nuts during the drought, peaking in 2015, clogging docks, sloughs, rivers and even shipping channels to such a great extent that it not only impeded recreational boating and civic events like boat parades, but even impacted commercial shipping. Perhaps it was the latter, aided by outcry from locals, that led to more aggressive tactics on the part of the Division of Boating and Waterways. The rain we've had the last couple of winters has lent a huge assist. You don't mention what month you are planning your trip; the later in the season you go, the more the invasive weeds will have a chance to grow.

We encourage you to not only sail to the Delta but also to sign up for the Delta Doo Dah (it's free) and be part of our Delta cruising community. You'll find the registration form and all the details at www.deltadoodah.com. — doodette cv

↑↓ THE HOMEPORT REGATTA

The Homeport Regatta is the brainchild of organizers Larry Golkin and Gareth Jones. Larry and Gareth are dock neighbors. Both have cruising boats: Larry has *Tazzy*, a Taswell 43, and Gareth has *Moomba*, a Hans Christian 38. Gareth and his family live aboard. One afternoon in February, Gareth asked Larry, "When is Anacapa to Port?" (a race hosted by a local yacht club). Larry responded, "Are you going to enter *Jedi*?" (Gareth is also a part owner of a J/24). He said, "No, I'm going to enter *Moomba*." Larry said, "Sounds like a throw-down to me."

Larry and Gareth got to discussing the possibilities: What if the two of them raced each other around Anacapa Island? Then, they thought, what if they asked a couple other friends if they wanted to race, too? Then, they pondered what might happen if they approached the marina management and asked if they might be interested in hosting an event — a race around Anacapa Island for tenants of Vintage and Channel Islands Marinas who have cruising boats or live aboard. Things quickly got out of hand.

Larry and Gareth got to work preparing a prospectus of the event and met with Michelle Lapointe and Dan Ward of Vintage Marina Partners. They liked the idea and presented it to their boss in Dana Point. Not only was the idea well received, it was accepted with overwhelming enthusiasm. We couldn't wish for a more agreeable host and sponsor. A subsequent meeting was attended by Larry, Gareth, Michelle, Dan Ward and Dan Alpern, who agreed to head the race committee. A new organization was formed, and the event has been evolving ever since. The rest, as they say, is history.

Homeport Regatta Sailing is a California unincorporated association partnering with Vintage Marina Partners to produce the Homeport Regatta. The Homeport Regatta is a sailboat race presently open exclusively to the tenants in good

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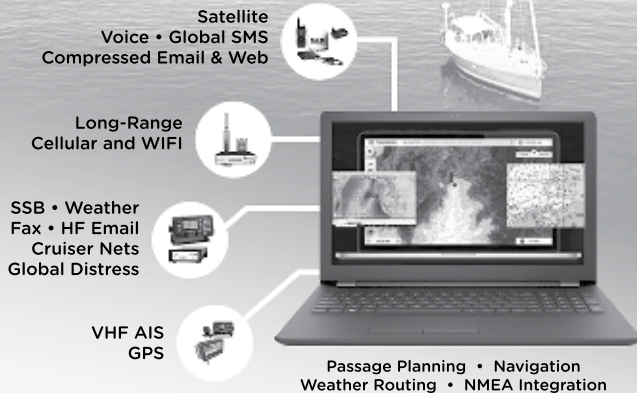
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LETTERS

standing of Vintage Marina and Channel Islands Marina, both situated in Channel Islands Harbor, California. Our race committee has set a course that is as challenging as it is interesting: Sailors shall race from a line outside Channel Islands Harbor, round Anacapa Island, and finish just inside the harbor. The race will follow a pursuit format whereby slower boats will start earlier than faster boats, ensuring that all the boats will finish at or about the same time. The first boat to finish will be declared the winner.

Powerboats are also invited to participate as observation and photography platforms. Following the race, there will be a private awards gala featuring food and entertainment supplied by local vendors. There will be prizes for the sailors and a raffle for skippers and crew.

Our event aims to positively impact and unite our local community in and around Channel Islands Harbor, for both residents and businesses alike. We have numerous sponsors and donors helping us make this event a success through gifts or paid sponsorships. All proceeds raised and all prizes donated will benefit the event and the participants and their families. Any proceeds remaining after all costs and expenses have been accounted for will be donated to the Channel Islands Marine Wildlife Institute, a 501(c)(3) entity dedicated to research and education, and to the rescue and treatment of sick and injured marine mammals.

We have a significant presence on Facebook at www.facebook.com/HomeportRegatta.

Larry Golkin
Homeport Regatta Sailing
Tazzy, Taswell 43
Oxnard

Larry — Sounds like a lot of fun; we invite you to send a short report and some photos to racing@latitud38.com.

Readers — The regatta will be held on May 5. — cw

⇕ THE BACK ROOM GANG

I was in the back room today once or twice and saw some familiar faces, mostly female. Richmond YC is in the middle of a 'major' regatta, yet every club during a 'major' has a similar back room gang.

The fun in yachting is not all on the water. The back room folks crank out results from saltwater-stained papers with blurred writing, grimy digitals emailed in, varying interpretations of handwriting, actually incredibly efficient writing with engineered penmanship, and other sources.

I can't really create a metric, but is there some way to measure at what point the back room gang feels like they did a job everyone appreciated?

John Dukat
Richmond YC

Readers — The next time you see a bleary-eyed volunteer slip out from the back room, be sure to say thanks — and consider signing up to help out during the next big event. — cw

⇕ A FUN LARK FOR SENIORS

Good coverage on the Harbor Cup [*Lectronic Latitude*, March 14]. My son Haydon is trimming in the photo for UC Santa Barbara. This is the first time UCSB has participated in the Harbour Cup. They do not have a big-boat program at UCSB. They put together their application, thinking it would be a fun lark for the seniors on the team.

They were really surprised by how well they did. The hope going in was to beat Hawaii and USC from their conference. (I guess the old adage that sailing dinghies makes for better

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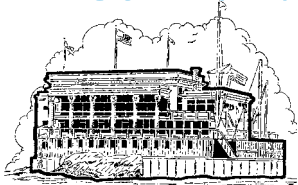
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LETTERS

big-boat sailors is true.)

Haydon said it was the best regatta he has ever participated in and LAYC were amazing hosts. You should have seen the picture of the prime rib dinner Saturday night. All competitors also got to stay on boats at the club, which was very much appreciated by the starving college kids.



BRONNY DANIELS / JOYSAILING

UCSB makes its inaugural appearance in the Los Angeles Harbor Cup, a collegiate regatta hosted by the Cal Maritime Academy and sailed in matched Catalina 37 keelboats.

Now, back to the books; finals start Saturday!

Tim Stapleton
PK, J/80
Richmond YC

Tim — Betsy Crowfoot gets the credit for that story, and Bronny Daniels of Joysailing deserves the thanks for sharing the photos with us.

Hope the finals went smoothly! — cw

⇕ BUTTERING US UP

I just saw your article on *Buttercup*. Thank you so much for the wonderful job you did in editing and cleaning up my contribution to the story. I could not be more pleased. I loved the photos that accompanied your article!

Vann Wilson
Long Beach

Readers — *Buttercup* is a pretty yellow wooden *El Toro* that Vann sailed in his youth. She is undergoing a restoration and was the subject of a *Sightings* piece in the April issue of *Latitude 38*. — cw

⇕ THE GOLDEN GATE IS NOT JUST A BRIDGE

If you wrote the Women's Day/Coast Guard story the March 9 *Lectronic*, I'll be surprised if I'm the first to remind you. but from your story: "Station Golden Gate is the one at the base of the North Tower of said bridge, in Sausalito's Horseshoe Cove."

I believe the "Golden Gate" is the channel (or opening) into San Francisco Bay, and that the Golden Gate Bridge is a bridge over — and named for — that channel. (Never having been a resident, maybe I have that wrong.)

Love the *Lectronic* updates and the magazine!

Paul Brogger
Not from the Bay Area

Paul — The 'Golden Gate' was indeed so-named before the famous bridge spanned it. USCG Station Golden Gate dates back into the 19th century, before the bridge was constructed in 1933-37. But locals often refer to the bridge as just 'the Golden Gate'. — cw

⇕ SELLERS BEWARE

I got what I think is a scam response to my classified: "Good to hear back from you, i work with Baker Hughes Process and Pipeline Services (offshore oil and gas platforms) at this moment i am presently working offshore i wont be able to check

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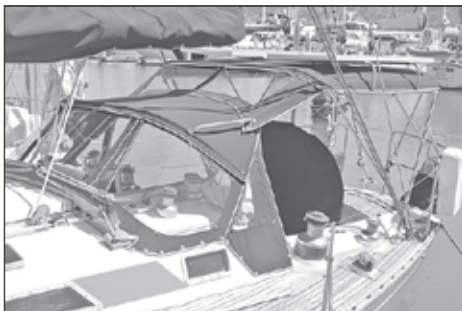
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His e-mail was nhernand9@gmail.com. I told him sorry.

Gary Scheier
San Rafael

Gary — John Shulthess of Wind Toys in Santa Rosa received the exact same email from a Nicholas Hernandez with the same email address. He replied: "Sorry Nicholas. Cash in person only."

If you suspect a scam or have been victimized, contact your local Secret Service field office and/or the FTC toll-free at (877) FTC-HELP (877-382-4357) or use the complaint form at www.ftc.gov, or call the Canadian PhoneBusters hotline toll-free at (888) 495-8501. — cw

↑↓ ZAMAZAAN VS. WINDWARD PASSAGE IN HAWAII

I am writing relative to your spread on *Zamazaan* in the March issue. Much of what was transcribed there, including material attributed to me, is accurate and factual. The vessel does have a long and distinguished history; I did very much enjoy my time in her; she is and has been a 'happy ship'. When launched she was the largest yet of Bruce Farr's designs. We experienced much racing and cruising success with her.

However, some important cog slipped between my comments and the printed page! When we were sailing down to the finish of the Around the State Race, we were *in sight* of *Windward Passage*. Never at any time did we *finish* ahead of her as stated, or even very close. *Windward Passage* alumni and others who cherish facts must be rolling their eyes!

In the interest of veracity, in this age of Fake News, please see that this error is corrected, and bring it to the attention of those involved and responsible.

Warwick 'Commodore' Tompkins
Flashgirl, Wylie 38+
Mill Valley

Commodore — The author of the Sightings story about Zam's past, present and future checked the audio he recorded of his interview with you and Nancy. "He's right. He said: 'We finished in sight of Windward Passage.' I have it written down as: 'We finished inside of Windward Passage.' I need a better recorder."

Our apologies, and thanks for the correction. — cw

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

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

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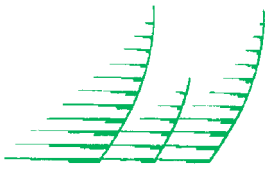
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LOOSE LIPS

As the *Latitude* Caption Contest(!) celebrates its one year anniversary, we've come to consider ourselves caption sommeliers. Certain photos, you see, pair well with certain captions. For example, any type of "crossing" or "collision" image goes nicely with, say, a "Starboard!" Or, if you want something bolder and more nuanced, go with a "Don't worry, they'll move. Learned that drivin' the *Saratoga*." And similarly, anytime there are two boats and proximity, and one of those boats is of the, shall we say, *fancy* variety, then try a, "Pardon me, but do you have any Grey Poupon?"

Thank you again, readers and caption connoisseurs. You have made the *Latitude* Caption Contest(!) something truly special. We are most delighted to announce thaaaaaaat the winner is:



LATITUDE / ANDY

I swear they said they have a sailboat garage. — Elizabeth Aristeguieta

"I'm practicing for Greenpeace." — Mike Erickson

"Closer! I want to peek in their windows! This could be our next boat!" — LuAnne Graves

"Glad we got an autopilot on this boat; hand me another beer." — Keith Sagon

"Hurry up and turn! We don't have enough insurance to cover a scratch!" — Michael Lim

"That's no moon . . ." — Kent Carter

"I need to tack before I get sucked into their desalination system." — Mike Sowers

"This is going to hurt *me* a lot more than *you*!" — David Talton

"I think somebody's in our slip." — Mike Turner

"I prefer my T-bone rare." — Jordan Tucker

"Ready about. No, *seriously*. READY ABOUT." — Jonathan White

"Pardon me, do you have any Grey Poupon" — Over 30 entries. "Don't worry, they'll move. Learned that drivin' the Saratoga" — Over 20 entries. "Starboard!" — Over 50 entries

"But the sail is on port tack," wrote Ethan Hay in response to Greg Vassilakos' "Starboard" entry on our Facebook page. "In just about every race I've participated in, we have encountered somebody yelling 'starboard' while on port," Greg responded to the response. And, interestingly, several people debated — without irony — the finer points of powerboats yielding to sail.)

"All of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea — whether it is to sail or to watch it — we are going back from whence we came." — John F. Kennedy

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SIGHTINGS

a brutal, tragic leg 7 for the vor

Leg 7 of this year's Volvo Ocean Race from Auckland, New Zealand, to Itajaí, Brazil, will go down in the books as one of the roughest and most consequential legs in the history of the race. A terrible tragedy occurred midway, it blew hard nearly the entire 7,600-mile Southern Ocean leg, and much of the fleet sustained some kind of damage. When it was all settled, the double-points leg and significant drama conspired to create a massive reshuffling — and tightening — of the leaderboard with a couple of teams dropping back while others, like leg winner Team Brunel, moved way up.

The loss of Sun Hung Kai/Scallywag crewmember John Fisher (UK) some 1,400 miles west of Cape Horn was a shocking reminder of the stakes of ocean racing. For days prior to the accident, the Volvo 65s had been hurtling downwind toward Cape Horn at a sustained average of 20 knots in treacherous and unrelenting conditions. Fisher had temporarily moved forward and untethered to tidy up some lines when he was swept overboard in a crash-jibe in massive seas and gale-force winds. It was simply impossible to locate

continued on outside column of next sightings page

all the doo dah days

Registration for Delta Doo Dah X (yes, it's really been 10 years) started in early April, and official events begin in May for this year's cruising rally to the California Delta.

As has been our practice in recent years, our Kickoff Party is joining forces with Richmond Yacht Club's Delta Cruising Seminar. Initially scheduled for May 19, the date was moved up a week due to a conflict on RYC's calendar, and the new date is Saturday, May 12, from 6 to 9 p.m. RYC, located in Point Richmond's Brickyard Cove, will host, and admission is free.

At this combined event, we'll have lots of giveaways for everyone and door prizes for many lucky sailors. We'll sell



Spread: It was full speed ahead for Dongfeng on the last day of racing, April 2, in Leg 7 from Auckland to Itajaí. John Fisher of Scallywag, pictured here grinding during Leg 6 to Auckland, was lost at sea during Leg 7.

MARTIN KERUZORE / VOLVO OCEAN RACE

in delta doo dah x

Delta Doo Dah gear, and we'll have an entertaining show and tell. RYC's bar will be open for reasonably priced drinks (bring cash). The seminar portion of the evening will include breakout sessions for anchoring, destinations and the Bay Bash. Presenters will be RYC's Craig and Ann Perez, veteran Delta cruisers aboard their Express 34 *Marrakesh*; Doodette Christine Weaver, who's been racing and cruising in the Delta for 20 years; and Tom Lueck of Stockton Sailing Club. Tom does an average of 19 Bay Bashes a year on his Hunter 41, *Sir Leansalot*.

If you're new to Delta cruising you'll want to come for sure, but we encourage Delta regulars to come as well and to

continued in middle column of next sightings page



JEREMIE LECAUDEY / VOLVO OCEAN RACE



volvo ocean race — continued

and recover Fisher, who was declared lost at sea.

At the front of the pack, Team Brunel was having their breakthrough performance of the race and had sailed flawlessly to amass a lead of some 80 miles while approaching Cape Horn, with Dongfeng and Vestas/11th Hour in hot pursuit. Brunel skipper Bouwe Bekking, a wily old race veteran, relied on his high-profile helmsmen and his extensive VOR experience to help get his team through the roughest of conditions in fine form and charge ahead, while much of the competition was licking their wounds and just trying to survive. Overall race leader MAPFRE saw mast-car issues on the luff of their mainsail create a snowball effect where the main tore from leech to luff, breaking battens and damaging the boom. MAPFRE was forced to take a 12-hour pit stop in a tiny cove just north of Cape Horn to make repairs.

With the leader faltering, the American/Danish team Vestas/11th Hour Racing was putting in an inspiring performance in their first leg back since their own tragedy in Hong Kong when disaster struck again. While battling for the lead with Dongfeng and Brunel, Vestas/11th Hour Racing dismasted in breezy conditions near the Falkland Islands. With the passage of two fronts eroding Brunel's small gap to Dongfeng, it was to be a match race to the finish in Brazil. After more than 7,500 miles at sea spanning 16 days from New Zealand, Bouwe Bekking and his team on Brunel won their first leg in this Volvo Ocean Race by less than 15 minutes over Charles Caudrelier's Team Dongfeng. MAPFRE's pit stop put them in last place of the five finishing boats, meaning that they would drop to second overall on the leaderboard, by just one point, to new leader Dongfeng. Brunel took advantage of the double-points leg to move into third on the leaderboard.

In a race against the clock, a delivery crew had to get Scallywag down from Chile and around Cape Horn to Brazil, while another crew installed a street-lamp post as a jury rig on Vestas and motor-sailed for Brazil. Arriving just a few days before the Leg 8 start on April 22, Vestas got a new mast and required sails, as well as full post-Southern Ocean service — rig and keel off — before the start of Leg 8. It was a miraculous showcase of professionalism and logistics, as the VOR collectively managed to have every boat back on the starting line for the next leg, where the teams eased their way out of Brazil in light headwinds before tacking into typical southeast trades and beginning the long road north to Newport, Rhode Island.



JEREMIE LECAUDEY / VOLVO OCEAN RACE

What's missing from this picture? Vestas/11th Hour Racing lost their rig shortly after rounding Cape Horn on March 30. They proceeded to the Falkland Islands to regroup before continuing on to Itajaí.

Our most sincere condolences go to the family and team of the 47-year-old John Fisher, who left behind a wife and two children in Adelaide, Australia. The Volvo Ocean Race fleet is expected in Rhode Island sometime around April 10.

— ronnie simpson

SIGHTINGS

sailing into the cosmos

For months there had been a for sale sign on the 1978 Tayana 37, *Freja*. It was Erik Jensen's dream boat: full keel, cutter rig. And his dream had always been to be at sea and connect with the elements. But for Erik, the journey is also about the process. It's about the liberation of reconstructing your own boat and pointing the bow to the horizon to travel to new lands, all by being carried on what he calls 'the most primitive technology in our human history'.

It wasn't until a few years later that Erik would finally be the proud owner of *Freja*. Before moving to Oakland from the Midwest, he spent years traveling on a bicycle. His life in a backpack, Erik explored tens of thousands of miles through most of California and the interior western states.

An adventurer at heart, Erik always knew that a traditional, conventional life wasn't for him. He was able to eke out something different in sailing. "Sailing is traveling in unison with the universe; it is the ultimate high. There isn't any other feeling like it." Although he enjoys singlehanded, he especially likes a crew, and being able to share the experience with the people he cares about. "That's what this is about, right?"

Erik's first experiences on a sailboat came when he had traveled to the West Coast and spent time on his friend's J/24. "That's when I became a sailor." He recalls standing on the bow of the boat during a short coastal trip and deciding, "I have to make this my life. After that, it's just been chasing that addiction." Erik's first boat was a

Cheoy Lee Luders 36. He spent a couple of years learning to be a boat owner, including doing maintenance and repairs. "That boat taught me what I liked and needed in my own boat."

He kept a close eye on the Tayana. He knew it was the right boat to get him one step closer to his dream. But Erik wasn't the only one who loved the boat. Ralph Lewis, the previous owner of *Freja*, had spent two years working on her. But when Ralph finally decided it was time to move on and spend more time home with his family, he gave Erik a sweet deal. It was important to Ralph that *Freja* went to someone who would appreciate and care for her as he had. And most importantly, someone who would keep her on the water and sailing. Ralph has been pleased to watch *Freja* transformed with Erik's hard work and keen attention. From time to time, they go sailing together.

Erik grew up in rural Nebraska, and his 'farmtown-boy' skills came in handy while he rebuilt the boat from the keel up. "I spent a year working full-time on *Freja* after I first got her, as well as working on other people's boats to make money to pay for mine." *Freja* was full of leaks when he first got her, so he rebuilt the deck and various other woodwork. He redid the bulwarks and fused them into the hull. He rebuilt the engine, including a new injector pump. He installed a new boom, threw up new sails, and, with the help from his friends and community, has managed to completely customize the vessel.

Erik's good friend Jared Lelievre — who works as a machinist — helped him fabricate a new gammon iron, and Erik's girlfriend at the time redid all the upholstery and helped paint the interior and topsides. Most of the parts used were salvaged, including his solar panels and wind generator.

continued on outside column of next sightings page



REBECCA SUNTER

Erik Jensen didn't grow up sailing, but managed to rebuild a classic boat, and plans to live a life most of us dream of.

doo dah days

share their tips, tricks, enthusiasm and the latest news. We can all learn from one another.

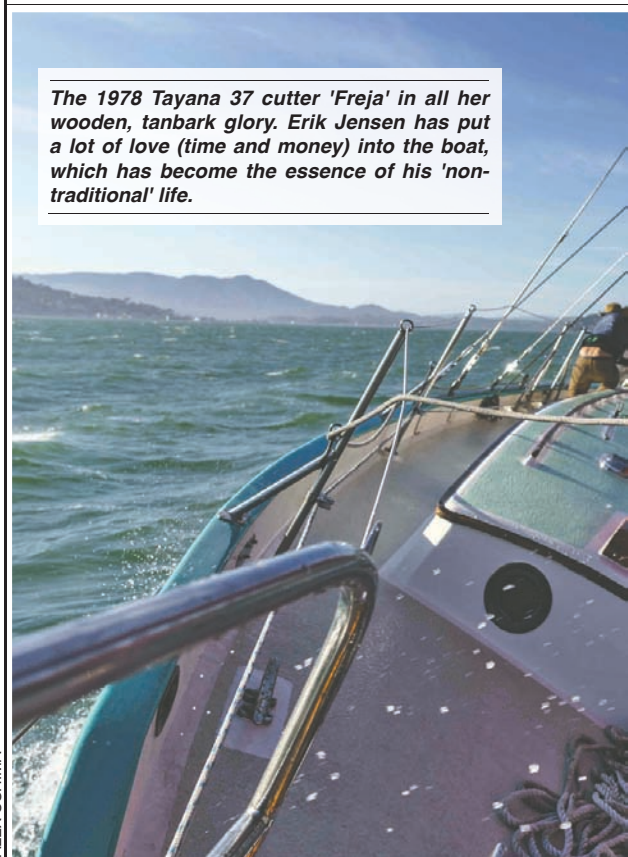
The actual sailing starts in June, with the Delta Ditch Run from RYC to SSC on Saturday, June 2. Delta Doo Dah sailors are invited to join the race's Cruising Division; we call it the Doo Dah Ditch Run. Of course, if you'd rather sail in a racing division, that's fine too. Get more info and sign up for the Ditch Run at www.stocktonsc.org.

After the Ditch Run, we recommend keeping your boat in the Delta and join-



PHOTOS BY ERIK JENSEN UNLESS OTHERWISE NOTED

The 1978 Tayana 37 cutter 'Freja' in all her wooden, tanbark glory. Erik Jensen has put a lot of love (time and money) into the boat, which has become the essence of his 'non-traditional' life.



ALEX OSHIMA

— continued

ing us for Owl Harbor Marina's Delta Doo Dah and Tenant BBQ on Saturday, June 16. Dinner and drinks are complimentary for the skipper and first mate of each boat in the marina; additional crew can purchase wristbands for \$10. Go to www.owlharbor.com for more info about this sailboat-friendly marina on Seven-mile Slough along Isleton's Delta Loop near the San Joaquin River. Then give them a call at (916) 777-6055 to reserve a slip and RSVP for the BBQ.

We're planning a new event on the

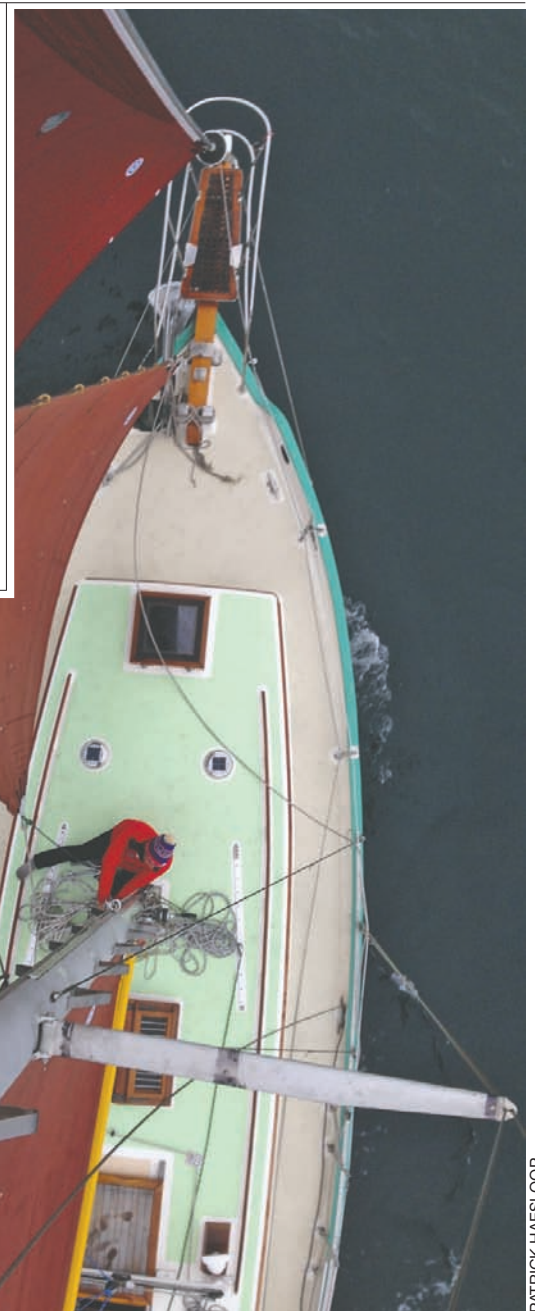
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cosmos — continued

Erik works as an environmental landscape architect by trade. "All my money is pre-spent on the boat, but I am working harder than I ever have. It's not about retirement or avoiding the rat race, it's about living. It gave me a new sense of meaning." Erik tries to get out sailing every weekend, taking trips to the Farallones, Tomales Bay and Monterey. "I like to go out when the seas are heavy; I'm in testing mode." He hopes to leave by the end of the year and have his friends who have helped him along the way join as his crew "Hopefully I will see a glacier and make landfall, then just start working again. This will be a test run for my longer trip when I go south, to Patagonia."

From bikes to boats, Erik claims that he has always lived an alternative lifestyle. "Simplicity and minimalism, that's what I get excited about; it's about doing a lot with very little."

— monique



SIGHTINGS

the fate of docktown

Tacked to the chain link fence out in front of the Docktown Marina in Redwood City are pictures of a few residents. The Slanker family stands aboard their vessel, pets in hand. Emilio Diaz, a long-time resident of Docktown, tips his hat. And there's a picture of the Docktown residents dressed up for a Fourth of July parade. The pictures, printed on canvas and installed on the fence, were a gift from resident and photographer Erin Ashford, and are a celebration of the Docktown community, taken in happier times.

The residents of Docktown have been ordered to vacate, and while there are several lawsuits pending that may enable those who remain to stay, if the court rules in favor of Redwood City, everyone will have to move out. Most of the residents are already gone, in any case, even though many of them had no place to go. According to Alison Madden, a Docktown resident and attorney for the community in their lawsuits against the city, the remaining inhabitants are among the most vulnerable, including a number of elderly people and several families with school-age children. One family has an autistic child who is able to live independently within the context of Docktown, but he "needs a safe, independent living community and

continued on outside column of next sightings page

doo dah days

weekend of August 11-12. Bay View Boat Club of San Francisco has invited us to join an annual cruise-in to their rustic site on Bradford Island, not far from Owl Harbor along the San Joaquin River. Because of space, this event will be limited to six Doo Dah boats (we'll take reservations later in the summer).

Did we mention that this is a rustic destination? You may need to anchor out or raft up. There is no drinking water and no shorepower, but there are two heads. We'll join BVBC members for a big BBQ, live music and a party Saturday evening. Dinner will be \$10; breakfast on Sunday morning will be a potluck. For more info on the site, see www.bayviewboatclub.org/delta.html.

Before, after and in between the above



Clockwise from bottom right: The Slanker family; Docktown (bottom of the photo) as seen in 1990; Docktown is a truly unique, funky slice of the Bay; Docktown residents get in the spirit for Fourth of July.



BOB DIAMOND

— continued

official events, Delta Doo Dah cruisers will be plying the waterways of the Bay's big back yard, choosing their own dates, routes, anchorages, harbors and activities, and exploring on their own. They'll be doing what we call Delta Doo Dah DIY.

In early September we'll collect tales and images from our fleet members of the summer's adventures upriver for a feature story in the October issue of *Latitude 38*.

To learn more and to sign up for the Delta Doo Dah (registration is free), go to www.deltadoodah.com. The entry form will remain open until August 31, but we encourage you to sign up sooner rather than later. See you out there!

— doodette chris



docktown — continued

thrives on the funkiness of Docktown."

This is the tragedy of closing down Docktown, which was not just a collection of floating homes, but a thriving community in which the residents watched out for one another, and a place where "affordable housing" was not an oxymoron. Dan Slanker, president of the Redwood Creek Association, a group devoted to protecting the interests of floating home residents, jokes that he moved into Docktown for the free Wi-Fi that comes with being a member of Peninsula Yacht Club, which is right next door, and inherited a community. "An awesome community," he adds.

Slanker and his family moved to the Bay Area so he could take a job as an engineer with a start-up that is developing highly efficient internal combustion engines. An engineer with Mercury Marine in Wisconsin for 18 years, Slanker said if it wasn't for living on a boat, he never would have moved his family to the Bay because of the extraordinary cost of housing. "You know," he says, "you read about people being displaced from their homes, but until you actually experience it, you can't know what it is like. It's devastating." Despite his sadness at watching his community dissolve, Slanker admits he is one of the lucky ones. "I have a good job, and my wife works as a teacher. We probably would be able to find something we can afford. But many people aren't so fortunate."

One such resident is Emilio Diaz, who's lived at Docktown for 20 years. Diaz is a 73-year-old Vietnam veteran, and lives on a ferroceous boat that he built in Alviso in the '70s. Although Diaz was offered a settlement, including compensation for the boat and a moving allowance, he turned the offer down. "It's not enough to really move on," he says. Another longtime resident is Martin Behrend, who has lived at Docktown since 1992. Behrend, 70, is also a Vietnam veteran and is originally from Texas. He moved to Docktown when rents in Palo Alto "started going crazy!" Unlike Diaz, however, Behrend was not offered a settlement or a moving allowance because he missed the filing deadline to be eligible for compensation. Several other residents are in the same situation, and one of the lawsuits filed on behalf of the inhabitants seeks compensation for those who were not offered a settlement or moving allowance.

The Redwood City council has allocated \$20.4 million to implement the Docktown Plan, and to provide compensation to the residents who are being displaced. But the plan did not include any real provision for relocating residents, beyond a small moving allowance and compensation to those who owned their own vessel. Owners of some of the larger boats or barge-based homes walked away with enough money to relocate, but most of those with smaller boats weren't offered enough to move anywhere in the Bay Area.

A spokesperson for Redwood City says that the city plans to retain a marina in the Docktown location, and that recreational boats will be allowed there. In addition, public access — which was ostensibly the reason for terminating the leases of the Docktown residents — will include a public shoreline path, a half-acre public park, parking, and a non-motorized boat launch. The legal issues surrounding the closure of Docktown are complicated, and the courts have not yet ruled on the legality of liveaboards there, and it is possible that the residents who are still there will be allowed to stay. But the community will never be the same, and for those who are most vulnerable, finding safe and affordable housing in the Bay Area may prove to be impossible.

— john tuma



Emilio Diaz of Docktown

north to alaska

Readers who might not know Ants Uiga, a formerly Oakland-based sailor, may know of him through one of his creations. In 1984, while race chair of the Singlehanded Sailing Society, he came up with the idea for a little event called the Three Bridge Fiasco. Thirty-some boats participated that first year, and the rest, as they say, is history. These days, the 300+ boats that take part in this wintertime rite of passage make it one of the largest inland sailboat races in the country.

Ants has been on something of a hiatus from sailing for a few years, devoting his retirement time to the pursuit of other interests such as fly fishing, the building of drift boats and rowing craft, and the rebuilding and enjoyment of vintage British motorcycles.

So it's no surprise that it took another even more eclectic event than the TBF to bring him back to sailing. In June, he and two crew will set out on a Moore 24 named *Team Silver Alert* from Port Townsend, Washington, for the fourth running of the 750-mile Race to Alaska, which ends in Ketchikan.

Ants has lived the last several years far from the ocean in a place called Bodfish, California. Located in the mountains east of Bakersfield, most backyards and garages in Bodfish are filled with dirt bikes, hot rods, fishing boats and jet skis (the latter for use on nearby Lake Isabella). Decidedly out of place is Moore 24 hull #70, originally named *Peptide*. The 1980s George Olson design (and Ron Moore-constructed) ULDB seemed to Ants like the ideal craft for the event — and he drove all the way to Victoria to get this one.

When we talked to him at the end of March, in addition to the usual race prep and light restoration work on the boat, he was fabricating the structures that would support the, ahem, two rowing stations — each equipped with 14-ft oars.

Like we said, eclectic.

Race rules for the R2AK are pretty simple: no motors, no support. Anything else goes. There was a guy last year who did the event on a standup paddleboard — and actually finished.

Of course, for *Team Silver Alert* and the other sailboats, sailing is preferable, and the Moore 24 is a boat that does that very well, especially off the wind. But in the first three R2AKs — the inaugural event was in 2015 — winds have ranged from zero to, well, howling. Accurate forecasts are hard to get, so you have to be prepared for anything, thus the oars. Most of the track is up the Inland Passage (and most is in British Columbian waters, with only the last 20-30 miles in Alaska), which is good in the sense that participants are somewhat protected from large ocean swells. The bad news is you have to negotiate narrow inlets where the current can run up to 12 knots.

Aboard for the trip will be Ants's longtime sailing partner Jim Mullarkey and Carol Klammer. Ants and Jim, who have sailed on and off together since the '80s, are both 69; Carol is 34.

Now is probably a good time to explain that a 'Silver Alert' in Washington is like an Amber Alert, except it refers to a senior citizen who has wandered away from an elder-care facility.

This will be Ants's first R2AK and his main 'tactic' is to keep the boat moving (some solo sailors anchor for the night), and to time the passages through those narrow inlets so they're going with those strong currents.

There are no handicaps in the R2AK. Whoever gets to the finish line in Ketchikan first is the winner. For that boat, a \$10,000 prize awaits. Second place gets a set of steak knives (really!). There are no

continued on outside column of next sightings page



Ants Uiga, the man who invented the Three Bridge Fiasco in 1984, plans to do the Race to Alaska in 2018.

to ta-ta

That is the question.

Several readers, cruisers, and all-around rally enthusiasts have written asking: What's up with this year's So-Cal Ta-Ta? Well, to be honest, we're testing the waters to find out. If you're reading this in early May, please contact the Grand Poobah ASAP, at: richard@latitude38.com.

To recap, for five of the last six years, Richard Spindler (aka the aforementioned Poobah), founder of *Latitude 38* and the Baja Ha-Ha, has hosted the So-Cal Ta-Ta, 'Reggae 'Pon Da Ocean', a Southern California mini version of the

BOTH PHOTOS LATITUDE / JR



or not to ta-ta

Ha-Ha. Doña de Mallorca has been the head of security, and the 63-ft catamaran *Profligate* has been the mothership.

While there have been slight variations, the Ta-Ta — usually held the second week in September — has generally gone as follows:

Sunday: Dinner on the sand at the Santa Barbara YC beneath the Bob Marley banners and frequently to the reggae versions of Pink Floyd's music (by the little-known Easy Star All-Stars). Through the Ta-Ta, all participants who want it are able to get reserved (but not

continued in middle column of next sightings page

ants uiga — continued

other 'trophies' — completing (and surviving) the course are awards enough for most.

It would certainly enhance the experience for *Team Silver Alert* to do well, but so far multihulls have won all of the previous three races. The course record is 3 days, 20 hours and change, set in 2016 by Randy Miller's *Team Maddog*, a Marstrom 32 cat with three crew.

As of the April 15 deadline, 28 teams have signed up, compared to the 41 entries that started last year. Competitors hail mostly from the Pacific Northwest, but there are several who make long treks to make the long trek. Two entries are from Colorado, one from South Carolina, one from Ohio and one all the way from New Canaan, Connecticut. One is an all-girl team. Two are human-powered only.

So, let's see . . . you have raging currents, not enough wind, too much wind, 15 hours of daylight, near-freezing nighttime temps and, oh yes, the occasional bear. What is it that makes somebody want to



'Team Silver Alert' in Ants's backyard along with vintage VWs — another sometime hobby.

SIGHTINGS

ants uiga — continued

actually do this race?

For Ants, it comes down to three things:

- 1) "The people who participate come from all walks of life and are very interesting." 2) "I've never been up the Inside Passage to Alaska." 3) "There's no physical reason not to do it, even though I realize the comfort level is not high."

The R2AK starts on June 15. We will have more on *Team Silver Alert* and the race itself in the June and July issues. In the meantime, for more on the R2AK, including a hilarious 'promo video,' check out www.r2ak.com.

—jr

social ta-ta

free) berthing in the Santa Barbara Yacht Harbor.

Monday: Sail approximately 25 miles to somewhere on Santa Cruz Island and spend the night. Sundowner party aboard *Profligate* for half the skippers and first mates.

Tuesday: Explore Santa Cruz Island, socialize, or just chill out. Second sundowner party on *Profligate* for the other skippers and first mates.



— continued

Wednesday: Sail the 20 or so miles from Santa Cruz Island to Vintage Marina Partners' docks at Channel Islands Harbor, where gracious hosts Dan and Michelle have always managed to give all but two or three boats FREE! berthing for the night. There is a free BBQ on the docks that night, too.

To the host's thinking, 25 boats are the bare minimum for critical mass. So he's putting out a request to see how

stop and listen at spaulding

It's amazing what you see and hear when you stop talking and listen. On a gorgeous spring day in April, we took a spin with Jared Childress — the director of education and watershed stewardship at Spaulding Marine Center — aboard *Dixie*, a 15- to 20-ish-ft Hampton motorboat that looks like something out of the Great Gatsby (Childress called it Marilyn Monroe's boat). We putted through the Richardson Bay mooring field and gradually made our way to the west shore of Belvedere. Then we cut the motor, drifted, and were completely quiet for about five minutes, just watching the water, the birds, the sloshing waves, and a billion other tiny details. "I wouldn't call it meditation," Childress said, "but when you're quiet for a while, especially for the kids, who aren't used to being silent, it can be powerful."

Spaulding Marine Center is — and always has been — more than meets the eye. On the surface, Spaulding might seem like Just Another Boatyard. But a few Fridays each month, local kids fill the workshop and the boats and immerse themselves in a holistic marine education. Yes, that sounds almost ridiculously buzzworthy; to put it simply, the kids build stuff and spend some quality time on the water, not talking, just listening and letting it all soak in. But the totality of the approach should not be underestimated. We've grown up in, taught, and observed countless sailing and on-the-water-classes with numerous educational bents, and while each offers something unique, Spaulding seems to have something truly special.

"Historically Spaulding focused on boatbuilding, but we're changing our focus to wooden craft," said Childress. In fact, the boatyard used to be named Spaulding Wooden Boat Center, but was changed in order to reflect a broader approach to all things maritime. Childress, who took over in January, focusses on building smaller, individual projects such as skimboards, hand planes for bodysurfing and simple, traditional Hawaiian surfboards (which are finless, and often called alaias). Childress also showed off a few other wooden nuggets like skateboards, guitars and a beautiful, massive standup paddleboard. Full disclosure, we've never sat in on a class and hung out with the kids who populate the program, but making small wooden watercraft that you get to take home with you is enough to make us want to enroll.

"And we use sailing to teach bigger concepts that include empirical, hands-on learning," Childress said. Some of those bigger concepts include the "nature observation," or the quiet time where students watch a particular marine setting for a few minutes and see if they can unravel the hidden-in-plain-sight facets of nature, such as patterns in the stratum of rock and erosion along the coast, and what plants are in bloom. Spaulding is also located near a the Friends of Willow Creek watershed, an urban stream set aside for restoration. "Watershed stewardship is the other part of the program. We can walk to a restoration site where there's all kinds of game animals running around when no one's there." Childress also said that Marin County has been discussing creating an oyster reef in the Bay. "And it would be great if we could build one of the tender boats," Childress said, describing his vision for a broad, wide-net approach to Spaulding's education program. "If kids get excited, we can take it to the next level."

— tim



SPAUDING MARINE CENTER



ALL PHOTOS LATITUDE / TIM UNLESS OTHERWISE NOTED

Clockwise from top left: Jared Childress shows off a skimboard in the early stages of production; 'Dixie' is one of a kind, and surprisingly perfect for Spaulding's education program; Remington Tanglefoot, the director of tennis balls; Childress shows off more wooden goodies; a 'fish' shaped standup paddleboard looks like it would be a ton of fun to surf.

the baja ha-ha's silver anniversary

Mark this date on your sailing calendars: May 9. High noon.

As we reported in *Lectronic Latitude*, that's the first moment entries will be accepted for the 2018 Baja Ha-Ha cruiser's rally from San Diego to Cabo San Lucas. This is particularly special year: It's the 25th — Silver — Anniversary of the 750-mile rally that features R&R stops at funky Turtle Bay and spectacular Bahia Santa Maria. The dates of the event are October 28, the day of the wacky Halloween costume kickoff party, to the 'everyone is a winner' awards party on November 10.

Last year, over 60 boats entered on the first day of registration. What was the rush? While Marina Cabo San Lucas saves all their open slips for Ha-Ha participants, there are a limited number of them, as no marina can survive leaving 150 slips open. And slips are assigned, with certain exceptions for length and number of hulls, based on how early a boat was entered. If you don't mind anchoring out in the bay — and many entrants prefer to be out where they can swim in the warm, clear waters — early entry is not that critical.

More than 10,000 sailors on over 3,000 boats have done what is one of the oldest and most popular cruising rallies in the world. Many sailors have done the Ha-Ha multiple times. And sailors have actually brought boats from as far as Australia, the South Pacific, and Ecuador just for the event.

The top goals of the Ha-Ha are safety, safety, safety. In the Ha-Ha's 24 years, boats have covered a collective 2,250,000 miles, or the equivalent of 90 circumnavigations. The worst incident has been a boat sunk by a whale, but all six crew were rescued by the Coast Guard. The only other major incidents have been a boat inexplicably being driven ashore during calm conditions, one dismasting, one anchored boat briefly dragging ashore and one broken rudder.

While the safety record may be excellent, the most popular reason vets cite for doing the Ha-Ha is that it gives them a firm date for casting off. "We still wouldn't have left if it weren't for the Ha-Ha starting date," numerous sailors have stated, even years later, from various parts of the world.

Perhaps the most common result of the Ha-Ha is participants' quickly making lifelong friends with other cruisers, cruisers they will almost certainly bump into later in Mexico if not the South Pacific, New Zealand or South Africa.

A unique aspect of the Ha-Ha is that you often sail — particularly on the second and third legs — with several other boats in sight. Thanks to AIS, which most boats will have (as well as the fleet bios), you can read up about what boat you are sailing close to, who is aboard, whether they've been to Mexico before, and where they are going after the Ha-Ha. This really makes things fun, and isn't found on any other rally in the world.

The Ha-Ha will be managed by the Grand Poobah, aka Richard Spindler, founder of *Latitude 38*, for the 24th time. He will run daily nets on the SSB, and when in port on the VHF, too. Weather reports will be given each day, and roll call taken. Family and friends will be able to follow boats on Facebook and other social media as they move down the coast.

Patsy Verhoeven and Doña de Mallorca, the other two members of the management team, have, along with the Poobah, collectively more than 70 transits of the Ha-Ha course to their credit. The 63-ft *Profligate*, which has 44 transits of the Ha-Ha course, will be the mothership for the 22nd time.

Mexico loves the Ha-Ha. Each year they give members of the fleet a welcome letter and alert officials that we'll be coming. Last year they gave everyone in the fleet a special Mexican burgee, which we assume they will do again this year. San Diego loves the Ha-Ha as well. Each year, America's Finest City gives the fleet a grand send-off, complete with firehoses, a ceremonial firing of the starting gun,

continued on outside column of next sightings page

social ta-ta

many folks are not just interested, but very, very, *very* interested in doing such an event.

The dates would be September 9 to 15. The cost would be \$275, which includes swag such as hats and T-shirts, two free meals, and maybe — no promises here — another free night of berthing at Channel Islands.

If you're serious about attending, please indicate your interest by *immediately* sending an email to richard@latitude38.com. We'll decide whether the Ta-Ta is a go or no-go in early May.

— richard



ALL PHOTOS RICHARD SPINDLER / BAJA HA-HA

— continued

RICHARD SPINDLER



We hope we've told you everything you need-need to know-know about this year' 'Latitude' rally-rallies .

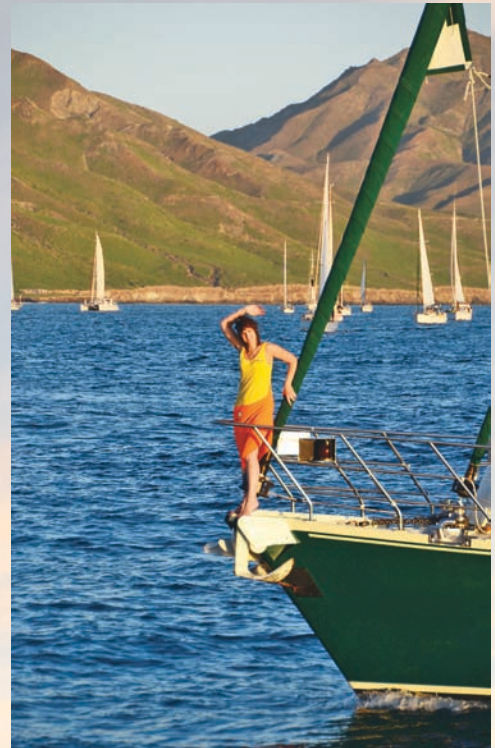
ha-ha — continued-continued

and a fleet of Navy ships (the latter of which is coincidental). The Ha-Ha ethos is that of sailors helping other sailors, with plenty of sharing of advice and equipment. That said, the Ha-Ha is only open to those who, along with their vessels, are prepared to sail to Cabo San Lucas on their own.

The Ha-Ha entry fee is \$395, and includes a backpack of swag such as shirts and hats, two free meals for the skipper and first mate, and a variety of discounts on marine products and services. Indeed, Ha-Ha discounts for berths in Mexico can more than offset the entry fee.

For complete details, see the Notice of Race on the Baja Ha-Ha website at www.baja-haha.com. But don't forget, 12 p.m. on May 9 is the beginning of Ha-Ha registration — and it just happens to be the Grand Poobah's birthday, too!

— richard



If you're a cruiser and you haven't ever Ha-Ha-ed, we hope that some of these pictures will entice you to be part of the 25th anniversary of one of the world's biggest cruising rallies. Whether you're young or old, a partier or straight edge, a multihull or monohull sailor, there's something for everyone.

SIGHTINGS

fast at tisc

Treasure Island Sailing Center, the dream of Carisa Harris-Adamson, opened 20 years ago this fall. Since then the nonprofit has offered programs for youth and adults regardless of experience level or ability to pay. Her initial vision included a bigger dream, one that is now coming true. On April 5, US Sailing announced that they would join forces with TISC to open a Facility for Advanced Sailing and Technology (aka FAST USA) on the island.



TISC

Carisa Harris-Adamson, TISC's founder and volunteer board chair.

Caleb Paine, bronze medalist in the Finn at Rio, gives us the backstory: "Bill Kreysler, who is a donor of mine and a big supporter of my campaign, came to me after the 2016 Olympics and said, 'What can we do better? How can we increase the chances of medals for the US team?' And my idea was to have a singular, unified training facility where everyone could come and train, sharing ideas and building a team vibe and energy, so everyone is accountable, working hard to a common goal. And that also helps the junior and the younger sailors come into the program; they get to see what it's like, to realize that it's an attainable thing, not this far-off crazy dream. Yeah, it's a lot of work, but there are steps you can take to make it happen. A facility like that makes all those connections a lot easier. Thankfully, the

St. Francis Sailing Foundation got behind it, and Bill was a big driving force of that, and it's coming together well." Kreysler is the president of the St. Francis Sailing Foundation.

Larry Ellison had a role to play as well. Paine explains: "With Oracle not winning the America's Cup, they were very generous and helped us with purchasing their containers, and we are using those as something of a base platform of a lot of our training facilities.

Local technology companies, such as Autodesk, are already involved. "Autodesk does a lot of 3D design that gets robots talking to software to build things. San Francisco businesses are starting to help with the facility that we've planned."



WILL RICKETSON / US SAILING

Malcolm Page, US Sailing's chief of Olympic sailing.

Malcolm Page, himself an Olympic gold medalist (for Australia in the 470, at the 2008 and 2012 Games), is the chief of Olympic sailing for US Sailing, and, with his wife and daughter, he will be moving to the Bay Area to run the center. He first saw TISC in March, 2017, when he was in San Francisco for a Foundation fundraiser.

"We had a meeting the next day and we proposed that we'd like to get a training site," he told us in an interview on April 17. "We were thinking more about the youth development side of things, something to bring all the Bay together. About a month later I was out there again, and they proposed to us what was presented last week. In many ways, it blew our socks off!" He laughed. "It took it to a new height that was above our expectation, and from then on, we've been working hard to make it a reality."

US Sailing does have an Olympic training center already, in Miami. "That has been a long-standing training point," said Page. "Does it have all the facilities? No, it doesn't. It certainly doesn't have any accommodation associated with it. There's no gymnasium around there. We do have some locker rooms, storage and mini rooms, some electronic facilities. But what's going to be built on Treasure Island will be the first of its kind, a more complete scenario, something that logically makes sense for San Francisco."

Regarding his move out here from the East Coast, planned for early

continued on outside column of next sightings page

randall reeves'

"I'm going to start over," said Randall Reeves in early April after being forced to make his second emergency pit stop in the Figure 8 Voyage.

After leaving San Francisco in October and making repairs in Argentina, Reeves was going through an ugly low southeast of the Cape of Good Hope when he suffered three knockdowns and the loss of a window and some of his electronics. He made for Hobart, Tasmania, and considered his options.



ORACLE TEAM USA



figure 8.2 voyage

He contemplated continuing immediately, which would have put him in the Southern Ocean near the start of winter; laying over in Hobart until summer; or starting over. He chose the latter. "It's personal and difficult to convey. This adventure is meant to be an Everest-type attempt, not a sight-seeing tour."

Reeves plans to return to San Francisco in July, and start the second Figure 8 attempt in September 2018.

— tim

fast usa — continued

June, he said: "It's very healthy and important to be near the athletes. The athletes are who I focus on every day, how to make them better, so it makes a lot of sense for me to move out to San Francisco. It's for the betterment of the team."

With technology and a housing component, it's going to take some time for FAST to be complete. Page pictures athletes coming out after the Tokyo Games. "Treasure Island's getting developed by the City; we're involved in the planning phases of that, and we're looking at how to utilize that." Construction will not halt activity at TISC; the plan is for sailing programs to continue throughout.

For more info, see www.ussailing.org and www.tisailing.org.

— chris



TISC



SAILING ENERGY / WORLD SAILING



Spread: Kids and adults went for free sailboat rides in Clipper Cove at TISC's open house on April 21. **Insets, left to right:** inside Oracle's team base in Bermuda; STEM students sailing out of TISC; Caleb Paine wins bronze in the Finn at Rio.

SPREAD: LATITUDE / TIM

DOUBLE YOUR PLEASURE —



JENNIFER MCKENNA

Since the first Farallones race in 1907, sailing around the Southeast Farallon Island has been a popular goal for San Francisco Bay racers — that's 111 years! The 58-mile round trip provides challenges to seamanship, navigation and endurance, sometimes taking 12 hours or more to complete.

The traditional OYRA 'full crew' race has been joined by the BAMA Doublehanded Farallones and the Singlehanded Sailing Society's Singlehanded Farallones, providing three opportunities each year to visit what many call the "Stinky Rock" (home to several hundred thousand sea birds, the island can be smelled several miles downwind).

These challenging races through

Gary Troxel and Rune Storesund on the Beneteau 423 'Tiki Blue' and Val Sokolsky and Sergey Kuruzov on the C&C 41 'Nessie' round the turning mark of the Doublehanded Farallones on March 24.

the Gulf of the Farallones out to near the edge of the continental shelf have claimed multiple lives and test the sailing and navigational skills of each skipper who participates. Most Farallones Race skippers and crews are satisfied when they complete the race, no matter how well they end up in the standings.

The Bay Area Multihull Association's 39th Doublehanded Farallones on March 24 provided an almost-perfect race for 69 entries, with moderate westerly wind, a 2-knot ebb at the start, and, for most boats finishing, a nice flood on the way back.

However, most skippers who reported in commented on the lumpy seas between Lands End and the Lightbucket. Ludo Milin and Mark Scott, sailing the J/120 *Saetta* "managed to keep our breakfast down, although it was a bit iffy for the first couple hours." Jim Quanci, who has sailed numerous Hawaii races, estimated "8-ft swells and 5-ft wind waves" and was glad he "popped a Bonine early."

Quanci, a veteran of several dozen Farallones races, sailing with his son Stephen, exited near Point Bonita to catch the ebb and the northwest wind lift,

and then, contrary to local knowledge, "stayed on starboard awaiting the promised wind swing from northwest to west."

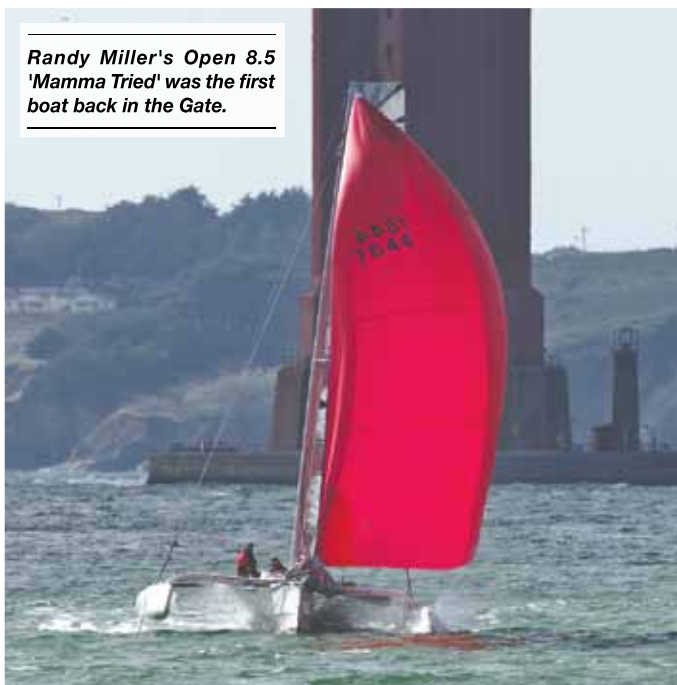
Ray Lotto, sailing his Express 27 *El Raton* with Steve Carroll, also "went south because the wind angle was 30 degrees off course instead of the 40-odd to 45 degrees going north." In the multihull fleet, Randy Miller's new-to-him Open 8.5 trimaran *Mamma Tried* took the southerly route of the Gate near Mile Rocks, then Miller said that he and crew Colin Dunphy wanted the left side. "We expected it to be strongly favored."

As it turned out, most sailors decided that the unusual southerly course paid off handsomely, with boats following the local knowledge route sailing close-hauled to get down to the Island. While they were doing that, Peter Schoen, sailing his Moore 24 *Mooretician* with boat partner Roe Patterson, "picked a layline that aimed toward the center of the rockpile, tacking about half a mile short to make sure we didn't overstand." Schoen also commented that it was his first Farallones Race on a Moore sailing the entire upwind leg with the #1 genoa up.

Pat Broderick's Wyliecat 30 *Nancy* in the 'slow-boat' division was one of the northern-route boats. As he passed Middle Farallon Island on a close-hauled course, he watched anxiously as boats coming up from the south crossed, jibed, and disappeared behind the island.

Boats going both directions enjoyed spectacular views of all three Farallon island groups. Schoen and Patterson commented on how clearly they could see the

Randy Miller's Open 8.5 'Mamma Tried' was the first boat back in the Gate.



SLACKWATER SF

DOUBLE YOUR FUN



rocks that make up the scraggly-looking Middle Farallon and the more rounded North Farallon and Isle of St. James. Ludo Milin and Mark Scott on *Saetta* confessed that the "northwest swell breaking on the island was magnificent, and we delayed setting the spinnaker to enjoy the view."

As they say, the race is to the swift, and this BAMA race fit the cliché perfectly. Boats getting to the island first enjoyed nice wind as they broke out their chutes and began the run back to the Golden Gate. Sailing across the Four Fathom Bank, most boats held to the north side. Amy Wells, racing her venerable F-27 *Wingit*, "kept on a port tack, working down as much as possible," jibing after sailing over the Potato Patch "about a kilometer off Muir Beach, slipped past Bonita, and jibed for the bridge."

Schoen and Patterson on the Moore reached up to the north on a port pole. "About the SF Approach Buoy we looked back, saw dark clouds coming, and jibed onto starboard for the final approach to the Gate."

In the meantime, slower boats rounding the island found 'the calm before the storm' with suddenly lightish wind and boat speeds hovering around 3 or 4 knots until near the Lightship, with collapsing spinnakers and banging mains. The dark clouds observed by faster boats arrived with wind speeds climbing into the low 20s, and swells building into the 10- to 12-ft range.

Jim Quanci planned to finish with his chute up, but just as he passed under the bridge the wind climbed from 14 to

26 knots in seconds. Farther back Pat Broderick and Ross Bliven struggled across the Potato Patch on the *Wyliecat* while the swells grew, the wind piped up, and dusk arrived.

The first doublehanded women's team in years, Lori Tewksbury and Jennifer McKenna on *Tewksbury's Express 27 Hang 20*, "had a very nice day," even though "the *Express 27* is a handful doublehanded."

"We managed to keep our breakfast down, although it was a bit iffy."

The first boat to finish was *Mamma Tried* at 4:03:05, for an elapsed time of 7:51:29, winning the Multihull Division. Although new to Randy Miller, the boat was originally built in New Zealand in 2009 and has an interesting history. Miller chartered it to the Burd brothers, who sailed it to victory in last year's Race to Alaska. Miller sailed the boat down to San Francisco from Alaska and has been slowly working it up. The Multihull Division thinks he's accomplished that.

Buzz Blackett's Antrim Class 40 *California Condor* with Brent Draney crewing finished first among the monohulls at 5:17:29, but lost first place to Rufus Sjoberg's Melges 32 *Rufless* on the handicap.

The race chair for BAMA, Bob Naber, commented, "The wind was about what we expected with variability in wind strength and direction, mixed and unsettled sea states, and good currents."

Naber cited "good runoff assist and

apparently no emergency dam releases like last year, which led to unusually high current last year (and a back eddy at the start). Dams weren't full this year. The conditions — light and lumpy — meant the finishes were relatively later than normal. The high-raters were challenged to get around the course." Robert Engelhart's Catalina 34 *Music* finished just inside the midnight deadline. Others had to take a DNF (Did Not Finish) as the deadline passed.

This is the second year BAMA has expanded the course possibilities with four alternate courses for entries not wanting the full 58-mile ocean experience. Two boats chose from that list, with Clifford Shaw and Gabriel Taylor on the Crowther 10M catamaran *Rainbow* sailing a 39-mile course to the Weather Buoy and back, and Paul Sutcheck and Eric Thompson on the Cal 20 *Slaight* sailing the 8-mile Boundary Line course to 122° 41' W (a line drawn between Mile Rock and the Point Bonita buoy) and back.

Ray Irvine's Jibeset now provides tracking using trackers and cell phones. Race replays and tracks can be found at www.jibeset.net.

The date for the awards ceremony had not yet been set at press time. "We're targeting mid- to late May in Alameda," said Naber. See www.sfbama.org.

— pat broderick

BAMA DOUBLEHANDED FARALLONES, 3/24

MONOHULL <117 — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Andy Hamilton; 2) **Green Buffalo**, Cal 40, Jim & Stephen Quanci; 3) **Azure**, Cal 40, Rodney Pimentel/Ted Floyd. (13 boats)

MONOHULL >116 — 1) **Crinan II**, Wyliecat 30, Don Martin/Andrew Pitcairn; 2) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 3) **Nicole**, Orion 35, Mel Morrison/Dave Labrie. (8 boats)

ULDB <42 — 1) **Rufless**, Melges 32, Rufus



REBECCA HINDEN

Left: Zac Judkins on 'Bombora' and Lori Tewksbury on 'Hang 20', both Express 27s, in the Doublehanded Farallones.



JENNIFER MCKENNA

DOUBLE YOUR PLEASURE —

Sjoberg/Dylan Benjamin; 2) **California Condor**, Antrim Class 40, Buzz Blackett/Brent Draney; 3) **Symmetry**, J/111, Howard Turner/Jay Crum. (7 boats)

ULDB >41 — 1) **Motorcycle Irene**, Express 27, Zachery Anderson/Will Paxton; 2) **Saetta**, J/120, Ludovic Milin/Mark Scott; 3) **Nina**, Olson 29, Robert MacDonald/Jason Winkel. (7 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto/Steve Carroll; 2) **Loose Cannon**, Andy Goodman/Julia Paxton; 3) **Fired Up!**, John Morrison/CJ Ware. (11 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen/Roe Patterson; 2) **Snafu**, Karl Rorbrock/Gilles Combrisson; 3) **Topper II**, Conrad Holbrook/Eric Ochs. (6 boats)

MULTIHULL — 1) **Mamma Tried**, Open 8.5, Randy Miller/Colin Dunphy; 2) **Lookin' Good II**, Corsair 31, Rafi Yahalom/Marcos McGee; 3) **Wingit**, F-27, Amy Wells/David Wilhite. (9 boats)

Full results at www.jibeset.net

Two weeks after the Doublehanded Farallones, Island Yacht Club sent a 22-boat fleet out the Gate in the Doublehanded Lightship Race. All but one boat started, and all but one of them finished the 25-mile race, which, like the Doublehanded Farallones, started and finished off Golden Gate YC's race deck on the San Francisco Marina.

Many of the same suspects again answered the call to give their keels a taste of the cold, salty water of the Pacific Ocean. Jim Quanci of *Green Buffalo* titled

'Slight Disorder' finishes the Doublehanded Lightship amid a swarm of J/105s and ferries.



LARRY BASKIN

Just after the gloomy DHLS start, 'Bullet' chases 'Can't Touch This'.

his report 'Washing Machine'. "Three days before the race it looked like we might have thunderstorms and rain as a front went through — which meant the race might be canceled (lightning can do that).

"It looked like Cal 40 conditions: wind near 20 knots on the way out in bumpy seas and a modest breeze behind the front of 14 knots or so — so the ULDBs

wouldn't surf past us.

"The front came through late Friday night, with the Saturday morning start during the tail-end of the front with 14 knots gusting to 20, but no thunder and no rain. With a strong ebb peaking at the start and waves from south, west and northwest, it was lucky my son Andrew and I had taken our seasickness pills before getting on the boat.

"The start was unusual due to the division breakdown, this being the first time I have ever been on a starting line with a boat as fast as the *J/125 Can't Touch This*."

The fleet met the confused seas when they crossed under the bridge going out. Quanci was glad for his "big long heavy keel that almost never stalls as one works through the waves, enabling us to keep up with the Express 37s while waterlining the small boats."

Green Buffalo made the turn at the Lightship at 11:30 a.m. "It was clear this was going to be a short day — we were so fast it was still ebbing all the way to the finish. I didn't want to cross the ebb twice, so we immediately jibed and headed north — expecting to do a classic Bonita Channel run, hugging the north side until crossing to the finish at the bridge. It was a dead run in 14-17 knots of wind in sloppy seas, so steering was difficult." The Quancis' autopilot

struggled to steer just long enough for them to grab a sandwich. They had a couple of classic shorthanded double-pole jibes to Point Bonita and then rode a long starboard jibe to the finish.

"Did I mention it was sunny the whole way back? Andrew picked up quite a sunburn in just the two-hour run from the Bucket to the finish (ouch).

"We sailed well, placed well, and I got a full day of one-on-one time with each of my sons on the ocean. Life is good."

Larry Baskin and Ian Ferguson on *Bullet* found themselves sailing right next to fellow Express 37 *Elan* all day, much as they did in the DHF, "until a



TIM ROCHE

DOUBLE YOUR FUN



LARRY BASKIN

Sighted at Point Bonita: the Quancis' Cal 40 'Green Buffalo'.

suboptimal jibe headed back to Point Bonita let them slip away."

Express 27 sailors Will Paxton and Zack Anderson on *Motorcycle Irene* and John Morrison and CJ Ware on *Fired Up!* used the Doublehanded Lightship as the first stage of their 150-mile Pacific Cup qualifier. "We included the Lightship in that distance by turning around at the finish and going back out," explains Will. "We sailed north in about a 10-knot southwesterly all the way to about 10

miles off Bodega Bay, where we turned around. It was a beautiful sail capped off by the epic surf in the main ship channel. We came back in the Gate around 2 p.m. — almost exactly 24 hours after we finished the Lightship.

"Wind was similar to the race with a bumpy sea state," said Paxton. "Then around 3 a.m. a big ground swell built from the west right about the same time the wind died. As we sailed south past Point Reyes at sunrise, the wind slowly filled from the north, but we still slatted hard with every wave set until the wind

got up over 10 knots around 11 a.m. Boat handling was easy, as we took turns every hour or two sailing or sleeping. It was good practice for the Pac Cup, as we learned a lot about what we need to live comfortably on the boat and got used to sailing her at night."

New sails with glow stripes, new B&G instruments and a solar charging system all worked well. "We came into the dock with a full charge despite running everything for 30+ hours.

"We certainly have more practice to do to get fully up to speed, but this was a good experience, and we made great progress."

Another two weeks passed, and it was time for yet another venture out the Gate. Although the Doublehanded Farallones and the Doublehanded Lightship are stand-alone races, the OYRA Lightship on April 21 kicked off a nine-race offshore series (see www.yra.org). We'll

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DOUBLE YOUR FUN



MOTORCYCLE IRENE

Aboard the Express 27 'Motorcycle Irene' during the 150-mile Lightship Race/Pac Cup qualifier.

have a report and results from that race in the June issue of *Latitude 38*.

The next chance to race in the Gulf of the Farallones will be in the OYRA Dux-ship, coming up on May 12.

— **latitude**/chris

IYC DOUBLEHANDED LIGHTSHIP, 4/7

PHRF — 1) **Green Buffalo**, Cal 40, Jim & Andrew Quanci; 2) **Elan**, Express 37, Jack Peurach/John Duncan; 3) **Bullet**, Express 37, Larry Baskin/Ian Ferguson. (6 boats)

J/120 — 1) **Mr. Magoo**, Stephen Madeira/Jeffrey Lawson; 2) **Peregrine**, Michael O'Callaghan/Denis Mulligan; 3) **Kookaburra**, Tom Grennan/Michael Fingleton. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson/Will Paxton; 2) **Loose Cannon**, Andy Goodman/Julia Paxton; 3) **Fired Up!**, John Morrison/CJ Ware. (5 boats)

MOORE 24 — 1) **White Trash**, Andy Hamilton/John Kernot; 2) **Mooretician**, Peter Schoen/Roe Patterson; 3) **Snafu**, Karl Robrock/Gilles Combrisson. (5 boats)

MULTIHULL — 1) **Rainbow**, Crowther 10M catamaran, Clifford Shaw/Gregory Yankelovich. (1 boat)

Full results at www.jibeset.net

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SMALL BOAT ADVENTURING —

This month marks the unofficial end of the cruising season along the Pacific Coast of the Mexican mainland, which means many boats are now returning to their US or Canadian homeports for the summer. Meanwhile, plenty of others will choose to linger during the summer months in the spectacular Sea of Cortez, a vast, sparsely developed wonderland for sailors and adventurers.

As Latitude reader Derek Rice discovered, though, you don't have to own a fully equipped 50-ft cruising boat to enjoy the Sea. As you'll read in his excerpted report below, he and a buddy recently had big fun tapping into the region's magic aboard a 44-year-old Catalina 22 daysailer.

For a long time I'd felt the allure of sailing in the Sea of Cortez, but my enthusiasm for trailering a small boat there was not well received by family and friends, as they perceived the idea as being too dangerous, and my sailing skills too inadequate.

But last December, when a colleague met an unfortunate fate — an unlucky fall that ended his life — my resolve to achieve my adventurous goals quickened. From then on I could not be deterred.

My longtime plan had been to trailer my 1974 Catalina 22, which is equipped with a swing keel, down to Puerto Peñasco and sail along the northern shore from January through March, then sail down the east coast of the Sea, approximately 280 nautical miles, to San Carlos. To crew on this adventure, I'd recruited Jim Palermo, who'd served as my sailing mentor — an adventurous guy, he'd been willing to sail with me on the small reservoir near my home during Arizona's summertime monsoon storms.

By November 2017, I had completed the American Sailing Association's Advanced Coastal Cruising course and had done several hundred sails on our local lake — some days in the lightest of air, others in 20-knot winds while sailing solo with both the jib and mainsail

reefed. It had been a mix of good experiences and those that likely "developed character."

The boat had been equipped with a jib on a furler, an asymmetrical spinnaker, and an old mainsail with its halyard, downhaul, and a single reefing point all led aft. Before moving C22 — the boat's only name — to Puerto Peñasco, seals and mechanical latches were added to the forward hatch and the pop-top to help mitigate water intrusion and maintain a dry cabin. We also installed an EPIRB, a VHF radio, a new fire extinguisher, a gimballed one-burner stove bolted to the stern pulpit,



and two 15-lb anchors on 30 feet of chain, plus 250 feet of rope rode.

Waters in the northern reaches of the Sea of Cortez are shallow, ranging from roughly 30 to 60 feet deep at high tide. We thought of the two anchors as significant insurance should we encounter unfortunate circumstances.

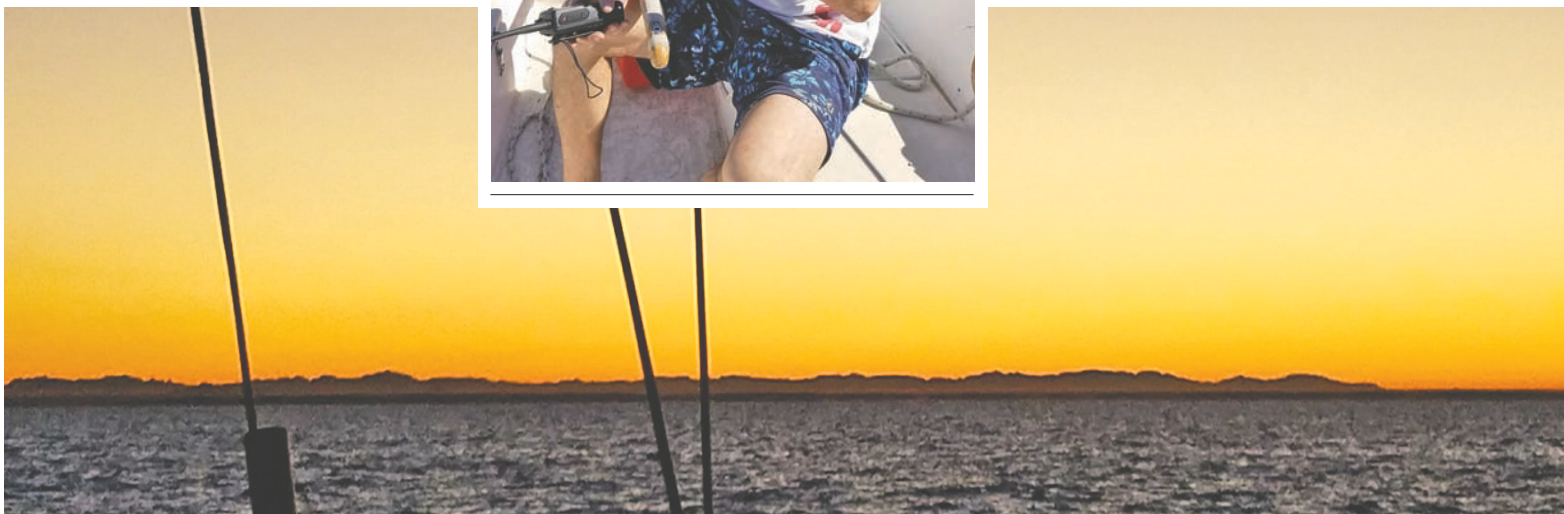
Northwest winds of 15 to 20 knots were at our backs, pushing us along easily.

Provided the boat was not holed, we figured we could let out our anchors and a total of 600 feet of rode, enabling us to anchor the boat almost anywhere within the vicinity of our planned coastal sailing routes, in order to ride out a storm or make any required repairs.

There is no anchor locker on an old C22, however, so one anchor was assembled, ready to use in an instant, and stored in the cockpit's starboard side storage bin. The second anchor was stored unassembled in the port side bin — the large cavity under the cockpit.

In mid-January this year we delivered C22 to Puerto Peñasco, a four-hour trailer haul from Phoenix.

Left: If you expect to have edgy adventures on the water, you'd better trust your crew. Derek's mentor Jim Palermo was the perfect choice. Below: Golden light precedes a surreal sunrise.



ALL PHOTOS DEREK RICE & JIM PALERMO

IN THE SEA OF CORTEZ

Although we'll spare you the details here, researching the importation of a boat into Mexico yielded a mixed bag of results, as all the information we received from various sources was incorrect. That said, if you plan to import a boat into Mexico, the most important thing to know is that a mandatory Temporary Import Permit (TIP) can be purchased *online* from the Mexican government for \$52 US, and believe it or not, you'll receive it by FedEx at your home address within 48 hours.

Trailing the boat to Puerto Peñasco was uneventful: a beautiful drive from Phoenix through Gila Bend, down State Route 85 through Ajo, and on to the border at Lakeville. Along the way we picked up Mexican car insurance at one of the numerous roadside outlets, but on future trips purchased it online to save time on the road.

At the border, the Mexican authorities pulled over our rig and I turned the engine off, expecting to be there for a while.

Let me interject here that regardless of what you hear and read, regardless of your biases and preconceived notions, regardless of the political climate in the US, and whichever politician is using Mexico and her people as a scapegoat for whatever issue is being discussed — or to distract you from our real problems — the people of Mexico are awesome. Actually, the Mexicans I've met remind me of the Irish Catholic: well-meaning, here to laugh and enjoy family.

At the border I stepped out of the truck with a folder full of documentation in hand for the boat, the trailer, the truck and myself, plus the all-important TIP. I was prepared for anything and everything. But the Mexican customs official only requested C22's Arizona state boat registration. She walked back to the boat, verified that the form matched the boat, and sent us on our way. Like I said — as if she were Irish.

In Puerto Peñasco the boat was kept in dry storage on its trailer at a great place called Safe Marina (011-52-638-383-1144). Getting there from the border is a straight run on Highway 8 from the town of Sonoyta to the coast. (It cost \$100

US per month to store the C22 and \$24 to launch the boat and retrieve it upon our return.)

Our first sail in Mexican waters was out of desperation. Almost a month had gone by since Jim and I had staged the boat at Safe Marina, and we'd been unable to go out due to scheduling



Derek Rice doesn't own a big comfy cruiser, but that didn't keep him from having high times sailing the Sea of Cortez aboard 'C22'.

and birds floated by on a gentle breeze. Although small, the island resists erosion, refusing to surrender its jagged-edged facades.

conflicts and weather warnings for the vicinity of Puerto Peñasco.

By mid-February we felt that we simply had to go sailing, even though there was a small craft advisory, with winds projected to be 25 knots.

So on Saturday, February 10, we drove four hours to the marina and launched the boat. Taking every necessary precaution, we reefed the sails while still in the slip, set up jacklines, sealed the hatches, put on our lifevests, then motored out into the Sea of Cortez for the first time with smiles on our faces.

It turned out to be an excellent day of sailing with consistent wind. After four or five hours, we'd traveled 16 nautical miles northwest to Bahía de Adair, adjacent to La Choya. There, we set anchor in a stiff breeze.

The next day we were treated to another excellent day of sailing on the return trip to Puerto Peñasco. After hauling C22 back onto her trailer for storage, we drove back to Phoenix feeling rewarded for having invested our time in Mexico. Although it had only been a short and sweet weekend cruise, this had been some of the best sailing I had experienced.

Approximately 20 nautical miles southeast of Puerto Peñasco, rocks disrupt the surface of the sea, creating an isolated refuge which was to be our second sailing destination. Although barren of vegetation, Isla San Jorge finds purpose in housing nocturnal seals and a variety of birds, and providing safe anchorage to fishing boats. The water is not deep. Filled with organic materials, it is emerald in color. While we were there, seals swam beneath the boat,

On Saturday, February 24, we sailed to Isla San Jorge (aka Bird Island), returning the next day. Again the sailing was excellent. On the first day of this weekend cruise, the northwest winds of 15 to 20 knots were at our backs, pushing us along easily. C22 rode the surf well and seemed to sail with purpose, never giving us a moment of doubt.

We sailed around the south and east coast of the island, then dropped anchor under sail letting the rode drift out, then hauled in hard to set the hook before securing our sails.

That night, we ate dehydrated Neapolitan ice cream, the dessert of astronauts, while anchored adjacent to a local fishing boat, with a symphony of seals for company.

We awoke before dawn the next morning, as the seals insisted on our presence, while curious birds hovered above the boat. To the east the sun rose in a brilliant mass, as if it were an incendiary device.

By about 8 a.m. we'd raised anchor, hoisted sail, and set a course around the top of the island. The wind was again blowing from the NW — virtually

SMALL BOAT ADVENTURING



straight out of Puerto Peñasco — so we were forced west and out to sea. So it goes. After roughly five hours we tacked north toward the coast, not wanting to be so far out that we couldn't reach the coast before dark. We sailed as close to shore as practical, but since the water was shallow, we were eventually forced offshore again.

Our well-laid plans having been denied, we were still well offshore late in the afternoon when the boat bucked and I suddenly went overboard. I figure there was too much load on the sheet winch combined with the energy of a large wave — it happened so quickly. We had been at it for hours, it was getting dark, and the wind was unabated. Our small but sturdy boat was stretched to her limits. Twice the wire rigging came un-pinned, but by heaving to we were able to replace the cotter pins.

By this point the sun was deep in the western sky. For me to change into dry clothing required staying below for several minutes, and in an instant I was seasick. As we motored the final miles to safe harbor, we became acutely aware of the limited amount of gasoline we had on board, and the rate it was being consumed.

Our third weekend trip out of Puerto Peñasco, March 17-18, stretched the limits of our small boat's potential. After the long drive from Phoenix, a quick transit of the border, a sprint to the coast and an expedient launch, we sailed northwest (280° true) to the western shore of Bahía de Adhir, a distance of about 31 miles.

With the SE wind barely blowing 10 knots, we left the jib furled and hoisted our asymmetrical spinnaker on star-

At times like this, Derek says his Catalina 22 was in her element: "She was a joy to sail, and I wore a grin from ear to ear."

board jibe.

After arrival, we had some serious issues with the anchorage: the wind howled from the southwest, while the waves arrived from the southeast. Then as the sun set the wind increased, as if protesting the day's end. By that point the oncoming swells ranged from four



to six feet high.

We set, then re-set the anchor in attempts to make the boat lie at the best angle to handle the wind and waves. But she refused. The wind speed increased, as waves arrived from a perpendicular angle, causing the swing keel to pivot on its pin while relentlessly knocking the side of the well.

All night long the hammer swung, like a 700-lb Goliath testing the tensile strength of C22's 40-year-old fiberglass, which is only an eighth of an inch thick. Needless to say, we did not sleep due to the pounding and wave action.

When the predawn light arrived, we skipped breakfast, prepared cold coffee, hauled up the anchor, and began the trek back to safe harbor before sunrise.

What began as an ambitious idea — the hope of sailing from Puerto Peñasco to San Carlos — yielded lots of adventure and memories that will last a long time. Little C22 sailed well, even in six-foot seas and 25-knot winds.

However, that last night at anchor, with the keel swinging on its pivot pin tested the limits of the boat. When we got back to Puerto Peñasco we saw that there was water in the cabin adjacent to the keel box. Since then, C22 has been hauled back to Phoenix, the keel pin mechanism replaced, and the keel box inspected and repaired. Luckily, I am an engineer, so this type of work is interesting to me.

The future of C22 is daysailing on our local lake, where afternoon August storms offer excitement — an acceptable retirement for an old boat.

Sailing her in the Sea of Cortez was thrilling, with excellent wind and surf. The people at Safe Marina were great; very helpful, honest hard-working folk. In fact, all the people we encountered in Mexico were friendly and courteous. No complaints.

What will be my next sailing adventure? I recently purchased a 1988 Beneteau First 235 with a fixed wing keel that should be perfect for the shallows of northern Mexico's coast. She needs a lot of work, but by next winter I hope to have her sailing south of the border, comfortably heeled over in a stiff breeze. So hopefully there'll be a sequel to this story.

There is no better pastime than messing around in small boats.

— derek rice

Editor's Note — We're always thrilled to hear about Latitude readers from non-traditional sailing venues. Derek normally sails on Lake Pleasant, a small reservoir near his home in Cave Creek, Arizona.

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WEST COAST BOATBUILDERS PT. 1 —

When we think of the golden age of West Coast boatbuilding, we can't help but fantasize about the Summer of Love. Just over 50 years ago, Southern California was deep in a colorful cultural renaissance that would give us lasting icons in music, style and yes, sailing. Vats of resin were mixed, stirred and poured to mass-produce cheap and — as it turned out — nearly indestructible boats.

It wasn't just the Cals, Catalinas and Columbias, either. It was an entire economy: boatyards and chandleries, harbors and marinas. A lifestyle was created. And there was a thriving middle class with the money not just to go sailing, but to become sailors.

The West Coast is no longer the plastic boat manufacturing capital of the world. According to a study by the Bonnier Marine Group — which publishes *Cruising World* and *Sailing World* — domestic sailboat production has been on a steady downward trend, falling by nearly 30% over the last two years. At the height of production in the 1970s, the United States produced over 100,000 boats a year. In 2017, that number was just over 3,500.

Don't worry, though. This isn't a 'Back in My Day' story. Today, boatbuilders in California, Oregon and Washington have gone from mass production to more customized and niche-driven manufacturing. Sailing is as innovative as it's ever been, and modern West Coast boats run the gamut from speedy pocket cruisers to high-performance luxury multihulls.

We thought we'd take a look at the state of affairs of the West Coast boatbuilding scene. This series is not, by any means, a comprehensive guide — boatbuilding has actually gone retro, and wooden boats are kind of in vogue (in this very issue's *Yard Work*, we talk to a young couple build-

ing a wooden ketch from scratch). The scene that's taken the place of the bell-bottomed, Summer of Love, plastic-classic, halcyon days of past has brought West Coast boatbuilding into the future.

The Pacific Northwest

Located in Portland, Oregon, Schooner Creek Boat Works was founded in 1977 by Steve Rander, and has a well-deserved reputation as a respected boatbuilding company. They started with small skiffs and daysailers — most notably the still-beautiful-to-this-day 18-ft Eel yawl. By 2009, they'd built and launched a variety of legendary yachts, including the Tom Wylie-designed *OceanPlanet* for the Vendée Globe, as well as Rander's own *Rage*, a 70-ft rocket of a boat that sails more like a Laser.

Schooner Creek has a workforce somewhere in the neighborhood of 50 people, and should be considered a custom builder — as should nearly all current West Coast manufacturers. Still, the yard often produces more than one boat of the same model. To be sure, there is simply no modern-day West Coast builder that resembles the mass production of the 1970s.

Steve and Nancy Rander sold Schooner Creek to Kevin Flanigan in 2015, but new boat construction hasn't slowed, and may be busier than ever. About 10 years ago, Schooner Creek launched *Ali'i Nui*, a 65-ft catamaran designed and built for Maui Divers in Hawaii. Touring the facility today reveals two 65-ft Morrelli and Melvin catamarans in production, one for O'Neill Yacht Charters of Santa Cruz, and another for

Teralani Sailing Adventures out of Maui. Schooner Creek is also building a second 65-ft M&M cat for Teralani, with an expected launch date of 2019.

And that's not the end of the catamaran builds on their schedule. A fourth M&M 65 cat — being made for Adventure Cat



Sailing Charters of San Francisco — has been ordered, with production beginning in 2019. Schooner Creek is currently backlogged on new builds until 2020. While probably not consciously deciding to become a catamaran specialist, Schooner Creek has done just that. This should be considered a trend and not a specific specialization (the trend also happens to be that most of the cats they build end up in Hawaii.)

Schooner Creek also recently finished *Emerson*, a 28-ft Pacific Ocean rowboat designed by naval architect Eric Sponberg. *Emerson* was built for Jacob Adoram, who intends to complete the first solo, nonstop, unsupported ocean row from Neah Bay, Washington, to Cairns, Australia. (Jim Antrim, a Bay Area builder, is also designing an ocean rowboat.)

Meanwhile, 200 miles or so to the north in Anacortes, Washington, venerable Pacific Northwest boatbuilder Jim Betts isn't slowing down either. Betts Boats (officially James Betts Enterprises) has been crafting a variety of designs together since

'Emerson', an ocean rowboat built at Schooner Creek, takes its maiden voyage before Jacob Adoram makes his record-setting attempt.



TANIYA ROBERTS

THE EVOLUTION OF AN INDUSTRY



ERIC ROUZEE



ADAM MURRAY



ADAM BLANKINSHIP

From left: To extricate the 65-ft 'Ali'i Nui' from the Schooner Creek facility in Portland, OR, two cranes had to remove the roof so she could be lifted into the Columbia River. Left, top and bottom: From the inside out, a Morrelli & Melvin-designed 65-ft catamaran takes shape at Schooner Creek.

1970. Their résumé includes yachts for the America's Cup, Admiral's Cup, Transpac, Around Alone and Cape 2 Rio races.

Jim and his crew have built a variety of racers, cruisers and purpose-built vessels over the years, somewhere in the neighborhood of 60 boats of differing designs, lengths and uses. In fact, chances are if you enter a race up in the Pacific Northwest (to say nothing of other regions of the world) chances are good you're going to be trading tacks with more than one boat that's rolled out of Betts' yard.

Betts isn't resting on their laurels, though. They announced orders for four 43-ft carbon cutters designed by legendary naval architect Robert Perry, who is known for exceptionally beautiful boats. These cutters sport traditional lines, but are built using modern materials with carbon-fiber-reinforced composites for the hull and deck. The first of these boats has launched. Betts, who should also be

considered a custom builder, is delving into a higher-production mode as well with the Perry carbon cutters — boats two through four are currently being built.

Clearly, new boat building in the Pacific Northwest is a going concern, and doesn't include the smaller independent shipwrights in the region. And while you can't compare today's output to that of, say, the 1940s when Kaiser Shipyards in

Vancouver, Washington, and Portland, Oregon, were splashing a Liberty ship every two weeks during the height of World War II, it's safe to say that today's Northwest boatbuilders are doing a fine job of putting a wide variety of yachts into their natural habitats. And customers keep coming for more.

SoCal, Take One

Ken Lange, the president of Ventura Sport Boats, was born and raised on the East Coast, and used to sail through Long Island Sound and around the islands off Cape Cod as a kid with his family. "We piled my father, mother, older brother, little brother and the dog into a Rhodes 19, and we'd overnight it. It was magic." Lange said he was always passionate about sailing, and thought that being a boatbuilder was "the coolest thing." He studied design and furniture building before he eventually bought International Marine Sailboats, producer of the West Wight Potter, Sanibel 18 and Voyager 20, which were manufactured in Inglewood, a suburb of Los Angeles. Lange started to carve a niche in trailerable boats and pocket cruisers.

"After I sold Potter, I was out for a year or so and couldn't stay away," Lange said. Ventura Sport Boats is a new company; they've been in operation for eight months, and have started producing the Malbec 18, a hard-chine trailerable pocket cruiser. Even though Ventura Sport Boats has just two people on its staff, Lange says, "We're a production boat builder. It takes two people two weeks to make two boats a month. We have molds for the hull, deck and interior. But we can customize it slightly; we have an options list."

Lange said he's happy to have found a niche in the small-boat market, which ac-

The Malbec 18 was nominated for Boat of the Year. It has water-ballasted planning hull, eight-foot open cockpit and spacious interior.



VENTURA SPORT BOATS

WEST COAST BOATBUILDERS PT. 1 —

ording to industry experts is one of the more viable niches in an industry that slowly declines every year. In finding a foothold in the trailerable market, Lange is hoping to also carve out part of a sailing lifestyle. "You can go up the coast to Seattle, stay at a campground and use your little pocket cruiser. And if you enhance the trailer, you can add storage to it or have a canopy off it. It's refreshing," Lange added. "Not too many people fall in the small boat category."

Not everyone falls into the new boat category, either. Lange — who said he loves boatbuilding because it affords him the chance to meet and interact with so many people — broke down the checklist of a potential buyer. "If someone wants to buy a new boat, they have to consider, first: Is the budget there? And then: Is the new boat mentality there? It's the mind set that you don't want anything to do with fixing up your boat. You want the relationship with the factory. You get a warranty, and you get something new. You can't buy it used, because it doesn't exist." (The Malbec sells for \$25,000 to \$30,000.)

Of course, some people's personal criterion falls more in the used-boat range. "People take pride in fixing up an old boat, and making it functional, and using 30-year-old technology." Ironically those old, iconic plastic boats built in '70s Southern California may have actually decimated the industry that spawned them.

It wasn't just the advent of a new, cheap material that created the boom. "Marinas were developing, yacht clubs were popping

A boat drawn by a designer with 50 years of experience, and built by someone with 40 years' experience is going to be refined. The Wyliecat 40 looks fast, even in the mold.



VENTURA SPORT BOATS

A boat on a trailer can open up an entirely new sailing lifestyle.

up, and you had all the infrastructure happening along the water. And then builders back then were saying, 'Wow, we can build things out of glass, make a mold, and make them over and over again,'" Lange said, calling the era the golden age of sailing, but connecting the dots to the eventual decline. "They didn't realize the strength of fiberglass; they just didn't know that glass lives forever."

Wylie Ways

Bay Area boat designer Tom Wylie might be exemplified by the Wyliecat 40. A prototype, the 40 has all the elements of a Wylie hull: the fine entry, the flat run, and the smooth hull form. But the 40's hull is more refined, and the styling, particularly the pilothouse, reflects Wylie's aesthetic evolution. There are no gimmicks, and no rule-beating concessions that undermine the sailing qualities of the boat. This is going to be a very pretty boat — even exceptional. The boat looks fast, just sitting in the mold. Wylie is at the top of his game, and this boat is a test case for ideas that he's been perfecting for many years.

"I don't know how many of my boats are out there," Wylie said. "I suppose less than

500 but more than 300." As a custom builder with nearly 50 years of design under his belt, Wylie said his objective has always been to help people make their dreams come true. "And the design flows from that mission statement."

Ross Williams, a 40-year veteran of the Santa Cruz boatbuilding scene, is behind the construction of the Wyliecat 40 in Watsonville. Williams has worked at Pacific Boats, Santa Cruz Yachts,

Alsberg Brothers (builders of the Express line of sailboats), and Wyliecat, and brings a lot of experience to the build. "I am putting everything I have learned into this boat. It's going to be the best boat I have ever built," he said.

Designed initially as a research and education vessel, and under construction now for about three years, the Wyliecat 40 project is progressing more like a home build than a semi-production boat. But then, this is often the fate of a prototype. Work happens when there is money and time, and the rest of the time projects that generate the money to support the prototype take priority. But while the on-again, off-again production schedule can be a challenge, it can also offer the builders time to get things right, a luxury that a tight building schedule will often preclude.

"I feel the custom design business for the moment is . . . OK," Wylie said equivocally. His business has managed to adapt well to the change (and dramatic decline) in West Coast manufacturing. Wylie likes the analogy of female and male tools: molds fabricated for mass production are female, more complicated and costly to build, and represent a serious commitment to manufacturing, whereas male molds are "one-offs" for custom vessels. Wylie likened



JOHN TUMA

JOHN TUMA

THE EVOLUTION OF AN INDUSTRY

his operation to the male mold: smaller in scale and investment, and able to adapt to the changing demand from five decades ago. Wylie said there's another significant factor for boatbuilders: "The buying power of the middle class was unique in the '70s and '80s. You could see it around the world, not just the West Coast."

In comparison to the Wyliecat 39, the 40 features a wider transom and a fuller hull shape aft, a refined keel and rudder, and numerous small changes to the underwater hull form that will improve its efficiency. For example, the propeller shaft log is housed in a skeg that mounts aft of the keel. A similar appendage was employed on the earlier Wyliecat designs, and reduces the turbulence and drag created when pulling a shaft and strut through the water, especially at speed. The 40 skeg will have a refined shape that will allow water to flow more smoothly around the appendage and more efficiently into the propeller.

"Yeah, Tom walked in one day and handed me a piece of cardboard with the template of the skeg cut out on one side," mused Williams. "This will add an eighth

of a knot,' Tom said. I don't know about an eighth of a knot, but maybe." Wylie said that "the effect will be small. But over time it will be measurable, and will contribute to greater efficiency and lower operational costs." Underpinning Wylie's quest for efficiency is an abiding love of the ocean environment and concern for the damage humans are doing.

"These things all work together," said Wylie. "The *Derek M. Baylis* (a Wyliecat 65) provided proof of concept for a charter and research vessel. Because of the efficient hull form and its ability to motorsail, this vessel sips fuel whereas a traditional motorized vessel of similar size is chugging diesel. We produce less pollution, operational costs are lower, so the boat is less costly to run. In addition, the sailing qualities of the vessel mean that we can move almost silently, which is an advantage for certain experiments. As a society, we are not taking advantage of opportunities to reduce our carbon footprint. As boatbuilders, we have not fully incorporated what we already know to make our boats more efficient. The smoother flow of water over

the skeg is one such example, and if we are going to save the oceans, we have to bring all of our knowledge to bear."

The interior of the Wyliecat 40 is simple and appealing, but it's the exterior spaces that really set the boat apart. Two long, contoured benches provide seating, and about half of each bench is protected by the pilothouse. The entire aft deck is wide open, providing uncluttered space for research equipment, experiments, a tender or a table with a beach umbrella. Side decks on each side of the open cockpit space provide additional seating. The 40 was designed and is built to meet Coast Guard requirements for an inspected vessel for up to 25 passengers.

Wylie originally designed the boat as a catboat — one big mast set well forward and one really big sail, and something of a Wylie signature — but has been revising the sail plan. Regardless, the boat looks fast, just sitting in the mold.

— **latitude**/tim

With reporting from the Pacific Northwest by Eric Rouzee, and reporting on the Wyliecat 40 by John Tuma



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CHARLIE BUCKINGHAM —

RICHARD LANGDON / SAILING ENERGY / WORLD SAILING



Charlie Buckingham learned a great deal from his first Olympic sailing competition in the Laser on Rio's Guanabara Bay in 2016. He's currently well into his planning for the 2020 Summer Olympics in Tokyo, training and competing on a worldwide scale, determined to bring home a gold medal for the United States.

The California native is now 29 years old, but he's been an avid sailor since he was a young boy. "I grew up in Newport

"Olympic-level competition seemed like something that was going to be possible."

Beach where my father first taught me to sail. Then I learned to sail solo in Naples Sabots at the age of 8 at the Newport Harbor Yacht Club," he says.

His father, Jim, learned to sail at the same club, and, although he has never competed at an Olympic level, Jim continues to sail at a high level today. The commercial real estate professional will be racing in the upcoming Star North

Charlie Buckingham ripping it up in the Laser class in Miami this January during a World Cup Series regatta. The WCU on the hull stands for West Coast University (his sponsor).

Americans at California YC in Los Angeles on August 14-19; and in the Star Worlds at Tred Avon YC in Oxford, MA, on October 5-15.

For Charlie though, there was never an "Aha!" moment when he realized he

wanted to race sailboats. "I liked it from the beginning; it wasn't really a choice. I stuck with it because I enjoyed doing it. I enjoyed the competition, and it helped that my family was involved with the sport and that they were very supportive."

Charlie in his beloved Brian Thomas Sabot #7938.



COURTESY BUCKINGHAM FAMILY

SOCAL OLYMPIC HOPEFUL



After racing Flying Juniors and 420s throughout high school, Buckingham eventually discovered Lasers, and, at age 18, began a serious endeavor to sail them competitively throughout college at Georgetown University in Washington DC.

Two important components to being successful in any sport are mentors and idols. Fortunately, Charlie had some really good influencers early on — in addition to his father. "My first A-Division coach, Nate Dunham, was really influential in my career. Later on, it was my collegiate coach, Mike Calahan. They were my major mentors. They were directly involved with making me a better sailor. I looked up to them, and they helped me a lot," he says.

"Beyond that I had some idols in the sport. Olympian gold medalists Mark Reynolds, Paul Foerster — basically any US medalist in the golden era of US Sailing in the late '80s and '90s. I was a young kid when all their success was happening, and it was really inspiring that our team was so successful back then."

Charlie's interest in the Olympics was

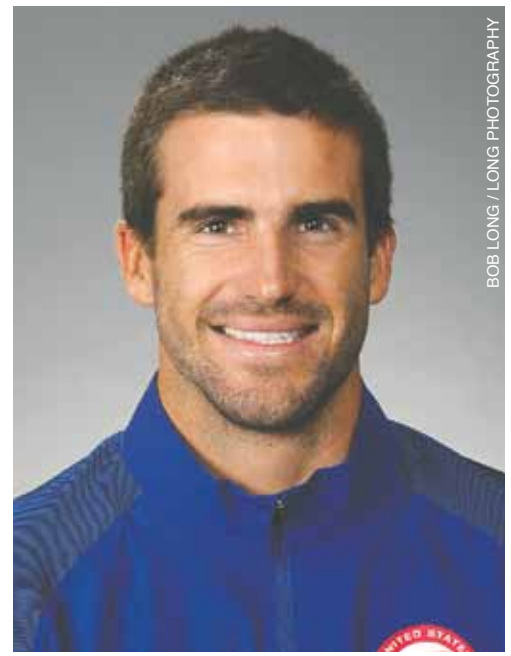
furthered by watching the 2000 Sydney Olympics when he was only 11 and became fully aware of sailing as an Olympic sport. "That's also when I started really enjoying sailing myself. My dad was very interested in the Olympics and Olympic sailing, and I would follow it with him — I was really motivated by the Games. I wouldn't say it was a decision I made when I was 11, but I think I was really inspired, and as I progressed through each level (of competitive sailing) and kept getting better, Olympic-level competition seemed like something that was going to be possible."

Charlie's arrival in Rio two years ago was, "a pretty overwhelming experience from an event and competitive perspective," he says. "I think that you don't truly understand what the Olympics is about until you get there. And because it is a unique event that only happens every four years, there's an added element of pressure, and it was a lot to absorb at one time. Having done it once I think the experience combined with the outcome (placing 11th out of 46 competitors) has given me a clearer idea of what I need to do to improve as a sailor and come away

Charlie competing in a Laser in high school.

with a medal in the future."

US Sailing has always been a primary factor in helping Charlie, and other Olympic hopefuls, reach their podium ambitions. And, although there's been a



BOB LONG / LONG PHOTOGRAPHY

Charlie Buckingham, Olympic sailor.

lot of water under the bridge, he sees US Sailing in a very positive light. "I think that they are working hard at helping athletes get the best out of themselves from a performance perspective," he says, "and we are lucky to have Malcolm Page as the new Chief of Olympic Sailing. He's a two-time gold medalist, so he understands how to win and what it takes to develop performance. He's a really valuable asset for the team, and I think he's trying to make positive developments that will get our team back on top. It's an exciting time for US Sailing."

Back in California it's all about training. And although San Francisco Bay is often an excellent venue for heavy-air training, Charlie finds a greater variety of consistent conditions on his

"You need to take an extended view... it's a long road."

home turf, in Long Beach. "I try to sail in Long Beach as much as possible when I'm not traveling for events. But our competitive season is really long, so

COURTESY BUCKINGHAM FAMILY



CHARLIE BUCKINGHAM

I spend a lot of time sailing overseas at different venues for training and competition. When I am home for extended periods of time I sail in Long Beach and that's about it. Long Beach has very reliable wind, and it has a lot of different conditions that you can get at any time of day based on your timing or where you want to sail," he says. "You can sail in lighter wind in the morning or you can wait for more wind in the

afternoon. You can also choose your sea state based on where you sail relative to the shipping jetties, and there's Seal Beach Pier, which has shallower water, so it has a different sea state as well."



STAR SAILORS LEAGUE

Jim Buckingham and son Charlie race Stars together.

It's taken Charlie a lot of time and hard work to reach this level. He has a few suggestions for young sailors with dreams of winning a medal: "The main thing is perseverance. Getting better takes a long time and there's a lot of things that you learn along the way. It's not always easy but I think you need to take an extended view and understand that it's a long road and you

must keep going through the peaks and valleys — especially the valleys," he says.

Read more about Charlie Buckingham at www.charliebuckingham.com.

— ross tibbits

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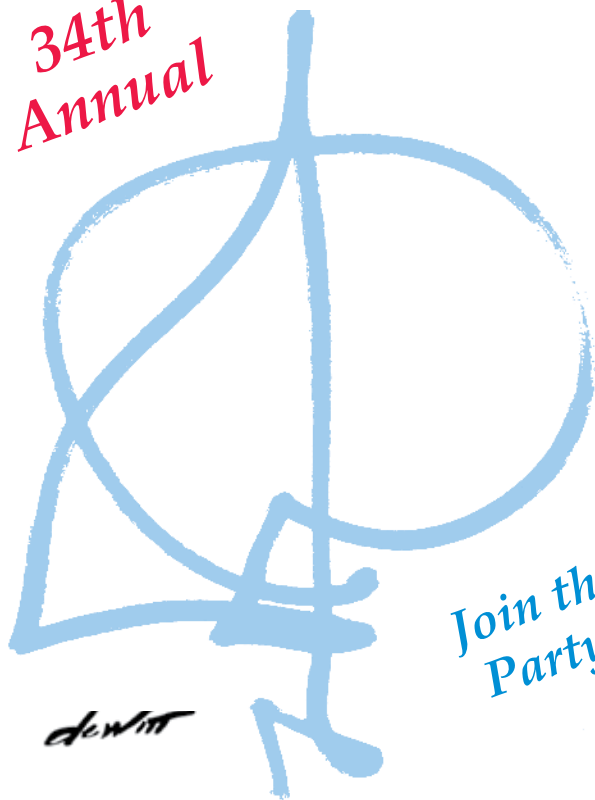


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YARD WORK —

Ah, spring has sprung. The hills surrounding the Bay are sumptuously green and dotted with brilliant wildflowers, the seabreeze is starting to fill in, and, if you listen closely, the sounds of grinders and sanders are echoing through boatyards everywhere. That's right, it's time to crack open that hibernating boat, lay down some blue tape, and get ready for summer.

Hauling a boat out and rolling up your sleeves represents a higher level of dedication to the sailing life. Anyone can have a boat sit in a slip, pay someone to scrape the bottom once in a while, and kick back with a cold one while exalting themselves as a boat owner. But when you're wearing a Tyvek suit and respirator, ankle deep in chips of toxic bottom paint and covered in dust, the bond with your boat, as well as your commitment and pride as an owner, is galvanized.

This year — as has been the case almost every spring for the last 40-plus years — we visited sailors throughout the Bay Area, and talked to sailors involved in all levels of doing it themselves. We saw projects ranging from the minor and routine to the ambitious and painstakingly, mind-numbingly involved. We were delighted (and pleasantly surprised) to see a few wooden boats being both built and rebuilt, as well as an old America's Cup warhorse in for a routine checkup.

The Jollys Build *Rediviva*

What reader has not clicked through Instagram travel photo feeds (known to some as 'travel porn')? And who hasn't paused to read about how one sailor or another solved an onboard plumbing issue, or brought a gleam back to 50-year-old brightwork? Cruisers, racers and DIYers love to show and tell, but some of the best



MARTHA BLANCHFIELD

MARTHA BLANCHFIELD

stories come from those who build a boat from scratch. Meet Ruth and Garrett Jolly, a 20-something couple who share their experiences via their YouTube channel, *Salt & Tar*.

This duo planned on building a 42-footer, but settled on something a bit more manageable. It all started with a wee bit of lofting in 2015 in a shed in Washington state. Ruth smiled, "It's a Buehler design called Button. We loved the salty lines of the Button's hull, but the deck, cabin and rig were not right for us. Luckily George Buehler is awesome and has done a bunch of custom work on the plans, so she will be exactly what we want. She'll be a 35-ft gaff-rigged ketch, complete with rat lines, baggy wrinkles and top mast. Wildly impractical, but dreams aren't always practical, so salty she will be!"

First, a little background about this pair who met on the islands in their mid-teens. It was serendipity that each family happened to vacation in Aruba each year. And it was serendipity each family happened to live in

Garrett and Ruth Jolly pose in front of 'Rediviva', a 42-ft wooden Buehler ketch that they've been building from scratch. It's one thing to work on your boat; it's an entirely different and considerably more serious thing to build a wooden vessel.

California — a mere five hours apart. But it was a casual conversation between two mothers (while standing in the hotel shuttle line) that clinched a connection, leading to a pairing that's outlasted a family holiday. Happily, both Ruth and Garrett enjoy building boats and neither is a stranger to planks or pliers. Over the years, this couple has restored a 40-ft mahogany racing boat, and has toiled on a 30-ft wooden ketch in need of plenty of frame work; they also copper-plated the bottom of that ketch.

Garrett, who started sailing at age 7, has worked on boats since age 15, and in the past six years has completed six major boat projects. Ruth admitted to having no sailing experience prior to meeting Garrett. "He was building his first sailboat, a 20-ft Vacationer, in his mom's backyard. We bought our first



MARTHA BLANCHFIELD

DO YOU LIKE TO DIY?



boat together just two days after I turned 18, then sailed from Santa Barbara to Port San Luis, around Point Conception." Prior to *Rediviva*, their current project, Ruth said, "We'd travel most of the year then stop and find work when the kitty ran low."

After the build of their gaff-rigged ketch started in Washington, the couple toiled outdoors through two brutal winters before they transported the project south. "We had four and a half feet of snow up there, and often saw single-digit temperatures," Ruth stated. "Plus, we have family in Napa and around the Bay Area."

Since fall, the duo has been tucked in a corner of the Napa Valley Marina, working on tasks such as caulking the hull, priming/painting, and installing the prop shaft. At the end of March, a most trialing task was undertaken: extracting the rudder, which is made out of old growth fir and is two layers of 2x10s sandwiched together (the couple also fabricated all the hardware to hang the rudder). Noted Ruth, "The height of the rudder is as tall as the boat since it will hang off the back, and the tiller will come over the transom. To get it into the boat for transport we had to lift it up, just the two of us, probably 15 feet on rickety scaffolding to reach the deck. Then down into the boat, which doesn't yet have companionway stairs, and over the engine to be secured inside." Fortunately, Garrett's brother Reid arrived just as the lift-up project started. Overall, things are going great, reported Ruth. Both are optimistic that splash time will occur in late summer, to be followed by rigging, interior and finish work.

The duo perseveres, but building *Rediviva* has been a huge challenge; the physical and mental tolls are tough. Garrett shared: "I knew that I didn't want to take forever to finish, so I set out to get things done as quickly as possible. After two years of full-time hard labor, I'm not quite as nimble as I once was. Looking back, it makes more sense to slow down a bit and make time for yourself even when trying to accomplish such a big goal."

Ruth added, "At the start of any project you try and weigh the pros and cons, the probable failures and successes, and the troubles it will take, but truth is you'll never be fully prepared. I failed to think about the stress on our relationship. When thinking about the project we'd talk nuts and bolts, not feelings. This project has taken

everything we have, including our energy, sanity and above all patience." Nonetheless, Ruth said they've learned so much. "Not only about boats, but also about life, about patience, perspective, and how to love and support each other more deeply. It's shown both of us what we can accomplish if we just go for it. As long as we have each other we can overcome the various obstacles along the way."

Continuing, she said, "Napa Valley Marina has always been really great to us. They definitely had their reservations at first, and rightfully so, when a pair of 20 year olds decide to haulout an old 40-ft wooden sloop. But we got it done, and they have always welcomed us back. The atmosphere here is really laid back; the yard is full of cool and interesting people. I'm not too sure of many other yards that would let in a project like ours."

The plan is to sea-trial the boat on San Francisco Bay to work out kinks. Smiles Garrett, "Our intention is to live on the boat and travel as far as we feel like going. We stopped making plans a long time ago. Now we just make ideas, because plans always seem to be overruled by spontaneity."

Catch the Jollys on their YouTube Channel Salt & Tar and blog www.saltandtar.org.
— martha blanchfield

USA 76

"USA 76 will be 16 this July, and is heading into her seventh summer on San Francisco Bay," said Brad Webb

who, along with his wife Karen, founded and operate ACsailingSF. "She embarked on her 1,000th trip in May 2017. She



LATITUDE / CHRIS

adds a signature touch to San Francisco Bay, and we're working hard to keep her on the water for years to come."

This old IACC boat (formerly of the 2003 Oracle BMW team challenging for the Cup in Auckland, New Zealand) receives a haulout at the start of every year to ensure readiness for the upcoming

When anti-fouling is rolled on to 'USA 76', all who work with the paint wear a protective suit, goggles, gloves and respirator. Peter Ziegler is seen here, laboring away at the boatyard on the weekend.



MARTHA BLANCHFIELD

YARD WORK —

season. "We work with KKMI's schedule to labor over a long weekend. This timing allows the boat to remain in the Travelift and avoid going into the cradle. KKMI is one of the few deepwater marine facilities in San Francisco (*USA 76's* draft is 14 feet), and we've had a great relationship with Paul and his team since our USCG refit in 2011."

The crew sail her north the night prior, then initiate prep. "To haul, we use a beam and center-point lift rather than a sling (which requires rods, strops, shackles and stabilizing lines).

The hull, keel, bulb and rudder are painted with two to three coats and five gallons of Micron CSC Black. Brad Webb (on platform) and Peter Ziegler, rolling deep.

It's important to make sure everything is properly installed and loaded carefully; she weighs 50,000 pounds, 40,000 of which is in the bulb." Once she's out of the water, the yard crew powerwash below the waterline, then find a level spot to rest her down. "As soon as *USA 76* is set on the bulb cradle, we inspect all underwater surfaces and connections to check for any issues."

Back in January, the first action item was to remove the rudder and rudder bearing, plus propeller and sail drive.

Shared Webb, "The rudder bearing is a custom design and machined assembly from JP3 in France, so we take particularly good care of this hardware. The Gori blade and Yanmar SD50 are also key components and receive close attention." While those tasks were being handled, a pair of KKMI team members worked from a scissor lift to sand the hull and keel to remove loose paint.

On day two, the rudder bearing and sail drive were disassembled, cleaned and inspected; any worn components

were replaced. The outer surfaces received a new layer of anti-corrosion spray before being rebuilt and reinstalled. The keel root was stripped back, inspected and dye tested, then protected with four coats of epoxy primer. "This application lasts a full

year; however we generally start sending a diver down on a monthly basis around month four to clean the waterline and replace anodes. If there's time, a few above-waterline jobs get done, but the priority is the bottom. We need at least four crew per day to meet the timeline. This year Jon Buser, Peter Ziegler and myself were on deck throughout dry dock time, with several of our regular crew putting in one or two 9- to 10-hour days."

The number of tasks to do during the routine three-day haulout is lessened since the crew follows strict maintenance and care procedures year-round. "Some of these standards are USCG mandated, but many are self-imposed to our own high standards," said Webb. "Sails and winches require the most attention throughout the season. We teach our crew how to maintain the drive train and make minor repairs to the main and jib. We keep on top of the small jobs to keep the boat constantly looking authentic, clean and safe."

Webb asserted that "*USA 76* is a unique boat, the most modern America's Cup yacht in the world available for charter. Considering that, and summer conditions on the San Francisco Cityfront, we take the responsibility of maintaining



MARTHA BLANCHFIELD

MARTHA BLANCHFIELD

DO YOU LIKE TO DIY?

and operating her very seriously."
— martha blanchfield

Blossom

When we met up with Ray Chang at Berkeley Marine Center, we apologized for interrupting him as he was sitting in a rolling chair and sanding away at the bottom of his 1960 Pearson Triton, *Blossom*. "Oh! Thank you for interrupting me," Chang said. "I really needed a break." But Chang is no stranger to maintenance. "I've worked on it part by part over the last 18 years," he told us. "I've pretty much replaced everything except the hull and the mast."

Chang said that he was looking to buy an Express 27 because he was considering doing the Singlehanded TransPac. "I came this close to buying the Express, but I couldn't go through with selling *Blossom*. I can't part with it.

I've been working on the boat since 2000. It sails well. Not fast; no boat is perfect. But I decided to keep it. I just can't see myself selling the boat."

Chang had *Blossom* out of the water for just one week to put a new coat of bottom paint on her. He said he hauls out every other year for "new bottom paint,

"Thank you for interrupting me," said Ray Chang. "I needed a break."



LATITUDE / JOHN



LATITUDE / JOHN



LATITUDE / JOHN

Ray Chang has a serious day job as a chief financial officer, so the fact that he chooses to do all the work on his Pearson Triton himself shows his dedication. It's a labor of love.

and whatever else needs my attention; the prop shaft, the rudder." Chang said he sails quite a bit, and if he's doing heavy maintenance — like when he put a new engine in a few years ago — he tries to 'make up' for it with extra sailing. "After the engine, I tried to go out twice a week." Chang keeps his Pearson in Alameda, and said his favorite route is out the Oakland Estuary and out through the Golden Gate, then back home. "Other

times I'll just sail back and forth and work on my sailing skills."

He's been sailing for 20 years, and said that he's learned almost everything he needs to know about maintenance and seamanship from books. "I've read about every marine book and boat repair and construction that's out there. And it's lots of trial and error, making mistakes and learning."

Chang said that the most serious project he ever tackled was repowering the engine. "That's what I think of as the largest project in scope just because of how long it took to swap the engine out, rebuild the stringers, rebuild the engine, adjust all of the accessories, reroute the plumbing, hoses and instruments, calibrate everything, and tune the engine. It took me six months working weekends only."

Chang wanted to be sure to give a shout-out to the Pearson Triton fleet. "They're a big group and we head out and sail together often. It's another reason I don't want to sell my boat; it's a great group of people. At least four Tritons a year are being worked on at Berkeley Marine Center, and they're all in great condition and everyone's really dedicated to their boats."

— latitude / tim

Syrinx

This is not Lowell Harrison's first wooden boat. He's lived on another vessel, which he sailed to Hawaii and back. "But I've never done this much wooden boat repair," he told us when we caught up with him at Berkeley Marine Center, as he and Apo Winprawet, a friend, were working on his 1985 Lyle Hess cutter, *Syrinx*. "We've been learning a lot," Harrison said. He's rebuilt the transom, deck frames and beams and is fairing the keel, and taking the engine out for

YARD WORK



LATITUDE / JOHN

"Apo and I have learned a lot," said Lowell Harrison of his six-month rebuild of 'Syrinx'.

good measure.

"We hauled it out in October, and the project kind of got larger; I got it out of the water so I might as well do all this stuff." After living on *Syrinx* for the last three years and being in the yard for the last six months, Harrison said he's itching to get back in the water. "I'm planning on

getting her sailing in July. I've sailed the boat almost every week for the past two years, and after this project, I'm going to savor every minute. It's taken a lot of work and money, and a huge amount of time alone scraping and hammering."

Lowell asked if we wanted to end on a hopeful note. Yes please, we said. He thought for a moment, then explained:

"I'm dealing with pieces of wood that people — who knew a lot more than me — drew lines with pencil over 30 years ago. This has been kind of like a rite of passage, to take apart their work, which has rotted away, redo it and put my touch on it. So it feels like a lineage. I'll do

a little, and someone else will do a little. Maybe in 50 years someone will redo the deck. I'm finding my place in the history of this boat. Or, I'm being forced to take my place in the history; it needs that much work to maintain. But it's something I love, so it's something I'm going to do."

— **latitude / tim**



LATITUDE / JOHN

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"The secret to successful cruising in a small boat," observed Lee as the boat she was steering bumped up alongside my boat, "is to tie up to a larger boat."

I had anchored over an hour ago in my favorite spot in my favorite cove, expecting to have a quiet night on the hook. But now I had company: Lee Helm had sailed into the cove on a small ultralight

"Why use a dish pan when you have a sink?" Lee asked. "That is the very secret," I said.

keelboat, and had invited herself to raft up.

Well, I had put my fenders out, which she correctly recognized as an invitation for company in the anchorage. I secured her lines, made sure our masts were not lined up in case we took some heavy rolls from fish boat wakes early the next morning, and invited Lee and her crew aboard.

Lee's crew, it turned out, was the new owner of this fast little racer-cruiser. A grad student colleague of Lee, new to cruising and new to boat ownership.

"Um, does your boat have a bathroom?" she asked.

"Yes, there's a head up forward," I said. "But be sure to read the instructions."

"Will do," she promised, and lost no time climbing into the cabin.

On a boat, a small plastic dish pan is worth its weight in gold.



ALL PHOTOS MAX EBB

"If you don't have dinner plans," I said to Lee, "I have a traditional fish chowder on the stove, and I can make enough for three."

"Cool!" she answered. "I'll be over right after we furl the main."

The new boat owner soon emerged from the head compartment, looking much refreshed, and she hopped back over to her boat to help with the furling.

"We'll be leaving in the morning," said Lee, "so no need for the sail cover for sun protection. But let's do a good harbor roll and use the long sail ties. First wrap goes around the boom only, and it's good practice to wrap the ties around the boom first, before lowering the sail, especially on a big boat. Then after the sail is rolled the ties are, like, right there. The ties next go around the rolled-up sail only, then around boom and sail. That way the loose-footed sail is held in a tight roll above the boom, and won't flop down on one side of the boom or the other."

I watched them fold the sail in half, roll from the fold toward the foot and head, then truss up the whole affair with the triple-wrapped sail ties, as Lee had instructed.

"There's only one crease in the sail when we fold it this way," Lee explained.

My fish chowder recipe, as usual, was a big hit.

"Awesome meal," Lee allowed. "Can we, like, do the dishes for you?"

"Oh no," I said. "I have my methods. It takes longer to explain than to demonstrate, but you can



A standard Navy coffee kettle made of copper and lined with tin. If this kettle looks like it has some age, it does. The metal construction lasts for years.

assist with the drying."

"Cool," she said. "I'd like to see how you wash the dishes in a small galley."

"There's very little to it," I said. "First I wipe every plate quite thoroughly with paper towels, to get rid of all the heavy grease. Then I put a hand basin or small dish pan in the sink. On a smaller boat like yours, without a sink, I'd put the dish pan on the chart table."

"Why," asked Lee's friend, "do you use a dish pan when you have a sink?"

"That, young woman, is the very secret of the thing. If we had poured the hot water in the sink, the water at once would have become lukewarm, but where only a little water is to be used, it must be scalding hot and the small, light dish pan allows this. You will notice I carry a large hot-water kettle on the stove all the time, for I like warm or hot water to wash and shave with any time of day or night."

"That is, like, a good-looking kettle you have," said Lee. "Where did you get it?"

"It's been in the family. I think it originally came from one of the Army-Navy surplus stores. It is one of the standard

THE COMPLEAT DISHWASHER

Navy coffee kettles made of heavy tin-lined copper and will last for years. Well, to proceed with the dish washing, first we rinse out the tumblers if we have any."

"Don't you use any soap powder?" asked the new boat-owner.

"No, or very seldom, for instead I use one of those dish washing brushes made by Fuller. Usually the brush alone, if the water is hot enough, does the job. But sometimes, as in the case of that sugar stuck in the bottom of this glass, I first dab the brush across a piece of Ivory soap. You see I do one glass at a time

"I can see doing the dishes one at a time has its advantages on a small boat."

and, while they're quite hot, hand them to Lee, who will wipe them shining clean with a paper towel before they cool off.

Next comes the silverware, and you might laugh at the word, but I have found solid silver and stainless steel worthwhile on a small boat. There is so little of it, the cost is not great. You saw

No need for soap powder when you have a handy-dandy hard-bristled brush.



On a boat, the little things make a big difference. Try having a meal in your cramped galley on a thin, floppy paper plate. After an uncomfortable meal full of spills, you'll probably find that something like a wicker plate holder is an item your boat can't do without.

me wipe the knives, forks and spoons with paper towels so the water in the dishpan is hardly soiled at all. But if it were, we would dump it in the sink and use some more scalding-hot water.

Now come the plates, which I take one at a time and dip in the hand basin, going over them quickly with the dish brush."

I handed a plate to Lee, but it was so hot she had to put it down for a few seconds to cool.

"Not my favorite part of cruising," admitted Lee.

"But," I pointed out, "we've done the dishes quickly."

"I can see now," said Lee's friend, "that doing them one at a time in very hot water has its advantages on a small boat where there are so few pieces to do."

"When I think of the mess I have seen some people make with a lot of dirty dishes in a large pail of cool water, I am amazed at how quickly the job can be done. When you think of the greasy dish towels commonly seen drying in back of galley stoves, you see the great advantages of paper towels. The only thing missing is a coal-burning cabin stove or heater that could be used to burn the towels, instead of filling up the trash bins with them."

"But, like, how do you do in hot weather?" asked Lee.

"There's hardly a summer night in the Bay when a stove is disagreeably hot if all the hatches are open. Even on a hot, rainy night, if you can keep some distance from the stove, the dryness it affords is a comfort. However, when I cruise up the Delta or down to SoCal, the water is so very much warmer that I use paper plates and those wicker plate holders, and get most of my meals with a pressure cooker, which can do its cooking in a few minutes. I must admit that the cabin I remember on my uncle's boat back East seemed much more homelike with its coal burning stove."

With dinner over and the galley all put away, we went back on deck to enjoy the sunset. The seabreeze had not yet died down, and the cold, moist air of the marine layer was blowing into the cove.

A large cruising sailboat, main and jib both furled, appeared around the east edge of the cove and motored into the anchorage. The boat looked familiar — one of my dock neighbors, most likely.

"Ahoy, Max!" a voice shouted. "Can we raft up?"

Well, I did have a fender out on the other side as well, but this new ar-

MAX EBB

rival was much bigger and heavier than my boat.

"If you can put your own anchor out," I hailed back, "no problem. The wind might blow all night, and we already have two boats on this hook."

That was all they needed for clearance to raft up, and a minute later we were securing more lines and adjusting fenders. They had a small dinghy in davits off the stern, which I assumed was how they planned to set their own anchor.

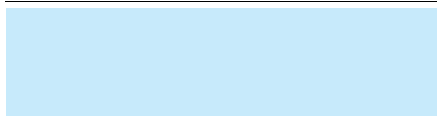
"It's kind of windy to row another anchor out with our little inflatable," said the big-boat owner, probably hoping he could escape the chore. "We didn't bring the outboard for the dink."

"No problem," said Lee. "Our main engine, a two-horsepower four-stroke, should be just right on your dinghy. Pass the bow painter over to our stern."

Thirty minutes later, the big boat's



"But sometimes, as in the case of that sugar stuck in the bottom of this glass, I first dab the brush across a piece of Ivory soap."



anchor was set and holding, my anchor was up, rinsed and stowed, Lee and her friend had moved their boat to the other side of the big boat to balance the raft, and the sun was down. But the sea breeze was still blowing and it was getting cold.

"Hot drinks in my cabin, come aboard," invited the skipper of the big boat. "We have a diesel cabin heater."

"Whatever size boat you have," I thought, after we were comfortably seated around a spacious cabin table, feeling the radiant heat of the heater, "the secret to successful cruising is to tie up to a bigger boat."

max ebb

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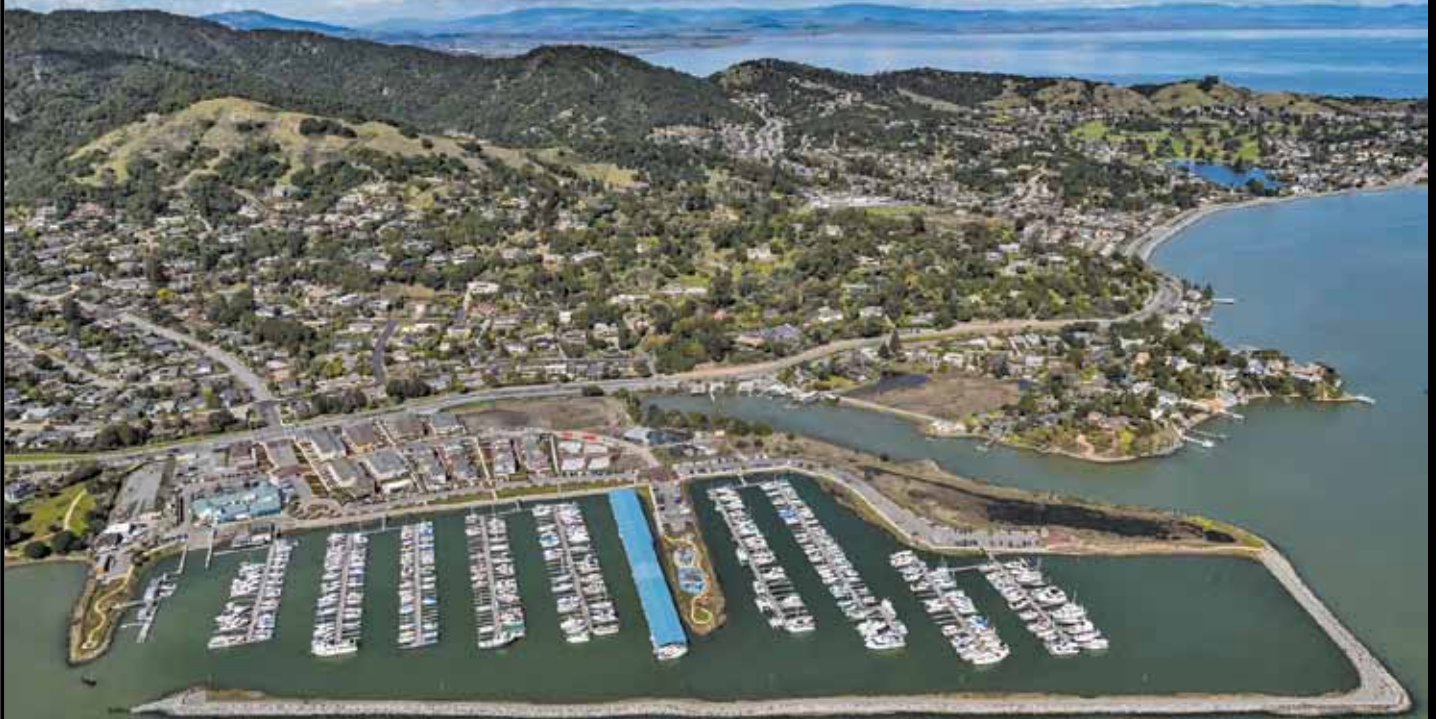


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THE RACING

The SSS rocked Round the Rocks while BYC reeled in the Wheeler Regatta. Dauntless recaptured the America's Schooner Cup, the Bullship and J/Fest rode the coattails of a Pineapple Express, and the Sadie Hawkins Race and Camellia Cup were hotly contested. Box Scores fills in the gaps, and Race Notes caps the section.

Rockin' Round the Rocks

The third race of the Singlehanded Sailing Society's season, the Round the Rocks Race, sprang forth on April 14. In the first race of the season, the Three Bridge Fiasco failure had only four finishers; the second race, the cosmopolitan Corinthian, had a mix of boats that enjoyed very windy conditions. Now it was Round the Rocks time on a fairly new course.

This race replaced the original East Bay/Estuary Race developed in the '80s that finished off Oakland Yacht Club. Round the Rocks starts in the Berkeley Flats and rounds Alcatraz, Harding Rock the Brothers and Red Rock, and finishes off Richmond YC. Max Crittenden, the race's creator, tells the story: "It was in the 2005 or 2006 East Bay/Estuary Race that we had many complaints from the Coast Guard about interference with a ship or ships bound for Oakland's outer harbor. There were some mods to the race in the following years (like a finish at South Beach), but when I became commodore in 2011 we did another rethink, the idea of using anything that had Rock in its name or nickname — Alcatraz, Harding and Red, and the Brothers are obviously rocks too."

The course provides an unusual set of

Singlehander Scott Owens on 'Summertime Dream', the well-sailed 1/4-tonner that he built, rocks the Round the Rocks Race.

conditions that change throughout the day. After a 35-minute postponement waiting for wind, 90 boats lined up in a light westerly. This year the single-handers had their own early starts in an attempt to separate them from yahoo doublehanders crashing into them. A dying flood played tricks on the fleet rounding Alcatraz and Harding Rock, and, even with anticipation of a strong ebb, most of the boats went right down the middle of Raccoon Strait before heading to the Brothers in still-light breeze and building ebb.

But there was a twist in this year's race. Previous Round the Rocks races had a provision that Red Rock must be kept to the east when heading to the Brothers. This year SSS Race Chair Jim Vickers allowed boats to go to either side when heading to the Brothers. "It started with reading the Sailing Instructions for last year. They were just a little too convoluted for my liking. There were two marks declared (R '2' and Red Rock) that were marks of the course but specifically declared as not being rounding marks. The RRS defines a mark as 'An object the SIs require a boat to leave on a specified side,' so on this definition R '2' and Red Rock can be a mark on that leg of the course. A rounding mark is defined in RRS 28.2b as being a mark that your string would touch when pulled tight. So the SIs were correct; they were just a

bit confusing to me.

"I didn't see much reason to care which side of Red Rock the racers went on. Since the NOR/SSI Long Wharf exclusion includes R '7', a racer could technically skirt between Red Rock and R '7' to leave Red Rock to port, if they wanted."

Some boats did just that. The Express 27 fleet split, some going toward the Richmond Long Wharf and some taking the traditional route. In the end the traditional route was favored and some passing ensued. "I honestly never considered there might be a historical reason to leave Red Rock to starboard when heading to the Brothers, and I thought adding the option might make the tactics more important for the racers, hence more fun," added Jim.

The SSS accomplished that, and, like after other SSS races, the dock talk was about how enjoyable the longer Bay courses are.

— ncs

SSS ROUND THE ROCKS. 4/14

SINGLEHANDED SPINNAKER <109 — 1)

Redsky, Olson 34, Brian Boschma. (1 boat)

DOUBLEHANDED SPINNAKER <109 — 1)

Timber Wolf, Farr 38, David Hodges/Andy Hamilton; 2) **Juno**, J/88, Jeremy Moncada/Richard Craig; 3) **Invictus**, Jeanneau SunFast 3600, Nicolas Popp/Jacques Benkoski. (13 boats)

SINGLEHANDED SPINNAKER 111-159 — 1)

Joujou, Capo 30, Tom Bousie; 2) **Nancy**, Wyliecat 30, Patrick Broderick; 3) **Crinan II**, Wyliecat 30, Don Martin. (5 boats)

DOUBLEHANDED SPINNAKER 111-159 —

1) **Uno**, Wyliecat 30, Bren Meyer/Steve Woner; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Terry Benett; 3) **Sequoia**, Cal 40, Fred Cook/Chris Straub. (9 boats)

SINGLEHANDED SPINNAKER >161 — 1)

Summertime Dream, Schumacher 1/4-ton, Scott Owens; 2) **Sweet Pea**, Islander 30-2, Jan Hirsch; 3) **Galaxsea**, Nauticat 44, Daniel Willey. (4 boats)

DOUBLEHANDED SPINNAKER >161 — 1)

Byte Size, Santana 22, Anna Alderkamp/Keay Edwards; 2) **Nemesis**, Pearson Commander, Jeff & Pat Sullivan; 3) **Old School**, Yankee Dolphin, Dick Loomis/Vince Casalaina. (7 boats)

SINGLEHANDED NON-SPINNAKER — 1)

Lackerli, Ranger 23, Beat Wirz; 2) **Sobrante**, Alerion 28, Paul Descalso; 3) **Lindo**, J/109, John Kalucki. (6 boats)

DOUBLEHANDED NON-SPINNAKER — 1)



Two Merit 25s, 'Faster Faster!' and 'Bandido', followed by the Islander 30 'Wuvulu', line up for the start of the Sadie Hawkins Race on the Estuary March 31. Turn to page 107 for more.



TIM ROCHE

Redhawk, Hawkfarm, Jerry McNulty/Dave Smith; 2) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver; 3) **Mulan**, Beneteau 10R, Michael & Aruna Chammout. (9 boats)

SINGLEHANDED SPORTBOAT — 1) **Fugu**, Wilderness 30S, Chris Case; 2) **Double Espresso**, Olson 30, Philippe Jamotte; 3) **Holokiki**, Moore 24, Rusty Roy. (4 boats)

DOUBLEHANDED SPORTBOAT — 1) **Archaeopteryx**, Hotfoot 20, Ryan Georgianna/Christine Sasaridis; 2) **Topper II**, Moore 24, Conrad Holbrook/David McMurtry; 3) **Dragonsong**, Olson 30, Sam McFadden/Don Schultz. (13 boats)

SINGLEHANDED EXPRESS 27 — 1) **Archimedes**, Joe Balderrama. (1 boat)

DOUBLEHANDED EXPRESS 27 — 1) **Peaches**, John Rivlin/Michael Rivlin; 2) **Wile E Coyote**, Dan Pruzan/Michael Herbert; 3) **Fired Up!** John Morrison/CJ Ware. (10 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **Summertime Dream**; 2) **Archimedes**; 3) **Joujou**; 4) **Nancy**; 5) **Crinan II**. (21 boats)

OVERALL DOUBLEHANDED MONOHULL — 1) **Byte Size**; 2) **Nemesis**; 3) **Uno**; 4) **Archaeopteryx**; 5) **Arcadia**; 6) **Sequoia**; 7) **Timber Wolf**; 8) **Old School**; 9) **Paradigm**, J/32, Luther Izmirian/Ken Brown; 10) **Topper II**. (61 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 2) **Ma's Rover**, F-31, Stephane Lasaffre/Cameron Tuttle; 3) **Looking Good II**, Corsair 31, Rafi Yahalom/Marcos McGee. (8 boats)

Full results at www.jibeset.net

Reelin' in the Wheeler

On April 14-15, Berkeley YC held the 46th Wheeler Regatta. This event was created in memory of Rollo Wheeler, a staff commodore of BYC and owner of the *Rendezvous*, a hermaphrodite brig that could often be seen sailing on the Bay in the 1960s. This is the vessel depicted in scrimshaw on the perpetual trophies.

There are now two trophies because over the 46 years the event has morphed into two events. The older Wheeler trophy goes to the first overall winner in

the races held in the deeper waters of the Bay. The second and newer City of Berkeley Trophy was first created for IOR boats, then one design only, then sportboats and is now vied for by the smaller, shallower-draft boats that can easily finish in front of the yacht club. They then become first to the bar, the oysters and the margaritas.

BYC's Wheeler Regatta rounded Alcatraz to port at the same time as Round the Rocks rounded it to starboard. Here the Express 37s 'Expeditions' and 'Escapade' appear around the corner.



LATITUDE / CHRIS

THE RACING

MIKE MCARTHY



MIKE MCARTHY



JOHN BUSER



Scenes from the America's Schooner Cup on a hazy day in San Diego. Top: RC boat 'Zeta' with 'Witchcraft', 'Lively' and 'Shine On' at the Class B start; the smallest boat in the regatta, 'Maid of Kent', and the largest, 'Californian'; Paul Plotts, 90, at the helm of 'Dauntless', won the Cup.

The 2018 version was gifted with sunshine and Goldilocks breezes — not too much and not too little. On Saturday, both the Wheeler and the City of Berkeley race committees easily got in two races.

Adding to the fun in the Wheeler was

a substantial fishing fleet that believed that all the fish were to be found at the leeward mark. Remarkably, there were no collisions or ugly words. I was told that the mark-set boat even caught a fish! Nick Schmidt's Express 37 *Esca-*

pade won first overall.

The City of Berkeley raced on the Berkeley Circle with a start at XOC. All appeared to go smoothly. Chris Klein with the Santana 22 *Alegre* got first overall.

Sunday's 10.1-mile pursuit race went from FOC to Harding Rock, Blossom Rock, a temporary leeward mark, and then to the finish.

— *bobbi tosse*

BYC CITY OF BERKELEY, 4/14 (2r, 0t)

DIVISION C — 1) **Ahi**, Santana 35, Andrew Newell, 2 points; 2) **Sea Star**, Cal 39-2, Bob Walden, 4; 3) **Zena**, Farr 727, David Russell, 6. (4 boats)

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

BYC WHEELER REGATTA, 4/14 (2r, 0t)

DIVISION A — 1) **Bodacious+**, 1D48, John Clauser, 3 points; 2) **Jeannette**, Frers 40, Bob Novy, 5; 3) **Mintaka 4**, Farr 38, 5. (5 boats)

EXPRESS 37 — 1) **Escapade**, Nick Schmidt, 2 points; 2) **Golden Moon**, Kame Richards, 5; 3) **Stewball**, Bob Harford, 6. (5 boats)

BYC WHEELER PURSUIT RACE, 4/15

1) **Kwazy**, Wylie Wabbit, Colin Moore; 2) **Bad Hare Day**, Wylie Wabbit, Erik Menzel; 3) **Bodacious+**, 1D48, John Clauser. (12 boats)

Full results at www.berkeleyyc.org

Dauntless Wins 30th Schooner Cup

Silver Gate YC hosted the 30th running of the America's Schooner Cup as a showcase of living history on Saturday, April 7. Twelve schooners met in San Diego Bay off Shelter Island to race out to channel buoys SD-3 and SD-4 off Point Loma and back again in a charity regatta benefiting the Navy-Marine Corps Relief Society. The race was organized into three handicap classes, but all 12 boats competed for the overall prize, the America's Schooner Cup.

San Diego had enjoyed full sun and steady wind most of the week, but Saturday's southwesterly puffed meekly midday to match the overcast sky with little promise of sunshine. The sun broke through marginally during the race, but the lack of good wind plagued the slower boats all day.

The first start at 11:30 for Class C somehow had enough wind to propel the *Californian* (94-ft on deck and 142-ft overall). Built in 1984 off San Diego's Spanish Landing as California's State Tall Ship, she sailed for the Maritime Museum of San Diego with charter passengers aboard. Her competitors included the 1976 *Del Viento*, a 34-ft Colvin



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

gaff cruiser owned by Mark and Susan Hall from Oxnard, and two old San Diego rivals, the 1947 Block Island schooner *Scrimshaw*, a 40-footer owned by Dennis Daoust, and *Maid of Kent*, a 30-ft Atkin Marconi schooner built in 1962 and owned by Jerry Newton. With *Maid of Kent* in the lead, these first schooners ran off the wind on a rhumbline to buoy #4, reaching nearly a mile off Point Loma before sailing into a windless hole and just stopping. Charging along, these first four schooners piled up on top of one another and could then only drift off the Point as wind conditions remained bleak for another 10-15 minutes.

The three Class B schooners started at 11:45 in wind similar to that of the earlier boats. Class B included Brian Eichenlaub's 37-ft *Witchcraft*, built in San Diego by Brian and his father, Carl Eichenlaub. She's a scaled-down version of the schooner *Bluenose* designed by William Roue. *Witchcraft* raced out the harbor against the 1979 44-ft *Shine On*, a staysail schooner from San Diego owned by Walt Pitt, and Andrew Mayhugh's 1976 30-ft *Lively* from Newport Beach.

Sailing out the bay, CF Koehler, helmsman aboard *Witchcraft*, could see the woeful drifting of the C fleet and deftly managed to sail higher to find bet-

The Bullship Race on Sunday, April 8. Clockwise from top left: You could see Tom Tillotson's lovely 4 Bits coming from a mile away; the small group that started on the right side of the line fared well; the top three racers, Fred Paxton, Art Lange and Mike Bilafer, at the awards ceremony; once across the finish line, the El Toros sailed to StFYC while the J/Fest boats were going out.

ter wind, with the other B boats following his lead. Wind would eventually return to the hole however, as the second fleet skated through, allowing most of the C Class boats to regain their heading and reach buoy #4 just before the B fleet. But the 15-minute handicap lead that all first-start schooners held over the B fleet was totally lost, and the extra distance sailed by the B fleet was costly too; the windless hole vanished with fresh wind from the west just as the A fleet arrived off the Point on the rhumbline to the first outer mark.

The seven schooners just off Point Loma worked to negotiate the San Diego channel buoy marks, with the faster A fleet of five vessels on approach. The A fleet sailed directly to buoy #4 and rounded soon after the earlier fleets, so that all 12 schooners faced light but steady headwinds together in a weather beat to the next mark at buoy #3. Class A boats included the Sterling Burgess 51-ft staysail schooner *Rose of Sharon*, built in 1930 and recently sold by her 40-year owner Byron Chamberlain to the Maritime Preservation Trust in Wilm-

ington. *Rose* reached the second outer mark first, followed by the John Alden 61-ft staysail schooner *Dauntless* (1930), owned by Paul Plotts of San Diego; the John Alden 65-ft staysail schooner *Curlew* (1926), owned by Robert Harrison of Dana Point; the S.S. Crocker 64-ft staysail schooner *Skookum III* (1935), owned by Perc Jones of San Diego; and the gaff-rigged yacht *America* owned by Troy Sears of San Diego's Next Level Sailing Charters. This *America* was built in 1995 as a 105-ft close replica of the original 1851 *America* of America's Cup

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THE RACING



ELLEN HOKE PHOTOGRAPHY

fame.

The unreliable wind continued to taunt the race committee. As all 12 schooners converged on buoy #3, the original 12.9-mile course was shortened to 10.9 miles. Once around the last outer mark, the sleek racing schooners disappeared back into the bay while the heavy-bodied vessels continued their arduous beat to the mark.

Fresh breezes continued to favor the faster boats. But the winds would falter again to further slow the last schooners driving up the bay, past Ballast Point and on up to Shelter Island. Still, all 12 vessels completed the race within 3.5 hours. The winner of Class C was *Maid of Kent*. The winner of Class B was *Witchcraft*, and she was also a mere 45 seconds from winning the Schooner Cup. The winning elapsed time of 1:48:58 earned Class A honors and the Cup for the schooner *Dauntless*, with three generations of the Plotts family aboard. (*Dauntless* was the first winner in 1987.)

While the light winds were abysmal for schooner racing, magically none had

Not every spinnaker set or jibe goes as planned, as these J/105s demonstrate during J/Fest.

to short-tack into or out of the narrow bay channel off Point Loma. The course provided a great public vantage point from Shelter Island. The event also raised record-level funds for NMCERS.

See www.americasschoonercup.com.
— *marcia hilmen*

Bullship Arrives in S.F. a Day Late

A dire forecast for what NOAA called "an atmospheric river" or "Pineapple Express" on April 7 prompted the Almirantes del Gran Concurso Barco-Toro to postpone the crossing from Sausalito's Trident Restaurant to the San Francisco Marina for one day.

Art Lange, who won the Bullship in 2008, battled another past champ, Fred Paxton. "I started at about a third of the way down from the port end," said Art. "The wind got real light at the start, and I was late by about 15 seconds, but everyone else by my side of the line was even worse. I thought, 'Maybe I'll finish 10th or 12th.'" But about 10 minutes later

I looked around, and said, "Holy shit! We're doing really nicely here!" Five of us had started in the same place, and we just started to sail straight across, and the current was sort of ebbing us most of the way until we got to shore, and then there was a huge countercurrent flood that we rode down to the finish line.

"Fred said that in the start he had some seaweed that lost him a few seconds. I could see that it was going to be close, but since I was right at the breakwater, I was gonna make it first."

On approach to the finish, Fred and Art both made a tight rounding of the spit at the entrance to the marina and accelerated around it.

"The waves were heaving in and out," said Art. "The surf was coming in. There was a slight wave going out, and as I was going over it, a huge wave came in. I was afraid I was gonna be over the rocks and break my centerboard or something. But the wave was pretty high, so I just kept going."

Standing out among the fiberglass El Toros was one gleaming varnished woody with a blue sail. Tom Tillotson said she was built from a kit by him and his father. "I think it was 1959. This is the first time I've sailed it since 1965." She'd been gathering dust in the garage ever since. This was Tom's second Bullship; he sailed his first about 25 years ago.

To get 4 *Bits* (the hull is #2525) ready to sail again, Tom had to strip off all the old varnish and re-varnish. "I pulled the centerboard trunk out and put it back in. I stripped the mast; it took about four months." John Amen built the beautiful new sail. "It's always had a blue sail.

FLYC SPRING SERIES (13r, 4t)

SANTANA 20 — 1) **Fusion**, Mark Erdrich, 30 points; 2) **Reaction**, George Heintz, 43. (5 boats)
OPEN CENTERBOARD — 1) Lido 14, John Poimiroo, 29 points; 2) Vareo, Mark Werder, 42; 3) Lido 14, Rob Cram, 69. (8 boats)

Full results at www.flyc.org

OYC SUNDAY BRUNCH SERIES (6r, 2t)

MONOHULL SPINNAKER 108-187 — 1) **Taz!!**, Express 27, George Lythcott, 4 points; 2) **Spirit of Freedom**, J/124, William Mohr, 6; 3) **Zwi Flying Fish**, San Juan 33, Michael Berndt, 10. (5 boats)

MONOHULL SPINNAKER >188 — 1) **Ursa Minor**, Santana 525, Ted Keech, 5 points; 2) **Toypedo**, Ranger 26-2, David Hayward, 10; 3) **Dominatrix**, Santana 22, Heidi Schmidt, 11. (7 boats)

THE BOX SCORES

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 4 points; 2) **Lelo Too**, Tartan 30, Emily Zugnoni, 6; 3) **Zeehond**, Newport 30 MkII, Donn Guay, 11. (5 boats)

MERIT 25 — 1) **Hard N Fast**, Tim Harden, 5 points; 2) **Bandido**, George Gurrolo, 6; 3) **Double Agent**, Scott Ollivier, 10. (4 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 6 points; 2) **Rogue**, Ryan Nelson, 7; 3) **Sonic Death Monkey**, Dominic Marchal, 7. (7 boats)

MONOHULL NON-SPINNAKER <200 — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier; 5 points; 2) **Jackal**, Ranger 33, Roger Wise, 6; 3) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 10. (6 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 7 points. (1 boat)

Full results at www.jibeset.net

SEQYC REDWOOD CUP SERIES (5r, 1t)

SPINNAKER — 1) **Frequent Flyer**, Farr 30, Stan Phillips, 9 points; 2) **Allons-Y**, J/70, Davis King, 10; 3) **Friction Loss**, J/30, Jenny Thompson, 15. (15 boats)

NON-SPINNAKER — 1) **Slipstream**, Catalina 42, Mark Millet, 4 points; 2) **Selene**, Pearson 323, Paul Morgan-Witts, 12; 3) **Linda Carol**, Catalina 320, Ray Collier, 13. (3 boats)

Full results at www.jibeset.net

LASER MIDWINTERS WEST, SANTA BARBARA YC, 3/23-25 (9r, 1t)

LASER STANDARD — 1) Paul Didham, 16 points; 2) Joseph Hou, 17; 3) Ian Elliott, 29; 4)

When I was young, my mother took me to an optometrist because my eyes were always bloodshot, and he said, 'Your eyes are sunburned.' So rather than a white sail, I've always had a blue sail," Tom explained.

"Get your boat out there! Sail!" were his parting words.

— *latitude/chris*

65th BULLSHIP RACE, SYC/RYC, 4/8

1) Art Lange; 2) Fred Paxton; 3) Mike Bilafer; 4) Jim Bilafer; 5) Ed Patterson.

FIRST WOODY: 7) Tom Tillotson.

FIRST CLYDESDALE: 9) Vaughan Seifers.

FIRST WOMAN: 13) Vickie Gilmour.

EL VIEJO: 15) Bill Moore (78.5 years old).

FIRST MAIDEN VOYAGER: 20) Dave Maggart.

TAIL-ENDER: 21) Chris Nash. (21 boats)

Full results at www.eltoroyra.org

J/Fest Rides the Pineapple Express

The Pineapple Express late-season weather system finished its 24+ hours of rain just in time for J/Fest on April 7-8. Sufficient sun, adequate breeze and San Francisco currents greeted the 48 boats in five classes. The 26 J/105s had challenging starts with everyone angling for the 'ebb elevator' in the middle of the Bay.

With the top three contenders in the J/70 fleet swapping firsts, seconds and thirds across five races, it was SFYC's Chris Kostanecki on *Jennifer* who ultimately bested StFYC's *1FA* and *Christine Robin*. Dorian McKelvy, skippering the J/111 *MadMen*, just missed an 'all-bullets' regatta. Bruce Stone and Nicole

John Owen, 31; 5) Kevin Taugher, 43. (26 boats)

LASER RADIAL — 1) Marcus Huttunen, 32 points; 2) Owen Timms, 40; 3) Caleb Yoslov, 43; 4) Diego Escobar, 49; 5) Matthew Wallace, 52; 6) Gavin McJones, 74; 7) Will Foox, 83; 8) Taisei Hatter, 87; 9) Bastien Rasse, 89; 10) Nicholas Sessions, 93. (53 boats)

Full results at www.sbyc.org

SYC JAWS COMMEMORATIVE RACE, 3/24

SPINNAKER — 1) **Hazardous Waste**, J/105, Chuck Cihak; 2) **Streaker**, J/105, Ron Anderson; 3) **Ohana**, Beneteau 45f5, Steve Hocking. (9 boats)

NON-SPINNAKER — 1) **French Kiss**, Beneteau 350, David Borton; 2) **Califia**, Islander 36, Tim Bussiek; 3) **Huntress**, Hunter 23, John Williams. (8 boats)

Full results at www.sausalito yachtclub.org



Some of the Sadies strike the traditional pose on IYC's stairway after the Sadie Hawkins Race on March 31.

Breault on the J/105 *Arbitrage* didn't have any first-place finishes but still edged out Ryan Simmons on *Blackhawk*.

After three races on Saturday, competitors enjoyed a taco buffet, Mt. Gay cocktails, Stephanie Teel's band and the eternally amusing and rowdy J/Fest raffle. The two looming Sunday races ensured everyone stayed upright after the party.

The next morning lined up for clearer skies and ample wind. Trophies were handed out for all classes except the J/105s, as a protest impacted the final results. The race committee and protest committee were busy all weekend.

— *amanda witherell*

J/FEST, StFYC, 4/7-8 (5r, 0t)

J/111 — 1) **MadMen**, Dorian McKelvy, 6 points; 2) **Swift Ness**, Nesrin Basoz, 10; 3) **Bad Dog**, Dick Swanson, 14. (3 boats)

J/105 — 1) **Arbitrage**, Bruce Stone/Nicole Breault, 18 points; 2) **Blackhawk**, Ryan Sim-

StFYC SPRING DINGHY, 3/24-3/25 (6r, 1t)

505 — 1) Mike Martin/Adam Lowry; 10 points; 2) Howard Hamlin/Andy Zinn, 10; 3) Michael Menninger/Reeve Dunne, 11; 4) Parker Shinn/Eric Anderson, 16. (16 boats)

C420 — 1) Andrew Fisher/Sebastian Natale, 13 points; 2) Nicholas Dorn/Daria Terebilo, 14; 3) Buster Baylis/Evelyn Plam, 17. (6 boats)

F18 — 1) Matthaeus & Marcus Leitner, 8 points; 2) Christopher Green, 9; 3) Jacob Sailer/Faye Ren, 10. (4 boats)

LASER — 1) Peter Phelan, 8 points; 2) Jay Leon, 13; 3) Kurt Wessels, 15. (5 boats)

LASER RADIAL — 1) Andrew John Holdsworth, 6 points; 2) Bill Symes, 14; 3) Toshinari Takayanagi, 20. (13 boats)

Full results at www.stfyc.com

mons, 21; 3) **Godot**, Philip Laby, 28; 4) **Maverick**, Ian Charles, 33; 5) **Mojo**, Jeff Littfin, 37; 6) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 39. (26 boats)

J/88 — 1) **M Squared**, Marc McMorris, 7 points; 2) **Lazy Dawg**, Paul Recktenwald, 12; 3) **Courageous**, Don Payan, 15. (5 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 10 points; 2) **Feral Rooster**, Paul Van Ravenswaay, 13; 3) **Downtown Up-roar**, Darren Cumming, 14. (5 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki, 8 points; 2) **1FA**, Scott Sellers/Geoff McDonald/Harrison Turner, 10; 3) **Christine Robin**, Tracy & Christy Usher/Mike Bishop/Jon Andron, 14. (7 boats)

Full results at www.stfyc.com

Sadie Hawkins Race

Ten female skippers and their mixed crews took to the Estuary in easy breeze on March 31 for Island YC's Sadie Hawkins Race. Janet Frankel, driving the Islander Bahama 30 *Wuwulu*, called it a "beautiful, graceful, happy, relaxed sail."

With their big kite, Joan Byrne's Olson 911S *Heart of Gold* walked away from the rest of the fast spinnaker division. "That was the most fun I've had on a race in a long time," said Joani. "We had such a cohesive crew."

Helming Hank Lindemann's Santana 22 *Anemone* to a non-spinnaker division win was Lynda Brommage. This was Lynda's first-ever race. She says she has five boats, but the one she's planning to race is her 1963 Cal 20, *Ark*.

In the Spinnaker 2 division, the 168-rated Merit 25s and J/24 *Dire Straits* had a heated battle, trading places lots of times. George Gurrola, owner of the Merit *Bandido*, summed it up: "This is what racing's all about."

— *latitude/chris*

29er MIDWINTERS WEST, CORONADO YC, 3/24-26 (11r, 1t)

1) Eric Lyall/Edward Coleman, 23 points; 2) Robert Shelley/Severin Gramm, 31; 3) David Eastwood/Sam Merson, 33; 4) Neil Marcellini/Ian Brill, 41; 5) Nico Martin/Brock Paquin, 52; 6) Peter Joslin/Jack Joslin, 57; 7) William Bonin/Samuel Bonin, 78; 8) Berta Puig/Charlotte Mack, 83; 9) Galen Richardson/Cameron Shaw, 84; 10) Lucas Pierce/Wells Drayton, 85. (52 boats)

Full results at www.coronadoyc.org

NACRA 15 MIDWINTERS WEST, ALAMITOS BAY YC, 3/29-31 (11r, 1t)

1) Nico Martin/AnaClare Sole, 17 points; 2) Jack Sutter/Charlotte Versavel, 34; 3) Matthew Monts/Carlyn Blauvelt, 36. (14 boats)

Full results at www.abyc.org

THE RACING

LYC SADIE HAWKINS, 3/31

SPINNAKER <167 — 1) **Heart of Gold**, Olson 911s, Joan Byrne; 2) **Stink Eye**, Laser 28, Christine Weaver; 3) **Nancy**, Wyliecat 30, Jennifer McKenna. (4 boats)

SPINNAKER >167 — 1) **Faster Faster!**, Merit 25, Junette Kushner; 2) **Dire Straits**, J/24, Dawn Chesney; 3) **Bandido**, Merit 25, Suzanne Lee. (4 boats)

NON-SPINNAKER — 1) **Anemone**, Santana 22, Lynda Brommage; 2) **Obsession**, Harbor 20, Madeleine Loh; 3) **Loco 2**, Mercury, Jacqueline Lynford. (6 boats)

Full results at www.jibeset.net

Hot Contest at Camellia Cup

Consistent sailing in both light and strong wind was a key to Mark Erdrich of Sacramento winning the 52nd Camellia Cup regatta on Folsom Lake, April 14-15.

This was the second Camellia Cup victory for the 57-year-old Erdrich, who led the seven-boat Santana 20 class in four races conducted by Folsom Lake Yacht Club.

Representing FLYC on *Fusion* with midman/tactician Austin Quilty and bowman Dave Kerner, Erdrich finished first thrice and second once to win his class, the C&T Sailboats Perpetual Keelboat Trophy (the fourth time he has taken home this honor) and the Camellia Cup.

Winds were so light on the first day of the regatta (1 to 4 knots) that racing was abandoned after one race. The next day, the wind strengthened, reaching 10-12 knots, which was described by local Laser sailor Steve Aguilar as ideal conditions for Lasers. Eleven Lasers, the most to compete in Camellia Cup in recent memory, strongly positioned a Laser skipper to win the Cup, but the Lasers were so expertly sailed that no Laser finished first more than twice.

Since the winner of the Camellia Cup is determined by a formula that weighs both the number of boats in a class and the number of wins by individual boats, the Laser sailors fell short of their goal of a Laser winning the Camellia Cup, even though they put on a display of some of the most aggressive and competitive sailing yet seen on Folsom Lake. Winning

the hotly contested Laser class was Chris Ganne of Vallejo, sailing for Benicia YC on ZFG. Laser District 24 showed its big shoulders by awarding all other class winners bottles of Castelli pinot noir donated by fleet member Emilio Castelli.

Top centerboard honors were given to Open Centerboard class winner Mike Gillum of Loomis, representing the Lake Washington Sailing Club. Gillum finished first in all his races on his Daysailer, *Bubba*.

Ejection Seat, a Hobie Tiger sailed by Brett Peterson of St. Helena, added buccaneer flair to Folsom Lake by flying a Jolly Roger from the main's leech as it pirated four first-place finishes in the Open Multihull class.

Only one point separated the top three Banshees in the seven-boat class won by last year's Camellia Cup champion, Craig Lee of El Dorado Hills.

Participating in Camellia Cup for the first time were remote-control model sailboats from clubs as far distant as Arizona.

On Saturday, 1/16th-size replicas of the J Class yachts that competed for the America's Cup in the 1930s competed at Hobie Cove on Folsom Lake in four races. Sacramento Model Yacht Club Commodore Gene Novak won the six-boat class.

On Sunday, 11 Santa Barbara class model sailboats competed in 10 races, with SMYC's Dan Robinson winning.

Camellia Cup is the largest and oldest regatta held in the Sacramento Valley. It marks the traditional start of the Sacramento region's boating season.

— john poimiroo

FLYC CAMELLIA CUP, 4/14-15 (4r, 0t)

KEEL A — 1) **Te Natura**, Wavelength 24, Phil Hodson, 5 points; 2) **USA 536**, J/70, Tim Sisson, 9; 3) **Why Not II**, Seascape 18, Phillip Frankl, 12. (3 boats)

KEEL B — 1) **Slo'Mo**, Catalina 22, Francis Sampson, 4 points; 2) **Sirius**, Catalina 22, Michael Rayfuse, 5; 3) **Pura Vida**, Hunter 23.5, Steve Young, 11. (4 boats)

OPEN CENTERBOARD — 1) **Bubba**, O'Day Daysailer, Mike Gillum, 3 points; 2) **Vieja**, O'Day Daysailer, Dave Keran, 7; 3) **Flight Risk**, SLI



JOHN POIMIROO

With pirate swagger, this Hobie Tiger shot down her rivals at the Camellia Cup.

Daysailer, Steve Lowry, 8. (6 boats)

SANTANA 20 — 1) **Fusion**, Mark Erdrich, 5 points; 2) **Attitude**, Glen Hughes, 7; 3) **2-Step**, Mark Werder, 12. (7 boats)

BANSHEE — 1) **In N Out**, Craig Lee, 8 points; 2) **Cruzin**, Wayne Cassingham, 9; 3) **Ghost**, Charles Witcher, 9. (7 boats)

LASER — 1) **ZFG**, Chris Ganne, 13 points; 2) **Murrica**, Lance Kim, 16; 3) **Humble Pie**, Marcel Sloane, 17. (11 boats)

OPEN MULTIHULL — 1) **Ejection Seat**, Hobie Tiger, Brett Peterson, 4 points; 2) **Wings**, F-24 MkI, William Cook, 12; 3) **Hobie**, Peter Myers, 14. (4 boats)

MODEL J BOATS — 1) Gene Novak, Sacramento Model YC, 7 points; 2) Dan Robinson, SMYC, 10; 3) Bob Eager, Elk Grove MYC, 15. (6 boats)

SANTA BARBARA (10r, 0t) — 1) Dan Robinson, SMYC, 15 points; 2) Ryan Schofield, SMYC, 18; 3) Rob Weaver, San Francisco MYC, 25. (11 boats)

Full results at www.flyc.org

EYR RON BYRNE MEMORIAL ESTUARY CUP,

4/8

1) **Osituki**, Cal 28, Rodney Pimentel; 2) **Wile E Coyote**, Express 27, Dan Pruzan; 3) **Peregrine Falcon**, Bill Gardner, F-27. (8 boats)

Full results at www.jibeset.net

SFYC RESIN REGATTA, 4/14-15 (5r, 0t)

KNARR — 1) **Gjendin**, Graham Green, 15

THE BOX SCORES

points (tie); 2) **Aquavit**, Jon Perkins, 15; 3) **Benino**, Mark Dahm, 18.7; 4) **Snaps III**, Knud Wibroe, 21 (tie); 5) **Niuh**, George Hecht, 21. (19 boats)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 6 points; 2) **Looper**, Duane Yoslov, 9; 3) **Posse**,

Sallie Lang, 16. (4 boats)

FOLKBOAT — 1) **Josephine**, Eric Kaiser, 5 points; 2) **Freja**, Tom Reed, 12; 3) **Thea**, Chris Herrmann, 16. (5 boats)

CAL 20 — 1) **Sprite**, Paul Kaplan, 9 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 10; 3) **Recluse**, Vincent McPeck, 17. (7 boats)

Full results at www.sfy.org



CHRISTINE SMITH

Knarr #143, 'Narcissus', passes to leeward during SFYC's Resin Regatta. See Box Scores on the previous page for results.

Race Notes

The **Barcelona World Race**, due to start on January 12, 2019, has been "suspended" due to political unrest. Savvy news junkies may recall that Catalonia, the 'autonomous community' of which Barcelona is the capital, voted to secede from Spain. "Political instability has made it difficult to guarantee delivering the event to the standards a round-the-world race deserves," stated

race organizers in a press release. They now have their sights set on a fourth edition of the doublehanded event in 2022-23.

The AC75 Class Rule and the Protocol for the 36th **America's Cup** have been released. See www.americascup.com.

www.americascup.com.

The Notice of Race for **Transpac 50** has been posted and entries are open. The first starts will depart Point Fermin on July 10, 2019. This will be the 50th edition of the 2,225-mile crossing to Diamond Head. Find the NOR and much more at www.2019.transpacyc.com.

But first, a new race will head to Diamond Head this summer. Organized by the Pacific Singlehanded Sailing Association and open to singlehanders and doublehanders, the **Shaka Challenge** will set sail from Marina del Rey on July 1. Seven boats, all singlehanded, were

registered as of April 23. Check it out at www.theshakachallenge.com.

All 10 of StFYC's J/22s are accounted for in June 15-17's revamped **Lipton Cup**, to be hosted by Richmond YC. In addition to RYC and StFYC, SFYC, Sequoia, Inverness, Corinthian, South Beach, Santa Cruz, Encinal and Berkeley YCs will vie for the silver. See www.richmondyc.org.

Dave Hood, staff commodore of Long Beach YC, won the third and final round of the **California Dreamin' Series** on April 7-8, hosted by LBYC and raced on the Long Beach Sailing Foundation's fleet of Catalina 37s. Charlie Welsh of Newport Harbor YC's Red Star Sailing Team beat out Hood by only five points to win the three-venue series. San Diego YC and StFYC hosted the previous stops. The StFYC weekend was a washout, with little to no breeze on March 10-11.

A team from NHYC also won the **Baldwin Cup**, a team-race regatta on April 12-14. NHYC Thunder topped the 11 other teams sailing in Harbor 20s. See www.baldwincup.com.

— *latitude/chris*

June 2, 2018

The 28th annual Delta Ditch Run starts in the San Francisco Bay, and goes up the Delta and finishes at the Stockton Sailing Club. In the past, this event has attracted more than 200 boats with racers from across the country showing up for this generally downwind 65-mile race. Hosted by the Stockton Sailing Club and Richmond Yacht Club.

Available Classes: PHRF Mono-hull, Short Handed, BAMA Multi-hull, Cruising (motor allowance)

Registration & Information: www.stocktonsc.org



Stockton Sailing Club 4980 Buckley Cove Way Stockton, CA 95219 (209) 951-5600

WORLD

*We continue an annual springtime tradition this month by bringing you an overview of **Greater Bay Area Bareboats and Multi-Passenger Crewed Charter Yachts.***

When Special Occasions Arise Bay Area Charter Fleets Shine

Even if you own a boat of your own, we'll bet there are special occasions when you wish you had a bit more space to entertain special guests, and far fewer half-finished projects to make excuses about. That's when you might consider the offerings of the Bay Area's vast fleet of (drive-it-yourself) bareboats and professionally crewed charter yachts.

One of the beauties of either, of course, is that you and your entourage simply show up, step aboard and take off. When bareboating, you simply return the boat unscathed and turn in the keys — no bustling hours of pre-sail prep and post-sail cleanup. And with crewed yacht charters your responsibilities are even fewer, as professional crew make sure you and your party are well-cared-for throughout the cruise.

If you're thinking of buying a boat of your own, sampling different makes and models via bareboat chartering makes great sense, as you can put each boat through its paces in a variety of conditions, or do a liveaboard cruise for a few days by special arrangement.

When it comes to large group events

such as family reunions, milestone birthdays, graduation celebrations or teambuilding exercises, the Bay's fleet of large-capacity crewed yachts and schooners will meet your special needs with pampering professional service.

We encourage you to peruse the listings below and make a few notes. After all, you never know when a special occasion will suddenly arise.

Bareboats — There are roughly 200 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, bareboats rented here are offered by sailing schools — usually called 'clubs' — that provide a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will probably have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a container



CLUB NAUTIQUE

ship. Our advice concerning checkouts is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few

Bay Area Sailing Schools & Bareboat Charter Operators

Afterguard Sailing Academy & Afterguard Charters

Oakland & Treasure Island
(510) 535-1954;
www.afterguard.net



Club Nautique

Alameda, Sausalito
(800) 343-7245;
www.ClubNautique.net

J/World

Alameda, San Diego, Puerto Vallarta
(510) 271-4780, (800) 910-1101;
www.sailing-jworld.com

Monterey Bay Sailing

Monterey (831) 372-7245
www.montereysailing.com



Modern Sailing School & Club

Sausalito (800) 995-1668
www.modernsailing.com

OCSC SAILING

Berkeley (800) 223-2984
www.ocscsailing.com



Passage Nautical

(510) 236-2633
www.passagenautical.com

Pacific Yachting/Sailing

Santa Cruz (831) 423-SAIL (7245),
(800) 374-2626;
www.pacificsail.com

Sailtime

Bay Area & Beyond (415) 869-2861
www.sailtime.com/san-francisco-bay/training

San Francisco Sailing School & Club

(415) 378-4887;
www.sailinglessonssf.com



Spinnaker Sailing of Redwood City

(650) 363-1390;
www.spinnakersailing.com

Spinnaker Sailing of San Francisco

(415) 543-7333;
www.spinnaker-sailing.com

Tradewinds Sailing School & Club

Richmond (510) 232-7999
www.TradewindsSailing.com



Club Nautique sailors show their spirit. Although this is an archive photo, the same scene plays out every week on the Bay.

bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific, Europe and elsewhere.

If you don't own a boat and/or don't have close friends interested in sailing, joining a club is a smart move. The

friendly ambience of a sailing club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing a broad range of skills.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you've taken total responsibility for a big boat in Bay waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities, as opposed to the angst brought on by trying to fake it.

Crewed Charter Vessels — The vessels listed in our Crewed Charter section (this month and next) are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

As noted earlier, even if you are a long-time sailor with your own fleet of sailing craft, there are times when chartering one of the vessels listed here might be the perfect solution to a particular challenge.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motoryacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with up to six paying passengers — we'll feature them *next* month — and the **'Multi-Passenger Vessels'** (or 'Inspected Vessels') listed here. As you will learn, some can legally carry up to 90 passengers.

'Multi-Passenger' Crewed Charter Vessels (7+)

Adventure Cat

- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Argosy Venture: This 98-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her brightwork and period styling are an



'Argosy Venture' is a rare classic.

eye-catching sight when she roars across the Bay at 12 knots.

- Multi-passenger certified.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; charters@argosyventure.com; www.argosyventure.com

Bay Lady

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- (415) 543-7333; spinnaker.sailing@yahoo.com; www.rendezvous-charters.com/sailing-yacht/bay-lady.

Bay Wolf

- Certified to carry up to 24 passengers.
- Pickups in San Francisco and Sausalito.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Cat Ballou

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- (855) 724-5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com.

Chardonay II

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- (831) 423-1213; charters@chardonay.com; www.chardonay.com.

Eros: Having been based in the Bay Area for decades, this 103-ft classic schooner still



'Eros' now sails well beyond the Bay.

WORLD

has a natural connection to West Coast clientele despite the fact that she now splits her time between summers in New England (June to October) and the Caribbean during winter (December to April). In addition to idyllic charters in both areas, she can also be chartered for classic yacht regattas like those in Antigua, Newport, Nantucket, and a bunch more up in Maine. A true thrill.

- Carries 8-10 guests in four staterooms, plus a crew of five.
- Water toys include two RIBs, two paddle boards, kayak, and ten sets of snorkel gear.
- Contact Cameron Riddell at (310) 291-4648; www.sy-eros.com

Derek M. Baylis

- Carries up to 35 passengers for day charters or 12 passengers for overnights.
- Berthed at Marina Bay in Richmond, CA



SAM SPITTLE

'Gas Light' is a replica of bygone days.

Gas Light: This 72-ft schooner, built in Sausalito, is a modern version of an 1874 SF Bay scow schooner. Exceptionally stable and comfortable, she boasts an 18'x30' cabin and plenty of seating both above- and belowdecks.

- Carries up to 49 passengers
- Berthed at Schoonmaker Point Marina, 'D' dock in Sausalito
- Available for private day sails, special events, corporate outings and teambuilding
- (415) 331- 2769; gaslightcharters@gmail.com; www.gaslightcharters.com

- (415) 580-0335; www.wyliecharters.com; sail@wyliecharters.com

Freda B

- Carries: up to 49 passengers.
- Berthed: Sausalito Yacht Harbor.
- (415) 331-0444; info@schoonerfredab.com; www.schoonerfredab.com

Glory Days

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- (800) 849-9256 or (415) 336-0392; captam@sailsfbay.com; www.sailsfbay.com

Nehemiah

- Carries up to 29 passengers.
- Berthed at D Dock, 2600 Spinnaker Way, Marina Bay, Richmond
- (510) 234-5054; captain@sailingacross.com; www.sailingacross.com

Osprey

- Certified for up to 25 passengers.
- Berthed at Jack London Square, Oakland.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby

- Certified for 28 passengers.

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sail@westcoastmultihulls.com

OF CHARTERING

- Berthed at The Ramp Café, S.F.
- (415) 272-0631; rubysailing@yahoo.com;
- www.rubysailing.com

Santa Maria

- Certified for 36 passengers.
- Berthed at Pier 39.
- (415) 378-4887; sailing@sailsf.com;
- www.sailsf.com



The schooner 'Seaward' lookin' good.

- Available for youth educational day sails, scheduled (individually ticketed) public sails, overnights to Drake's Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; info@callofthesea.org;
- www.callofthesea.org

Schooner Seaward: Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner's primary function is Marine Environmental Education for Northern California students. Offers programs combining education, seamanship, marine environmental studies, and fun in the sun.

- Carries up to 40 passengers on day trips; 12 for overnights.
- Berthed at the Bay Model Pier in Sausalito. Free parking.

Tahoe Cruz

- Certified for up to 30 passengers.
- Berthed at Lake Tahoe.
- (530) 583-6200; tahoosailingcharters@gmail.com;
- www.TahoeSail.com

Team O'Neill

- Carries up to 49 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- (831) 818-3645; sailingsantacruz@gmail.com;
- www.oneillyachtcharters.com

USA 76

- Carries up to 20 passengers.
- Berthed at Pier 39 in San Francisco.
- (415) 990-9992; info@acsailingsf.com;
- www.ACsailingSF.com

Yukon Jack

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- (415) 543-7333; spinnaker.sailing@yahoo.com;
- <http://rendezvouscharters.com/charter/sailing-yacht/yukon-jack>

Since you're reading this magazine you'll probably agree that every hour you dedicate to sailing on San Francisco Bay or in our coastal waters is always time well spent. Likewise, every time you sample a different boat type or sail with a seasoned professional crew, you're likely to come away with a fresh perspective and renewed enthusiasm.

If you take our advice and do some 'sampling' this season, we'd love to hear about it (editorial@latitude38.com)

— andy

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CHANGES

With reports this month from 'commuter cruisers' on **Illusion** and **Baja Fog**; the imminent cruising departure of **Thane** from her home waters; the 10-year circumnavigation of **Totem**; and **Cruise Notes**.

Illusion – Cal 40 Stan and Sally Honey Commuter Cruising San Francisco

We transited the Panama Canal from the Pacific to the Caribbean on 19 March. As line handlers we had Tom Condy, Syl-



ILLUSION

Stan and Sally – finally cruising after all these years.

via Seaberg, Kerry Deaver (Dick's daughter), and Dave Wilson, a longtime member of the Pedro Miguel (Panama) YC and Balboa (Panama) YC, and the initial host of the SailMail station in Panama. Dave used to work for the Canal and has done 30 transits. He was terrific to have onboard. I'd transited twice before in the '70s and found that not much has changed.

We started cruising in 2014, heading **Stan (left) with nephew John Vrolyk and Natalie Davidson. John had just returned from military duty in Syria and borrowed 'Illusion' for a little R&R before heading for grad school.**



ILLUSION

south in July from San Francisco to and around the Sea of Cortez. The next year, we went from Santa Rosalia to Tenticatita. We left the boat for both of those intervening summers in La Paz at Palmira Marina. Last season we cruised from La Paz South to Chiapas Marina at the Southern edge of Mexico, where we left *Illusion* for summer 2017.

This season my nephew, John Vrolyk, borrowed *Illusion* for a cruise from Chiapas to Puntarenas, Costa Rica, with his friends. On September 7, a devastating 8.1-magnitude earthquake hit the area. More than 50 people were killed and many buildings reduced to rubble. *Illusion* was in Chiapas Marina, in the water, during the ensuing tsunami. Many of the docks were ruined by floating off the pilings, but thanks to heroic efforts by Memo, Ronnie, Rolf, and the other staff at the marina, none of the boats in the water were damaged. *Illusion* made it through without even a scratch, which is astonishing given the photos and stories we've seen since then.

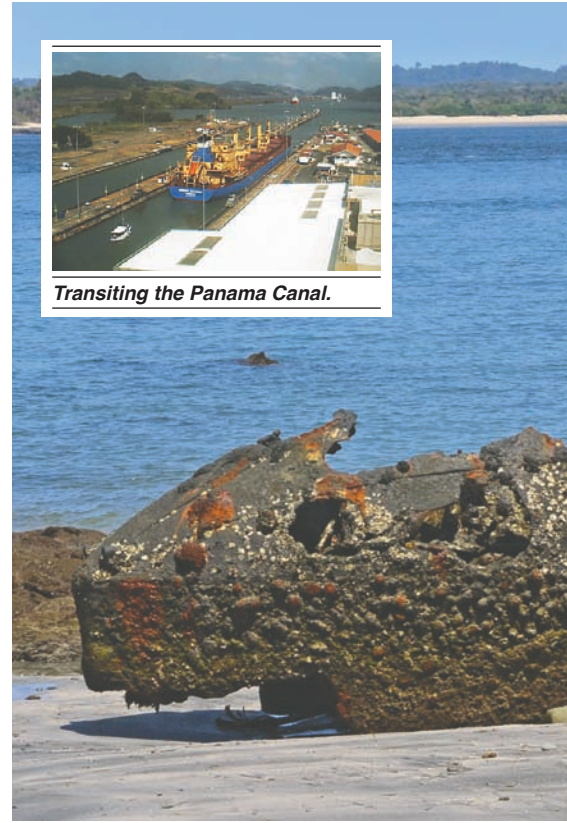
Sally and then I picked up the boat again in Puntarenas in January and headed to the Canal where we are now. We will probably leave the boat for this coming summer either at Shelter Bay on the Caribbean side of the Canal, or maybe at Boca del Toro. Next season we will probably see the San Blas Islands then wander up the Yucatan channel, but we're not committed to any specific plans. We might get to the East Coast in time for the Bermuda Race in 2020.

We like 'commuter cruising'. The marinas for off-season storage cost no more than SF, flights are cheap, and the scenery changes.

— Stan and Sally 4/2/18
Readers — if you don't know who Sally and Stan Lindsey-Honey are by now, well, you just haven't been paying attention. They are quite simply two of the most accomplished sailors ever to call the Bay Area home. They share three Rolex Yachtsman/Yachtswoman of the Year awards between them; have both founded and run several successful businesses, and



'Illusion' escaped damage when a tsunami up-ended docks at Chiapas Marina last year.



Transiting the Panama Canal.

have both raced at the highest levels of the sport, setting numerous records and winning many awards and accolades. (For their whole exhaustive resumes, go to www.honeynav.com)

They have owned *Illusion* (Cal 40 hull #57) since the late '80s. They originally got the boat to go cruising but, as Stan puts it, "old habits are hard to break" — so they have spent a good part of the last 30 years racing the boat.

But enough of that racing stuff. After kinda-sorta semi-retiring from the businesses they founded (Sally's Spinnaker Shop in Palo Alto and Stan's Sportvision, based in Chicago), they started cruising a few years ago. Here are a few more of their observations on smell-the-roses sailing...

(L38) — We remember you mentioning wanting to cruise years ago. Was there

make better times on passages than anybody can imagine.

— *As commuter cruisers, what months do you normally cruise?*

We normally start after I'm done with the Sydney Hobart Race in early January and put the boat away somewhere for the summer in May.

— *Any prospects of real retirement and full time cruising?*

We're pretty happy with our mix of cruising and freelance work. We also both volunteer for the sport of sailing quite a bit. Sally is chair of the US Safety at Sea Committee. I'm chair of World Sailing's Oceanic and Offshore Committee, Chair of SYRF, and vice-chair of WSSRC. I'm still navigating professionally, currently on *Comanche* and *Rambler88*.

— *How does life at both ends of the sailing spectrum compare?*

Well, *Illusion* is slower. What matters, however, isn't how fast a boat sails but how well it sails. *Illusion* sails beautifully and is a delight to sail in any condition. It helps that we've got very nice sails and Sally is one of the best helmspeople alive.

**Baja Fog — Lagoon 440 cat
John Schulthess and Monique Boucher
Baja Bashed and Bruised
Santa Rosa**

"Let's do the Baja Ha-Ha!"
"Okay, sounds like fun!"

"Wait . . . we're already here. Why would we go up there to come back here?"

It seems like we've spent most of the two years we've owned *Baja Fog* going against the wind — in more ways than one. So much so that a few times we've thought of renaming her *On The Nose*.

We bought *Baja Fog*, a Lagoon 440 catamaran, about two years ago in the Caribbean. The plan back then was to get her through the Panama Canal, then up to San Francisco. Everything went well until

The third time was a charm for 'Baja Fog.'

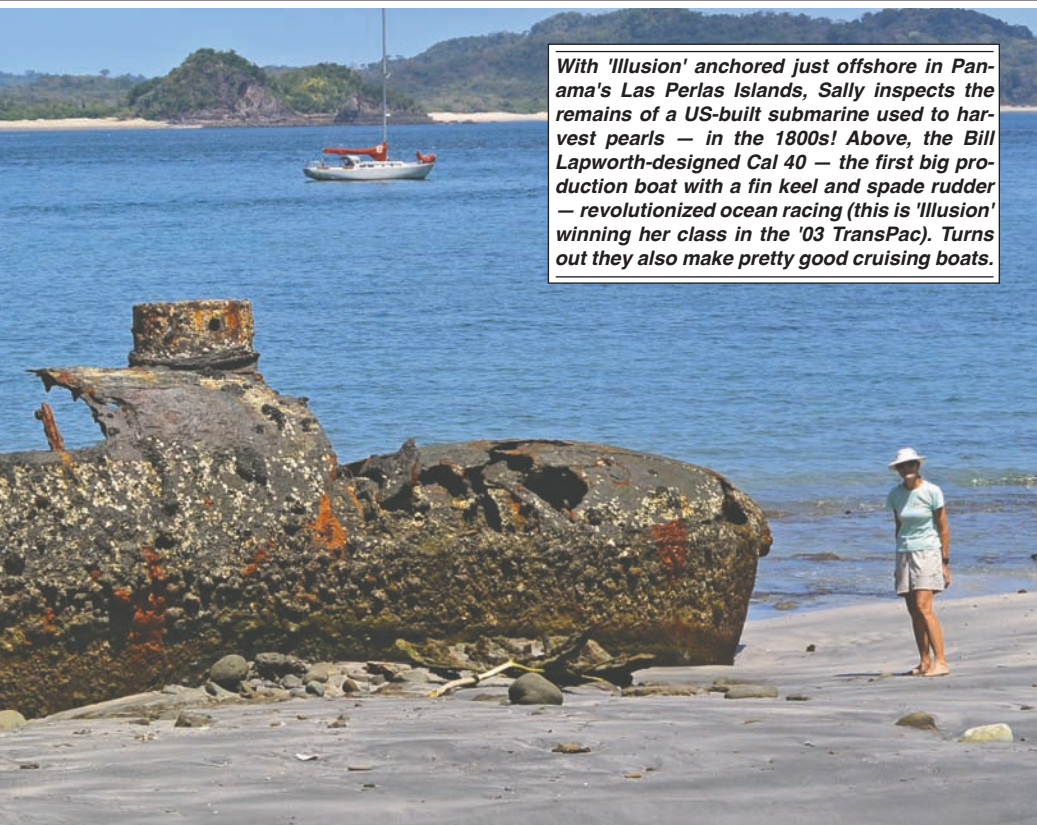


BAJA FOG



Though the boat is still class-legal, the Honeys have made many upgrades.

With 'Illusion' anchored just offshore in Panama's Las Perlas Islands, Sally inspects the remains of a US-built submarine used to harvest pearls — in the 1800s! Above, the Bill Lapworth-designed Cal 40 — the first big production boat with a fin keel and spade rudder — revolutionized ocean racing (this is 'Illusion' winning her class in the '03 TransPac). Turns out they also make pretty good cruising boats.



ALL PHOTOS ILLUSION

some experience that finally catalyzed that desire into action?

(Stan) — Yes. After the Pacific Cup in 1996, we were on the return trip and decided to just stay on the wind to see where we'd end up. That turned out to be the north end of Vancouver Island, at Port Hardy. After that, we planned to sail down inside Vancouver Island and on back to the Bay. But we enjoyed the Northwest so much that we left *Illusion* in Vancouver for the winter and the next summer (after the 1997 TransPac on other boats) we sailed *Illusion* up to Glacier Bay, Alaska, and then back down to SF. A Cal 40 with no dodger, and a German Shepherd, might not be the best choice of boat for that trip, but it's the boat we had and we had a terrific summer.

We enjoyed that trip so much that we

decided to do more cruising, and even rented out our house. But then I had the opportunity to start Sportvision (yellow first down line, K-zone, etc.) and cruising got postponed — again.

— *Do you do most of your cruising together (just the two of you) or with crew?*

Just the two of us, although for the transit of the Panama Canal we were joined by the folks mentioned in the story.

— *What makes a Cal 40 a good cruising boat?*

It's a perfect size for two people: plenty of space and really easy to sail. Cal 40s are very seakindly and have gentle and predictable manners. Lapworth and Griffith used to say that the sea likes Cal 40s and they fit waves very well. Cal 40s

CHANGES

about Puerto Vallarta, when we started having troubles with the sail drives — so there she sat for repairs until last spring. Running our local Bay Area businesses with as much commuter cruising as we could do certainly helped our air mileage



BAJA FOG

Like the Bob Seeger song, Monique and John have spent much of the last two years runnin' against the wind.

accounts.

Last summer, we decided to bring the boat as far as Southern California so we could turn around and do the Ha-Ha — a bucket list item. Monique and I, along with our good friend Guy Dean from the Seawind 33, *Stray Cat*, left La Cruz for San Jose del Cabo in what was supposed to be a "perfect little day and a half run."

The first 18 hours of mostly motor-sailing were beautiful — perfect, in fact — and life was good. Somewhere past Islas Marias, the ride started to get bumpy. The conditions deteriorated as it got dark, and we ended up hobby horsing our way through the night. The seas calmed the next morning and we had dolphins joining us for breakfast, ushering us into San Jose del Cabo in smooth, mellow seas.

In San Jose, Monique flew back to the Bay Area to continue to manage our businesses while Guy and I continued on.

We stopped for breaks in Bahia d' As-

About 4 a.m. in Richmond — 'Baja Fog's tired but happy delivery crew (l to r): Schulthess, Billy Boyd, John Amen and Dave Hug.



BAJA FOG

cencion and Turtle Bay. While in Turtle Bay, we took on fuel and contemplated the weather. Other folks were waiting it out and planned to leave in a day or so. However, we met a delivery captain who claimed to have made this run often and was getting ready to leave on a Lagoon 400 that evening. He said we could get past Cedros around 10 p.m. "and everything would be smooth." He certainly sounded like he knew what he was talking about — so we followed him out.

As they say, never leave port with a deadline. We bounced and bashed our way the entire time into almost 30 knots of wind (instead of the 8 knots that was forecast). We clenched our teeth and endured it until a clew bolt broke, and we tucked in behind Punta San Carlos. We anchored in 14 feet of water with 100 feet of chain and all was quiet and calm; so calm, I was able to make the minor repair to our boom in the moonlight. We noticed campfires up on the bluff, and I made a mental note of what a nice camp area this must be, not realizing the real reason all those campers were up there.

The next morning we awoke to surfers off our midships. We were in the middle of the line up!

During the night, we had swung 180 degrees and the morning brought us a new day of challenges. We began to hoist anchor to get away from the swell as quickly as possible. Of course, the anchor had wedged on something and didn't want to come up. In trying to dislodge it, I reached down to unhook the anchor bridle just as the chain popped taut. Red drips speckled the deck as I brought the rest of the anchor up and we motored out.

Once we got out into deep water, Guy (a retired firefighter) had a chance to look at the damage. The end of the third finger on my right hand had exploded from the inside out and broke the first bone. We carefully put the pieces back together, cleaned and taped it up the best we could and headed for Ensenada. I truly thought the finger would have to be amputated.

Upon arrival at Marina Coral, I went to the local hospital ER. Two doctors worked to clean it, x-ray it, redress it and give me pain meds — all with excellent English in a beautiful hospital. I walked out to pay and they said 2,400 pesos, *por favor*, I just about flipped when realized that was about \$124 US dollars... amazing people and excellent care for a very



reasonable price.

(By the way, in Ensenada we met some of the folks that stayed the extra day in Turtle Bay. They reported totally flat calm and even "boring" conditions on their ways north.)

The finger escapade put an end to our northbound trip — again — and *Baja Fog* stayed in Ensenada. We thought we might still have time to get her to San Diego in time to start the 2017 Ha-Ha. But in September, our landlord in Santa Rosa informed us she was selling the property and we should be prepared to move our business if needs be.

Then October 8 came along. That evening began some of the scariest, most surreal moments in our lives. Our town was

IN LATITUDES



helps me manage our businesses.

The trip was largely uneventful. We motorsailed in little to no wind almost the entire way. Even at infamous Point Conception, it was like a lake out there. We came under the Golden Gate at 3 a.m. on March 8. *Baja Fog* currently sits quietly in Richmond's Marina Bay Yacht Harbor, awaiting the next adventure.

My finger? I still have it. Embarrassingly enough, it healed to the point that the damage is not even noticeable. The doctors at Kaiser said that if they had done any surgery to pin the bone, it would not have healed as well. Kudos to Guy for his field triage work!

We will join the 25th Annual Baja Ha-Ha this year, and will particularly enjoy sailing *with* the wind for a change. Then it's likely back to Banderas Bay and the Sea of Cortez next spring.

— John and Monique 3/30/18

John and Monique run Wind Toys, Northern California's largest kayak and small sailboat dealer, with locations in Santa Rosa and Sausalito.

Thane — 57-ft Spray Replica Cap'n Rob and Sherry McCallum Gone Sailing Victoria, BC

Have you ever seen a sailboat sitting on the hard get struck by lightning? Me neither, but that was how my last cruising adventure ended. It was 2012 and we had been on the way from Panama City to Hawaii on my Columbia 36, *Shibumi* when a series of unfortunate events (bad diesel fuel and damaged rudder were the

Cap'n Rob is so done with winters.



ALL PHOTOS BAJA FOG

Above, most of the upgrades John and Monique wanted for their new-to-them cat had already been done by the previous owner. Top (left to right): Billy Boyd on the morning watch; good ol' zip ties and duct tape helped save John's finger; a popular design feature of the Lagoon 440 is the forward 'cockpit'; Monique enjoys the magic of autopilots.

on fire and devastation was all around. People in Sonoma and Napa counties began to start their conversations with, "Are you okay?" and end with, "Stay safe!" The devastation was unfathomable: 5,500 hundred structures, including 2,800 homes, were lost that week. Twenty-two people lost their lives. While we were lucky in the sense that we did not lose our house or business, we felt that the good we could do helping people in our community outweighed our desire to go on the Ha-Ha that year.

We eventually did get down to San Di-

ego to see everyone off and spend some time on the boat in Ensenada. When things had stabilized at home, we began looking for a weather window to bring *Baja Fog* to San Francisco for the Summer of 2018, and join the Ha-Ha later this year. In March, it finally came.

John Amen, a fine sailor and sailmaker in the Bay Area, agreed to join me from Ensenada. In San Diego, we picked up Dave Hug, a local sailor and fantastic mechanic who helped replace those Sail Drives in La Cruz the previous spring; and Billy Boyd, a fine young sailor who



THANE

CHANGES

main ones) caused us to detour to Guatemala for repairs. Those were completed in a few months and the bottom had been



Rob and Sherry were married a month after he bought 'Thane' in 2013. "She was not yet a sailor," he says, "but the conversion had begun."

prepped and sanded for new paint.

I was in town having lunch when the lightning hit the boat. They say it was quite the explosion. I only saw the results. The boat was completely destroyed. I flew back to Canada. No boat, no home, no possessions — just a heavily bruised ego!

Back home, I looked for some sign that I was supposed to take away from the experience. Was I once again supposed to be a landlubber? I started to buy into what everyone else was saying, and soon found myself driving a concrete truck between Port McNeill and the site of the new Kokish Dam. It was a grueling, one lane logging road that beat the crap out of the truck and me three times daily.

Then one October morning in 2013, I

There's a definite 'Black Pearl' vibe to 'Thane.' It will be great to see this boat join the annual cruiser migration south this year.



happened across *Thane*. I've heard it said that when you see *the* boat you will know it. And so it was with *Thane*. Not only was she for sale, she came with an established charter business! Sure, she was in pretty rough shape and would need much more than just TLC, but the price was right and with a five-month season, I would have seven months each year to work on her. The trick would be to keep up her Transport Canada Certification so I could work while I rebuilt her over time. Within a month of first seeing the boat, I owned her and was living aboard.

Thane is a 57-ft modified wooden *Spray* replica built by Len Pearson over a five year period in the early '70s. She's constructed of 95% recycled, reclaimed and repurposed materials. She was the last vessel built at Fisherman's Wharf in Victoria's inner harbor, and had spent her entire life sailing out of Victoria.

Over the next four years, 'Banjo Pete' Reid and myself ran the charter side of the business from late April through mid-September. The rest of the time, Sherry, me and our good friend, Maartje Meijer, completely rebuilt her. Just a few of the jobs we completed: new rudder post, new steering cables, new propeller, replace a few planks, pull both masts, sand everything to bare wood, paint/varnish all that wood, new running rigging, new wiring, new cooling system for the engine, new plumbing, a few new electronics, and redoing the interior of the main cabin. Then we sanded and painted again (a yearly occurrence on a wooden boat).

Then we had all new sails made — six in all from Leitch and McBride in Sidney, BC: main, mizzen, jib top, jib, staysail and a 1,200-square-foot asymmetrical cruising chute.

As much as I love to sail, and as much as our customers loved sailing, by 2016, going out for our signature '3 hour tours' three times a day was getting old. We managed to put a lot of smiles on peoples' faces and help many of them check "sailing on a tall ship" off their bucket lists. But we would just get the sails up and be sailing along nicely... when we needed to head back to dock for the next group. The sea was calling. I was a cruiser and needed to go cruising again.

After the 2016 charter season ended, Banjo Pete, 'Cap'n Craig' and I headed out to circumnavigate Vancouver Island.



Forty days and 40 nights later, we sailed back into Victoria and the cruising bug had bitten me bad. Even Sherry, who had little prior sailing experience, knew that it was time.

T.E. Lawrence once said "All men dream, but not equally. Those who dream by night in the dusty recesses of their minds, wake in the day to find that it was vanity: but the dreamers of the day are dangerous men, for they may act on their dreams with open eyes, to make them possible." I was always a dreamer of the day. I had made it possible once and I would make it happen again.

I talked it over with Sherry and after one last season in 2017, I retired and we



After 40-some years of sailing in and around Victoria, BC, 'Thane' will be leaving her local waters for the first time later this year. Clockwise from above: those handsome bows will soon be pointing south; ol' Josh Slocum would likely recognize 'Thane's lines — but he would be amazed at her assortment of modern gear and conveniences; sunset through the ratlines; a 'Kodak moment' sailing past the Cascades; Sherry and Abby practice 'cruising mode.'



ALL PHOTOS THANE

began preparing to go cruising again. As I write this, *Thane* is hauled out in Canoe Cove for annual maintenance, as well as a few projects to supplement the cruising lifestyle. A significant one is changing from our old hydraulic windlass to a Lofrans with 400 feet of 3/8 HT chain. We gained 100 feet of chain length and lost 600 lbs off the bow, a sound investment for cruising. We are also installing a SSB to accompany my new ham radio license and call sign, VA7THA. We added solar panels and are doubling our house battery bank. In three weeks we will launch and the boat will be ready.

The plan is to cruise the Gulf Islands and Desolation Sound during May, June

and July as an extended shakedown cruise. Then in late August, head south to San Diego and wait for the best weather to carry us south! We are going to sail where the wind takes us, look for a place to retire and just enjoy the cruising lifestyle.

I feel pretty lucky to be going cruising on *Thane*, and I appreciate that I would not have her without a series of (un)fortunate events taking place. They say everything happens for a reason and it's hard to argue. Without

losing my last boat to lightning, we wouldn't be cruising on an amazing boat named *Thane*.

— Capt'n Rob 4/3/18

**Totem — Stevens 47
Gifford family
Tying the Knot and Beyond
Eagle Harbor, WA**

When Behan and Jamie Gifford sailed *Totem* out of Puget Sound in August, 2008, with three young kids aboard, they figured they might be gone a couple of years — five, tops. Not only are they still 'out there,' they celebrated their 10th year by completing a circumnavigation, crossing their outbound track off Zihuateneo on April 8.

We caught up with them on their way to Puerto Penasco (in the northernmost stretch of the Sea of Cortez, about 50 miles from the Arizona border), where they will haul out for the summer.

— *Why did you think the cruise would last only two years?*

Behan: Partly money, partly societal expectations. We thought we'd have a kitty of savings that could last up to five years, which we expected to be around the time our eldest (son Niall, now 19) would wish for a "normal" life and high school. What changed? The kitty didn't pan out the way we expected; and we couldn't sell our house (late 2000s real estate crash). Because of that, we stopped and worked in Australia. And because of that, the kids went to Aussie schools. And because of that, I think the attraction of the unknown — going to normal school — lost its luster before the kids had a chance to crave it. Turns out, when given the choice after six months of uniforms and school in a box, they preferred cruising.

— *You noted that circumnavigation was never a goal, that it just sort of happened. Talk about that...*

Jamie: Forty years ago, when I was 12, I read Robin Lee Graham's *Dove* and

'Totem' in the Bahamas. The Gifford family put some 60,000 miles under her keel since 2008.



TOTEM

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For parents — afloat or ashore — there are few better ways to measure the passage of time than watching kids grow up. On the left, present-day Gifford clan includes (l to r) Mairen (16), Niall (19), Mom Behan, Siobhan (14) and Dad, Jamie. Right, the kidnicks shortly after departure in 2008.

dreamed of sailing around the world. Life got in the way and I let that dream go. It was Behan the traveler that brought it back for Jamie the sailor. That said, circumnavigating wasn't a goal. It was about raising our kids as citizens of the world, in tune with nature, and shared experiences as a close-knit family.

Behan: As the likelihood grew that we would complete a circumnavigation, the

excitement did begin to build. When we realized that the dates might conflict with our son's school plans, he postponed college applications for a year; we wanted to do this as a family. Now, it feels like another gift we've been able to give our kids.

— *What are you doing for the summer while the boat is on the hard — and is any work getting done on it while you're gone?*

Jamie: We discovered only recently

that a prior owner peeled *Totem's* bottom gelcoat and didn't do a proper epoxy barrier. The boat doesn't have a single blister, but the hull is saturated. So once we haul out at the end of June, we'll strip off the coat of paint we applied after the discovery and leave *Totem* to dry for a few months in the arid climate. We hope to come back to a dry hull, perhaps shed of 1,000 pounds of water weight, and do a proper bottom job.

Behan: This summer, we'll do a road trip up the West Coast to visit family and friends — spending a couple of months up in Puget Sound. Niall will start college in August at a terrific west coast school (not public on the name until he accepts). In October, we'll return to *Totem* down that one crewmember who is starting new adventures.

— *What are the long-term plans?*

We'll return to *Totem* in October to re-discover favorite bays in the Sea of Cortez before working south again... we'd like to return to the South Pacific, but South America looks interesting too.

— latitude 4/11/18

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Cruise Notes

What do you know — turns out you can herd cats, or at least **West Coast Multihulls** is giving it a shot. We're talking about catamarans, of course. 2018 marks the 10th year for the Annual **Baja Seawind Rally** (May 20-25), "where a group of like-minded cat owners do a little cruising in company among the islands and coves of Loreto and Puerto Escondido." This year, rally participants will help celebrate the opening of WCM's new Puerto Escondido charter base. Closer to home, the 13th Annual **Catalina Multihull Rally** will kick off in Two Harbors August 16-19. WCM is a charter company/sailing school headquartered in San Diego. For more on these and other WCM activities, contact kim@westcoastmultihulls.com or see the main website at www.westcoast-multihulls.com.

Elsewhere in this month's *Changes* you may have already read about Cap'n Rob McCallum, who will soon be wending his way south aboard one of the more picturesque cruising boats out there, the 47-ft Spray replica *Thane*. As with many folks we feature in these pages, Rob maintains



WEST COAST MULTIHULLS

Cats (and tris) are proliferating on the cruising scene in unprecedented numbers. This raftup was at last year's annual Baja Seawind Rally.

an entertaining blog about his lifestyle, and we couldn't help but admire his New Year's Resolution, which we think we'll adopt for ourselves from now on: "I'm sailing into 2018 with a clear heart and mind. So if you owe me, don't worry about it — you're welcome. If you wronged me, it's all good — lesson learned. If you're angry with me, you've won. If we aren't speaking, just know that "I love you and I wish you well!" If you feel I wronged you, I apologize and ask for your forgiveness. Life is too short for all the pent-up anger,

holding grudges, and extra negativity. Here's to a great and positive 2018!"

If you're planning a trans-Atlantic crossing in the near future, you'll be happy to learn that on April 15, the **Seven Seas Cruising Association** (ssca.org), in cooperation with the Marine Weather Center (mwxc.com) launched a new **HF radio net** specifically designed to assist trans-Atlantic cruisers. The Coast call sign KPK will operate on frequencies 8.137 USB and 12.350 USB starting at 2130UTC. Four coastal stations have collaborated to ensure that comms remain consistent despite varying atmospheric conditions. They're located in Lakeland and

www.flopstopper.com



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Punta Gorda, Florida; Dover, North Carolina; and Ellijay, Georgia. This should ensure effective communications for vessels making trans-Atlantic passages either east or west-bound.

Like all 'proper' nets, KPK will provide weather forecasts, emergency support and relays, as well as radio checks, float plans and communications with family and friends. These services are offered at no cost to all vessels. SSB nets do not require an Amateur Radio License, only a Restricted Radiotelephone Operator Permit for the radio operator, and a Radio Station Authorization License for the Vessel. No tests are required for these licenses.



Mitch Andrus and Quincey Cummings, who we featured in last month's 'Cruise Notes' are on their way back to the Bay from Panama aboard their new-to-them 1990 KP46 'Esprit'. The couple enjoy a good meal, and snapped this obligatory 'snack selfie'.

crew for the three-week trip to Hanalei Bay, on Kauai. Upon arrival, "I'll spend a month or two anchored in the bay with my dinghy tied to the first coconut tree in the Hanalei River," he says. Then he'll bash upwind, solo, for the four-week trip back — possibly stopping in Puget Sound for another month before returning to the Bay. All this after he returned in 2016 from a three-year cruise to New Zealand

There are shake downs and then there are Shake-downs. As of May 1, Dennis Maggard of San Francisco is on one of the latter. He took off from the Bay on May 1 to harbor hop south aboard his Pacific Seacraft 37 **Pame-**

la. In Southern California, he'll pick up some crew for the three-week trip to Hanalei Bay, on Kauai. Upon arrival, "I'll spend a month or two anchored in the bay with my dinghy tied to the first coconut tree in the Hanalei River," he says. Then he'll bash upwind, solo, for the four-week trip back — possibly stopping in Puget Sound for another month before returning to the Bay. All this after he returned in 2016 from a three-year cruise to New Zealand

(starting with the 2014 Pacific Puddle Jump) — and wrote a book about it, *Endless Quiet*. We hope to catch up with Dennis in a future issue to see what's next for Pamela.

The Australia-based **Down Under Rally** series kicks off this month with the *Go East Rally* from Australia to New Caledonia. This year's theme is 'Get Your Grotty On' which is apparently some kind of inside Aussie joke, because we couldn't find anywhere where they told you what a 'grotty' is. Anyway, the *Go East* is just one of several events under the Down Under Rally umbrella (there is also a *Go West Rally* beginning in September for cruisers headed back to Oz from New Caledonia, Vanuatu "or any other port in the Southwest Pacific" — we don't know if it also involves Grotties), and they all look like a blast. There's so much great cruising info, swag, crew lists, classes and costume parties that it looks like — well, shoot, we'll say it — one of *Latitude's* events. If you're going to be in the neighborhood, check it all out at www.downunderrally.com.

By the time you read this, Italy's re-

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The Cruiser's Home in Mexico

owned **Privelege Boatyard** in Civitavecchia (on the country's west coast about 30 miles northwest of Rome) may have been sold. Bidding for the 30-acre, 11-building facility closed on April 18, but it's not known if any of the sealed bids matched or exceeded the estimated 9.4 million Euro (about \$11.5 million) value of the site.

Among the really big boats to come out of the Civitavecchia yard was **Nabila**, a 325-ft Benetti motoryacht for Saudi businessman and arms dealer Adnan Khashoggi. A few years after its 1980 launch, it gained a measure of fame as a set on the James Bond film *Never Say Never Again*. In 1987, it was acquired by one Donald Trump for a reported \$29 million. At the time, The Donald boasted that he got a \$1 million discount for agreeing to change the name (*Nabila* was Khashoggi's daughter's name). Trump called it — what else? — *Trump Princess*. The yacht lives on today as Saudi businessman Prince Al-Waleed bin Talal's *Kingdom 5KR*.

Speaking of superyachts, they're getting to be big business in **Fiji**. According to

a recent report, 65 of them (of 554 total visiting yachts) visited last year. The average stay was 79 days, during which time the average yacht added F\$435,000 (about \$213,000 US) to the local economy. Superyacht charters (prices start around \$200K per week for a 50-meter yacht) were also up, as were the number of refits done in local boatyards. It's all led to a surge in local employment and bolsters the claim of one report that "Fiji is on its way to becoming the hub of the South Pacific for these vessels and a playground for the ultra-rich and famous."

Like the idea of commuter cruising to Mexico? According to **Kurt Jerman** of **West Coast Multihulls** in San Diego, one of the least expensive and most convenient options for reaching Mexican destinations is the Tijuana airport, which can be reached via the Cross Border Express in San Diego for a \$30 round trip ticket, giving you access to inexpensive flights and numerous destinations. When returning, it's just a walk over the bridge



A destination on the Down Under Rally, New Caledonia boasts the world's largest lagoon (9,300 square miles) and second-longest barrier reef (930 miles).

and a short Uber trip to the San Diego airport.

At the end of March, boats in the so-called **Waiting Room** — the anchorage just outside **Marina Puerto Escondido** (MPE) — were given 48 hours to vacate. Rumors and misunderstandings have been circulating regarding the reason(s), so we asked the marina what was going on. They told us that API (Administración Portuarias Integrales, the Mexican Port Authority), who is the legal owner

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CHANGES IN LATITUDES

of the concession for all the water in and outside of Puerto Escondido (PE), decided to vacate the area in order to conduct environmental studies to determine if it's viable to sustain the free anchorage.

"There have been approximately 30 vessels moored or anchored in the Waiting Room area for many years," MPE said in an email. "API has asked Marina Puerto Escondido for support and we agreed to give all the waiting room boats a special rate if they moved to the MPE mooring field — \$100 USD monthly, which includes access to all of our services (showers, security, parking and dinghy dock). "To clarify, MPE had nothing to do with [the eviction]. It was API's decision and they simply asked us for support and in the spirit of being good neighbors, we have done our very best to accommodate everyone.

Latitude founder **Richard Spindler** (a.k.a. the **Grand Poobah**) told us that PE



CURT MAMANN

The natural harbor at Puerto Escondido (in the Sea of Cortez) has been a haven for anchorouts for almost 30 years.

was a cheap get away in the '70s, before it was slated for development by **Fonatur**, the Mexican government tourist development agency. Fonatur "first announced plans for grand development in conjunction with plans for 15-mile distant Loreto, the only town of any size in the region," the Poobah wrote on his Facebook page. "Fonatur's attempt would be the first of several government and private efforts to make Puerto Escondido the new Cabo or the new Ixtapa."

Years ago, in preparation for the de-

velopment, Fonatur outlawed what had been free moorings, forcing boats into what would become the Waiting Room.

"Eliminating the free anchorage resulted in the degradation of what was a once a vibrant cruiser community and cruiser destination," the Poobah said. "It's an open ques-

tion if whether continuing to allow boats to anchor for free would have promoted a more vibrant community and attractive destination, and thus more revenue for Fonatur."

But development in PE never came to fruition — until a recent venture headed by American developers. The proposed development is "committed to the vision of an exclusive Puerto Escondido, with a world class marina and world class waterfront homes.

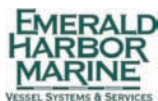
"Unfortunately for cruisers, the business model does not allow for free or inexpensive anchoring for cruisers on a budget. Sort of like at Catalina."



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15-FT LITTLE RIVER HERITAGE. Rowboat, 2015. Santa Cruz, CA. \$5,500. Lovely lapstrake Whitehall. Configured as a single or double; fixed or rolling seats. All fiberglass construction with lined hull. Two pairs of carbon oars. GPS. (831) 406-9132 or hawley.chuck@gmail.com.



17-FT CUSTOM WHITEHALL, 1980. Napa. \$16,000. Built by local shipwright Tony Ferrari in 1980. Completely restored 2011, 300lbs, rows with one or two persons, 2 sets of oars, 116sq ft sail, retractable centerboard, sloop with jib, new sails, galvanized heavy duty trailer, custom cover. Port Orford cedar over oak, bronze fastened, mahogany seats, gunwales, bronze fastened. Email captc4@aol.com.

24 FEET & UNDER

17-FT MONTGOMERY, 1981. Carson City, NV. \$3,600. Furler, new SS rigging 2007, low hrs 2004 4hp, 4-cycle long shaft Yamaha, chalky fiberglass. Galvanized trailer with spare. (775) 298-2481 or mmstein@yahoo.com.



20-FT SCHOCK HARBOR 20. Eugene, OR. \$14,900/obo. This is well-built, modern-keeled daysailer equipped with a classic sloop rig. It is perfect for Classy sailing with 8 or for Classy sailing boat with 10. The boat has a fiberglass hull and is equipped with more than a mainsheet. The boat includes a custom-built trailer and a 4hp, 4-cycle Yamaha OB.



14-FT CAPRI 14.2, 1998. Carson City. \$3,000. All-new running rigging, tires. Motor mount (not mounted). Garaged. Fresh water only. Roller furling jib. (775) 781-1840 or landmannron@gmail.com.



19-FT OPEN 5.70, 2010. Redwood City, CA. \$16,500. Fast is fun, and there's nothing like planing! USA 570 won the 2013 Open 5.70 North Americans and has only been sailed a handful of times since. New jib and spinnaker along with existing sails. Harken full boat, jib, and rudder covers. New Honda 2.3 and trailer in 2013 has low miles. See <http://bit.ly/2nAAxPr>. (650) 504-0479 or ks@sailoutbound.com.



18-FT MARSHALL SANDERLING, 1976. Napa, CA. \$10,000. Includes sail and cover, winter cover, 2016 Yamaha 4hp OB, depthfinder, 2 anchors, portable head, and more. This is a SOLID boat, very safe and fun to sail. (804) 928-3550 or pema.metta@gmail.com.

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14-FT BRAND-NEW RIB, 2018. Newport Beach. \$5,750. Hypalon Rib from China. Included in package: Bilge pump, oars, cover, stern light mast, cushions, steering wheel, steering cable, 4-switch panel, pump, repair kit, fuel tank, fuel gauge, built-in swim step. 5-year warranty on Hypalon. See <http://tinyurl.com/yxcxct8z>. Contact carsonreynolds@hotmail.com or (949) 290-3899.



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22-FT TURBO J/22, 1983. Oxnard. \$8,000. Turbo J/22 set up for masthead or fractional, 4 asymmetrical kites, 5 symmetrical. Class and overlapping headsails. Tandem trailer. Text (805) 236-0793. Or email Phrdragon@hotmail.com.



20-FT PACIFIC SEACRAFT FLICKA. 1980. Reno, Nevada. \$29,500. Fresh water Lake Tahoe Flicka tenderly cared for and maintained. As a pocket yacht, sails stably and solidly. Standing and running rigging in very good condition. Newer Honda 4 stroke, 8hp OB. White Ullman sails (main and roller reefing 134% jib) in good condition. All beautiful bronze oval portholes, Lewmar winches and deck hardware. All teak belowdecks. Includes Trailrite double-axle trailer in excellent condition (just refurbished and painted with newer tires.) Many extras but just basic instrumentation. Hull is dark blue Imron paint. Will deliver and assist to launch within 250-mile radius of Reno. Must see this classic jewel! Contact (775) 560-5212 or (775) 345-7504 or james.draper@yahoo.com.



24-FT PACIFIC DOLPHIN. Sailboat #299, 1978. Paradise, CA. \$14,000. Last sailed 2011 in San Juan Islands, Washington. Price includes trailer, 8hp Suzuki motor, 2 anchors, 2 rode. Lots of extras. Includes 10ft Achilles tender with 4hp Mercury motor. Registration current. Good condition. Selling for health reasons. Email lulu2mcc@gmail.com.



23-FT MONTGOMERY, 1984. Phoenix, AZ. \$12,800. Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lapstrake hull, dual-axle trailer, 8hp OB recently overhauled. Lots of sails. Good headroom. Various improvements. Downsized to smaller boat. (602) 938-0711.

25 TO 28 FEET



25-FT MERIT, 1980. Monterey. \$4,500/obo. Fast, functional and easy to sail, old gear and need for sails, TLC, some repairs. Newly rebuilt trailer. Old sails: 2 each - mains, spinnakers, genoas, 1 jib. Hull in good condition. Email 3constables@gmail.com.

26-FT RANGER, 1970. Alameda. \$3,900. Comes with roller furling jib, brand-new deck paint, freshly done brightwork, extra non-roller furling jib and more. These boats are special, and great for racing! Contact (530) 320-1208 or mattstuber@hotmail.com.



27-FT CAL 2-27, 1977. Antioch, CA. \$7,500. Very clean Cal 2-27 inside and out. Large inventory of racing sails and spinnakers. Fully rigged for racing. New curtains and brand-new cushions and foam. Atomic 4 runs well and has folding prop that backs up well also. Autopilot and lots of extra goodies for Bay sailors and racers. Sea trial in Delta for serious offer, but can help deliver to SF Bay if you like. Contact (415) 710-7902 or joeshiehy2@gmail.com.



25-FT CATALINA, 1981. Richmond. \$15,950. Upgraded, all new equipment, wind instrument, depth, knotmeter, roller furler, 9.9hp electric-start OB, new AC/DC electrical, all lines to cockpit, new interior cushions, bimini, bow roller, pop top. Email for photos. (510) 847-8994 or Captainmc@yahoo.com.



25-FT CATALINA 250WB, 2006. Braito's Marina Clearlake. \$20,500. Very clean ready to sail. Furling jib, wheel steering, 2009 Nissan extra long shaft 9.8hp OB with electric start, 2014 150% jib, 2012 asymmetrical spinnaker. With trailer. Email codethree4me@yahoo.com.



26-FT HUNTER, 1997. Placerville, CA. \$11,000. Water ballast w/swing keel, 9.9 Honda, roller furling, tiller steering, enclosed head, alcohol stove, barbecue, depthfinder/GPS, VHF, mast raising system. Sails, rigging, motor and trailer in great condition. (530) 626-0775 or randypesses@hughes.net.

26-FT REINELL SLOOP, 1976. \$6,500. 25hp inboard, 20gal gas tank, water tanks, head, stove, ice box, OB bracket, bimini, top (new, never used), sleeps 6, dual-axle EZ Loader trailer with 40 rollers. (209) 756-7991.

26-FT MARIEHOLM INT'L FOLK BOAT. 1974. Benicia. \$6,700. Great day cruiser. Bottom paint July '16. Topsides painted in 2017. Great inboard Volvo diesel rebuilt approx 6yrs ago, 750 hrs. Could use newer sails. Love this boat! Contact Pickolai1@att.net or (707) 208-8667.



26-FT BALBOA, 1974. Weaverville, CA. \$6,000. Fully contained, sleeps four. Rigged for cruising or racing. Garaged in winter. Retractable keel, heavy-duty trailer, five new tires, electric brakes. Mainsail, jib, 155 jib, self-tacking club jib, two spinnakers, gennaker, spinnaker pole and whisker pole. 9.94-cycle Johnson motor. Compass, depthfinder, knotmeter, self-steering device. VHF radio. Extras. Phone (530) 739-0332 (Ray) or (530) 200-3556 (Jody).



27-FT LAURIE DAVIDSON. Quarter Ton, 1975. Brickyard Cove. \$28,000. FUN. Complete rebuild. Carbon mast, keel, rudder. Honda saildrive. Two suits sails, racing and cruising. Dry sailed on road trailer. Boat cover. Survey 2016, turnkey condition. Contact (415) 860-1191 or dragonfly.studio@gmail.com.

26-FT CONTESSA, 1978. Santa Cruz, CA. \$7,000/obo. Tabernacled mast. Good-new sails: main, 4 jibs, spinnaker. Non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Good bottom paint over barrier coat. Research at website: <http://bluewaterboats.org>. Call (831) 566-0442.

29 TO 31 FEET



30-FT CATALINA TR BS, 1977. Alameda. \$22,000. A performance cruising yacht, upgraded with modern equipment. Universal diesel, 2 AGM batteries, 51A alternator, 100W solar, electrical, STRONG track, main and 2 jibs, rigid boom vang, whisker pole on mast, ST Lewmar jib and spin winches, dodger with connector to bimini, standing rigging and lifelines, tiller and rudder, Garmin 541 chartplotter, Autohelm 2000, FW pressure system, Nova Kool refrigerator, Sony stereo, oiled teak throughout. See photos on Craigslist. (510) 289-7818 or krrivee@gmail.com.



30-FT ETHELLS, #702, \$3,750. Very clean Etchells race boat that makes a very fun daysailer as well. Excellent galvanized trailer. Two excellent, crisp North Main/jib sail sets, and an excellent spinnaker. Several jibs, mains, spinnakers for daysailing. So. California boat. (650) 720-8958 or mtown@att.net.

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31-FT HALLBERG-RASSY 312, 1987. Berkeley. \$36,000. Bottom job 11/2017, Volvo 18hp w/750hrs, 3-blade prop, North Sails: Jib:120% on furling, fully battened main, asymmetrical chute, hot/cold pressure water, 130w solar. Great shape and ready to go! (510) 253-6073 or hr312sara@gmail.com.



30-FT KNARR, 1985. Tiburon SFYC. \$34,500. Danish Borresen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See more at http://sailboatdata.com/viewrecord.asp?class_id=160. (415) 425-4300.

30-FT NEWPORT, 1977. Bethel Island. \$5,500. With Atomic 4, needs work, registered. Contact (925) 303-6045 or gonfishn1963@yahoo.com.



30-FT WYLIECAT, 1995. Moss Landing Harbor. \$60,000. Yanmar 1GM10 diesel, carbon mast, Pineapple carbon sail, new (2017) Dacron sail, Icom VHF, Garmin GPS plotter, Raymarine ST60 speed and depth, Raymarine XP5 and ST2000 autopilots with wireless remote, Fusion iPod stereo, LED lighting, AGM batteries, Xantrex LinkPRO battery charge monitor, shorepower, battery charger. New bottom paint (Sept. 2017) and professionally cleaned on regular basis. Serious callers please contact Bruce. (831) 768-8482 or barbandbruce@att.net.



30-FT PEARSON FLYER, 1981. Channel Islands Harbor. \$6,500. New battery and bottom paint, six good sails. Beautiful, fun and fast, Frequent racer. Inboard and wildflyer30913@hotmail.com.



31-FT VAN DE STADT BLACK SOO. 1968. Brickyard Cove Marina. \$12,000. Bruynzeel ULDB *Starbuck*. Singlehanded TransPac winner. Symmetrical and asymmetrical spinnakers. Many headsails. Emergency rudder. Solar. 95 Ah lithium battery. X-5, ST2000 autopilots. GPS plotter with AIS. LED tricolor. New Tohatsu 3.5 4-stroke OB. Fresh Awlgrip. Double-axle trailer. LWL 27.5'. 4500lbs. (415) 647-7387 or buckingham@sonic.net.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



30-FT C&C 30, 1980. Sausalito. \$15,000. Wonderful "party" boat, in excellent condition. Wheel steering, roller furling jib, refurbished 12hp Yanmar engine. New canvas work: wheel cover, dodger, mainsail cover. Electronics include autopilot, depth finder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for meltwater. Head with shower. Posh interior. (415) 459-7417 or (510) 735-6953 or edcurran5@gmail.com.

30-FT STEEL SAILBOAT, PACIFICA. \$3,000. 30-ft galvanized steel sailboat - unfinished. Volvo Penta diesel marine engine. Approximately 3000# of lead ballast. Contact (707) 478-2078 or jonathanskiles@gmail.com.

32 TO 35 FEET



33-FT SYNERGY 1000, 1999. Brickyard Cove. \$62,500. Carl Schumacher-designed speedster. Recent refit 2015/2016 with new standing and running rigging, B&G electronics including Zeus II GPS and VHF, EPIRB, and safety gear. Main, trysail, two jibs, and 2 spinnakers all new 2015-2016 plus other sails. The boat is 90% ready for the Pac Cup and is in great shape. Contact (209) 323-9657 or rrieber@aascworld.com.



35-FT JASON 35 BY TED BREWER. 1980. Washington. \$35,000. Cutter rig, 5 sails, Yanmar diesel, solar panels, diesel heat, propane stove/oven, refrigeration, radar, 100gal water, 70gal diesel. Great cruiser/liveaboard. See website: <http://sites.google.com/view/melatar>. (360) 298-2295.



32-FT CATALINA 320, 2000. Marin. \$59,500. Well maintained, Yanmar low 300 hrs. Great club racer/cruiser, full battened main, 2nd set cockpit winches, roller furling headsails, gennaker, standard Catalina electronics + GPS. Excellent Delta boat, air conditioning, shoal draft, cockpit cushions. Email jon.rolien@comcast.net.

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 J33, 1988. Oceanside. \$39,900. Well cared-for. New nonskid decks, rod standing rigging, freshly painted mast, 2017 carbon main, 3/4oz spinnaker. Recent haulout, 150% and full complement of sails. More. Great PHRF. Performance cruiser. Contact (760) 802-2034 or mark@servpro8724.com.

34-FT CATALINA, 1989. Sausalito. \$55,000. Excellent condition. Full electronics, radar, autopilot. Extra sails. Spinnaker. Dodger. Bimini. New wiring throughout. New batteries. Singlehand setup. Everything works. Maintained by professionals. Updated rigging, traveler, etc. Too much to list. (415) 636-1786 or Rj1975s@gmail.com.



35-FT CRUISING KETCH, 1947. Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Saab diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



33-FT BENETEAU FIGARO II, 2004. South Beach Harbor. \$80,000/obo. Race boat, not for the faint of heart, Balsa core construction, extremely light (3000 kgs) and stiff, rod rig, brand-new sails Hydra Net from Pineapple, Twin rudders. Full Raymarine integrated systems, Carbon core batteries, Panasonic Toughbook, 4 kites, other spare foresails, new-ish Volvo engine, 300hrs, shipping cradle. One of only two in the US, formerly owned by Sam Davies of SCA fame. This vessel does not disappoint. PHRF 48. (415) 378-5397 or crispin@barkerodonoghue.com.



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32-FT WESTSAIL, 1977. French Polynesia. \$47,000. *Mary Ann* is an extensively equipped circumnavigator in absolutely Bristol condition. Is in the world's best tropical cruising grounds. Extensive website. Come sail in paradise! www.svmarianni.com. (+689) 8732-8568 or sailinginparadise@yahoo.com.



32-FT ERICSON 32-3, 1985. Pt. Richmond. \$30,000. New mainsail, many jibs, blade, carbon #3 Harken roller furler, 150% genoa, spinnaker. Ridged vang, backstay adjuster. 25hp Universal diesel with larger heat exchanger, starter alternator recently serviced. (415) 336-4402 or ericson32@pointenvironmental.com.

39-FT CAL 39, 1979. South Beach Harbor. \$49,900. Well maintained. Fast, strong, stable sailing. Encapsulated keel, wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Raycor fuel filters. Barent #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer; three-burner propane stove, microwave. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.



37-FT RAFIKI, 1979. Fields Landing, CA. \$7,500. **SOLD** Bluewater sailer, new interior. Has BMW diesel engine, hull, mast, boxes of parts, team, currently located in drydock.



34-FT NILSEN FAMILY KETCH, 1964. Sacramento. \$19,000/obo. A William Atkin-inspired Marconi double-ended beauty of white oak and western red cedar. 800 hrs on rebuilt Universal Unimite 4, Fatty Knees dinghy, easy to singlehand. (916) 524-7055.

36 TO 39 FEET



36-FT ERICSON 36C, 1976. Marina Bay. \$30,000. Prettiest girl at the dance! Cutter rig, Universal diesel, North Sails in very good shape with fresh sacrificial covers, headsails on Harken rollers. Ideal windlass, solar, wind, new sink with stainless countertop, new instruments. Recent professional work - mast pulled and completely refurbished, G-10 mast step, standing rigging replaced, all new bronze seacocks with G-10 backing plates, rebuilt rudder and shoe. Fun liveaboard for 15 years. Some interior projects needing completion. shearwater4sale@gmail.com.



38-FT SPARKMAN & STEPHENS. Catalina 38, 1984. Richmond, CA. \$52,000. New standing rigging, new North radial sails with 130% genoa, 2 reefs, plus 100% Hogan jib, Lazy jacks, hard boom vang, 44lb. Bruce with chain, anchor washdown, boom brake, hard rail, windlass, hard dodger, hard bimini, connector, complete screen enclosure, solar, CST 48 Lewmar primary winches, total 7 winches, all lines led to cockpit, watermaker, stainless 3-burner stove/oven, Adler Barbour refrigeration, inverter, battery charger, autopilot, LED lighting, 35" flat screen TV, 5 CD player with interior cockpit speakers, interior and cockpit VHF, Raymarine wind/speed/depth displays, C90-Wide at helm, radar, Flexofold prop, cockpit cushions, OB crane, dinghy. (916) 428-2311 or jackpayne2@aol.com.



36-FT CAPE GEORGE, 1978. Gig Harbor. \$120,000. *Millie* is a fully yard-built Cape George 36, launched in Port Townsend in 1978. She has been impeccably maintained with all major systems updated. <http://capegeorge36millie.weebly.com>. (253) 851-2707.



34-FT PACIFIC SEACRAFT, 1986. Point Richmond, CA. \$75,000. Classic Bill Crealock-designed bluewater cruiser. Low hrs on replaced Yanmar diesel. Several headsails, full cover, Portland Pudgy dinghy on stern davits. Autopilot, chart plotter, AIS. Contact (805) 571-6633 or thomas.tsmith@gmail.com.



37-FT EXPRESS 37 JUNO, 1984. San Pedro. \$49,500. Price Reduced.. SF Bay favorite, Santa Cruz-built Express 37, Hull #3, Located San Pedro. Very good inventory race or cruise. Good Dacron main plus 3DL racing main. Harken roller furling with Dacron 115% roller jib. Full racing spinnaker and headsail inventory. 2 cyl. Yanmar, recently serviced, Martec prop. Very clean, well maintained throughout. Tacktick instruments, GPS interfaced with Autohelm autopilot. Tiller and new rudder design. Ready for PHRF racing, Catalina cruising, or one-design racing. Contact owner. DaveCort@hotmail.com or (310) 547-3929.



36-FT LAPWORTH, 1960. San Francisco Bay. \$40,000. One owner 40 years. Extensive restoration, continuously and conscientiously maintained. All systems updated. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See website for photos of this beautiful yacht. John Hamilton and Carol Leonard. <http://hamiltonsfo.wixsite.com/website>. Contact (415) 821-4731 or HamiltonSFO@gmail.com.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link below. Patrick. www.facebook.com/Sailing-with-Laughter-1460745737303673/. (831) 238-5697 or svlaughter@aol.com.

36-FT ISLANDER, 1973. Emeryville. \$14,000/obo. 2012 standing rigging, autopilot, depthmeter, VHF, folding prop, CNG stove, jibs, main, storm jib, Bruce anchor, pressure water, head, gas engine, wheel steering. See <http://sfbay.craigslist.org/eby/boa/d/islander-36/6525577940.html>. Contact (510) 708-0701 or mebucko@sbcglobal.net.



32-FT WEATHERLY, \$45,500. Reduced!. Gilmer sloop built to be cruised, encompassing the necessary design and structural features. *Equinox* could be a reasonable liveaboard for those working in the Bay Area or preparing for cruising. See <http://bit.ly/2tGxn1Q> or (360) 316-1421.



36-FT CATALINA, 1989. Brickyard Cove Marina. \$47,800. Sails, cables, halyards - very good condition. Sail covers, dodger, wheel cover, mainsail, jib, all less than 4 years old. Universal 3hp engine under 1,150 hrs. Autopilot, depth gauge. (925) 367-5122 or arobinson2001@aol.com.



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37-FT BENETEAU, 2013. Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, STRONG track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.



36-FT ISLANDER, 1975. Sausalito Yacht Harbor. \$30,000. Excellent sailing machine, perfect for the SF Bay. Well maintained, new #2 & 3/4, main, good condition. Contact (415) 425-5352 or sjc@bay-area-immigration.com.



36-FT C&C 110, 2001. Moss Landing. \$105,000. Fast coastal cruiser with Kevlar sails and carbon fiber tape, plus a genaker. Additional main and jib. Raymarine electronics and displays. Triple spreader with rod rigging. 28hp diesel saildrive with folding prop. Dodger, TV, ground gear with 2 anchors. Inflatable available. Contact (831) 385-1106 or (831) 206-7878 or whunt1@sbcglobal.net.



37-FT GILLMER CUSTOM KETCH. 1977. Salt Spring Island, BC. \$65,000. Sail British Columbia's fabulous Inside Passage, Seattle to Alaska...or beyond. Classic Tom Gillmer-designed double-ender for sale, lying Salt Spring Island, B.C. New engine, complete refit and upgrades 2010-2016. Extensive teak joinery and bronze hardware throughout. Survey on request. For history, photos, specifications and refit details visit website: <http://sailboatlistings.com/view/71739>. (250) 537-4051.



37-FT RAFIKI, 1975. Marina San Carlos, Sonora MX. \$44,900. Boat equipped with new Beta motor, new interior, new wiring and plumbing. Ready to cruise. You will not find another Rafiki in as beautiful condition as this one. Contact (916) 704-1898 or (916) 247-6962 or mackey.maryalice4@gmail.com.



36-FT C&C, 1978. Corinthian Yacht Club. \$20,000. Great Bay boat. Beta Marine 38 engine installed 2009. Rod rigging replaced in 2003. Retiring from sailing. Contact (415) 847-6707 or stephen@get-shipshape.com.

38-FT DOWNEAST CUTTER, 1978. Guaymas/San Carlos, Mexico. \$18,000/obo. Extensive ocean cruiser, located in Guaymas, Mx. On the hard since 2012. Roomy, stable cruiser. Illness forces sale. New epoxy bottom. Monitor vane, 2 40W solar panels, newer watermaker, charger, inverter. Basic electronics, diesel cabin heater, sun awning. Universal engine 5432 approx 3800 hrs. 90gal fuel, 90gal water. Sails good to fair condition, cruising spinnaker, full-batten main, staysail, Profurl yankee, add'l spare sails. Double-headed anchor system, CQR, Bruce, Muir anchor winch. Much more. Details and photos upon request. Email slb4262@gmail.com or djhclipper@gmail.com. (360) 961-4183 or (360) 224-4121.



37-FT HUNTER 376, 1997. San Rafael. \$70,000. Boat of the Year 1997. Well maintained, new chartplotter, AIS VHF, new standing rigging in 2011, electric winch and windlass, 8D batteries, inverter, bimini, new water heater and head. Other extras. Email serenisea@comcast.net.



36-FT PJ (STANDFAST), 1974. \$39,500. Tiller-steered, IOR rated, ocean-ready. Keel up refit. New: Yanmar, shaft exhaust, prop, batts, plumbing tanks, sails, rod rigging, hydraulics, furler, hull faired, hull/mast rewired. Original plans, rating certificate. Contact (510) 387-9014 or rfhumphrey@sbcglobal.net.

39-FT FREYA, 1978. Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, Profurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.

36-FT COLUMBIA, 1968. San Rafael. \$9,500. Raymarine instruments and autopilot, 3 sails, Yanmar engine, propane stove, refrigerator, cutter-rigged, good general condition. (415) 678-0432 or brunracing@hotmail.com.



39-FT CAL 39, 1988. Jack London Square. \$75,000. A perfect performance cruiser for the SF Bay and coastal California. This Cal 39 is a rare West Coast offering of a well maintained and updated late-80s model. Comfortable at anchor and fast underway. See more at <http://cal39novia.com>. Contact (510) 698-9366 or contact@cal39novia.com.

36-FT S2 11.0, 1985. South San Francisco. Best offer. Service, new prop, bottom paint 6/17. Rebuilt head, new waste tank, transponder, batteries, port-light seals, screens. Clean title, receipts in-hand. Needs new sails and standing rigging. 950hrs Yanmar. (916) 871-3688 or rickrandolph75@gmail.com.

40 TO 50 FEET

44-FT SPENCER CENTER COCKPIT. Ketch, 1972. Blaine, WA. \$59,000. Engine 85hp Perkins, 7.5KW Genset. Perfect blue water cruiser or live aboard. Very sea kindly, fully equipped for cruising, in very good shape. Contact (604) 536-5351 or bjradowski@hotmail.com.



41-FT HUNTER 41 DS, 2007. Marina Bay, Richmond, CA. \$140,000. All options including mariner package, radar, 8" and 12" nav screens, diesel generator, front and rear A/C. New house batteries in 2017. Shoal draft. (530) 863-9607 or dans@amain.com.



40-FT SPARKMAN AND STEPHENS. 1965. Washington. \$40,000. S&S Design #1738. Double planked mahogany, copper riveted. Yanmar diesel. Propane stove. Professional rebuild. Classic boat in great condition. Details on website: <http://sites.google.com/view/haida>. Contact Mark at smaalders.yacht.designs@gmail.com or (360) 298-2295.



42-FT TARTAN, 1981. Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans make this a vessel that is ready to go. A list of upgrades includes: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



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41-FT BENETEAU FIRST 40, 2012. Monterey CA. \$175,000. Beautiful and fast racer/cruiser. Excellent condition with full suit of sails. Nearly new main and jib, code zero, 120% jib, two spinnakers. Sister ship placed first in class in 2017 Sydney Hobart race. Comfortable cruiser, stand-up headroom with three double berths, full galley with excellent refrigerator and large head with shower. Recent survey available for review. (831) 320-0193 or (831) 809-2921 or alan@seatec.us.



48-FT GERMAN FRERS KETCH, 1983. San Diego. \$149,900. Strong, fast, well equipped cruising ketch in good condition. Electric winches, boom furling, bow thruster, new toilet, new sail covers, 2 mains, 2 jibs, 1 mizzen, chartplotter, depth, VHF, more. (209) 756-7991.

48-FT LOA, FAR EAST MARINER. Ketch, 1970. \$29,500. New motor, new upholstery, new toilet, new sail covers, 2 mains, 2 jibs, 1 mizzen, chartplotter, depth, VHF, more. (209) 756-7991.

47-FT COLIN PHILP, 1989. Emeryville Marina. \$96,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquiries only please, email preferred. Contact (415) 488-0218 or (415) 999-2270 or sjr90@comcast.net.



42-FT CHEOY LEE. Clipper Schooner, 1972. Jack London Square. \$: Reasonable Offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bulletproof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. Contact (510) 435-3819 or tag@cpan.org.

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.



40-FT JENSEN MARINE SLOOP. Cal 40, 1964. Sitka, AK. \$35,000/obo. Fiberglass hull, Yanmar 40hp diesel, self-furling jib, full electronics, plywood dodger, tiller steering, spade rudder. Bunks six. Maintained. Contact (907) 747-5776 or sitkapisces@yahoo.com.



43-FT GERMAN FRERS, 1983. Salt Lake City, Utah. \$19,500. Legendary Shockwave 43ft German Frers IOR racing sailboat. Built in New Zealand for Neville Crichton by Cookson Boats for 1983 Admiral's Cup. Voted fairest looking sailboat in last 30 years in Oct. 1998 *Sail Magazine*. Exotic layup of carbon fiber with internal longitudinal girder. Large sail inventory many like new. Includes four-axle trailer. Needs energetic owner. (801) 599-3047 or mdseedall@gmail.com.



44-FT VOYAGER, 1979. Emeryville. \$77,000/obo. Great liveaboard and sailer. Center cockpit, cutter/ketch rig. Only 3-owner boat. 2016 haulout. Contact me for more info and to make a deal. (516) 695-3517 or firstlight516@icloud.com.



40-FT BENETEAU FIRST 38, 1983. La Paz, Mexico. \$59,000. Strong ocean cruiser. Three berths. New mast and rigging. Newly rebuilt Perkins 4-108 diesel engine, safe and reliable 400Ah lithium ion battery bank, new solar, arch with dinghy hoist. New bottom paint February 2018. Full specs on our website: www.sailingmilou.com/?page_id=3852. Email sailboatmilou@gmail.com.



41-FT NEWPORT, 1969. Alameda. \$16,500. Beautiful plastic classic. C&C design. Ready to sail, engine good, some newer electronics. Frigoboat, windlass, Sailcomp, VHF, stereo. Email newport41@monkeyface.com. See lots of pictures on website: www.extenserve.com/newport41.

47-FT OLYMPIC, 1975. Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



41-FT MORGAN OI, 1973. \$35,000. Currently in the Sea of Cortez. In good working order, ready for cruising. Contact Ed. (619) 400-3906 or teunisvanos@gmail.com.

51 FEET & OVER



57-FT DUTCH KETCH MOTORSAILER. 1962. Port Ludlow. \$349,000. Builder: Aalsmeer Yacht Inc./G.J. Dekker Design. Mid-cockpit, oceangoing, full keel, teak decks. Perkins 6-cylinder, 354 cu. generator 8kW Onan, SS refrigerator, freezer, 2 heads, full shower, watermaker, autopilot, 2 100gal Monel fuel tanks. A/C, heating system. Aft davits for dinghy, many sails. New aft cabin built in 2014 by Cunningham and Co., Port Townsend. Inventory too extensive to list. Ultimate cruiser for Northwest waters. (360) 821-9063 or (360) 301-9002.



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 or (604) 354-5090 or westbynorth@gmail.com.



56-FT FORMOSA. Boat Company Ketch, 1981. San Francisco Bay Area. \$238,000. This is the sailing vessel *The Lost Soul*, one of the most well-known sailing vessels in the US. She has been featured in countless magazine articles and TV shows. *The Lost Soul* has traveled much of the world's waterways. Year built 1981. Refit 2003-2006. Upgrades 2014. Builder: Formosa Boat Company. LOD: 56ft, LOA: 68ft. Draft: 8ft. Net displacement: 38 tons, gross displacement: 42 tons. Engine: 135hp Perkins (6-435). Fuel: diesel, 450 gal. Water: 225 gal. This sailboat is self-contained - watermaker, solar, perfect for a liveaboard and permanent sail-away living. A really sweet boat. See <http://tinyurl.com/LostSoulSail>. (510) 967-8421 or transfercaseexpress@hotmail.com.

CLASSIC BOATS



47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

18-FT LF HERRESHOFF. \$6,950. One-of-a-kind classic. Built in 1983 at Skookum Boat Works in Port Townsend, WA. Brought to San Francisco in 2011, excellent day sailer. Meticulously restored and maintained; all brightwork and paint new within the last year. New sails, rigging, custom-made Sunbright cover. With heavy-duty, restored trailer (new bearings and tires). The fun was in restoring it; want it now to go to someone who will appreciate and use her. Own a classic for a fraction of the money invested. (510) 205-1447 or bw@baycrossings.com.

MULTIHULLS



47-FT CATANA, 2001. \$425,000. Catana 471 (owner version). Ideal cruising cat, lying Newport Beach. Cabo, Hawaii, Marquesas, Tuamotus, Tahiti, Fiji, NZ all await you downwind. (707) 235-5958 or brewmar@gmail.com.



50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$495,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more info at www.catamarantaj.com. Email in.the.wind@icloud.com.



34-FT GEMINI 105 MC, 2005. Guaymas/San Carlos. \$118,000. Well maintained Gemini loaded and ready to cruise in the beautiful Sea of Cortez. Complete with many additions and upgrades this vessel is ready for living aboard or afternoon sailing. For more information contact owner. (719) 440-2721 or Barbair@aol.com.

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25-FT RANGER 255SC, 2012. Monterey. \$110,000. Yanmar engine fully loaded, extras and ready for cruising. Aluminum trailer, comes with light, Weaver davits included.



107-FT ARMY TUGBOAT, 1955. Sausalito Yacht Harbor. \$1,499,000. Price Reduced. Spectacular, expanded and converted 4-bedroom tug in premium downtown slip. Breathtaking 360-degree views. 5-minute walk to everything, including SF ferry. See website for full presentation: <http://sausalitotugboat.com>. Contact (707) 307-5476 or info@tugboatwatonna.com.



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DEHLER 34 PARTNERSHIP. South Beach Harbor. \$250. German-built boat, tiller, 1986, sound shape. Docked right next to the AT&T Arena, parking included. \$1,000/annual maintenance, \$250/month. Flexible schedule. Call/text Val. (650) 670-5300 or (650) 305-9344 or email ValTaf@gmail.com.



1/4 SHARE - CATALINA 30. South Beach Harbor. \$150/Month. \$5,000 for 1/4 share in a well-established, stable partnership, early Catalina 30 (thicker, more solid hull than recent versions) tiller, spinnaker, installed a refurbished Atomic 4 engine 2 years ago. Active Friday night racers. Docked in South Beach Harbor, right by AT&T park. Contact (415) 577-2777 or jrathenberg@yahoo.com.



ERICSON 30+ PARTNERSHIP. Sausalito, CA. \$2,500. Well established and financially stable partnership looking for a replacement partner for a full equity (1/6 - \$2,500 buy-in) ownership position in a professionally maintained 1985 Ericson 30+. Unlimited open usage by reservation on a 1st come, 1st served basis. Semi-annual dues of \$800. Excellent condition and never raced. New diesel engine and bottom paint. Great opportunity for someone who is interested in sailing without the responsibility of owning their own boat. (925) 788-4801 or (760) 459-3016. fingerlessdj@gmail.com.

CATALINA 34 MK II, 2007. Marina Village, Alameda, CA. \$18,500. 1/5 share in established partnership. Well equipped, very well maintained, comfortable boat to enjoy the San Francisco Bay! Great boat for daysail, or weekend adventures. Lines led aft, in-mast furling, radar, and lots of extras. No deferred maintenance. Great way to get into boat ownership without all the headaches. 1/5th the cost with all the fun! Docked in Alameda. See <http://fichou.net/baytripper>. (650) 722-0306 or david@fichou.net.



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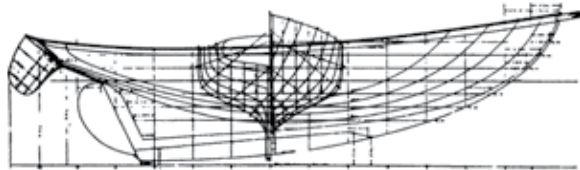
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