

Latitude 38

VOLUME 492 June 2018

WE GO WHERE THE WIND BLOWS

Great Vallejo Race
SSS TransPac Preview
The Cruiser's Back Porch
West Coast Builders, Pt. 2



SUMMER IS HERE!



SUMMER SAILSTICE

www.summersailstice.com



JUNE 23 2018

Join the whole world sailing

WHAT IS SUMMER SAILSTICE?

Summer Sailstice was founded in February 2001 by John Arndt, as the global, annual celebration of sailing held on the weekend nearest the summer solstice. The purpose is to unite sailors worldwide to celebrate and share their passion for sailing.

SUMMER SAILSTICE EVENTS!

Sailstice hosts, like Encinal Yacht Club are having **FREE**, open to the public events. EYC will have live entertainment, food, drink and more, from 11:00 a.m. to 4:00 p.m. on June 23, 2018. Find events near you at www.summersailstice.com

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...so little time...

PHOTO BY STEVE GREEN



Dave Vickland began sailing in 1957, when his father built him his first El Toro, a plywood boat built from a kit. Dave went on to sail several more small boats: a few more El Toros, some Lasers, a 505, a Snipe. Then came keel boats: a Catalina, Rangers, Nonsuch cat boats, a Wyliecat 30. He figures he's owned about 30 boats in all.

Today Dave sails a Harbor 20, which he describes as "...the most fun racer/daysailer...ever" and adds, humorously, that it is "...perfect for me, my dog and both of my friends."

Pineapple Sails hasn't been making sails for Dave since 1957. After all, we just started making sails in 1973. But he knows a great sail when he sees one. He knows we carefully measure boats and design sails, racing and cruising.

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Cover: It's always a pleasure to leave work a little early in the summer and catch a Friday evening beer can in Tiburon. From the mothership, *Summer Sailstice*, we watch the spinnaker fleet dash for the finish line.

Photo: *Latitude/Tim*

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Since 1977

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

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SAIL BROKERAGE

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LAGOON 450, 2016.....	\$645,000
OCEANIS 55, 2016.....	\$595,000
OCEANIS 55, 2016.....	\$595,000
OCEANIS 55, 2016.....	\$575,000
FIRST 45, 2010.....	\$329,000
OCEANIS 38.1, 2017.....	\$249,000
OCEANIS 41, 2014.....	\$239,000
BENETEAU 46, 2008.....	\$188,000

BENETEAU 423, 2005.....	\$175,000
BENETEAU 50, 1997.....	\$165,000
BENETEAU 42, 2002.....	\$149,000
JEANNEAU 43 DS, 2002.....	\$147,500
CATALINA 42, 1993.....	\$102,300
OCEANIS 31, 2013.....	\$99,700
BENETEAU 361, 2001.....	\$92,000
FIRST 36.7, 2005.....	\$89,900
CATALINA 42, 1991.....	\$78,500
J BOATS J/105, 2002.....	\$69,000

CATALINA MKII, 1995.....	\$57,250
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POWER BROKERAGE

MARQUIS 59, 2003.....	\$668,000
GRAN TURISMO 44, 2015....	\$419,000
GRAN TURISMO 44, 2015....	\$419,000
NAVIGATOR 5000, 1996.....	\$247,500
ISLAND GYPSY 44, 1986.....	\$97,500
BARRACUDA 7 24, 2015.....	\$86,241
BAYLINER 3888, 1990.....	\$59,000

UPCOMING EVENTS

June 17: Father's Day Charter

June 23: BIG, FAT SUMMER BOAT SHOW AT JACK LONDON SQUARE!
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June 23-24: Summer Sailstice Charters

July 4: Fourth Of July Fireworks Spectacular

July 20-22: Rugby 7's World Cup 2018

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**Great
Father's Day
Gift!**

Latitude 38
we go where the wind blows

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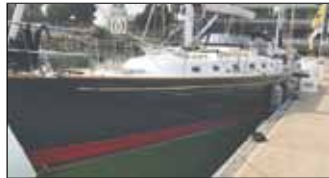
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45'5" Catalina 445 3-cabin, 2018.....	311,005
42.5' Catalina 425 3-cabin, 2018	279,168
38' Catalina 385, 2018	228,731
35' Catalina 355, 2018	192,183
31' Catalina 315, 2018	135,533

Pre-Owned Catalina Yachts

42' Catalina 42, 1994	NEW LISTING 118,000
36' Catalina 36, 2007	COMING SOON
36' Catalina 36, 2000	COMING SOON
34' Catalina 34 MkII, 2006	SOLD
34' Catalina 34, 1988	SOLD
30' Catalina 30, 1986	NEW LISTING 16,900

Pre-Owned Sailing Yachts

40' Tartan 4000, 2012.....	REDUCED 399,900
40' Hunter 40.5, 1996	79,000
35' Bristol 35.5	COMING SOON
25' Schock Harbor 25, 2008	REDUCED 39,900
20' Schock Harbor 20, 2012	SOLD 25,990

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CALENDAR

Non-Race

June 2, July 7 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

June 2-30 — 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.

June 3, 5 — Volunteer Docent Training, San Francisco Maritime National Historical Park, 9:30 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 3-24 — 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.

June 6-27 — 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.

June 7 — Humboldt County Kid's Ocean Day, Mike Thompson Wildlife Area, South Spit, Humboldt Bay, 9 a.m.-2 p.m. Marine debris education program, beach cleanup. Free. Info, www.friendsofthedunes.org.

June 7 — Adam Wright, DeepFlight Submarines: Opening Oceans for Personal Exploration, Corinthian YC, Tiburon, 7 p.m. Free; open to all, but RSVP to speakers@cyc.org.

June 8 — World Oceans Day, with numerous events on the West Coast. Info, www.worldoceansday.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. Ribbon cutting, free food, first 100 customers receive mystery gift cards. 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 — Armada Across the Bay, noon-6 p.m. Paddle, kayak or sail from the Bay Model, Sausalito, to Crissy Field, San Francisco. \$25 benefits the Earth Island Marine Monuments Campaign. Info, www.sharkstewards.org.

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 — WWII in the Shadow of Mt. Tam, Bay Model/Marinship, Sausalito, 10 a.m.-12:30 p.m. 2-mile walking tour. Bring water & snack; rain cancels. Free. Info, (415) 332-3871.

June 9, 16 — Guided tour of the Bay Model, Sausalito, 1:30-2:30 p.m. Free. Info, (415) 332-3871.

June 9, 16, 22, July 6, 7 — Sailing on 1891 scow schooner *Alma*, Hyde St. Pier, San Francisco, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/safr.

June 9-10 — Women's Sailing Seminar, Corinthian YC, Tiburon. Classroom and onboard instruction; hands-on learning. Novice to intermediate. \$300 includes light breakfast and lunch both days. 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 14, July 12 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

June 16 — BBQ for Delta Doo Dah sailors and marina tenants, Owl Harbor, Isleton. Free for the skipper and first mate



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CALENDAR

of each boat in the marina; \$10 for additional guests. RSVP to Owl Harbor, (916) 777-6055. Info, www.deltadoodah.com.

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

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

June 17, July 15 — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. CSC, www.cal-sailing.org.

June 21 — Summer Solstice in the Northern Hemisphere.

June 22-24 — Tahiti-Moorea Sailing Rendez-vous, co-sponsored by *Latitude 38*. Cruise to Moorea. Parties, traditional music, dance, cuisine and sports including outrigger canoe races. Info, www.tahiti-moorea-sailing-rdv.com.

June 23 — Summer Sailstice, Encinal YC, Alameda, 11 a.m.-5 p.m. Boatbuilding contest, lifejacket race, rescue demo, exhibitors, live music, sailboat rides, seminars, food, drinks. Info, www.summersailstice.com/sf.

June 23 — Summer Sailstice, Ballena Isle Marina, Alameda, 11 a.m. Sailboat rides, boat show, cookout, seminars, prizes, music. Info, www.summersailstice.com/2018/event/summer-sailstice-ballena-isle-marina.

June 23 — Summer Sailstice Poker Run for sailboats, Stockton SC, 9 a.m.-3 p.m. Best hand wins a chest of gold doubloons valued at \$75. Info, www.stocktonsc.org.

June 23 — Opening Day on the Columbia River Gorge. Community sail and cookout. CGRA, www.cgra.org.

June 23 — The Delta: The Way It Was, Bay Model, Sausalito, 2:30-3:30 p.m. Free. Info, (415) 332-3871.

June 23 — Daniella Dimitrova Russo speaks about Think Beyond Plastic, Bay Model, Sausalito, 7-9 p.m. \$5 donation. Info, (415) 332-3871.

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

June 24 — Master Mariners Wooden Boat Show at CYC, Tiburon, 10 a.m.-4 p.m. Jazz band, model boatbuilding for kids. \$20; under 12 free. MMBA, www.mastermariners.org.

June 27 — Sail under the full moon on a Wednesday.

June 30-July 1 — 505 Heavy Air Training Clinic on the Columbia River Gorge. CGRA, www.cgra.org.

July 14 — Community Sailing Clinic, South Lake Tahoe. Morning in the classroom; afternoon on the water. LTWYC, www.tahoewindjammers.com.

Racing

May 31-June 2 — SoCal 300, Santa Barbara to San Diego, 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. Also Doo Dah Ditch Run for cruisers with motoring allowance. RYC/SSC, www.stocktonsc.org.

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

June 2 — Final NorCal Series races for Mercurys on the Estuary. EYC, www.encinal.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.com.

June 3 — Summer One Design. MPYC, www.mpyc.org.

June 3, 17, July 1, 15 — Coronado 15 Sailing & Racing.

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CALENDAR

HMBYC, www.hmbyc.org.

June 3, 24 — Spring Races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

June 3, July 15 — Tri-Island Races #1 & 2. BYC, www.berkeleyyc.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.sfyyc.org.

June 9 — Small Boat Races, open to all centerboard monohull dinghies. BVBC, www.bvbc.org.

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

June 9, July 14 — South Bay Interclub Series races. Info, www.jibeset.net.

June 9, July 14 — Buoy Series on Clear Lake. KBSC, www.kbsail.org.

June 9, July 14 — Race days on the San Joaquin River. ACYC, www.andreascoveyc.org.

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

June 9-10 — USMRC Qualifier. SDYC, www.sdycc.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 10, July 15 — Baxter-Judson Series. PresYC, www.presidiyachtclub.org.

June 15-17 — Lipton Cup has been changed up. Ten YC teams will race in J/22s. RYC, www.richmondyc.org.

June 15-17 — El Toro Senior Nationals 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.stfyccom.

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 — YRA Summer Series #2, run by RYC at Southampton Shoal. YRA, www.yra.org.

June 16-17 — June Invitational. SFYC, www.sfyyc.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.

June 22-24 — Long Beach Race Week. LBYC, www.lbyc.org.

June 22-24 — Woodies Invitational for Alerion 28s, Bears, Birds, Folkboats, IODs and Knarrs. StFYC, www.stfyccom.

June 22-24 — Kettensburg & Classic Yacht Regatta in San Diego. AMSS/SDYC, www.sdycc.org.

June 22-24 — Trans-Tahoe. Tahoe YC, www.tahoeyc.com.

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

June 23 — OYRA Half Moon Bay. YRA, www.yra.org.

June 23 — Summer Sailstice Small Boat Invitational. EYC, www.encinal.org.

June 23 — Rear Commodore's Race to Vallejo. SYC, www.sausalitoyachtclub.org.

June 23 — Bigs & Littles. FLYC, www.flyc.org.

June 23 — H.O. Lind. TYC, www.tyc.org.

June 23 — Champions Race. SSC, www.stocktonsc.org.

June 23 — Monster Race on Clear Lake. KBSC, www.kbsail.org.

June 23 — Intraclub #2. RYC, www.richmondyc.org.

June 23-24 — Commodore's Regatta from Monterey to Pebble Beach and back. Stillwater YC/MPYC, www.mpyc.org.

June 23-24 — Baxter Bowl for Stars and Finns in Newport

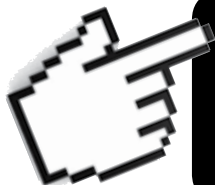
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CALENDAR

Beach. NHYC, www.nhyc.org.

June 24 — Spring SCORE/Doublehanded Series. SCYC, www.scyc.org.

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

June 29 — El Toro Junior Nationals at SSC. El Toro IYRA, www.eltoroyra.org.

June 30 — YRA Westpoint Regatta to Redwood City & Island Time Party at SeqYC. Info, www.westpointregatta.com.

June 30 — Silver Eagle. IYC, www.iyc.org.

June 30 — Little Boreas Invitational, 14 miles on Monterey Bay. ElkYC, www.elkhornyc.org.

June 30 — Año Nuevo Race. MPYC, www.mpyc.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 1 — Mayor's Cup/Independence Day Regatta on Lake Merritt, Oakland. Peggy, (510) 836-1805.

July 1 — Funnette Island Race, South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 1, 4 — Vic-Maui International Yacht Race starts in Victoria, BC, bound for Lahaina. Info, www.vicmaui.org.

July 4 — Brothers & Sisters Race around the San Pablo Bay island pairs of those names. TYC, www.tyc.org.

July 4 — Fourth of July Regatta for juniors. EYC, www.encinal.org.

July 4 — Independence Cup. SFYC, www.sfyc.org.

July 7 — Hart Nunes for Mercurys. SFYC, www.sfyc.org.

July 7 — Stars & Stripes. CPYC, www.cpyc.com.

July 7 — Jack & Jill. SSC, www.stocktonsc.org.

July 7 — North Bay Series #4/Brothers Race. VYC, www.vyc.org.

July 7 — Championship Series. CYC, www.cyc.org.

July 7-8 — High Sierra Regatta centerboard weekend on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 8 — Summer 3 & 4 One Design. MPYC, www.mpyc.org.

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

July 12-15 — Laser North Americans in Long Beach. ABYC, www.abyc.org.

July 12-15 — Coronado 15 & Ultimate 20 PCCs on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 13-15 — Gorge Skiff Regatta for 29ers and I-14s. CGRA, www.cgra.org.

July 14 — YRA Summer Series #3 in the South Bay. YRA, www.yra.org.

July 14 — Twin Island #2 around Alcatraz and Angel Island. SYC, www.sausalitoyachtclub.org.

July 14 — Fox Hat Race. TYC, www.tyc.org.

July 14 — Santana 22 Team Races. SCYC, www.scyc.org.

July 14-15 — High Sierra Regatta keelboat weekend on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 14-15 — Kiteboarding Classic/UN Challenge. StFYC, www.stfyc.com.

July 14-15 — BAYS/Svendson's Summer Splash for youth on the Estuary. EYC, www.encinal.org.

July 14-15 — BOB Regatta. SSC, www.stocktonsc.org.

July 15 — Summer 3 Long Distance. MPYC, www.mpyc.org.

July 15 — Summer Races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

July 15 — Howard Stevens Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 6/8, 6/22,



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41' Sydney 41 1996
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38' SABRE 386 2006
235,000 Contact: Seattle



48' SEA RAY SUNDANCER 48 2008
429,000 Contact: Alameda



45' Hanse 455 2016
345,000 Contact: Alameda



40' J/122 2007
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32' J/100 2005
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CALENDAR

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: 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.beniciaachtclub.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: 6/8. Summer: 7/6, 7/20, 8/3, 8/17, 9/7. Ted, (925) 699-3726 or www.encinal.org.

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

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

HALF MOON BAY YC — Friday nights: 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: 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 through 10/10; Intergalactic Beer Can Race: 7/18. Jeff, (775) 544-8268 or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through 9/27. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 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: 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: 6/21, 7/12, 7/26, 8/23, 9/6, 9/20. Friday Night Formula Windsurf Series: 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.sfmnyc.org.

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

SAUSALITO YC — Sunset Series, Tuesday nights. Spring: 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 — Every Tuesday night through 8/28. Quincy, (650) 291-4061 or www.sierrapointyc.org.

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

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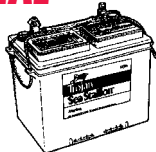
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CALENDAR

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

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

TIBURON YC — Every Friday night through 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.

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.

June Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
6/02Sat	0144/5.4	0840/-0.4	1615/4.5	2050/3.2
6/03Sun	0224/5.1	0921/-0.2	1700/4.5	2149/3.2
6/09Sat	0253/1.1	0859/3.9	1416/1.4	2101/5.8
6/10Sun	0335/0.4	1006/4.2	1504/1.7	2138/6.1
6/16Sat	0120/6.6	0810/-1.6	1533/5.2	2014/2.7
6/17Sun	0214/6.3	0902/-1.3	1625/5.3	2123/2.6
6/23Sat	0313/0.5	0937/4.1	1434/1.8	2114/6.2
6/24Sun	0400/0.1	1042/4.3	1524/2.2	2152/6.2
6/30Sat	0046/5.8	0738/-0.5	1502/4.7	1935/3.1
7/01Sun	0122/5.6	0812/-0.4	1536/4.7	2019/3.1

June Weekend Currents

date/day	slack	max	slack	max
6/02Sat	1036 2224	0048/2.2F 1412/2.8F	0324 1818	0624/2.0E 2012/0.9E
6/03Sun	1112 2312	0136/1.8F 1500/2.6F	0406 1906	0712/1.8E 2100/0.8E
6/09Sat	1042 2236	0042/1.8E 1300/1.1E	0430 1530	0724/1.8F 1924/3.0F
6/10Sun	1136 2306	0118/2.1E 1348/1.1E	0518 1618	0818/2.2F 2012/3.2F
6/16Sat	0954 2136	0006/3.2F 1312/3.7F	0242 1654	0536/3.1E 1906/1.2E
6/17Sun	1042 2242	0100/2.9F 1400/3.6F	0336 1748	0630/2.9E 2006/1.3E
6/23Sat	1054 2236	0042/2.1E 1306/1.3E	0454 1554	0742/2.5F 1918/3.2F
6/24Sun	1154 2318	0130/2.2E 1400/1.3E	0548 1648	0842/2.8F 2012/3.2F
6/30Sat	0224 1648	0524/2.3E 1854/1.1E	0942 2112	1300/3.1F
7/01Sun	1006 2148	0024/2.3F 1336/3.0F	0306 1730	0606/2.1E 1936/1.0E

Get advance tickets online at www.Eventbright.com - Wooden Boat Show



Master Mariners 25th Wooden Boat Show - Sunday, June 24 10 a.m. to 4 p.m.

Hosted by the Corinthian Yacht Club Tiburon on Summer Sailstice weekend



View and board classic sailing vessels, meet their skippers and learn the yachts' unique history. Show proceeds to go to Master Mariners Benevolent 501(c)3 Foundation. The Foundation provides scholarships for youth sailing, wooden boat building and maritime education. Also provides for the preservation of SF Bay Classic yachts. MMBF is dedicated to preserving the continuity of traditional yachting on San Francisco Bay.

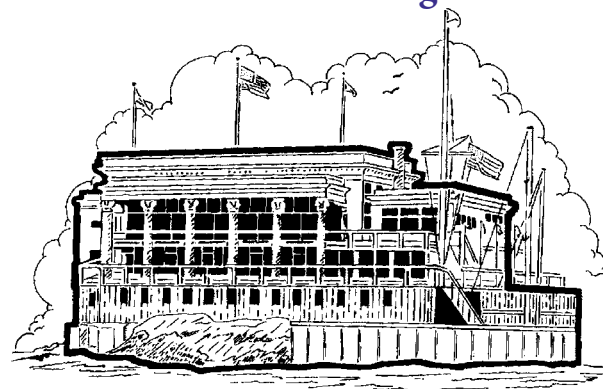
The Master Mariners Benevolent Association is dedicated to fostering participation in yachting and the preservation of classic and traditional sailing craft. During the Boat Show, the Corinthian Yacht Club outdoor bar and grill is open for lunch, there is model boat building for kids. Children under 12 free when accompanied by an adult.

Master Mariners Benevolent Association • www.mastermariners.org



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LETTERS

↑↓ THE STRANGE CASE OF BISMARCK DINIUS

In 2006 there was a horrific boating accident in Lake County. As you may recall, a speedboat driven by an off-duty deputy, Russell Perdock, slammed into the back of a sailboat at approximately 9:15 p.m. The impact was so great and Perdock was traveling so fast (50+ mph), that, at the moment of impact, his boat went airborne and landed on the other side of the sailboat. Lynn Thornton, my best friend, died of her injuries from the collision three days later. Perdock later denied that he was traveling at a fast speed and was never



CAROL STAMBUK

Lynn Thornton was killed in a boating accident just over 12 years ago in Lake County.

held accountable for the accident or Lynn's death. The Lake County Sheriff at that time, Rod Mitchell, filed manslaughter charges three years later against Bismarck Dinius, a passenger on the sailboat that was struck. Dinius was rightfully acquitted.

Now, here we are almost 12 years later to the day, and we've learned that Russell Perdock is submitting his résumé to Lake County for the chief of police position! I truly cannot find the words to express the outrage of Lynn's son, family, friends and myself over Perdock's even being allowed to apply for this position — but it turns out he's doing just that.

After the accident, your readers were absolutely outraged as well, citing the numerous marine laws Perdock broke, and were shocked that he was not charged. Many of your readers took to the Internet expressing their anger, mainly on the website *The Strange Case of Bismarck Dinius*, which was online for a very long time. Perdock was ultimately terminated from his deputy position, but allowing him to apply for the chief of police job is beyond belief! This is an appointed position, not an elected one.

I sent a letter to the City Manager of Clearlake and to the City Council members. I am hoping you can publish something on this and ask your readers to call Greg Folsom, City Manager of Clear Lake, at (707) 994-8201, and the City Council members at the same telephone number.

Carol Stambuk
Rocklin

↑↓ HUBRIS

Good lord, this man's hubris is amazing. His credentials in law enforcement should be revoked!

KD Brinkley
Rumblefish, Cal 29
Oregon

↑↓ THE GALL

I am appalled at the gall of Russell Perdock. I am incredulous that he killed someone, then he — along with his 'gang' — made life hell for an innocent citizen for years, trying to prosecute the becalmed sailboat passenger who was just sitting in the boat when Perdock plowed into him. Perdock should be convicted of manslaughter and sentenced to the maximum term for his extreme reckless disregard for human life and operation of a boat.

I have been boating all my life, and it's people like Perdock I most fear on the water. You cannot safely drive a powerboat at 35-50 mph in the dark, especially if you are DUI like Perdock

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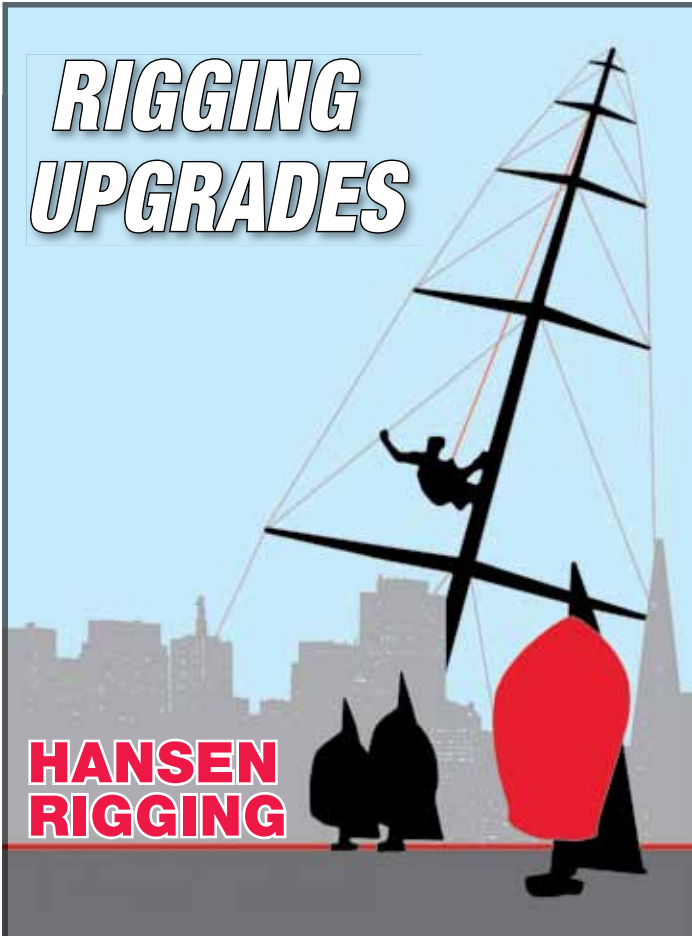
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LETTERS

probably was. How could he not see a large becalmed sailboat with white sails up? No Breathalyzer by his cop buddies for hours after the incident? Is that standard practice in Lake County?

You know that every sailor who has ever heard of this case is outraged and probably considers Lake County some kind of banana republic because of what Perdock and his buddies did to twist the facts of the case. I still fume over this a decade later. I can't imagine what the family of the poor deceased thinks of this.

↑↓ WHO IS THIS CITY COUNCIL?

That they would even consider him for the job is grounds to get rid of the city council in my book.

Glenn Shinn
Grendel, Moore 24 prototype
Santa Cruz

↑↓ THANK YOU

Thank you for your coverage on behalf of Dinius and the Thornton Family.

The late rains have brought us a full lake. Looking forward to summer.

Greig and Leslie Olson
Doggone, Brown Searunner 40
Lake County/Paradise Village, Puerto Vallarta, Mexico

↑↓ THE SYSTEM AT LARGE

Corruption at its best.

John Retzlaff
Planet Earth

While it's outrageous that Russell Perdock has the nerve to submit his name for the job of chief of police — and also for anyone in Lake County to give him the slightest hint of consideration — it is sadly not shocking. In fact, it has become a strange status quo. Keep in mind that Perdock was elected to the Clearlake City Council, and then appointed mayor, a position that is filled by rotating council members.

Anyone who followed the long and sordid story 12 years ago could see all the elements of small-town politics on display, as the local DA and police department appeared to collude to clear Perdock of charges and put the blame on Bismarck Dinius. Fortunately, sailors have a long tradition of aiding mariners in distress — usually such aid is rendered at sea, but in this case, sailors came to the rescue of Dinius with a public outcry and funds to help support his expensive but ultimately successful defense.

While the friends and family of Lynn Thornton have had to mourn, move on with their lives, and seek closure, there was never what should have been an abrupt closure of Russell Perdock's career in law enforcement and public service (Perdock was terminated from his job as chief deputy sheriff in 2010 for "undisclosed reasons," but was elected to the city council in 2014.) Sadly the oft-repeated quote, "Eternal vigilance is the price of freedom" remains true. If you looked away and imagined this travesty was corrected, you'd be wrong.

It was clear that when this case came to light, Lake County was grappling with corruption and cronyism. In a glimmer of a silver lining, Sheriff Rodney K. Mitchell and District Attorney John Hopkins were voted out of office following the Perdock case. But the thought that Russell Perdock might be appointed as the chief of police of Clearlake (it's not an elected position) is a shocking and cautionary development in a community struggling to find the straight and narrow path. — ja/th

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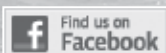
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LETTERS

↑↓ THE FLOATING CLASSROOM

Like most sailors, I'm a huge fan of your magazine. I grew up in Northern California and learned to sail on San Francisco Bay with my father, who always treated *Latitude 38s* like precious cargo aboard our Catalina 30, *Tango*. We have since moved on from Bay sailing and now have a Catalina 40 in the Sea of Cortez, where my family and I live for the few months of the year that we are not in California.

When we moved aboard our new sloop, *Circe*, I was graced with the task of homeschooling my 15-year-old brother. We have come across many homeschooled boat kids during our time cruising the Sea, and I genuinely feel they have taught me more than I could have ever learned in a classroom on land. Any *Latitude* readers who are currently in the "to-cruise-or-not-to-cruise" phase of their sailing journeys might be interested to hear how valuable the skills gained from a childhood at sea can be — I know my family could have used some encouragement and assurance on the subject when we were considering taking off on our boat a few years ago.

Laura Belichak
Circe, Catalina 40
San Francisco

↑↓ A TEACHER WEIGHS IN

I was inspired by the April 23 *Lectronic Latitude*, "The Floating Classroom." It was dead on.

Kurt Holland
Teacher/sailor
Southern California

↑↓ AN UNCONVENTIONAL CHILDHOOD

I spent the better part of my childhood intermittently seasick! My parents began an extended cruise when I was one year old, believing that babies are immune to seasickness. We sailed from New Orleans to Venezuela and back on their *Ingrid 39*, built from a bare hull, which was plenty enough time to debunk this myth. Halfway through the cruise, my brother Paul was born, and he also got seasick, from birth!

Over the next 14 years we would spend at least half of the



NIGEL CALDER

Pippin and Paul Calder in Cuba in 1995. Their father, Nigel Calder, is an English science writer, but is known in the cruising world (or by 'Cruising World' magazine as the "guru of sailing systems.")

year on *Nada* cruising much of the Caribbean, Virgin Islands, Yucatan, Central America, the tip of South America and the Bahamas. My father, Nigel Calder, just published a wonderful book about these travels called *Shakedown Cruise: Lessons and Adventures from a Cruising Veteran as He Learns the*



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Ropes. If you are interested in the in-depth narrative of these travels, as well as the history of each place we visited and useful sailing tips, it's a great read. Puke and all, I couldn't have had a better childhood. In many ways I think my seasickness made me a more resilient person.

Because the cruising life is often lonely for children, when towns emerge sailing kids are prone to make friends with anything or anyone. We would get to port and meet the most incredible sailing kids. At all ages they could monkey to the top of the mast, fix outboards, sail better than many adults, tie knots for every purpose, and in general were exceed-

ingly competent. While traditional schooling was often abandoned or minimized, these children had a toolbox over-brimming with life skills.

My brother Paul and I often envied these free, tan kids who would be at the beach while my dad insisted we had a "proper" education — a Calvert Homeschooling Curriculum, a dreaded series of workbooks covering math, grammar and all the other staples. It was terrible sitting below in the sweltering heat with a white, sandy beach on the other side of the porthole! When my mom — the art-



NIGEL CALDER

Paul Calder shows his sister Pippin a small catch in Cuba.

ist — had her way, we were off snorkeling, identifying coral and fish, and making underwater drawings while snorkeling. Back on the boat, we would categorize what we saw with reef and fish books, learning the Latin root and the symbiotic or parasitic qualities of each species. We performed the same vigilant analysis of the night sky, learning the constellations and making books about Greek myths. It will come as little surprise that, to this day, my math and grammar skills are abhorrent. However, I still maintain a great interest in the ecosystems of the world and the narratives of the night sky.

Growing up on a boat has defined who I am in almost every aspect of my personality. I full-heartedly agree with Laura Belichak's statement about the self-will of sailing children. Sailing children learn that everything can teach you something, from how to climb a coconut tree to math being relevant when building a boat. Sailors get to use their knowledge, which makes it stick!

For Paul, his has been a more mechanical pursuit. He's spent the better part of the last month fixing his 1975 Toyota truck, and he taught himself how to do all the repairs. He can weld and do carpentry and construction, and a few years ago he fully remodeled a Cape Dory 28 that he sailed to Maine and back.

I went the artistic route and have been able to make a career entirely off selling my art. Neither of us is rich, but we are very happy and, for the most part, pretty optimistic. Both Paul and I went on to receive degrees — I have a BFA in printmaking from the Rhode Island School of Design and



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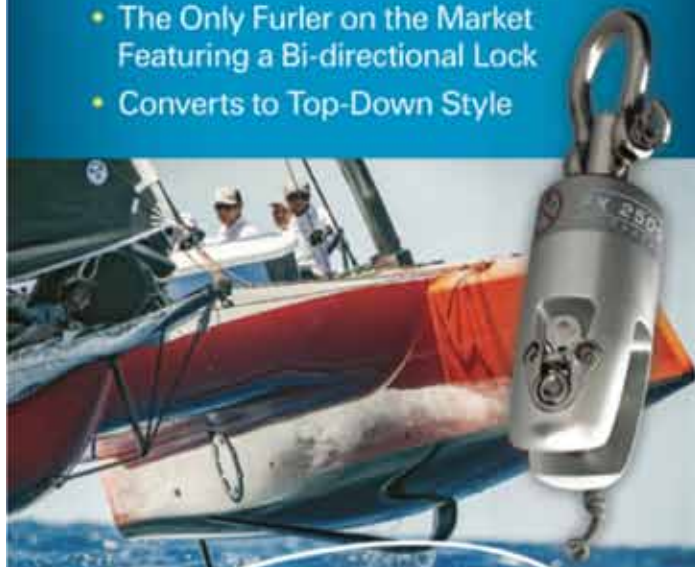
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an MFA from Tulane University, and my brother got his BA from George Washington University. We received almost full scholarships and came out with very little debt.

I say all this to encourage parents to take the risk my parents took, and believe in the tenacity of children who have been taught by reefs, beaches and mainsails. However, be warned! Paul and I turned out pretty unconventional. We live frugally, spending all our time and money on our projects (often regardless of financial gain). We live in a community of fun artsy people in New Orleans, creating art and going out on boat and canoe trips. That American push to get rich never sank into our bones and we both prefer to live simply and happily. We are also a very close family. My brother and I continued our travels together off the boat and eventually both moved to New Orleans to be close to each other. We spend months straight with our parents, building houses together, sailing, and hanging out. I believe a lot of this closeness comes from sharing quarters on a boat.

Pippin Frisbie-Calder
Nada, Ingrid 39
New Orleans, LA

↑↓ WE TAUGHT OUR KIDS WHILE CRUISING

We lived on *Cowabunga* with our three children from 1980 to 1990, starting from France in 1982, then arriving in Bodega Bay. Their schooling was somewhat eclectic: preschool for one in Brazil for a few months and kindergarten later in French Guiana, then they both attended grammar school for three years in Florida. From Florida to the Bay Area — a two-year trip — we homeschooled first through fourth grades for the kids. Since we're a bilingual Franco-American family, we added a French language and history component of our own.

Undeniably, the "real" history, geography, sociology, cultures and other languages they learned during our travels were invaluable and augmented our textbook courses. They could reasonably understand the cross references and relationships between some book principles and actual real-life situations: wind directions, compass directions, changing countries and thus a new language. It also taught them resiliency, how to forge one's way, and how to be handy with tools. And, we learned how *they* learn, a handy tool for us to address issues with schoolteachers later, when they re-integrated into regular schools.

I did learn, however, that it's difficult to be a parent *and* a teacher, and we later opted to put them in traditional schools (however not entirely, since they attended the French government-sponsored school system in San Francisco).

Janis Couvreur
Cowabunga, Rorqual 42 ketch (1979-2000)
Originally Le Verdon-sur-Mer, France

Laura, Janis and Pippin — Thanks for confirming what we strongly suspected, and what seems like the no-brainer-est fact in the world: Being a 'cruising kid' is an amazing way to grow up that produces capable human beings. It's also an opportunity for a once-in-a-lifetime education, but the exact methods of that education vary widely. Of course this is no surprise; how to best educate children is an open question inspiring vigorous debate.

We recently sat down with entrepreneur, author and cruiser Caspar Craven, who is featured in this issue's Changes in Latitudes. We asked Craven — who took his three kids (ages 9, 7 and 2) sailing around the world — how he approached homeschooling: "Before we left, we spoke to the kids' teachers and got loads of advice. We filled the boat with books. But the

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teachers also gave us the advice that with kids that age, as long as they're doing reading, writing and math every day, they'll be fine.

"For the first month, we were trying to do more of a formal curriculum," Craven said that after about a month, it was clear that the formal approach wasn't working. The kids were bored stiff. So he asked his 7-year-old son, "What are you interested in?" He said, "I'm interested in fishing." "So we got all of the fishing books out and he read all of them. Then he started writing about different fish. Then he started catching different fish and weighing them, measuring them and dissecting them. And then he started a business making and selling fishing lures.

"Basically what we did was take one subject and went really deep in it, and that took us from literacy to numeracy to science to business by just following what he was interested in. It was unconventional, and we're in the extreme. We have other friends who were following a French or English system where you submit homework and so on, but they became so exhausted." Craven said that he knew families who were planning on sailing around the world, but never got past the Atlantic. "You've got a boat to look after," he said. "You've got to take an alternative approach."

And of course, it takes a village to raise a child. For part of their circumnavigation, the Cravens were with the World Cruising Club. "You meet interesting people, and they just want to share their knowledge with you. We were in the Indian Ocean and this brilliant woman — a scientist — was teaching my daughter prime number tables over the SSB. There was one guy who was in the US Navy teaching the kids how to do celestial navigation. When you have someone who knows stuff at that level and that degree, then their energy and passion and enthusiasm comes through." — th

⇓ SEISMIC WAVES IN SAN FRANCISCO BAY

After all the discussion about tsunamis [from a February 7 'Lectronic Latitude] I should report that under the right conditions, seismic waves from local earthquakes can be observed inside San Francisco Bay.

In California, there are dozens of minor earthquakes every day above 1.0 on the Richter scale, but we don't usually notice the seismic waves because they get lost in all the daytime chaos of wind waves and boat wakes. But under the right conditions, seismic waves can easily be seen on the Bay.

In November 2017, during a windless, moonlit night, our schooner *Sea Raven* departed from Brisbane Marina and motored leisurely northward at about 4.5 knots, bound for Richardson Bay, where we planned to drop anchor for the evening. By 11 p.m., the South Bay had become a beautiful mirror reflecting the full moon, and, it being a weeknight, the ferries had made their last run from Oyster Point. There were minimal currents with high slack at the Golden Gate occurring.

Unbeknownst to us (as we glided blissfully northward), there was a 1.2 earthquake 7 kilometers southeast of Ridge-mark (near Hollister). We were in mid-channel due west of the former Alameda Naval Air Station when we encountered two-dozen 4-ft-high swells about 50 yards apart coming up on our starboard quarter from the southeast.

These were not anything like the waves created by a steamer wake. Instead they were two dozen very regular 4-ft-high swells that stretched from horizon to horizon, in parallel lines (where steamer wakes come at you in a series of about three). Because the entire Bay was flat calm, these strange waves were aberrant, so I noted this strange occurrence in the log book. The consensus of all six of us on board at the

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time was that they were seismic waves.

Later, researching on the Internet, I found the specific earthquake that caused these seismic waves listed on the USGS website's earthquake calendar (which you can search by date, location and magnitude). I also learned that seismic waves travel at around two kilometers per second, which is nearly 75 miles per minute and these had come from roughly 150 miles away in approximately two minutes — all of which added up. So, when the conditions are right, you can see seismic waves — or tsunamis — on the Bay.

Alan Hugenot
Sea Raven, Master Schooner
San Francisco Bay

↑↓ SAVE CLIPPER COVE

Clipper Cove is established as one of the best small-boat venues on the West Coast (says US Sailing). My two sons learned to sail in Clipper Cove, through the programs of the Treasure



LATITUDE / TIM

The east end of Clipper Cove, as seen from the Treasure Island Sailing Center.

Island Sailing Center — the City's only community sailing center. My older son, Cazzie Cutting, went on to start a sailing team at his high school (Mission High) and now sails for St. Mary's College of Maryland.

Sacrificing the heart of Clipper Cove to build a private marina dedicated exclusively to yachts running 40 to 80 feet would be a significant blow to the sailing community, particularly to the future of our sport here in the Bay Area.

Hunter Cutting
Dona Mae, Olson 25
San Francisco

↑↓ A LITTLE GROWTH IS OK

I say let them expand a little but not so much that sailing in the cove is negatively impacted or no room is left to anchor for the night.

Chris Curtis
Bohemian, Grand Banks 42 Europa
Point Richmond

↑↓ A SPECIAL PLACE TO WATCH KIDS SAIL

My kids sail in high school, and one of our most popular regattas is held in Clipper Cove. More than 30 teams from Northern and Southern California converge at the Treasure Island Sailing Center in late February. I'm guessing if you count the sailors and parents we total well over 300. The cove is unique because you get the San Francisco winds but sail on protected water. Viewing the racing is incredible, with spectators lining the breakwater to watch the boats race by.

Instead of turning Clipper Cove into another boat parking lot, sailors should be thinking about how to get more dinghy sailing and racing in this amazing amphitheater.

Bill Mais
Parent of a High School Sailor
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↑↓ THE MANY FACETS OF CLIPPER COVE

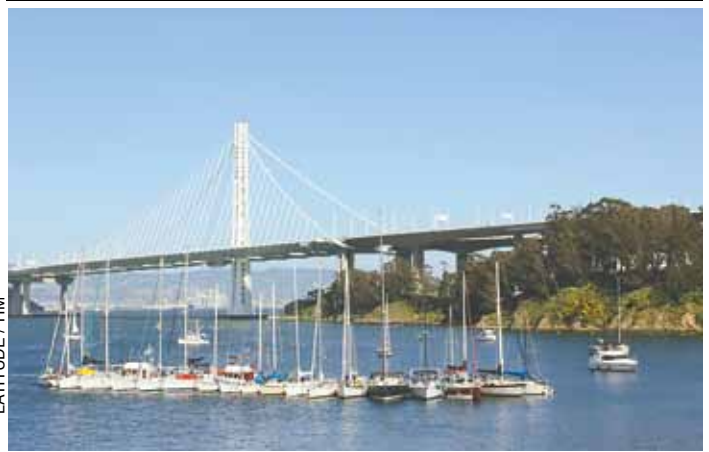
Clipper Cove has been many things for me: a refuge in a storm, a wonderful short-term location for viewing the Blue Angels during Fleet Week, a first-rate venue for International Dragon Boat racing, short-term raft-ups, and much more. It seems to me that an expansion of marina slips would have a negative impact on these existing uses that have enhanced my boating enjoyment, and I'm sure that of others as well.

Mike Pollard
Sea Bear, Pearson 26
Alameda Marina

Readers — Though much of the debate over Clipper Cove is steeped in the slow and complicated bureaucracy that's bedeviled many military base turnovers, the more challenging aspects are all the stakeholders in Clipper Cove — but to us, the high number of stakeholders also sort of simplifies the issue.

It's absolutely true that the current marina is a relic desperately in need of an upgrade. Chris, we agree with you that some growth is desirable (Wespoint Harbor is an excellent example of what a modern marina can offer). By all means, developers need enough of a return to bring it into the 21st century.

But we support balance. Whatever gets built should be done in a way that preserves the fantastic sailing venue at Treasure Island. The current proposal is for a 313-slip marina (up from the current 110 slips) ranging from 40 to 80 feet long, which would take up a third of Clipper Cove.



If the proposed expansion of Clipper Cove is approved, it's likely that the new marina would swallow up the space currently enjoyed by raft-up enthusiasts.

While the idea of tripling the number of boats is exciting, the scope of the marina — and the boats it seems designed to cater to — seems out of balance. Remember all those stakeholders: There's youth and adult sailing, paddlers, raft-up enthusiasts and nature lovers. Taking up a third of the cove to cater to a small, high-end class of boaters is just as objectionable as dragon-boaters taking over, or remote-control sailboaters, or the Vanguard 15 fleet, or stand-up paddleboarders, or any one single group.

We'd like to see a 'Goldilocks' solution, something that's just right for everyone, because Clipper Cove is such a unique piece of water. As Bill pointed out, you get the summer winds without the crazy chop. You have a perfectly protected anchorage, and you have a spectacular panorama of the Bay. It's one of our most valuable resources that must be shared with some semblance of equality among those who enjoy it. — th

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LETTERS

↑↓ SOME CLOSING THOUGHTS ON THAT ONE BOAT IN AQUATIC PARK

Sad that it has come to this, and with a veteran no less. But, *dude!* Get a sanitary system on that thing, don't dump waste, learn how to splice or wire or whatever it takes to keep your ground tackle, tackling — stop being a menace to society. We get that you are a veteran and all (thank you for your service), but if you were not fighting for law and order then why did you enlist?

If you want to live aboard and on the cheap why not go to Richardson Bay in Sausalito? Much calmer waters, less traffic, blend in with the other boats out there, and you don't put yourself in such a spotlight of anarchy. Or sail down here and live on the bounce in warm, sunny "Dago" (but only if you get a sanitary system and waste management plan and learn how to anchor).

Hence the cry for help in Aquatic Park, reaching out, calling attention to a greater issue in our society. For now go to the library during the day and read Chapman's, learn some seamanship, and clean that thing up. Keep it out of the swimming lanes and for God's sake live by MARPOL. We sailors want a cleaner ocean, not one polluted by the likes of you. No sympathy until you clean up your act.

David Barten
Ikani, Gecco 39
San Diego

↑↓ TAKE CARE OF OUR VETERANS

Contact Veterans Affairs; he most likely needs help. God bless our vets!

Reverend Malama Robinson
Mother Ocean Ministries, Cal 29
Koloa, Kauai, HI

↑↓ BEYOND WORDS

I'm just frustrated beyond words at the apparent collective unwillingness to visit some consequences on this butthead. It's simple. He shouldn't be there. I don't care if he's a vet or a Martian. Tell him to vacate and not come back or his boat will be either permanently impounded or sunk. He's being a jerk and everyone seems to be enabling it. Stop.

Constance Livesy
Wings, Passport 40
Anchorage, AK/presently in Tahiti

Readers — We'll refer you to a Sightings in this issue regarding the fate of rogue yachtsman Bryan Pennington. — th

↑↓ DON'T GO OVERBOARD. NO, REALLY. DON'T.

In the late '70s a friend of mine bought a 29-ft boat to race on the Bay. Shortly after he bought the boat he got a job offer in Saudi Arabia that was too good to pass up. He asked me to race his boat for him and send him letters about each race. I put together a crew, and we went out to practice. We sailed out the Oakland Estuary and did a couple of spinnaker sets, jibes and take-downs, and on the way back to the marina we talked about man overboard situations. We decided to go out Thursday night for another practice session before a race; I got dressed for that by donning an 1/8" wetsuit, which I covered up with jeans, a T-shirt and a windbreaker.

After we cleared the entrance to the Oakland Estuary and we were headed toward Yerba Buena Island, I simply stood up, let go of the tiller and jumped over the lifelines. I gave the crew no advance warning. From my vantage point in the water, I could see someone grab the tiller while the other



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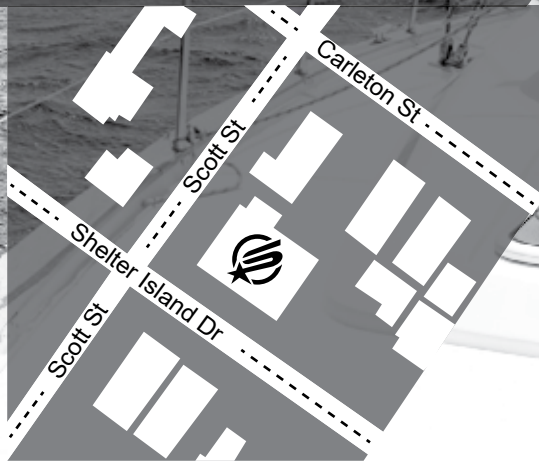
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LETTERS

three crewmembers took down the genoa and the mainsail and started the engine. Within five minutes they were back circling me. They let the boat drift down to me, and two of the guys grabbed my arms and hauled my 6'3" frame through the gate and onto the deck.

To say the least, the crew was not amused. I remember two of the guys just glaring at me nonstop as we sailed back down the Estuary toward our marina. I offered them congratulations on a job well done along with a cold beer. We sailed together for a couple of seasons and when the topic of man overboard came up, someone would say something to the effect of, "Watch out — Ron takes this man overboard stuff seriously." And I do. I take all safety-at-sea issues seriously. It ended up serving me well when, in April 2000, my Morgan 45 *Painkiller* sank 120 miles due north of Cartagena, Colombia, in 12- to 15-ft seas — and I'm still here to talk about it.

Ron Landmann
Carson City, NV

⇕ GETTING WISHY-WASHY WITH MAX EBB

As Lee Helm says (*Max Ebb*, April issue), "In theory, there's no difference between theory and practice. But in practice, there is." But the theory depicted in the first diagram assumes a frictionless foil (sail) and an inviscid fluid (air), which is, in practice, not the 'real world'. The bending of the path of air away from the high-pressure side is said to cause upwash, that is, a change in the path of airflow. However, this implies that the air ahead of the approaching foil 'anticipates' the arrival of the foil and starts bending away some distance ahead of the foil. This could not happen without viscosity, which is needed to drag the molecules of air away from their original flow lines. Therefore the first figure implicitly assumes a viscous fluid despite the caption.

As Lee says, "The air doesn't know anything." True. The air ahead of the foil does not know that a foil is approaching, and there is no incentive for it to change its path causing an upwash if it were inviscid. But, why are the pressures different on either side of the foil? Lee's friend says, "Think centrifugal force." This seems to be an argument for the transition of laminar to turbulent flow within the boundary layer rather than an explanation of lift. This does not accord with the 'circulation' explanation of lift advanced by the late Arvel Gentry, an aeronautical engineer and a sailing empiricist, who used hundreds of telltales on his sails and a pressure sensor to collect data at many different locations on his sails. Circulation depends on viscosity. There is no lift until a foil begins to move through a fluid and a counterclockwise 'starting vortex' is generated. This then sets up the clockwise vortex around the foil (sail) and the beginning of lift (also explained by Whidden and Levitt in the latest edition of *The Art and Science of Sails*). This seems to be different from centrifugal force. However, the article does suggest a way to minimize the induced drag of the tip vortices at the foot of the sail, where the pressure 'bleed off' is relatively large, by positioning crew under the boom. To minimize a similar phenomenon along the trailing edge of the jib, move the lead forward, closing the leech. This would act like the winglets on an airplane wing, preventing some pressure gradient dissipation, decreasing induced drag, and increasing the efficiency of lift.

Ron Kallen
Montrose Harbor, Chicago, IL

Ron — Max always passes letters like yours to me to deal with. Proving, like, one thing: He doesn't really understand this either.



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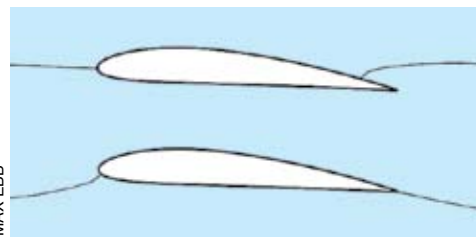


LETTERS

The flow in my diagram is inviscid except for one real-world consideration: We assume that air doesn't flow around sharp corners. This assumption is a consequence of viscosity, and correcting the flow at the aft stagnation point requires adding circulation to the flow field. So, strictly speaking, you could say that the flow with circulation added is, like, not purely inviscid, because we added the circulation to fix the viscosity-dependent trailing edge condition. But other than that, the flow is still inviscid flow, without friction. Adding circulation adds lift, upwash and downwash as part of the deal.

The upwash bending upward ahead of the foil should not bother you any more than the downwash turning back to the free-stream direction aft of the foil. Remember that inviscid flow is reversible fore-and-aft, so the upwash ahead of a fore-and-aft symmetrical foil is symmetrical with the downwash in back. Viscosity is not needed to make air change direction. It's all just following the pressure gradient.

Because the air has mass, even when there's no viscosity, the pressure field is affected by centrifugal force as the air follows a curved path. But no friction and no viscosity, so no boundary layer and no laminar-turbulent transition to worry about. Arvel Gentry did a lot of good work, but the circulation theory dates all the way back to 1910 in a paper by Nikolai Jou-



kowski. If you do the math, I think you'll find that circulation theory yields exactly the same result as momentum theory.

The problem with moving the jib lead forward and "closing the leech" at the top of the sail is that the leech is more at right angles to the flow than parallel, so you get more air brake than tip vortex control. Devices that reduce tip vorticity, like winglets and end plates, add surfaces that are parallel to the main flow direction.

As you point out, circulation theory is good for describing the effects of the starting vortex. But explaining that to Max will be a challenge . . . Here are some URLs that may be useful: www.grc.nasa.gov/www/k-12/airplane/wrong1.html, which debunks popular but incorrect lift theories; [www.en.wikipedia.org/wiki/Lift_\(force\)](http://www.en.wikipedia.org/wiki/Lift_(force)), which gives a good description of lift and circulation; and www.mathfaculty.fullerton.edu/mathews/c2003/JoukowskiTransMod.html, which explains the Joukowski airfoil and complex transformations. — lee helm

↑↓ **THE WAITING ROOM AT PUERTO ESCONDIDO**
It's about time they cleaned up the 'Waiting Room'. We were down there last June and the boats were a blight on the otherwise beautiful landscape. Most were unkept and in obvious disrepair. Puerto Escondido has wonderful facilities and there is potential for that area to become a first-class marina and center of activity. Three cheers for API!

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Steve Bean

Two-a-motu, Hunter 33.5
Bear Lake, UT

↑↓ A THING OF THE PAST

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LETTERS

sad day indeed for cruisers in the Sea of Cortez. On February 26, all boats anchored or moored in the Waiting Room of Puerto Escondido, BCS, Mexico, were given 24 hours to vacate. Approximately 40 boats were moved by order of the Mexican authorities. No definitive reason was given, and suspicions and rumors are rampant and varied.

In the author's conversations with representatives of API (Port Authority Administration) and the new Marina Puerto Escondido manager, possible reasons included mismanagement of the Waiting Room anchorage by API, and environmental issues. Several boats there had no owners available and could not provide proper documentation required by the Mexican government.

All boats with proper documentation and current API payment were given three months' free mooring in the inner harbor, which is operated by Marina Puerto Escondido (www.marinapuertoesccondido.com/contact.php). That 'free' grace period was a bit of a ruse. After moving, each boat was informed that a \$100/month 'port services' fee would be owed to Marina Puerto Escondido. After three months, the fees would increase to the standard rate of \$8/ft/month, an approximately 1,200% increase over the previous API rate in the Waiting Room.

No information was forthcoming on the future of the Waiting Room, and it remains completely void of boats. It has been rumored that any boats that cannot provide proper documentation (Temporary Import Permit, insurance, owner documentation, etc.) will be destroyed by the Mexican authorities. Several boats were out of compliance with these requirements, and risk forfeiture and destruction.

Samuel Devon
Planet Earth

↑↓ GREED

High-dollar marinas concerned about the ecosystem? What a crock! Stop putting in marinas. A hundred bucks a pop for 30 boats is a third of a million in 10 years. It's greed, *greed*.
John Retzlaff
Sacramento

↑↓ WOULD WE ALLOW THIS?

It seems the marina is going above and beyond to help mitigate this new policy. Would the folks up north tolerate 30 or so boats anchored out without papers? I think not.

KD Brinkley
Rumblefish, Cal 29
Portland, OR

Readers — We tapped our resident expert on all things Mexico: The Grand Poobah himself, Richard Spindler. The following is taken from a post on his Facebook page, from which we also quoted excerpts in last month's Changes in Latitudes: "The Puerto Escondido situation has been and remains a complicated one, and the harbor and nearby area have had a star-crossed history. Two hundred and fifty miles north of Cabo San Lucas on the east coast of the Baja peninsula, Puerto Escondido is a spectacularly beautiful and uniquely well-protected natural harbor — which hasn't necessarily meant that boats are safe when hurricanes have occasionally come through.

"When I first arrived in the late 1970s, Puerto Escondido was a popular anchorage with cruisers, particularly those who wanted to 'get away' and live on an absolute minimum budget. But it was also then that Fonatur, the Mexican government tourist development agency, first announced plans for grand

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LETTERS

development in conjunction with plans for 15-mile distant *Lo-reto*, the only town of any size in the region. Fonatur's attempt would be the first of several government and private efforts to make Puerto Escondido the new *Cabo* or the new *Ixtapa*.

"Somewhere along the line, I think it was when Fonatur placed moorings in the large harbor, cruising boats were prohibited from anchoring for free. This resulted in the common



CURT HAMANN

The natural harbor at Puerto Escondido (in the Sea of Cortez) has long been a haven for cruisers on a budget. The removal of the 'Waiting Room' by an agency of the Mexican government has been controversial, to say the least.

sight of a beautiful mountain-backed anchorage with several hundred moorings — some of them of questionable quality — and never more than a few boats on them. Eliminating the free anchorage resulted in the degradation of what was a once a pretty vibrant cruiser community and cruiser destination. It's an open question 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.

"Alas, the various grand development plans for Puerto Escondido, and that of nearby areas, have never really worked out. In at least one case someone just ran off with millions of dollars of government money. In other cases grand plans started, stalled, and withered on the vine.

"As beautiful as Puerto Escondido is, it has a bit of a weather problem. The late fall and the late spring are spectacular, but those aren't prime times for cruising. And it's too cold for water sports in the winter and too hot for much of anything but swimming in the summer. Most destinations in Mexico have a high season and a low season. Puerto Escondido has what I'd describe as two low seasons and two shoulder seasons.

"Not long ago the Fonatur development was taken over by San Diego brothers Jeff and Curt Hamann, who previously cruised the area on their 50-ft Prout catamaran. The Hamann family is well known for large tracts of commercial property in the United States. They have a partner in Puerto Escondido in Enrique Salcedo, former president of the Mexican Marina Association, whose family has been involved in real estate development in Mexico. The Hamanns and Salcedo are committed to the vision of an exclusive Puerto Escondido, with a world-class marina and world-class waterfront homes. Unfortunately for cruisers, their business model does not allow for free or inexpensive anchoring for cruisers on a budget. Sort of like at Catalina. And recently it meant that all the boats in the 'Waiting Room', many of whom were refugees decades ago when Fonatur kicked everyone out of the main anchorage, were given 48 hours to get out.

"From the reports we've gotten, the folks at the Puerto Escondido Marina and the associated development have done a lot of good things and have a nice operation. Only time will

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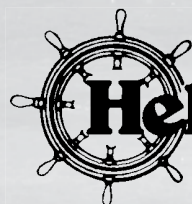
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LETTERS

tell if there is a big enough market for a high-end development in a somewhat remote area where the weather is out of sync with most cruising schedules, and without the vibrancy that comes with a critical mass of people."

↑↓ CORPORATE LATITUDES?

You guys are doing an OK job since taking over from the Poobah, but I miss the pictures of nekked girls.

Captain Ryan Hatch
Flying Tiger
Outer Banks, NC

Captain Ryan — This is actually something that the staff of Latitude (both male and female) has spent some time discussing. All we'll say for now is that we publish pictures of sailors having fun. Traditionally, those sailors (both male and female, both young and old, both clothed and scantily clad) have sent us photos of themselves.

That's all we have to say about that. Please find our address at the end of the Letters column. — th

↑↓ A NEW RACE TO HAWAII

Just wondering what folks up north are saying about PSSA's singlehanded Shaka Challenge race to Hawaii, which is scheduled on the same year as the SSS's Singlehanded TransPac. Seems to me like it would help grow participation in singlehanded sailing if the years were alternated like the Pacific Cup and Transpac.

Brendan Huffman
Holiday, Catalina 42
San Pedro

Brendan — The start of the SoCal-based Pacific Singlehanded Sailing Association's Shaka Challenge on July 1 will be one week after the start of the Singlehanded Sailing Society of San Francisco's Singlehanded TransPac on June 23. The Shaka Challenge will start from Marina del Rey and sail to Honolulu on the island of Oahu; the SHTP will start in Tiburon and drop anchor in Hanalei Bay, on the north shore of Kauai. Hanalei, by the way, is back in business and welcoming visitors following the extreme flooding in April, but all repairs may not be complete before the SSS sailors and volunteers arrive in July.

As of this writing, the SHTP has 26 entries, and the Shaka Challenge has seven, a couple of which might otherwise have signed up for the SHTP. Elsewhere in this issue, you'll find profiles of the Singlehanded TransPac'ers.

What does the SSS think of the competing race? Read on to the next letter. — cw

↑↓ ODD YEARS WOULD BE BETTER

I've known of the Shaka Challenge for many months. It has been talked about in the past, and Jérôme Sammarcelli even had a simpler version of it slated for the Mini Transat crowd that he ran a few years back. It would be better for all of us, I think, if they ran it in the odd years, instead of even years. It does not seem to have impacted our turnout as we are right at the same level of entrants as the last few years. We are getting turnout from SoCal similar to the last few races as well. You can see that in our entry list.

It does simplify logistics for boats in the SoCal area, saving a passage up the coast that takes a few days. If you speak to the PSSA membership, you will find that the burden of moving a boat up here and then spending the dollars to house yourself in the Bay Area for a week or two adds quite a bit to the cost.

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LETTERS

PSSA has adopted a qualifying race as well. They called it the Meridian Race this year. It seems to have shaken out a few potential participants with the first day of strong breeze, something we get every summer day on Bay Area waters.

Brian Boschma
Race Chair
Singlehanded TransPac

Brian — The trouble with running the Shaka Challenge to Honolulu in odd years is that the L.A. to Honolulu Transpac is raced in odd years. — cw

BRITISH AMERICA'S CUP TEAM TITLE SPONSOR

By selling out both his long-term sponsors and the core values of sustainability and environmental stewardship, Ben Ainslie has reportedly increased his team's budget by more than 30% over the last cycle. Cozying up to INEOS chairman Jim Ratcliffe — a pro-Brexit billionaire who founded INEOS — and kicking his other sponsors to the curb with little to no



INEOS TEAM GB

A rendering of the Brit team's new colors for their America's Cup challenge.

warning, Ainslie has now aligned himself and his team with one of the world's largest global polluters and the UK's biggest player in the shale gas micro-fracturing (fracking) game.

The long-term sponsor, Land Rover, was reportedly left in the dark about the entire shake-up until just before an official announcement was made. On the plus side, Ainslie should now have access to plenty of cheap shale gas with which to burn more bridges in the future.

Ronnie Simpson
Quiver, Peterson 34
Honolulu, HI

Readers — Read Ronnie's report about the British America's Cup team announcement in the May 2 'Lectronic Latitude at www.latitude38.com. — cw

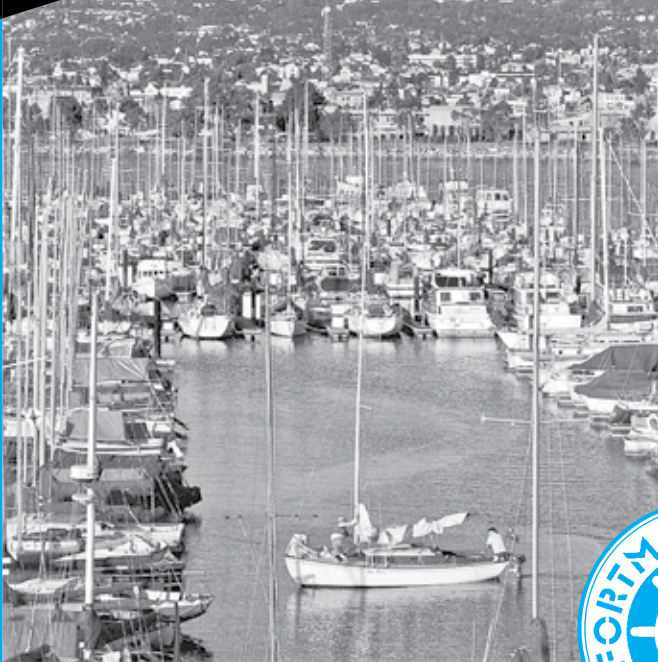
NONAGENARIAN WINS AMERICA'S SCHOONER CUP

My bit was wordy at best but you arranged it beautifully with great choice of photos. The ASC committee and I could not be happier, and Paul Plotts is ecstatic. Thanks too for the great preface-to-May article and photo headliner in April 25's 'Lectronic Latitude. Darrall is very pleased, and Paul appreciated the notoriety too — he keeps calling me to tell me to tell you. With pure joy, Paul sends love and best regards. His 91st birthday was last Sunday — he is amazing.

Thanks again for including our event in your great water-front journal — and supporting our local photographers too.
Marcia Hilmen
San Diego

Readers — Paul Plotts was the winning skipper of the America's Schooner Cup on April 7 in San Diego. Paul sails the 1930 John Alden staysail schooner Dauntless, known to Bay Area sailors from many appearances in Master Mariners races.

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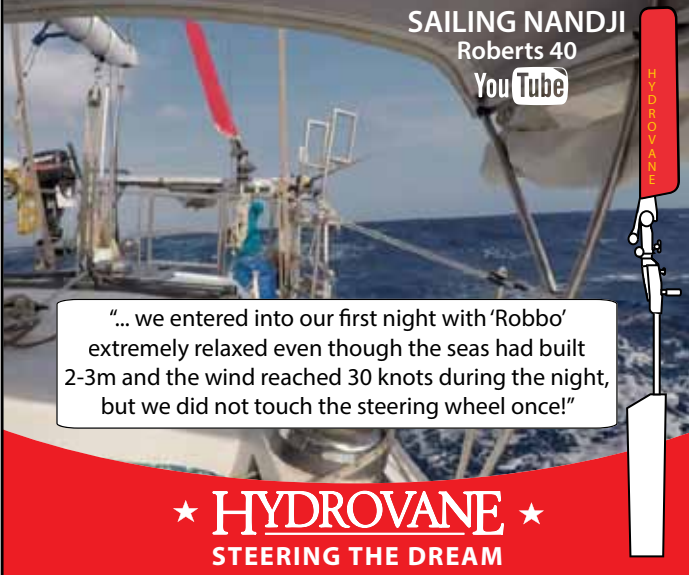
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LETTERS

DARRALL SLATER / WWW.BAYSHOTS.COM



Darrall Slater's photo of 'Dauntless' was featured in 'Lectronic Latitude' on April 25.

Acting as a volunteer, Marcia wrote a report and collected photos from the America's Schooner Cup charity regatta, and we ran the story in May's Racing Sheet.

Without contributors like Marcia, Latitude 38

would not be the sailors' rag we all know and love. — cw

↑↓ WAVES LIKE MOUNTAINS IN THE NORTH PACIFIC

I recall some of those 'mountains' — kind of like having the hills of Contra Costa County coming at you — in a three-day blow about 500 miles west of Point Arena during the summer of 1986. I was on the helm of a Swan 51 returning from Hawaii. We climbed to the peak of a large swell that was translucent peacock blue at the top, and I discovered that the wave was breaking and hollow on the other side. Straight down we went, bow-first, and the evening's chili accompaniments wound up all over the galley.

Aside from that moment, it was more fatiguing than frightening. Now, the 55 knots gusting to 70 off Cape Flattery (1993 on an Alberg 35), with seas coming from three directions — that was frightening.

Jean Ouellette
San Francisco

Readers — Jean's comments were prompted by an April 13 'Lectronic Latitude' report about monstrous seas and hurricane-force winds during the Clipper Race's crossing from China to Washington. What, where and when were the biggest seas you've sailed on? — cw

↑↓ TOTALLY PERPLEXED

We saw this at Berkeley Marina and figured it must serve a useful purpose, but can't for the life of us think what it could be. Do you know?

Don and Mary Lou Oliver
Cappuccino, Ericson 38
Berkeley

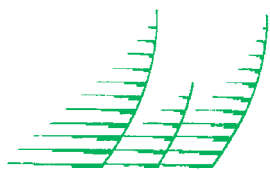


CAPPUCCINO

This mysterious — but bright! — floating device was spotted at the launch ramp in Berkeley Marina.

Don and Mary Lou — Berkeley-based naval architect and BYC member Paul Kamen responds: "It's for the Slip 'n Slide Olympics. It's 100-ft long by 14-ft wide.

Actually it's a kelp nursery, launched to test flotation and mobility. Final destination is somewhere in Indonesia, if I remember correctly. It will work in conjunction with pumps that bring cold water from deep depths up to the surface." — cw



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— C. Calderaro
"Lisa Jeanne II"
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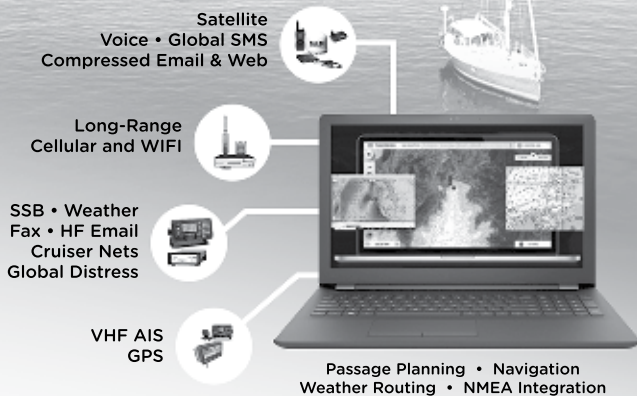


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LETTERS

↑↓ WHY ALAMEDA MARINA IS A GOOD THING

I am a longtime Bay Area sailor and a housing advocate. Recently, I was presented with the opportunity to merge my passions and contribute to both evolving our changing maritime industry and alleviating the pressure on our impacted housing market. It's a rewarding job to help build our communities along the waterfront, including the proposed redevelopment and improvement of Alameda Marina.

San Francisco's sailing scene is still alive, but sailors' access the Bay has changed dramatically, as have the business models. Today, there are no Bay Area production boatbuilders, and the larger yacht clubs have taken to purchasing fleets of vessels to give their members an economic opportunity to practice and compete on smaller boats. This new world is different, yet I've talked to many marine businessmen who are thriving, busier than they've ever been, and, in some cases, are unable to find enough skilled workers to fill open jobs.

This tells me that sailing is going to be OK, and while I have no idea of the future, I do know that getting out on the water will always be fun, and people will always seek out sailing opportunities. To that end, I think the owners of Alameda Marina get it. Here are a few attributes of the plan:

- A new secure seawall that will feature a pathway along the waterfront similar to Marina Bay or Sausalito Yacht Harbor.
- Replacement of Island Yacht Club's foundation and piers, saving the building. (I'm wondering if IYC could wangle the funding to create a new clubhouse, or maybe build a houseboat like the CYC in Seattle.)
- The plan accounts for sea-level rise, remediates polluted soil, and replaces utility connections, putting the property back on solid ground for at least the next hundred years.
- The new floating dockyard puts shops close to boats being maintained, a model already in use at yards like KKMI.
- 60 dry-sail slots will support all of the active and current tenants, including the BAMA and SSS fleets berthed there. The area will be equipped with a pair of electric mules for truck/car-free launching and a new three-ton hoist.
- Installed Versadocks as needed will allow small boats to be wet-sailed without bottom paint.
- A fun little fact is that the total amount of planned yard space, if one includes the floating dockyard and service slips, will equal the area of the former Svendsen's boatyard.
- The fairway on the east side will offer great accommodations for paddling sports including SUP and kayak businesses.
- The Travelift rails will remain in place along the new seawall and one 35-ton Travelift remains on site. This provides time to attract a new operator should one find it feasible to reboot a compact and environmentally sound haulout facility similar to KKMI in Sausalito.
- More than 700 new homes are planned, many of which will face the Estuary. Over 100 units are designated affordable.

Over the past several weeks I've been met with skepticism, but I know that by creating conversation and community around this project we can work to improve Alameda, and I'm inspired by the sailors and businesspeople who realize the opportunity to remake the marina. To anyone who would like to learn more about what's happening at the Alameda Marina, feel free to reach out to us. To see the plan, go here to <http://alamedamarina.com/updates> and click on 'View Plan'.

Dave Wilhite
Consultant and Community Liaison
Alameda Marina LLC
Alameda
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LETTERS

↑↓ WHAT CAN BE DONE ABOUT WATERFRONT DEVELOPMENT?

I attended the Alameda Marina Development event on Saturday, May 5. I had moved my boat to Richmond the previous year when I heard the dry-storage area was slated for development into high-density housing. I still have ties to the marina, have sailing friends who are still there, and have connections to the commercial side of the marine industry.

Driving in, it was sad to see how the facilities are deteriorating due to the lack of maintenance. A once-vibrant and thriving community is now a virtual ghost town. The people there didn't mind the dust and dirt that goes with a boatyard and the attendant marine businesses; it's part and parcel of what it takes to keep boats in good working order. Now, sadly, Svendsen's is closed and a once-active yard is now silent. Many of the shops are vacant, and the ones that are still there are living day to day with no clear plan for their future tenancy.

Entering the 'Service Ship', a well appointed floating two-story barge, I was greeted with computer-generated illustrations of what the new development might look like. The dry-storage area was reduced from more than 500 slips to just 60; there's a plan for one three-ton hoist for those boats. The in-the-water marina was to remain with sorely needed dock upgrades. The large and historic tin building that bisected Svendsen's was to remain, repurposed into smaller shops and marine businesses. A few of the smaller buildings, such as Island Yacht Club, were to be moved or refurbished.

There are to be two big developments for high-density housing — one will be a large apartment complex, another will be single-family homes grouped around the small water inlet. These were declared to be necessary for the development to go forward, as they would provide the money to replace the aging infrastructure of the retaining wall and the other systems.

There was a proposed marine-business area modeled on the system KKM uses, with floating service ships, or barges, that would house various services that don't require a boat to be set on the hard. There was an area set aside for a possible boatyard, should anyone want to open one with a Travelift (assuming they're able to get the permits to do so). From what I understand, that's difficult to do now; most of the existing yards are grandfathered in, while getting permits to open a new yard is difficult at best due to stringent EPA standards.

When I asked how all these new residents were to get onto and off the island (as the highway infrastructure hasn't changed) I was told that that was the City of Alameda's problem. It's the same question I asked the designers of Star Harbor. No one has a good answer.

I'm not anti-development; I'm pro access to the San Francisco Bay. But all the developments have the same effect, they either limit the access or make it more expensive and out of reach for most people. I moved my boat up to Richmond for that reason, and now have to drive twice as far. The few times I have gone to Alameda to visit friends, getting onto and off the island has been difficult, and these developments haven't even started yet. I shudder to think what the traffic will be like.

What's the solution? We need housing, and we need access. As of now those two things seem opposed to each other. The quality of life in the Bay Area is deteriorating as more people move here. The question is, what's to be done about it?

Patrick Kohlman
Joyicity, Davidson 1/4-ton
Richmond



"I blew most of my money on broads, booze and boats...the rest I just wasted."

— Elmore Leonard, R.I.P.



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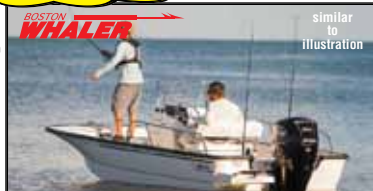
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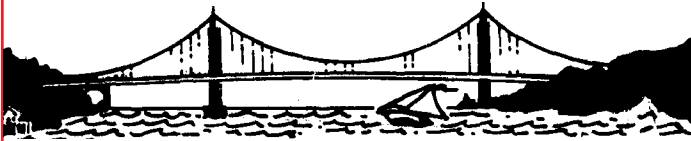


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LETTERS

Patrick — You're asking all of the right questions. How do we at least preserve and maybe, just maybe, even expand marine services in the Bay Area to keep our sport and lifestyle alive and thriving? And how do we fight the mammoth forces of development, overpopulation and crushing congestion?

We don't know. As you noted, the decline in space for marine services is in part tied to a decline in space. Every inch of the Bay Area is becoming crowded, and every square foot of housing more and more valuable. One could make the argument that sailing services are being pushed out for a larger and more pressing need. While we agree that we need more housing, marine businesses need to be next to the water. New houses don't (though we appreciate a good view, too).

Besides, the vitality of sailing and the industry surrounding it faces a much larger problem: Fewer people are sailing. We spend lots of time contemplating the reasons for this, which are many and varied.

There are simply more things to do now — more ways to recreate — than there were 30 years ago. Yes, there are more digital distractions, but there are many more ways to get out on the water. Back in the day, if you wanted to get out on the Bay, sailboats were one of your only options. Today — thanks in part to the proliferation of plastics — would-be adventurers can get a stand-up paddleboard or a kayak. These craft are immeasurably cheaper than a sailboat and require far less skill and far less storage and maintenance.

But, while watercraft like SUPs and kayaks offer people some sense of escape and adventure, and access to the Bay, that doesn't compare to the sailing lifestyle. And yet, this is one of the many reasons why sailing has been on the decline.

So, what can be done? We're encouraged by a slow but steady renaissance of the sport. Those indestructible plastic classics of the '70s are still around and still cheap, and they're falling into the hands of young people. A few small sailing co-ops around the Bay offer cheap access to boats — these groups might see more widespread and tech-savvy use as part of the 'sharing economy'. But to try to answer your question of what can be done, Patrick, these are the critical first steps:

First, speak up. With so much pressure to develop, it's up to local communities to speak out and make their voices heard. We know economics say that to help relieve the high price of housing you build more houses. Conversely, what happens to dry-storage pricing when you go from 500 spaces to 60? The price of sailing goes up! What's more, removing waterfront facilities in the Bay Area seems akin to removing chairlifts at a ski area to add condos. What good is living at the mountain if you can't ski, or living on the Bay if you can't sail? Yes, we need housing, but not at the expense of access.

And then: Just sail. Take non-sailors out for a ride whenever you can and show them what's so special about sailing.

The survival of an industry in the Bay Area — and in this country — comes down to one thing: money. If our industry is going to survive, it needs to be strong and vital, which will lead to economic clout so that it can elbow its way into a seat at the table. — th/ja

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 full 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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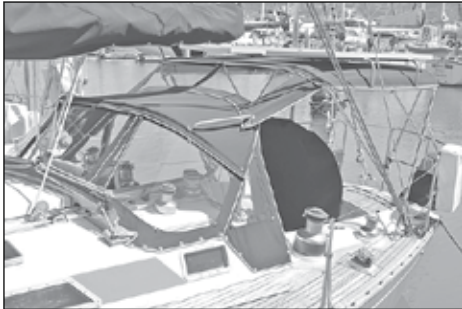
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"I can readily see why your head isn't working: it seems to have been installed upside down!" wrote Peter Adams, reflecting a pairing and theme for this month's Caption Contest(!). Aaaaannnnnd the winner is:



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Hey guys! I found the hole where we throw all the money! — Dan Larson

"Bob didn't quite understand when he was told to make a thru-hull for the head." — B Daker

"Welcome to Australia, mate!" — LuAnne Graves

"Does this hull make my head look big?" — Kim Epperson

"I am Bungalow!" — Jessica Chase

"Kelly was easily able to determine that the Run-Hatch installation instructions were read upside down." — Brian Kepner

"The birth of a sailor!" — "Becky Lacey Elmore

"After 40 days in the whale, Jonah finally found the back exit." — Bruce Donnally

"That's what happens when you fail to adequately prep before bottom painting — KD Brinkley

"Now add the caulking and we're set." — Mike Carran

"I'm head over keel for you!" — Priscilla Castro

"*Homo erectus* may have been a sailor, and able to speak," *The Guardian* wrote in February. "A new theory suggests that *Homo erectus* had bodies similar to modern humans, could make tools, and were possibly the first to cook. Now one expert is arguing that *Homo erectus* might have been a mariner — complete with sailing lingo.

"*H. erectus* fossils have turned up not only in Southern Europe, but as far afield as China and Indonesia. Some argue that the mysterious hominid *Homo floresiensis*, discovered on the island of Flores, could be descended from *H. erectus* — although others disagree.

"Oceans were never a barrier to the travels of *Erectus*. He travelled all over the world, travelled to the island of Flores, across one of the greatest ocean currents in the world', said Daniel Everett, professor of global studies at Bentley University, and author of *How Language Began*. They sailed to the island of Crete and various other islands. It was intentional: they needed craft and they needed to take groups of 20 or so at least to get to those places.'

"While Everett is not the first to raise the controversial possibility that *H. erectus* might have fashioned some sort of seagoing vessel, he believes that such capabilities mean that *H. erectus* must also have had another skill: language.

"*Erectus* needed language when they were sailing to the

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LOOSE LIPS

island of Flores. They couldn't have simply caught a ride on a floating log because then they would have been washed out to sea when they hit the current,' said Everett, presenting his thesis at the meeting of the American Association for the Advancement of Science in Austin. 'They needed to be able to paddle. And if they paddled they needed to be able to say "paddle there" or "don't paddle." You need communication with symbols, not just grunts.'

"It is unknown when language emerged among hominids; some argue that it is a feature only of our own species, *Homo sapiens*, which suggests a timing of no earlier than 200,000 years ago. But Everett believes it goes back further than that.

"[Some experts say] that there is little evidence that *H. erectus* was a sophisticated seafarer, let alone had a language. 'I don't accept that, for example, [*Homo*] *erectus* must have had boats to get to Flores,' said Chris Stringer, head of human origins at the Natural History Museum in London. 'Tsunamis could have moved early humans on rafts of vegetation.'"

"Self-driving cars may not hit the road in earnest for many years — but autonomous boats could be just around the pier," wrote Matt O'Brien of the Associated Press.

"Spurred in part by the car industry's race to build driverless vehicles, marine innovators are building automated ferry boats for Amsterdam canals, cargo ships that can steer themselves through Norwegian fjords and remote-controlled ships to carry containers across the Atlantic and Pacific. The first such autonomous ships could be in operation within three years.

"One experimental work boat spent this summer dodging tallships and tankers in Boston Harbor, outfitted with sensors



THE BOSTON GLOBE

"Starboard! Sail over power! Oh wait, that's an unmanned vessel." But seriously, are we completely ignoring all the science fiction from the '80s? Aren't we inventing and inviting machines to take over the world one day?

and self-navigating software and emblazoned with the words 'Unmanned Vessel' across its aluminum hull. The boat still needs human oversight, but some of the world's biggest

maritime firms have committed to designing ships that won't need any captains or crews — at least not on board.

"The ocean is 'a wide open space,' said Sea Machines CEO Michael Johnson. Based out of an East Boston shipyard once used to build powerful wooden clippers, the cutting-edge sailing vessels of the 19th century, his company is hoping to spark a new era of commercial marine innovation that could surpass the development of self-driving cars and trucks. The startup has signed a deal with an undisclosed company to install the 'world's first autonomy system on a commercial container ship,' Johnson said. It will be remotely controlled from land as it travels the North Atlantic. The International Maritime Organization, which regulates shipping, has begun a two-year review of the safety, security and environmental implications of autonomous ships."

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sf social sailing

Brothers Frank and Giovanni Marcantoni are your typical 20-something-year-old millennials full of energy, enthusiasm and great ideas. But rather than aiming to take on the world of technology and startups, these young men, originally from Baltimore, are using their skills to help break down some of the traditional barriers for people who would like to sail, but never have. "I realized there was a space between young people



John Super has been a fixture at Treasure Island Sailing Center for years.

who were lucky enough to have sailing lessons when they were younger, and then slightly older people who had enough money to really get into the sport," Frank said, adding that there are lots of people in the 20- to 40-year-old range who want to get into the sport. "So we created this program where, over five weeks for three hours each weekend, we go out on a J/24."

SF Social's Sailing League, which operates out of Treasure Island Sailing Center (or TISC), is ideal for people who are interested in learning to sail but don't want to commit to joining a yacht club, or lack the confidence to take a class on a larger boat. "I feel young people are so interested, but there's not an outlet for

them that's easy," Frank explained. "And actually, sailing is more welcoming than people give it credit for."

More than just a 'learn to sail' class, the league actually functions a bit like a yacht club (or any other social sporting group) with a mix of competition and hangout time. Sailors enjoy friendly rivalries on short race courses, and, at the end of the session, gather to share their experiences — because what's racing without dissecting it at length afterwards (known in some circles as 'yachtie karate'). And although the emphasis is on fun, Frank assures us that by season's end, the crews have also learned basic sailboat competence.

The Sailing League started in the summer of 2016 as a follow-up to Frank and Giovanni's first program which they started in Baltimore with US Sailing affiliate: Downtown Sailing Center. Since then, the league has been on the Bay every season except winter. "Mostly because they pull the docks out at Treasure Island," Frank quips. While sailing is Frank's passion, he said he wasn't raised as a sailor. "Our grandparents were big powerboaters; my grandfather was a big sport fisherman, and they were members of the BYC [Baltimore Yacht Club]." But over the years, Frank found his true calling on occasional sailing trips with his grandparents' dock-neighbors. "I always grew up on and loved the water, but somehow I missed the motorboat and really liked the sailing," he said.

Years later as a college student living aboard a friend's Mainship 36 in Baltimore, Frank had the opportunity to spend the summer crewing aboard a racing maxi-yacht. Afterwards, he worked as delivery crew up and down the East Coast. "It was a lot of fun and a brand-new experience for me, racing on big sailboats. So I kind of missed the middle part. Like, where you learn on Lasers and then make your way to big boats."

Now Frank sails on San Francisco Bay nearly every weekend. He said that while new sailors are enthusiastic, there are plenty of people who remain apprehensive and "find it intimidating to step into something they're not familiar with." But after doing a season with the Sailing League, many newcomers face their fears and go on to sign up with local sailing schools, become regular members of the sailing community, or simply do another Sailing League season.

continued on outside column of next sightings page

the fate of a

The strange case of a boater who overstayed his welcome at Aquatic Park has drawn to what many feel is an overdue close — for now.

In late April, Bryan Pennington was convicted in federal court of anchoring without a permit, surprising no one — he had been on the hook in Aquatic Park for over eight months. He drew the ire of the tight-knit swimming community by anchoring in the swimming lanes and dumping raw sewage, and confounded the nexus of law enforcement agencies



ALL PHOTOS MONICA GRANT

rogue yachtsman

trying to enforce the rules. Pennington's 30-ish-ft trimaran is presently end-tied at Hyde Street Harbor. According to a park official, there's a lien on the boat, and over \$5,000 owed to the port.

Pennington, who is 52 years old, represented himself, and "challenged the legality of the federal laws that govern the cove, challenged the way [US Magistrate Judge Laurel] Beeler ran her courtroom, demanded a jury trial, and ultimately refused to cooperate any further, citing

continued in middle column of next sightings page

social sailing — continued

"Most people are amazed when they realize it isn't that hard to feel like you're in control," Frank said. And as many sailors, know, being in control of a sailboat and learning how to use the wind is an intoxicating, addictive feeling.

Frank and Giovanni believe the league's connection with TISC meshes well with SF Social's underlying mission to help underserved youth. "TISC does an insane amount of work with kids," Frank said. He's pleased that the league is able to support TISC through engaging the club's fleet of J/24s, and through their wealth of knowledge and experienced instructors and sailors. "Sailing means a lot to me," Frank concluded, and said he is excited to be a part of the millennial generation's introduction to the wonderful world of sailing.

— monica grant



SIGHTINGS

the show must go on

After being smashed by not one but two devastating Category 5 hurricanes last October, and with a major international sailing event on the horizon, the untiring community of Tortola took the only course that made sense: It picked up the pieces and simply carried on. In March, just six months after Irma and Maria tore homes apart and scattered boats like rag dolls in places boats just do not belong, the 47th BVI Spring Regatta and Sailing Festival went off without a hitch with over 70 boats registered.

Getting tourism back to the Caribbean is one of the first steps toward economic recovery, and with hundreds of sailors from 12 countries attending this year's Spring Regatta, Tortola was working toward that goal. The community worked incredibly hard to bring life back to the Regatta hub at Nanny Cay Resort and Marina, and while damage to the island is obvious, the water is still 80-plus de-

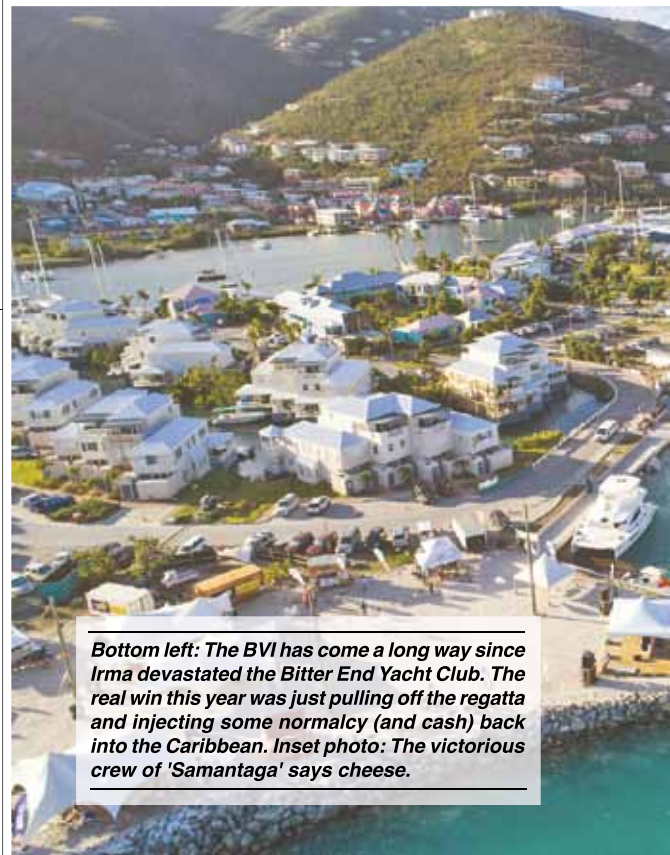
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rogue

an unspecified disability," the San Francisco *Chronicle* wrote.

Pennington was not sentenced to any jail time, and was not given a 'stay order' that the National Park Service had been seeking. This worried some swimmers — many of whom were in attendance at the trial — that the trimaran would just end up back in Aquatic Park Cove.

The case of Bryan Pennington drew a wide variety of commentary from our readership (a few of which can be seen in this issue's *Letters*). Some people concurred with the swimming community and felt that Pennington was blatantly,



Bottom left: The BVI has come a long way since Irma devastated the Bitter End Yacht Club. The real win this year was just pulling off the regatta and injecting some normalcy (and cash) back into the Caribbean. Inset photo: The victorious crew of 'Samantaga' says cheese.

CARIBBEAN BUZZ HELICOPTERS

— continued

unacceptably out of line; some people felt that law enforcement failed to step up and remove the rogue yachtsman in a timely manner; some people were shocked that a single boat drew so much condemnation, given the field of legally-questionable boats in Richardson Bay; and some people felt that Pennington, who is reportedly a disabled veteran, deserved help rather than admonishment.

Pennington does have a history of confrontation. According to the *Chronicle*, he was convicted of misdemeanor battery on two harbor patrol officers in

continued in middle column of next sightings page



ALL PHOTOS ALASTAIR ABREHART UNLESS OTHERWISE NOTED

go on — continued

greens and turquoise-colored, the breeze is always perfect and the sun is shining. It goes without mention that an abundance of cold beer and rum nudged Regatta participants into the moment.

"People say it was a once-in-a-lifetime storm, and hopefully we never go through that again," Miles Sutherland-Pilch, general manager of Nanny Cay, said. "We've started down a very long road putting things back together and it's been amazing just to have been part of the community here. Everyone's got the same determination to see the BVI rebuild. The number of people who have been employed to get the Regatta off the ground has been heartwarming. We are so grateful to everyone for coming here. It's exactly what we needed: people spending money. The trickle-down to the rest of the community is huge."

The inaugural Absolut Full Moon Race took competitors 165 nautical miles around the

entire BVI group. Finishing first at Nanny Cay on a fun 15-plus-knot reach under sunny skies was *Samantaga*, a Swan 45 from Belgium, which had to tough out a night of big breeze and massive squalls. *Samantaga* finished the course in 24 hours and 35 minutes, and also finished first in CSA Racing 1. The crew are a bunch of friends who have vacationed together in the BVI annually for the past 15 years, but had never raced in Spring Regatta. "It was magic; we really enjoyed the racing and we were very happy to compete," said *Samantaga* tactician Koen de Smedt.

Other notable wins on the water this year included Sir Robin Tattersall racing in CSA Bareboat 3 with his crew on *Gatos del Sol/Makin' Memories*, a Sunsail 41. At 87, Tattersall took six bullets in all six races. A Tortola local who has lived in the BVI since sailing to the islands in 1965 with his young family to take up the post of Government Surgeon, Tattersall also took home the International Yacht Club and Best BVI Boat awards. Tattersall put it down to good crew work, even though his crew age averaged out to some 70-years-old.

"We have a very experienced crew on board and a lot of local knowledge," Tattersall said. "We tried to get good starts and stay ahead, and were perhaps more comfortable going near the rocks, which the other guys didn't do!"

Tortola locals Chris Haycraft and his crew on *Godspeed*, a Swan 51, also took bullets for every race sailed, finishing first in Performance Cruising. "Just going sailing for the first time since the hurricanes was a highlight," Haycraft said. "It was so good to be out on the water again. Two months ago, we weren't sure how this event was going to work — it's so been great to see so many people and friends returning to the BVI."

Recovery in the BVI marine community is well underway. Some 75% of boats on the island were either totaled or seriously damaged. Despite this, charter companies are already back to some 80% of pre-hurricane inventories and expect to be at full capacity by next season. While accommodation on land remains a challenge, those who did charter boats were for the most part able to stay on board and enjoy the slips at Nanny Cay's new outer marina.

The *Lazy Sheets* team from St Petersburg, FL, took first overall in CSA Bareboat 1, racing on a chartered Moorings 51. "It's the first time we've done this regatta," skipper Antony Dalton said. "A group of us from St. Petersburg Yacht Club got together to race because we wanted to help. We would have come even if there was just a keg on the beach! We had a great time and will be back next year to defend."

— michelle slade



SIGHTINGS

what's best? just sailstice

Sailing is nothing if not eclectic. There are highly skilled racing sailors who've never set an anchor. There are incredible sailors who've circumnavigated the globe but never been near a starting line. Then there are world-class sailors who've never sailed on salt water. All of these sailors can teach someone how to sail, but they're likely to disagree about the best type of boat, best way to learn, and what is best about the sport of sailing. Heated arguments often arise about which are the 'right' boats for the Olympics or America's Cup, or if a proper cruising boat should be yawl- or cutter-rigged. We all agree everyone should start sailing in an Opti, right? Or was that an El Toro, or Sabot — anyone remember the Holder Hawk ?

So who's got it *right*? Maybe we should just settle this on the water and see who's having the most fun. It's hard to calibrate a funometer



to accommodate all the variables but, like rating rules, someone probably has a formula to come close.

We think that sailors would ultimately agree that it's a unique pleasure to get on the water under sail — regardless of how you choose to do it. On Summer Sailstice, Saturday, June 23rd, all types of sailors will take out the funometer and use the summer's longest Saturday to get the wrinkles out, hoist sails, and

make a dent in that funometer. Race or cruise, tall ship or small ship, it's the way to start the summer right.

Alameda mayor Trish Herrera Spencer issued a proclamation declaring June 'Water Sports Month.' "Whereas, the worldwide Summer Sailstice celebration celebrates water sports and the Encinal Yacht Club is hosting an Alameda Summer Sailstice celebration on June 23rd that is open to the entire community and introduces non-boaters and boaters to a wide variety of sailing and other water activities . . ." the proclamation reads. Other waterfront communities are encouraged to do the same. At the EYC event, sailors can compete in the cardboard boat building contest, cruise in for an overnight at the EYC docks, race in the small-boat regatta, or sail from their local marina and stop by in the afternoon for some live music and a Goslings 'Dark 'n' Stormy'.

Cross the island and you can celebrate with Club Nautique at Balena Isle Marina; or cross the Bay and celebrate with Modern Sailing, which is contributing to American Sailing Association's goal of getting all schools signed up and sailing together on June 23. Any sailor can register and post their sailing plans for the day or weekend, whether it's a race, cruise or daysail. The funometer check comes when you post your pictures and stories from the weekend — you'll be joining sailors up and down the West Coast and across the country who are starting their summer with a celebration of what we have in common: sails, wind and water.

Is it Moore 24s, J/24s, or Melges 24s? Should you cruise on a Hans Christian 38 or a modern Beneteau? There are so many unique types of boats because there are so many types of sailors. Carter Cassel grew up in a Southern California racing family and is now skipper of the wooden scow schooner *Alma*. Go figure. Your first sail may have got you hooked, but what kept you going may be an entirely different type of sailing. For Summer Sailstice every type of sailor is invited.

Summer Sailstice is also a way for us sailors to open the door for everyone, invite them for a sail and see and help them discover what best suits their style. Way too many people get introduced to sailing through 'friendly' beer can racing and find that it's not too friendly;

continued on outside column of next sightings page

rogue

Santa Barbara (that conviction was overturned on a technicality).

Even if he had a legitimate challenge to the permitting process, Pennington could have done any number of things to be a better neighbor. The question of why the law applies to one place in the Bay and not another is a valid point. Officials will tell you that because it's a National Park on federal land, Aquatic Park has more stringent laws. Still, we, along with many of our readers, struggle to understand how so many agencies with overlapping jurisdictions — who have no



ALL PHOTOS LATITUDE / JOHN

— continued

lack of funding or personnel — were unable to effectively provide evenhanded enforcement of the laws on the books.

We reached out to a local veterans group to see they could intervene on behalf of Pennington, without luck. Whatever his fate may be, we hope that Mr. Pennington finds a more peaceful way to live on his boat and be a good steward and good citizen to those around him. Unique sailors land in congested waterways all the time. We just hope that the law is applied fairly to all.

— tim

sailstice — continued

They come away thinking sailing is all about getting wet and bruised while someone yells at you. Some people love it; many never come back. Many use Sailstice as an opportunity to welcome new sailors aboard. Mette Segerblom of Orange Coast College in Newport Beach has run a Summer Sailstice open house for years, saying, "We take over 100 new people sailing each Sailstice. It's a great time of year for the community to explore our programs, and enjoy an afternoon on Newport Harbor while sharing in the global celebration of sailing. And, we offer free hot dogs."

We all know the best way to sail is 'our way' of sailing, and Summer Sailstice is the way to put your specialty on the map. To add your plans to the event map, or to check out what's going on throughout the Bay, go to www.summersailstice.com and follow the links.

— john



Everyone's invited — Moore 24s, wooden sailing dories, Encinal Yacht Club opens its doors with free sailboat rides while teams compete by building, launching and racing a cardboard boat.

the way of 'tara'

Imagine you're sailing across the Pacific on a 120-ft schooner. Warm trade winds ruffle your sun-bleached hair as you watch a pod of dolphins surfing off the bow wave. Meanwhile, your crew of blissful argonauts is . . . decoding the genes of coral?

That's what the scientists onboard *Tara* have been up to for the past 24 months. Their epic voyage has taken them from France, across the Atlantic and into the Pacific and on to Asia. They're studying the biodiversity and evolution of coral reefs in response to climate change. It's the latest globe-trotting expedition for this truly legendary boat, which in the past dozen years has made scientific journeys to far-flung places like Antarctica and Greenland, and even drifted in Arctic ice for a couple of years.

Tara is a massive, 120-ton aluminum ketch built for extreme conditions. Her rudders and centerboards retract so that she can actually sit on top of ice. She came to life as *Antarctic Explorer* in 1989, then served the Cousteau Society as *Seamaster*, and was owned by New Zealander Peter Blake, who was knighted Sir Peter for his monumental accomplishments in ocean sailing, including five Whitbread Round-the-World races and two America's Cup wins. It was on *Seamaster* in 2001 that Sir Peter was tragically killed in a shootout with thieves on the Amazon River. *Seamaster* was just beginning what was intended to be a five-year odyssey to visit ecologically sensitive parts of the planet for environmental purposes when Blake was killed.

Can you imagine what this ship has seen in her long service as the ultimate ocean research vessel? In her current expedition, she's taking a scientific team both across and up and down the Pacific, inspecting coral reefs in remote islands like the Solomons as well as hyper-inhabited places like Hong Kong. Like our rainforests, coral reefs are home to many plants and animals that are important sources of new medicines to treat cancer, arthritis and heart disease.

Scientists often refer to them as the "medicine cabinet of the 21st century." Although they cover only 1% of the ocean, coral reefs contain nearly 30% of the ocean's diverse collection of creatures, right down to the lowest levels of the ocean food chain. Researchers are discovering some rather interesting symbiotic relationships among the creatures in the reef. For example, coral are very dependent on the microscopic algae in the cells of their digestive system. A coral polyp gets about 90% of the energy it needs from the algae's photosynthesis. When you multiply all these diverse species and relationships together you begin to appreciate the vast number of questions that scientists have about coral and how they protect themselves.

Another interesting fact about coral: Apparently they like the taste of microplastic. A recent study from Duke University reveals that coral prefer eating tiny bits of plastic over more natural things in their typical diet. *Tara* Expeditions is working with scores of scientific organizations around the world to understand and protect our oceans. Scientists on board have collected plankton samples from all of the Earth's oceans in the largest DNA-sequencing effort ever done for ocean science, resulting in a massive catalog of 100 million genes, many of which are totally new to science.

Tara will be crossing the Pacific once more this summer, from Japan to California, thus beginning the long journey back to France. What will be her agenda in California when she arrives in July? "July is far from us, a very long time for *Tara* actually!" Elodie Bernollin, communications director for the *Tara* Foundation, told me when I contacted the foundation in March. When you're on one side of the wide Pacific it's an awfully long way to the other side. I discovered that when I soloed my Pacific Seacraft 37 *Pamela* from New Zealand to San Francisco in 2016, when time seemed to lose any trace of meaning.

The current itinerary includes visits in Honolulu June 12-19 followed by Portland, Oregon, July 7-10, and San Diego July 18-21. You can follow the voyage at www.oceans.taraexpeditions.org/en

— Dennis Maggard

delta doo dah

It's not quite summer yet, but action in the California Delta is already heating up. On June 2, roughly 150 boats from all over the Western United States will take part in a mass migration from Richmond to Stockton. Most will be racing; maybe 20 or so will sail in the cruising division. A few years back, destination host Stockton Sailing Club partnered with the Delta Doo Dah to help grow the cruising fleet. Thus was born the 'Doo Dah Ditch Run'.

It's a long day and 67 miles of sailing, but when that buzzer sounds at the SSC clubhouse, and the crowd on the lawn lets out a cheer, they're cheering for you, and you know you've really accomplished something. (Registration for the Ditch Run is closed.)



heats up in june

A big party will follow the race, with a BBQ dinner, Mt. Gay rum and other drinks, and a live dance band. We encourage the sailors to stick around for breakfast the next morning, which will be followed by the awards ceremony. After the awards, we plan to hand out some door prizes to official Delta Doo Dah entries (must be present to win). We have a whole box full of DEET-free insect-repellent products from BugBand to give away, plus four cans of Mini Firefighter, an easy-to-use, less-messy supplement to your USCG-required fire extinguishers.

SSC invites Doo Dah Ditch Run sailors to keep their boats in the harbor for free for up to two weeks after the race. That's

continued in middle column of next sightings page

two short sightings

SoCal Ta-Ta Postponed Until 2019 — It's with great regret that the Grand PooBah — *Latitude* founder Richard Spindler — must advise everyone that there will not be a SoCal Ta-Ta this year, despite sufficient interest being expressed. *Profligate*, the mothership, is going to Peter Vargas' 'boat spa' at the La Cruz Shipyard for a big cosmetic job. As with all big boat projects, they take longer than estimated, and when it's done the catamaran would still have to bash 1,250 miles north. The uncertainty is too great to schedule the event.

Kris Larsen Arrives in Darwin, Australia — "Just a quick message to let you know that Kris [Larsen] appeared on the horizon yesterday morning," Natalie Uhing (Larsen's wife) wrote us on March 22. Larsen, a Russian-born Australian, completed a circumnavigation and hit 100,000 lifetime nautical miles aboard his homemade 31-ft steel junk *Kehaar*, which has no engine, electricity, radio, GPS or compass. "His name goes up in brass letters on the Dinah Beach Cruising Yacht Association's timber plaque," Uhing wrote us. "He'll

continued on outside column of next sightings page



The 118-ft, 120-ton schooner 'Tara' has been sailing the world and studying coral for the last two years.

ALL PHOTOS TARA

SIGHTINGS

short sightings — continued

join the club's many 'round-the-worlder' members."

Uhing said that Larsen has no future cruising plans. "The past four years really helped get sailing out of his system; he'll be focusing on life in Darwin for a while, and at the moment our travel plans are being made *without* the boat." Natalie said that being freed from a boat gives the couple an opportunity to explore "mountainous places like Peru and Chile, so will probably fly and travel overland."

You might recall that Larsen was described as a "Disoriented Australian man" by the Coast Guard in January, when he asked for a tow after arriving in Maui from Panama. Larsen had spent over 100 days at sea, and his arrival sparked a healthy debate about "low-tech" sailors. After completing a circumnavigation without instruments, we think it's safe to say that Larsen is oriented just fine.

delta doo dah

perfect timing for the next Doo Dah event.

On Saturday, June 16, Owl Harbor will host a big BBQ and party. Owl Harbor will provide free food and drinks for two people per boat in the marina; additional guests can purchase meal/drink bands for \$10 each. Reserve a slip and RSVP for the BBQ at (916) 777-6055.

Additionally, Owl Harbor (which is on Sevenmile Slough just off the San Joaquin River in Isleton) is offering one free night to registered DDD participants with a minimum two-night stay.



— continued

The Delta Doo Dah has no official events scheduled for July and will enter a DIY phase. Many of our fleet members will find suitable anchorages from which to view the Hilton family's fireworks on July 4 at Mandeville Tip on the San Joaquin. We invite Delta explorers to let us know about their travels; we can be reached by email at chris@latitude38.com.

Delta Doo Dah registration is open through August, and it's free; learn more and sign up at www.deltadoodah.com.

— chris

This is what we expect to see every September at the Rolex Big Boat Series: knockdowns, roundups, and general carnage. So for those semi-fluky years when we see 8 to 10 knots or even glass, we start to wonder — without fully understanding the phenomenon — if climate change is playing a role. While we believe in science and data, as sailors, it's impossible not to be influenced by our gut feelings.

we've got a feeling about the weather

Are the winds getting lighter in California? This is a serious and common query we hear from our readers, and a logical question given the world's changing climate. At least a few sailors have told us that they believe the Big Boat Series — held each September — has seen lighter conditions for several years in a row. So has there been a quantifiable change in the wind? We decided to take a semi-scientific look, explore our 'gut feelings' about the wind, and talk to an expert: "The wind climate is complicated, and I think the human memory is short and nostalgic," said Mike Dvorak, a wind forecaster and founder and owner of Sail Tactics.

It's easy to mis- or overinterpret the weather, especially when it doesn't behave the way you want. If a regatta famous for its big winds has uncharacteristically light air, it's a little disappointing. If you have two years in a row of fluky conditions, then you might start to wonder just what the hell is going on with the planet (the same applies, by the way, to all sports dependent on the weather). Consider this report we posted from the 2016 BBS. "After a windy and chilly Thursday and Friday, and an even windier Saturday (30+ knots of breeze were reported), Sunday dawned brilliant, warm and with a suspicious amount of east in what little breeze fluttered the flags at St. Francis Yacht Club. By noon the easterly, a harbinger of the winter sailing season to come, had died and enough of a westerly had filled in through the Golden Gate to begin starting sequences."

It's normal to think that something strange is happening to the planet when ordinary (but ill-timed) fluctuations in weather happen to fall on a weekend when we all want it to blow. After all, the climate is changing. "I think sailors are always looking for a way to understand their environment," Dvorak said. "It's natural to wonder if climate change is causing wind to be lighter."

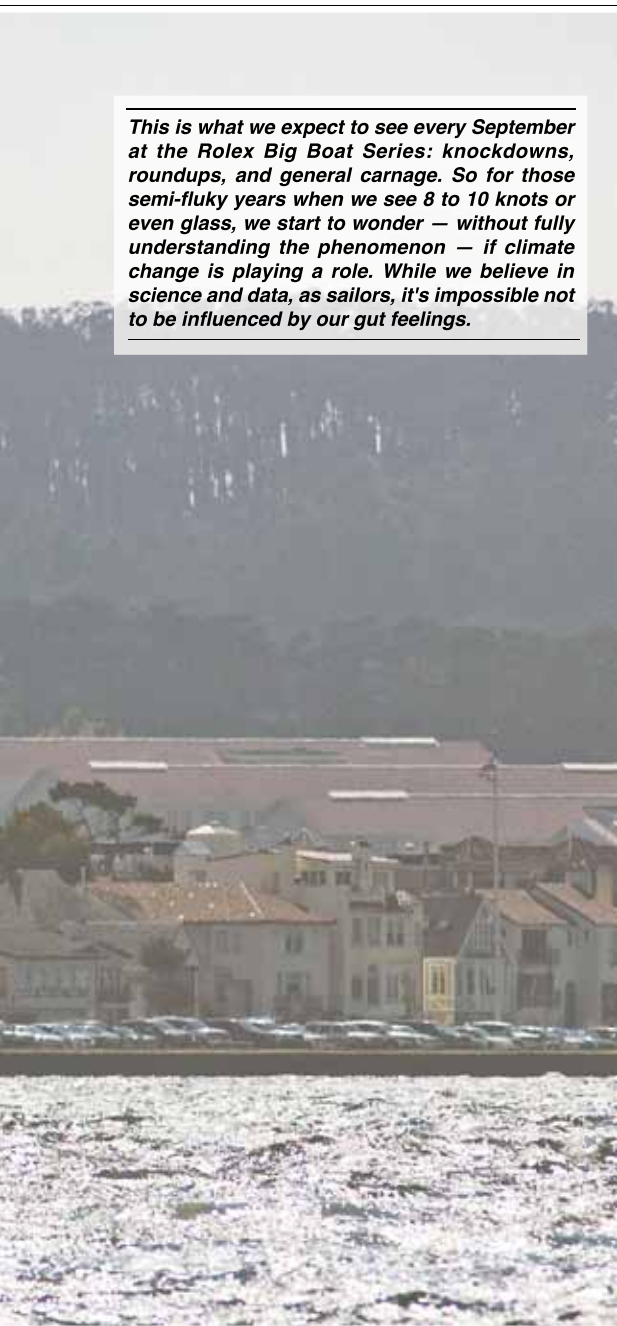
Seeking some hard data, we looked at wind averages as measured at San Francisco International Airport from 1948 to 2017. For the sake of expedience, and in keeping with our theme, we only looked at wind speeds for the month of September from every other year. This is by no means a scientific analysis, but might offer an empirical glimpse to contrast with our gut feelings. Since 1948, windspeed averages in the month of September have ranged between about 10.5 miles per hour to 12.5. While the 50s and 60s saw wind strengths about one-mile-per-hour stronger compared to the following decades, averages have remained fairly consistent, according to our journalists-doing-math analysis.

In SoCal, David Smyth, the president of Westlawn Institute of Marine Technology, said that after having a *feeling* that the winds were getting lighter, he looked at some historical data "to see if there was any truth to the feeling. I did not find anything unimpeachable, so I am putting it down to perception. Perhaps the fact that when I was younger, I simply sailed almost every single day. Now, I choose the day. Perhaps I keep choosing more calm days. But there are certainly changes happening in the climate, and it should appear as differences in wind. So the question might be: What is the actual signal of climate change in the wind data? I will gamble beer money that there is a signal in the wind data."

According to Mike Dvorak, climate change should technically cause stronger winds in the summer. "In a warming planet, you would actually expect the seabreeze — driven by the differential heating between the land and sea — to get stronger initially. The water warming will lag the land heating and initially (now) drive a stronger seabreeze. But there are all kinds of other phenomena that could change that first-order effect."

In other words, we don't have an answer as to how the winds are changing, and how climate change may or may not be driving such changes. But we have a *feeling*. If you have strong feelings on this subject, please email us at editorial@latitude38.com.

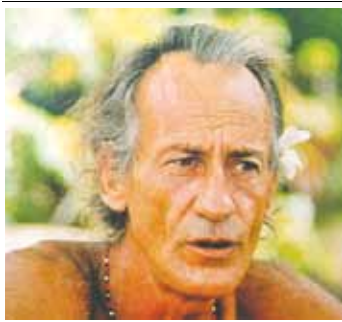
— tim



LATITUDE / CHRIS

remembering a legend:

April 10, 2018 would have been Bernard Moitessier's 93rd birthday. To commemorate the occasion, we republished a *Latitude 38* interview from 1981 with the French sailing legend. Moitessier discussed fighting with 'The Dragon' during his epic solo circumnavigation in the Golden Globe Race in 1968 — a race that he famously dropped out of to 'save his soul'. The



BERNARD MOITESSIER

Dragon was a concept that at once seemed to dominate Bernard's thoughts, but was something he had difficulty explaining. "We all have to fight against something," he told *Latitude's* Frank DiMarco. "And if we don't fight, we never evolve. We just stay what we are, which means we stay a bunch of monkeys. We have to fight against something that is bigger than us." We asked our readers what the life, writing, philosophy and sailing

pro prowess of Bernard Moitessier meant to them.

"I don't necessarily believe in sainthood, but Moitessier was the only person I have known who made me feel that I was in the presence of someone trying, through the power of will, to live like a saint," wrote Kimball Livingston.

"When I first met Moitessier in 1976, I had sailed to the Island of Ahe in the Tuamotus, after I'd sailed *Starflower* [a Cheoy Lee Offshore 27] from Alameda to the Marquesas," wrote Leo Gulley, who has sailed over 100,000 nm, and now resides in Sydney. "When I first saw him, Bernard was paddling ashore in an innertube with a net inside to stand in for his dinghy! We got along very well. He was trying to make a living on a small motu on the atoll of Ahe in the Tuamotus. Previously, I had been in Tahiti when I met Moitessier's wife — she told me that she was trying to get some supplies and cats (yes, *meow* type cats) to Bernard, who was showing the locals how to keep the rats under control. Moitessier and I became good friends. He was fascinating. His zest for life, adventure, sailing knowledge, and fight with 'The Dragon' was an inspiration.

"We crossed paths in the South Pacific a couple times. In 1981(ish) Moitessier sailed *Joshua* into Sausalito along with his wife and son; he had commitments for his film and lectures. We spent some very good times together. After he left the Bay, he parted ways with his wife, sailed south, and eventually gave *Joshua* away after she had been blown ashore in a hurricane in Cabo San Lucas.

"He wanted a new boat and came back to San Francisco when he got an offer for the design of a 30-ft (ish) boat he had in Richmond. We again spent lots of time together. He would sometimes stay at my house in Alameda, but really preferred his time on the new boat he was building, *Tamata*. One especially memorable time was when Bernard and Tristan Jones both stayed with me for a couple days — they were doing lectures throughout California, and would hitch rides to SoCal or wherever to give their lectures. That was a most memorable time: boisterous Jones and introspective Moitessier. Jones loved to talk, Moitessier loved to listen with a cigarette in one hand and a glass of wine in the other. There was never a sailing question I asked that couldn't be answered by those two!

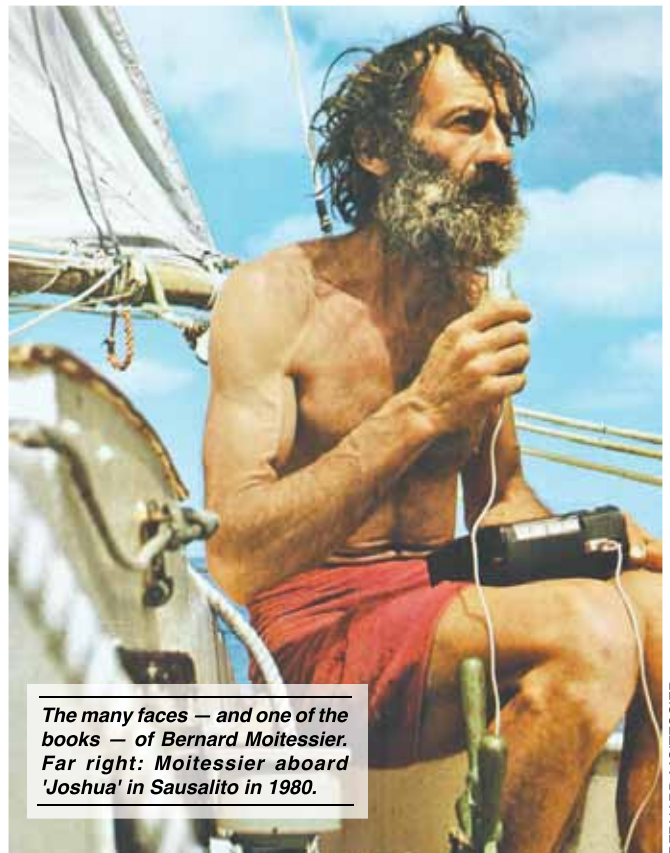
"Moitessier sailed off to the South Pacific again when his boat was finished, and I never saw him again. We exchanged a couple letters. I will always miss him; his philosophy and joy of life, his advice. He was an absolutely super guy; truly

one of a kind. I wouldn't trade that friendship for anything in the world. Thanks for publishing that memory."

Nick Halkowski said he first read Moitessier's *The Long Way* in college at Cal in 2010. "I had read *A World of My Own*, Sir Robin Knox-Johnston's account of the same race many times, and was struck by the differences between the Frenchman's story and Johnston's. You would think they were in completely separate races on different bodies of water, when in reality they were in the Southern Ocean at the same time. Moitessier talks of his relaxed nights watching the sun go down behind him as he rolls along, while Johnston is continually fighting *Suhali* and apparently just barely surviving, though at all times with the requisite 'stiff upper lip' of British sailors. On both my longer trips I've tried to emulate the yogi-calm of Moitessier, though inevitably end up cursing and yelling like Johnston."

Patrick Kohlman said that "anyone who has spent any length of time in the open ocean understands what Bernard is talking about; what he says makes perfect sense to me. The rhythm of life at sea, the natural progression of day into night, and the creatures around the boat all become a web of your daily routine, inseparable from life aboard.

"The Dragon, as Bernard calls it, is different for each person. For my father, it was the uncertainty of navigation, where we were, and what nautical hazards we might encounter. For my mother it was her tenuous relationship with my father. For me it was the uncertainty of my relationship to both of them. I didn't know enough about sailing at the time to be afraid of the sea. For my younger brother it was his isolation from his friends back on land and his future stretched out before him.



The many faces — and one of the books — of Bernard Moitessier. Far right: Moitessier aboard 'Joshua' in Sausalito in 1980.

BERNARD MOITESSIER

bernard moitessier

You can be selfish living at sea. As long as you take care of the boat and are a fairly competent sailor, you can do what you like when you like, because there are no deadlines or demand on your time by others. You are truly free, perhaps for the first time in your life. It can become addictive. The constructs of society and the petty squabbles that living on land creates fall away. No one owns the sea. We are just passing through. It is timeless."

Ron Kucera, who didn't start sailing until his mid-50s, said he was heavily influenced by Moitessier and eagerly lapped up his books. "But I didn't start sailing until 2009 and Moitessier's books were a big part of my education and motivation.

"I bought *Mar de Luz* [a 1966 Spencer 42] in 2010 with barely a year of sailing under my PFD; I sailed her in the Bay Area for a couple of years, slowly gaining more confidence in my sailing and singlehanded abilities. Since 2012 I have taken a few months off each winter to singlehand *Mar de Luz* down the coast, leaving her in different places at the end of each season — Puerto Chiapas, MX; Bahia de Caraquez, EC; Taboga Is., Panama; Iquique, Chile; and this last season, from Iquique to Valdivia, Chile. Along the way I made several offshore detours, including the Galapagos, Juan Fernandez Archipelago, etc.

"Next season I plan to sail the canals of Patagonia and hopefully around the Horn; not necessarily the way Bernard did it (I call my approach the 'Chicken Shit Way' as opposed to 'The Long Way') but a "way" none-the-less. I still have all his books on *Mar de Luz* and dig in every once in a while.

After reading Moitessier's books, Barry Spanier wrote to the Frenchman, starting in 1969. "I used his 'address' in Ahe,

Tuamotus, and got a wonderful reply back about four months later. This started a regular correspondence over the next few years and he was very faithful to answer all of my stupid questions and freely gave me great advice.

"When I sailed *Seminole* south in 1977, Ahe was our first stop and we spent about a week working with Bernard on his garden and helping to build the fish traps (we would see him occasionally in Tahiti and Moorea). He was living there and just hanging out while the kid went to school and Helene did her Batik art. He asked me to build him a new mainsail for *Joshua*. As soon as we were back in Maui, we made him a sail just like he ordered . . . all the chafe patches, roping, deep reefs etc. He paid us and we sent the sail down by a way I can't remember, but he got it and used it enough to write us a letter of thanks. Not long after, *Joshua* was wrecked in the great Cabo gale. Who knows, that sail might still be with the boat. When John Hutton was building Bernard his final steel boat, we talked again but only a brief word or two. It was terribly sad when he passed too soon (but you can't breathe through Gauloises all day and be OK).

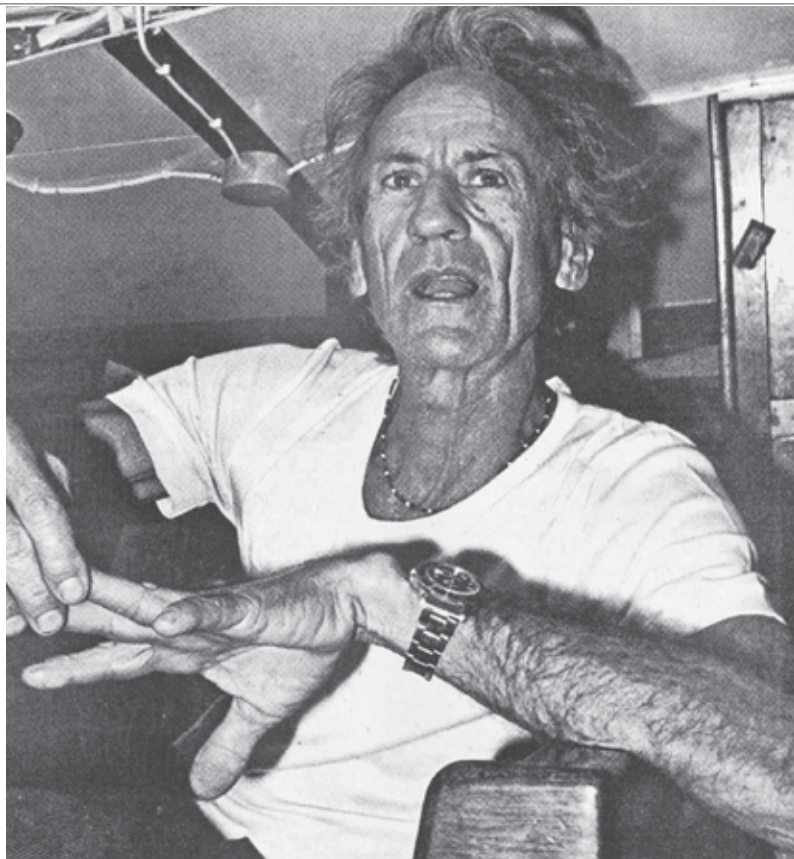
"There was simply no one like Moitessier, who was unique to the world — especially at that time. He had a way of speaking about the sea that took fear away and made me realize all was possible without needing a 'yacht'. When we first met face to face, he was exactly as he projected in his writing. We shared our last oranges from the Big Island and partook in the last of our Big Island weed, and I felt like my own journey took a big leap, meeting him was like finding your guru. Thank you, Bernard, for everything. Aloha."

— tim

Bernard Moitessier

THE LONG WAY

SHERIDAN HOUSE



LATITUDE / ARCHIVE

THE GREAT VALLEJO RACE —

Everyone knows that the YRA weekend regatta formerly known as the Season Opener, a Saturday race to Vallejo and a Sunday race back to San Francisco Bay, is 'Great'. But could it be made even greater? Some tinkering with the course has had mostly favorable results.

One way to improve the course was to move the finish away from the silted shoal that formed near the old finish at the entrance to the San Rafael Channel, where multiple boats ran aground two years ago. In 2017, the finish was moved south of the Richmond-San Rafael Bridge to the waters east of Paradise Cay, where the mid- to late-afternoon finishers were slammed by 30-knot gusts roaring through a gap in the ridge that forms the spine of the Tiburon Peninsula. What's a race committee to do?!

Perhaps taking a page from the playbook of the Singlehanded Sailing Society, the YRA moved the finish to a line between the Richmond Yacht Club race platform and the Richmond Channel buoy #7 (known to RYC members as Killer Green).

This line is the traditional finish of the SSS Vallejo 2 Race in the fall, and the SSS finished 90 Round the Rocks boats there in mid-April, just two weeks before the Great Vallejo Race. What could possibly go wrong? Apparently, not much. The end of the race offered an opportunity to set spinnakers one more time to get an edge on the competition.

We liked the new finish and hope the YRA keeps it.

The other course change had tactical implications. In a more adamant effort to keep the racers away from the Richmond Long Wharf, where ships fill their tanks with fuel, nearby Red Rock was added as a mark on the course, to be kept to starboard on the way to Vallejo and to port on the return. In 'normal' years, some crews would set spinnakers right at the windward turning mark near the Berkeley Circle, early in Saturday's race, while others would choose to stay high, the wind forward of the beam, before dipping down and setting. Some would dive down to the East Bay shoreline to stay out of the wind shadow of Angel Island or to minimize the effect of ebb current. That was not an option this year. Everyone headed for Red Rock on the same white-sail reach in what amounted to a drag race.

But not everyone got the message (or read the Sailing Instructions). Some racers blatantly missed the Red Rock mark and/or sailed inside the 100-yard forbidden zone at the Long Wharf or the Phillips wharf at Davis Point in Rodeo. Others were confused by the quoted Coast Guard restrictions and thought they had to stay 100 yards from shore throughout San Pablo Bay. Admonitions to avoid unrelated restricted areas far beyond the racing area, in Suisun Bay and on upstream, added to the confusion.

With a decent breeze and a well-run race committee, the starts went off like

clockwork on both days.

Currents were mostly adverse on April 28-29, but finding lanes of water going your way, or at least not pushing you back, was part of the challenge and the fun — and kept crews busy with extra jibes and tacks.

The wind was functional, not wild and woolly like we've seen in May, nor too weak to properly propel sailboats. The most fun for our money was the puffy, shifty reach up Mare Island Strait, the last leg to the finish on Saturday. It's a fine edge to sail on a close reach, staying in clear air, keeping away from the shallows, and avoiding the need to tack, while trimming the sails in and out with each puff and shift. That last leg is like dessert at the end of a delicious meal.

During Sunday's race, you could tuck into the vast plain of shallow water in San Pablo Bay to get out of the flood, but not so far in that you ran aground, as at least one boat did.

A wind hole at Red Rock prefaced a fresh breeze that carried the sailors into Richmond Harbor. By that time, the current had turned to ebb, which splits to go around Red Rock, so it was important to stay to the right side when the wind went light.

Double scoring was used once again; to check Saturday's results using downwind ratings, go to www.jibeset.net. We're printing the results using standard PHRF in the pages that follow.

— **latitude**/chris



CHANGING IT UP

The puffy, shifty spinnaker reach down the Mare Island Strait on Vallejo Race Day 2 gives crews a chance to work on their reaction times. Despite the ominous look of these clouds on Sunday, April 29, the racers didn't feel more than one or two raindrops.
— photo www.noricalsailing.com



THE GREAT VALLEJO RACE



ANNIE ELLICOTT



ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



JUNETTE KUSHNER

Scenes from the raft-up on Saturday evening. Clockwise from top left: the crew and friends of the J/105 'Blackhawk'; Viktor, Tim and Jon from the Hunter Legend 'Isle of Misfits'; the crew of the Express 27 'Abigail Morgan'; and the Olson 911S 'Heart of Gold'.

YRA GREAT VALLEJO RACE I, 4/28

PHRF 1 — 1) **Velvet Hammer**, Schock 40, Zachery Anderson; 2) **Oaxaca**, SC50, Michael Moradzadeh; 3) **Bodacious+**, 1D48, John Claus-

er. (5 boats)
 PHRF 2 — 1) **Twisted**, Farr 40, Tony Pohl; 2) **California Condor**, Antrim Class 40, Buzz Blackett; 3) **WildCard**, SC37, Mark Thomas. (5 boats)
 PHRF 3 — 1) **Vera Cruz**, Beneteau First 40,

Michael Johnson; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Encore**, Sydney 36, Wayne Koide. (6 boats)

PHRF 4 — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Basic Instinct**, Elliott 1050, Memo Gidley; 3) **Ohana**, Beneteau 45F5, Steve Hocking. (4 boats)

PHRF 5 — 1) **Benny**, J/88, Aya Yamanouchi; 2) **Summer and Smoke**, Beneteau 36.7, Pat Patterson; 3) **Red Cloud**, Farr 36, Don Ahrens. (6 boats)

PHRF 6 — 1) **Tiki Blue**, Beneteau 423, Gary Troxel; 2) **Traveler**, Express 34, David Ross; 3) **Wayward Wind**, Baltic 38, Fred Von Stieff. (5 boats)

PHRF 7 — 1) **E Ticket**, Moorings 38, Noble Griswold; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Harp**, Catalina 38, Mike Manix. (5 boats)

PHRF 8 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Shanti**, Olson 911S, Jeremy Harvey. (5 boats)

PHRF 9 — 1) **El Gavilan**, Hawkfarm, Chris Nash; 2) **Psycho Tiller**, Jenneau SunFast 32i, Jesse Hollander; 3) **Liquid Asset**, Ranger 33, John Rook. (12 boats)

PHRF 10 — 1) **Zeehond**, Newport 30 MkII, Donn Guay; 2) **Antares**, Islander 30 MkII, Larry Telford; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (8 boats)

PHRF 11 — 1) **Zena**, Northstar 727, David Russell; 2) **High & Dry**, Santana 22, Igor Poleyov; 3) **Sail La Vie**, Santana 22, Dan Carnahan. (6 boats)

The Express 37 start on Saturday, April 28.



ROXANNE FAIRBAIRN / WWW.ROXSHOTS.SMUGMUG.COM



ANNIE ELLICOTT



ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

SPORTBOAT 1 — 1) **Rufless**, Melges 32, Rufus Sjoberg; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Centomiglia**, Flying Tiger 10, Mark Kennedy. (7 boats)

SPORTBOAT 2 — 1) **Problem Child**, Melges 20, Elliott James; 2) **Nice Rack**, Martin 243, Zhenya Kirueshkin-Stepanoff; 3) **For Pete's Sake**, Ultimate 24, Peter Cook. (5 boats)

ULTRALIGHTS — 1) **Skinny Love**, 11:Metre, John Powell; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Topper II**, Moore 24, Conrad Holbrook. (6 boats)

CAL 40 — 1) **Azure**, Rodney Pimentel; 2) **Green Buffalo**, Jim Quanci; 3) **Highlander**, Bob Horton. (4 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford; 2) **Golden Moon**, Kame Richards; 3) **Snowy Owl**, Jens Jensen. (7 boats)

ISLANDER 36 — 1) **Serenity**, Eric Mueller; 2) **Kapai**, Richard Egan; 3) **Zingara**, Steve and Jocelyn Swanson. (4 boats)

J/105 — 1) **Jose Cuervo**, Michael Stephens; 2) **Blackhawk**, Kristin Simmons; 3) **Box of Rain**, Charles Pick. (8 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin; 2) **Abigail Morgan**, Ron Kell; 3) **Dianne**, Steve Katzman. (13 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet; 2) **Flight**, Randall Rasicot; 3) **Shut Up and Drive**, Val Lulevich. (4 boats)

CRUISING — 1) **Adventure**, Catalina 36, Steve Strunk; 2) **Troubles**, Schock 35, Thomas Ochs; 3) **Schock Full O'Nuts**, Schock 35, Jennifer Thornton. (8 boats)

NON-SPINNAKER — 1) **Lindo**, J/109, John

Clockwise from lower left: The crews of the Express 37 'Golden Moon', Express 34 'Traveler' and Ranger 33 'Liquid Asset' on Saturday evening. Lower right: Unrafting on Sunday morning can be exciting.

Kalucki; 2) **Califia**, Islander 36, Tim Bussiek; 3) **Akialoa**, J/35, Jeff Johnson. (5 boats)

MULTIHULL 1 — 1) **Inter the Dragon**, Inter 20, Travis Vetter; 2) **Shadow**, ProSail 40, Peter Stoneberg; 3) **Hammer**, Marstrom Seacart, Jona-

than Hunt. (8 boats)

MULTIHULL 2 — 1) **Greyhound**, F-22, Evan McDonald; 2) **Relentless**, Corsair, Ben Eastwood; 3) **Centurion's Ghost**, Corsair 28R, Martin Sances. (3 boats)

Sailing high enough to take Red Rock to starboard delayed spinnaker sets in most cases. This is the Alerion Express 28 'Allegro non Troppo'. The name translates to 'not so fast'.



WWW.NORCALSAILING.COM

THE GREAT VALLEJO RACE

CRUISING MULTI-HULL — 1) **Cross 40**, Cross 40 trimaran, Steve Brodie. (1 boat)

YRA GREAT VALLEJO RACE II, 4/29

PHRF 1 — 1) **Velvet Hammer**; 2) **Bodacious+**; 3) **Starship**, SC52, Chris Berge. (3 boats)

PHRF 2 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **WildCard**. (2 boats)

PHRF 3 — 1) **Encore**; 2) **Quiver**; 3) **Envolée**, Beneteau Figaro 2, Nathalie Criou. (5 boats)

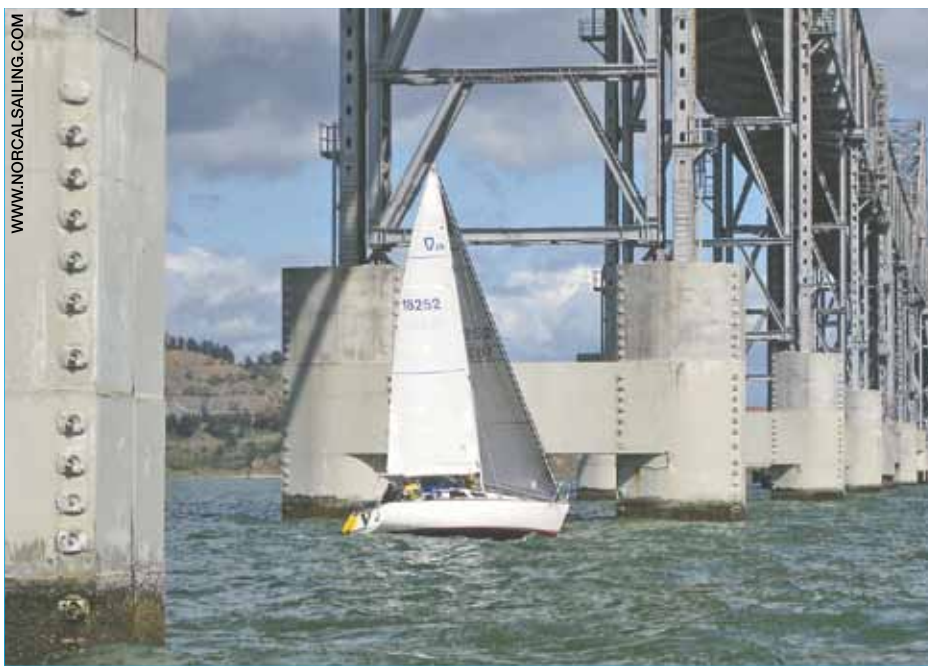
PHRF 4 — 1) **Basic Instinct**; 2) **Mintaka 4**; 3) **Ohana**. (3 boats)

PHRF 5 — 1) **Summer and Smoke**; 2) **Dare Dare**, Sunfast 3200, Hannah Dreesbeke; 3) **Red Cloud**. (4 boats)

PHRF 6 — 1) **Tiki Blue**; 2) **Traveler**; 3) **Farraige**. (3 boats)

PHRF 7 — 1) **Sea Star**; 2) **Ahi**, Santana 35,

Zeroing in on the new Sunday finish line past Richmond's dilapidated old ferry pier, spinners majestically deployed one more time.



WWW.NORCALSAILING.COM

Nick Ancel's Olson 25 'Alchemy' sails under the Richmond-San Rafael Bridge on Sunday.

Andy Newell; 3) **Pearl**, J/80, Jack Vetter. (4 boats)

PHRF 8 — 1) **Arcadia**; 2) **Double Down**, Schumacher 30, Robert Fairbank; 3) **Heart of Gold**. (4 boats)

PHRF 9 — 1) **Windwalker**, Islander 36, Richard Shoenhair; 2) **El Gavilan**; 3) **Chesapeake**,

Merit 25, Jim Fair. (12 boats)

PHRF 10 — 1) **Siento el Viento**; 2) **Neja**, Dasher, Jim Borgner; 3) **Goose**, Catalina 30, Mike Kastrop. (7 boats)

PHRF 11 — 1) **High & Dry**; 2) **Sparky**, Catalina 25, Paul Zell; 3) **Adelante**, Yankee Dolphin, Stephanie Lucas. (4 boats)

SPORTBOAT 1 — 1) **Rufless**. (2 boats)

SPORTBOAT 2 — 1) **For Pete's Sake**; 2) **Nice Rack**. (2 boats)

ULTRALIGHTS — 1) **Gotcha**, SC27, John

Ross; 2) **Firefly**, Moore 24, Joel Turmel; 3) **Topper II**. (5 boats)

CAL 40 — 1) **Azure**; 2) **Green Buffalo**; 3) **Highlander**. (4 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Golden Moon**; 3) **Stewball**. (7 boats)

ISLANDER 36 — 1) **Zingara**; 2) **Serenity**. (3 boats)

J/105 — 1) **Vuja Star**, Chris Kim; 2) **Melilani**, Richard Butts; 3) **Box of Rain**. (4 boats)

EXPRESS 27 — 1) **Abigail Morgan**; 2) **Peaches**; 3) **Salty Hotel**, John Kearney. (13 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming; 2) **Evil Octopus**; 3) **Shut Up and Drive**. (4 boats)

CRUISING — 1) **Sailfish**, Cape Dory 36, Doug Gibson; 2) **Joker**, J/35, Elvin Valverde; 3) **Platinum**, Morgan 454, Mark Rommell. (3 boats)

NON-SPINNAKER — 1) **Lindo**; 2) **Califia**; 3) **Akialoa**. (4 boats)

MULTIHULL 1 — 1) **Ocealys 3**, Diam 24, Fred Bouju. (3 boats)

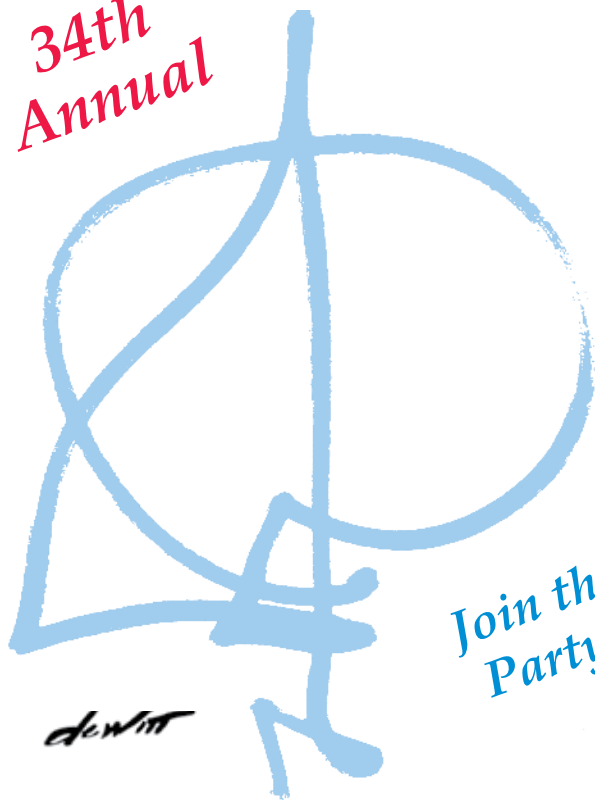
MULTIHULL 2 — 1) **Relentless**; 2) **Greyhound**. (2 boats)

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FITTING OUT —

Acenturies-old adage claims, "You can tell a lot about a sailor by the cut of his jib." But when it comes to modern cruisers, nothing reveals more about their sailing style than the 'back porch' of their boat. That is, the stern section, which may house everything from solar panels to surfboards, and barbecues to radar domes.

While kayaking around the Nuevo Vallarta lagoon last month, we paddled past several dozen well-equipped cruising yachts that are currently mothballed there for the summer. As you can see by the accompanying photos, comparing the varieties of gear they carry aft of the cockpit makes a fascinating study — which is well-timed this month, as dozens of West Coast cruising boats are now being 'geared up' for the fall cruising season.

Having recently fitted out our own boat for bluewater voyaging, we know that what ends up on your boat's back porch often comes down to: A) what your safety, communications and navigation priorities are, B) what you can afford to buy, C) what you find time to install (or have installed professionally) before your departure date, and D) and how much extra weight and stress your boat's internal structure can support.

So if you're planning to cruise anytime in the next few years, we suggest you get out your list — or 'list of lists' — and start prioritizing. Unless you have very deep pockets, you probably won't end up leaving your home port with everything on your wish list. And even if you do have the cash, you'll undoubtedly underestimate how long it will take to

The vintage cruiser 'Cadenza' maintains her classic look with only simple davits aft, yet she also carries big solar panels and kayaks.

get some major items checked off the list due to unanticipated 'discoveries' during the install process (i.e. having to beef up internal structure, relocate existing gear, pull the mast, etc.)

But don't let such warnings dampen your enthusiasm for upgrades. If you've been around boats for a while, you know that overcoming minor obstacles is simply part of the drill. So let's take a look at some of the most common pre-cruise upgrades these days.

Dinghy Davits & Stern Railings —

Most race boat owners would be horrified at the suggestion of installing any sort of superstructure that might slow down their speedster by even a quarter knot. But cruisers? Pfft! What do they care

*Get out your list —
or 'list of lists' —
and start prioritizing.*

about creating a bit of drag if it achieves an everyday benefit? So it's not surprising that one of the first upgrades made to many would-be cruising boats is the addition of a system of stern railings and dinghy davits, to which all sorts of gear and gadgetry can be attached. Rigid railings also add a measure of safety beyond what basic lifelines provide.

Whether you're harbor-hopping along the West Coast or island-hopping across the South Pacific, it's a huge benefit to have your dinghy perched on

davits, so it's ready to take you exploring as soon as your anchor is set, and is always at the ready should an emergency occur. Plus, davits alleviate the hassle of carrying your dink on the foredeck or having to retrieve it from a jam-packed locker. Be warned, though, that unless your system is integrally tied into your boat's stern structure, it can easily be overloaded. We've seen head-high superstructures that supported not only

a dinghy, outboard and fuel tank, but also solar panels, surfboards, antennas and more. Although such an expansive carryall might sound brilliant while you're sitting in the calm waters of Alameda or Marina del Rey, remember that out on the open ocean the stresses on your hull — and everything attached to it — are substantial, especially in heavy weather. We once heard of an overloaded back-porch storage array's ripping the transom off when the boat got pooped by a following sea. Other boats have suffered stress fractures.

Be aware also that stainless steel railmakers are in high demand in both the US and Mexico, so don't expect to get an ambitious radar arch or other custom assembly constructed on short notice.

Solar Panels — When we think of installing solar, we are always reminded of a cruising friend who said, "To me, the goal is to be able to leave the boat unattended for a few weeks in the middle of summer, and return to find cold beer in the fridge and ice in the freezer."

Thanks to the ever-improving quality of modern panels, that goal is relatively easy to attain these days. But while it is definitely a thrill to see 20 amps or more of free electricity trickling in at midday, there's no denying that sufficiently sized panels do compromise the esthetics of your otherwise-streamlined hull — especially when mounted on the side rails, which is the most common option for most monohulls. (Panels are rated in watts, with about 400 watts being a typical target for an array of panels aboard a 38- to 45-ft cruiser.)

In addition to the common rectangular shapes, there are thin, bendable panels that allow low-profile installation over the contours of a pilothouse, cabintop or dodger, but sadly, these aren't nearly as efficient as their bulkier cousins. Be aware also that many cruisers with rail-mounted — rather than flat-mounted — panels, typically go through a ritual of



THE CRUISER'S BACK PORCH



Although carrying plenty of back-porch accessories, Washington-based 'Misty Blue' maintains a relatively streamlined profile that's ready for heavy weather.

adjusting each panel's angle to the sun a couple of times a day in order to maximize the benefit. Also, it goes without saying that whenever your boom or other gear is shadowing a panel, its output will

This canoe stern is probably impractical for davits but does have radar, a wind-gen, windvane, outboard hoist, BBQ and awning attachments.



be little or nothing. These caveats aside, though, we think solar panels are a very worthwhile investment, especially when the alternative is running your diesel engine several hours a day. As you've probably been told, that's one of the dumbest things you can do, as your diesel wasn't designed for such low-load abuse, and it's probably the single most expensive piece of equipment on the entire boat.

Wind Generators — Wind generators have been around for a long time, of course, and we're told that over the years their efficiency in producing free electricity has improved dramatically. Although we don't have one yet, we'll probably get one eventually, despite the fact that we already have lots of solar capacity. Why? Because when it's cloudy or overcast panels don't generate anywhere near their sunny-day potential, yet on such days it's often windy. Conversely, when it's super-hot, there's often no wind. So having both systems gets you free electricity in most conditions.

Years ago, many owners of wind generators — or folks anchored near them — complained that these spinning turbines were annoyingly noisy. But we're told that modern units hum along almost unnoticed, even when they're spinning at max

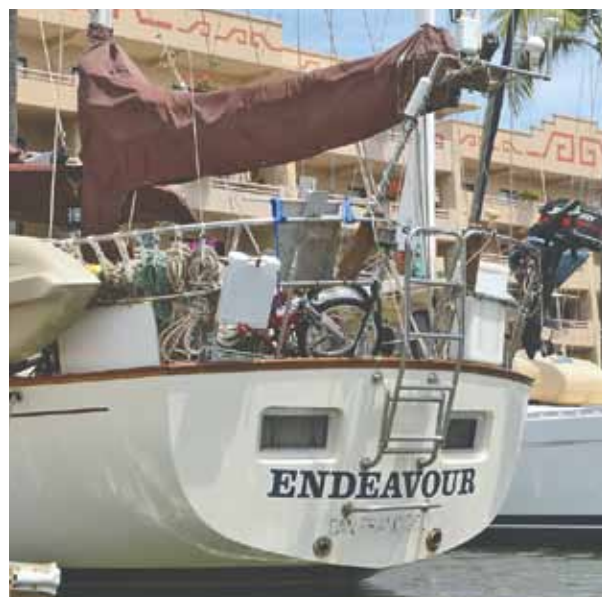
capacity.

Wind-gens are often mounted atop a beefy utility pole that's tied into the stern railing system. As you can see in several photos, these poles sometimes also support outboard engine hoists. Due to the additional weight of modern four-stroke engines, even an 8hp unit can tweak your back, so adding a hoist is a wise investment.

Watermakers — One aspect of the cruising lifestyle that appeals to many sailors is the notion that they are leaving a minimal footprint on planet Earth as they explore its oceans, while being almost thoroughly self-sufficient in terms of life's basic necessities — okay, other than avocados and chocolate. Needless to say, being able to produce pure, clean drinking water with a small device when 1,000 miles from shore fits nicely into that self-sufficiency narrative. So allow us to depart from our back-porch theme here and take a look at watermakers.

Although yacht-friendly desalination units have been around for a long time, it still seems almost miraculous that a relatively simple pump and filter system can convert the sea water beneath your keel into a crystal-clear potable liquid. All watermakers draw a substantial amount of amps, but newer models produce a much higher output per hour than prehistoric units like ours — yet after 20 years it still churns out a perfect product.

'Endeavour's' stern railings contain folding bikes and spare line, plus a special arch for (we assume) GPS and AIS antennas.



FITTING OUT —

In addition to being pricey, though, watermakers require a thoughtful installation plan, so put this high on your pre-cruise, to do list.

Plotters, Radar & AIS — In the realm of marine electronics, it seems as if better, faster and more feature-rich upgrades are constantly coming onto the market, leading some soon-to-be cruisers to delay purchases of things like chartplotters, radar and AIS until the 11th hour. Makes sense, as long as they allow enough time for a clean installation — *and* time to sea-trial each

device and integrate it with all their older gadgetry. Even if you are a dyed-in-the-wool do-it-yourselfer, we suggest you have an in-person consultation with a trusted marine electrician before you get into the tall weeds trying to hook up this amazing yet complex stuff by yourself.

If you haven't shopped for electronics in a while, you will be amazed by the enhanced functionality of some new systems — our new B&G plotter operates off an internal GPS the size of a hockey puck, and generates its own Wi-Fi signal so you can check the helmsman's course

on your smartphone or tablet while lying in your bunk. (AIS, we should clarify, is an invaluable system of vessel identification designed for collision avoidance. Our AIS overlays nearby 'targets' onto our chartplotter's display.)

HF Radio and/or Satellite Comms — When you're sailing offshore in lonely waters, few things are more comforting than the sound of a human voice crackling across the radio waves. But if your boat didn't come equipped with a high frequency radio, you'll probably



These days many cruising boats carry rail-mounted solar panels that are adjustable to the sun's changing angle. The stern rail seat doubles as a propane caddy.



This Monitor windvane has piloted 'C'est la Vie' safely for thousands of miles of Pacific voyaging. The stainless steel rudder swings up (left) when not in use.



Our 45-ft trimaran 'Little Wing' now has a Hydrovane mounted off-center on the sugar scoop.



'Kachina's' stern has swim step access beneath tall davits, with a spot on top to store a midships swim ladder, mops and more. In sunny Mexico having a hard case for the Lifesling makes sense.



'Velella' has one of the most complex radar arch/davit structures in Paradise Village Marina. If you design something with this much carrying potential, we'd suggest reviewing plans with an engineer.



THE CRUISER'S BACK PORCH

get sucked into the spirited debate over which is better: installing an SSB (or Ham) radio plus a special modem that facilitates emailing, or spending your money on a satellite phone or satellite communications device such as an Iridium Go or InReach. There are strong arguments for each, of course, which would take this entire magazine to explain. So we'll leave you to do your own research.

For what it's worth, we have an old SSB, an InReach that gives friends and family tracking updates on our move-

ments and doubles as an EPIRB, and we're just getting to know our Iridium Go, which facilitates offshore email and tracking, and pulls in GRIB (weather) files that are processed by PredictWind software to give us real-time route planning. Impressive? Absolutely.

Windvane Steering — Forgive us for introducing this pricey yet, some would say, *priceless* accessory just when you thought every dollar in your cruising kitty had been carefully allotted. You won't see many windvane steering de-

vices on the transoms of daysailers or club racers. But for bluewater voyaging they can be worth their weight in gold.

Although an electrical autopilot is a wonderful asset to almost any cruising boat, they have at least two negative qualities: They consume lots of electrical juice and can burn themselves up on long ocean passages. Imagine how many swells must be steered through during a crossing from San Francisco to Hawaii.

By contrast, a beefy mechanical windvane steering device — Monitor and Hydrovane are the contemporary favorites — uses zero electricity, and is designed



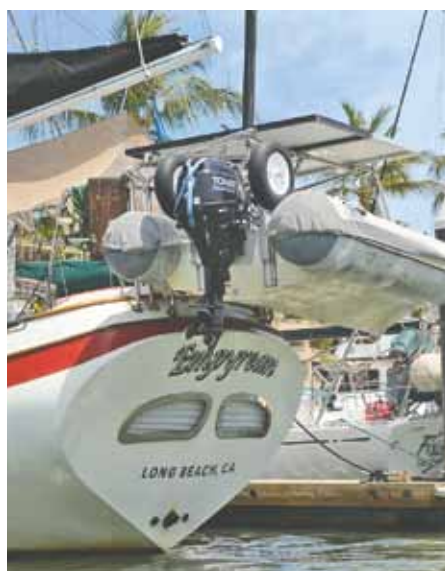
According to many longtime cruisers, the best sunshades for monohulls are these 'Conestoga-wagon-style' shades, as they can tolerate strong winds due to their bendable integral structuring.



We're pretty sure the object here is to protect the boat from rain and sun during the summer rainy season, while hatches can be cracked for ventilation. Obviously not a great choice for those who take frequent daysails, though.



This cat's back porch is so roomy that it doesn't look too cluttered, even with a radar arch, davits and panels.



'Empyrean's stern attachments are low-key and compact. We wonder if they leave the outboard rigged, even when offshore in rough weather.



Variation on a theme: This arch is much taller, so crew can access the transom-mounted swim ladder. As with similar designs, the solar panel on top gets full sun all day.

THE CRUISER'S BACK PORCH

to be maintenance-free for thousands of miles, while offering the added benefit of doubling as an emergency rudder.

Spray Dodgers, Biminis & Awnings — Many West Coast boats are equipped with spray dodgers designed to protect crew from countless dousings on blustery days. But once you venture south of the border, you'll soon be seeking another sort of protection: from the scorching sun. So investing in a retractable bimini cockpit shade will definitely be money well spent.

But since cruisers typically spend much more time at anchor than underway, we'd also highly recommend bringing along some sort of additional sunshade to fly over the cabin in order to diminish midday baking. Custom-fitted awnings are best, of course, but in our experience canvas workers *always* seem to be backed up with orders, so make your plan early. If nothing else, just pick up some rolls of cheapo garden cloth at a hardware store or nursery and improvise.



'Sea Horse's canoe stern doesn't leave much room for add-ons, but its small external step and flared-out railing gets the job done.'

Now that we've laid out all these ways for you to part with your hard-earned cash, you'll have to decide which upgrades you need most, and which can

be left until you win the lottery. Those choices will likely depend on how ambitious your cruising plans are, and the needs of your crew.

If we've left you feeling overwhelmed and underfunded, we sincerely apologize. That was not our intention, so in contrast to all this, let us remind you that the most legendary sailors of decades past had neither electronics nor electricity; neither solar panels nor GPS; neither watermakers nor radar. And they would never have dreamed of bouncing conversations with loved ones off orbiting spacecraft.

In pre-tech days the goal was to harness the power of nature while seeking bold adventures beyond the tethers of society. Buried beneath all your wish lists, product reviews and brochures, perhaps that's still your goal, too. If so, don't panic. Assuming your boat is sound and seaworthy, just add the gear you can afford that's most essential, then get out there. You'll be glad you did.

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Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

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

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

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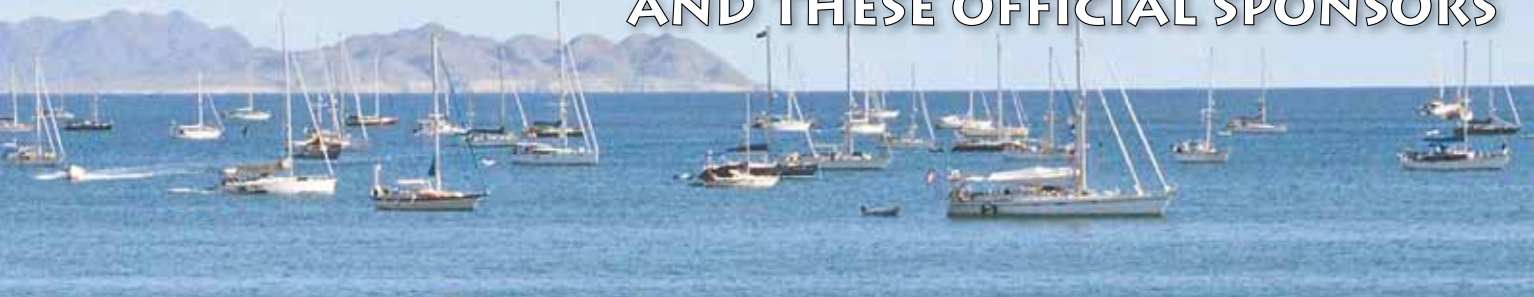
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- September 5, 4-6 p.m. – Free Mexico Cruising Seminar Venue TBD.
- September 5, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion, Spaulding Marin Center.
- September 14, midnight - Entry deadline.
- October 20, noon-4 p.m. – Ha-Ha Welcome to San Diego Party hosted by Downwind Marine.
- October 27, 5 p.m. – Pacific Puddle Jump Seminar inside West Marine, 1250 Rosecrans St., San Diego.
- October 28, 10 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
- October 28, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- October 29, 10 a.m. – Baja Ha-Ha Kick-Off Parade.
- October 29, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 1, 2 p.m. – Daytime – BHH baseball game at Turtle Bay.
- November 2, noon – Famous Turtle Bay Beach Picnic Party.
- November 3, 8 a.m. – Start of Leg Two to Bahia Santa Maria.
- November 5 – Bahia Santa Maria Day; a layday for relaxing and exploring.
- November 6 - Beach Party at BSM.
- November 7, Start of Leg Three to Cabo.
- November 8 – Dance Party at Squid Roe.
- November 9 – Cabo Beach Party.
- November 10, 6 p.m. – Awards presentations hosted by Cabo Marina.
- November 18, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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SINGLEHANDED TRANSPAC —

As we write this, we know that the Hanalei we'll see this summer will not be the same as the Hanalei we visited in 2016. The devastating flood of mid-April has literally changed the landscape. Homes, roads, parks and many structures were destroyed. A river changed its course. Sands have shifted. We really don't know exactly what we'll find there.

What we do know is that the Singlehanded Sailing Society, as well as other visitors, whether arriving by land or by sea, will be welcomed and accommodated. We know the bridge into Hanalei is open, and we presume that our rental car will reach our destination, allowing us to rendezvous with those who will arrive by sea. We know it will be humid, and it will rain. Roosters will crow at all hours of the night and day, geckos will chirp, and mosquitoes will hunt for tasty flesh to pierce. We know the water of Hanalei Bay, on the north shore of Kauai, will be warm and salty.

We know that a couple dozen singlehanded sailors will converge in the bay, drop anchor, and step onto the beach. We know that a temporary community will coalesce, joining the larger community of Hanalei for a brief time. In these pages we introduce you to some of the sailors who will form that ephemeral community.

Crazy Rhythm — Santa Cruz 27 **John Simpson, Alameda, CA** SSS

Previous SHTPs: none

John Simpson has wanted to do the Singlehanded TransPac for a long time, and this year it looks like things are falling in place to make it happen. "It's hard to say from exactly where the desire to do this race arises, but there is a special challenge to sailing solo. In a world about to be filled with autonomous vehicles and delivery drones, going to an environment where you intend to rely on your own devices to succeed (or fail) has a certain allure. Or maybe it's like Louis Armstrong said about the rhythm of swing: 'If you have to ask, you'll never know.' I would hate to look back years from now and think, 'I really should have done...'"



John did his first ocean race in the late 1980s on *Hurricane*, "the only keel-stepped Express 27 I have ever seen."

The first boat he ever sailed was one he built himself. "I forgot to lower the centerboard and made massive leeway, with a puzzled look on my face, until I

fetches up on the muddy shore. The SC27 has a fixed keel, so I should be OK."

Boat prep and full employment have precluded physical training, but he says that, "The prep work has involved a huge amount of boat-yoga." Modifications include a 6-ft x 2-ft sleeping cushion that exactly fits the cabin sole, "the only convenient place to sleep on the boat," and an emergency rudder. "Mounting the solar panels was a bit of a challenge."

Crinan II — Wyliecat 30 **Don Martin, Alameda, CA** SSS

Previous SHTPs: none

"I have a literary interest in singlehanded sailing," says Don Martin, "and I have devoured everything I could read starting with *Slocum* and *Chichester*."



Don began sailing as a teen on a Minnesota lake. "No other sailboats, but I could beat most fishermen at anchor and a few that were trolling." Since those days, Don has gotten plenty of ocean races under his sailing glove, including two Pacific Cups and eight Coastal Cups.

Provisions will include canned, freeze-dried and dehydrated food. "I've also been practicing making empanadas for the first couple days out."

Two years ago, Al Germain of the *Wyliecat 30 Bandicoot* gave Don his emergency rudder. "When I commented on the LongPac in the SSS Forum that I wouldn't do the race again without a dodger, Pat Broderick (*Wyliecat 30 Nancy*) gave me an unused dodger that came with the boat."

Don started racing on *Crinan II* when Bill West owned her. "He was open to letting me sail singlehanded in SSS races. Eventually, I took ownership and prepared it for ocean racing and the possibility of an SSS TP." Since he retired, Don has been able to put considerable time into preparation and planning.

Dark Horse — Olson 30 **Shad Lemke, Wilsall, MT** SSS, South Flathead YC Previous SHTPs: None

Like many open-ocean races, the SHTP has a requirement for a qualifier. Most Bay Area sailors use the odd-year LongPac race as their qualifier. But Shad



Lemke is from Montana, so instead he sailed his 400-mile qualifier during the gales of spring. He reported winds of up to 40 knots and breaking waves that overtopped the mast of his ultralight Olson 30.

SSS member and volunteer Jackie



Philpott interviewed him for the SSS Forum and website at www.sfbaysss.org. "The breeze at night is a little chilly, but it's still warmer than Montana," he told her. "Dinner is going to be Mountain House spaghetti. I'm never getting the breakfast skillet again; it was pretty bad." Despite the seas, he had no nausea. "Meclizine is working."

He says that sailing and bronco riding are similar. "You have to deal with what you are dealt and don't get bucked off!"

Dolphin — Pacific Seacraft 37 **Bill Meanley, San Diego, CA** San Diego YC

Previous SHTPs: 2016

Bill Meanley finally lived his dream of doing the SHTP in 2016. "Now I need something to compare it with — or maybe

ALONE BUT TOGETHER



Michael Jefferson, 'Mouton Noir', and Michael Cunningham on 'Jacqueline' sail past Belvedere on their way to Kauai in 2016. They are both up for another go. — All photos Latitude/Chris, www.norcalssailing.com or courtesy the racers.

displeasing experience."

He bought the Olson 30, his first boat, in January 2017 from an owner who had set her up for the 2016 Pacific Cup. "I chose to buy a boat that had been prepared for offshore sailing, as I did not have the time, money nor experience to prepare one. I hope I made a good choice."



"Many folks have been instrumental in getting me to the starting line: Jason L, Skip A, Rob T, Brian B, Rich F, Bruce L, Joe B and Sam M, to name a few; also my family (Joelle, Luna and Kaky), who proved very supportive (if not scared) for my choice."

He philosophizes that, "Sailing alone is like walking alone in the woods. When going for a hike with friends the walk becomes a social experience and the immersion in nature is often lost. Such is the case for sailing too. Although it is hard and risky, I find that the rewards are worth it."

Elizabeth Ann — Westsail 32 Gary Burton, Brookings, OR

Previous SHTPs: 2014, 2016

"The first 35 years of *Elizabeth Ann's* life were spent in a Tucson, Arizona, backyard, under a tree," says Gary Burton. She's a 1973 vintage.

Gary has 10 years of ocean sailing in his wake, including the two previous SHTPs. His strategy this year is to sail the shortest distance allowed by the conditions.



To prepare *Elizabeth Ann* for this summer's passages, he gave her new running rigging and a fresh bottom. An Aries windvane will back up his electric and hydraulic autopilots.

Foxxfyre — Yamaha 33 Doug Soderstrom, Placerville, CA

SSS

Previous SHTPs: none

"I like a challenge, and I like the group of people in the SSS," says Doug Soderstrom. "I read about the [Singlehanded] TransPac when I was young and have always wanted to do it."

Doug does indeed love a challenge. "I've done other solo ventures, like climbing big walls in Yosemite."

He's been racing on the ocean with the SSS for seven years and was a commercial fisherman off Oregon, Washington and Alaska in the 1980s. "I just love being on the ocean," he says.

"I don't feel *Foxxfyre* is the most com-

it's just that damn bug light."

Bill, now 72, bought his first boat 47 years ago and has owned *Dolfin* since 1984. "In 1987 I sailed with my wife and 7-year-old daughter on a 2.5-year, 20,000-mile cruise from San Diego throughout the South Pacific as far as New Zealand, up through Hawaii to British Columbia, and then back down to San Diego."



He and *Dolfin* have 35,000 miles together. "We know each other really well."

He's planning to bring food that's easy to prepare. "I'm not into cooking. (Where's my wife?)." Lots of Power Bars, Clif Bars and Trader Joe's dark chocolate will supplement cereal, PB&Js, Mountain House and Dinty Moore's.

Bill says he's not really a racer, but he commented on his strategy for this race: "That's pretty secret, but what I can tell you is get out of the Bay and past the Farallon Islands quickly and safely, then choose the best course and sail as fast as you can without breaking too much."

Double Espresso — Olson 30 Philippe Jamotte, Richmond, CA

SSS

Previous SHTPs: none

"It's a process," said Philippe Jamotte, who's originally from Belgium. "I'd like to acquire offshore singlehanded sailing experience, in a quasi-safe environment. The SHTP provides the closest event I found on the West Coast for that purpose. There are options in Europe, where training is provided for wannabe singlehanded sailors, but no such thing that I could find here. The SSS provides a progressive series of races and seminars to help along the way."

Philippe's previous solo racing experience consists of four races in 2018 with the SSS. "I read about weather routing and how it is essential but really hard to nail. My experience with weather is so limited that my routing will likely be simple. As far as my ability to carry sails under windy conditions, the same can be said: I only started flying spinnakers last year and have not used one offshore in rolling seas yet."

Philippe completed the South Atlantic leg of the Clipper Race in 2017, but he found that to be "emotionally a most

LATITUDE / CHRIS

SINGLEHANDED TRANSPAC —

petitive boat in the fleet, but it's well-found, very solid, and set up very well for singlehanded sailing by its previous owner, Michael Jefferson." At 16,000 pounds, she's very heavy for her published empty weight. "Book is 9,600. But she has a new main, good headsails and a nice inventory of spinners."

Plus she has a Monitor windvane, multiple autopilots, a solar and wind generator, and engine-power charging ability.



Fugu — Wilderness 30 Chris Case, Richmond, CA

Richmond YC

Previous SHTPs: none

Chris Case is also in it for the challenge. "Just the preparation for the trip has been challenging!"

He's been sailing in SSS races for about 10 years now, and has always had his eye on the SHTP. He grew up sailing on the East Coast, then crewed in the Express 27 fleet in the Bay Area for about four years; then kids happened.

Regarding training, he says, "I've always been in good shape, but I got some battle ropes for my wife for Christmas; I find they are great for upper-body strengthening."

His strategy is to keep the boat moving well at all times. "The margins of victory in past races are very small, less than a few hundredths of a knot average over the course."

For communications, Chris has a DeLorme Explorer, an SSB receiver and software to receive weather faxes. He completely replaced *Fugu's* standing and running rigging and refastened the hull-to-deck joint.

Holokiki — Moore 24 Rusty Roy, Richmond, CA RYC

Previous SHTPs: none

Rusty Roy has been sailing on the ocean for 25 years. "I have crossed the Pacific four times with a full crew for a total of 12,500 miles. In two of those passages I was the navigator, using celestial navigation, and the skipper for one."

"I sailed with my dad and our family on a cruise to Tahiti and the Society Islands, to Hawaii, and back to our homeport in San Pedro for a total of 100

days at sea and 10,000 miles," he says.

"My dad passed away last October, and I have changed the name of my boat from *Cadenza* to *Holokiki*, the name of the boat my dad sailed for many years in the South Pacific from the Marquesas to New Zealand. *Holokiki* is Hawaiian for 'fast sailing'. I want to honor my dad and thank him for being a great father and for all of the miles and days we sailed together."

On the little Moore, Rusty's planning to bring enough water for 60 days and food for 30 days.



Jacqueline — Freedom 30 Mike Cunningham Discovery Bay, CA

Discovery Bay YC

Previous SHTPs: 2016

Mike Cunningham wants to try to improve his performance from the last SHTP. "My goal is to knock out at least 36 hours off my 2016 time. I had a lot of time-wasting failures last race, many of which I should have caught during prep. My second goal: Don't be last."

Elaborating on his strategy, he says, "This time pay attention to Skip Allan's weather write-up to try to avoid tropical depressions. Celia fouled me up last race."



About provisioning, he says, "The home vacuum sealer is your friend. I found simplicity is king when it comes to the food." For sleeping, he'll try the 20-minute cycle again. "It didn't work last time, but I am willing to try it again."

He points out that, "This is probably the first time in history that two Freedoms have raced to Hawaii in the same race. Carliane Johnson's Freedom 38 *Kyntanna* is joining the fun this time."

JouJou — Capo 30 Tom Boussie, San Francisco, CA SSS

Previous SHTPs: none

"I have been doing the SSS races for several years, including the Farallones, and more recently the LongPac. Hawaii is the next mark," says Tom Boussie. "It would be much more logical to race to Hawaii for the first time on a fully crewed boat, or at least double-handed. Perhaps it is an eccentric mid-



life crisis. For me, a large part of doing the race singlehanded is being part of the SSS community, which is extremely supportive and collegial and creates a strong sense of shared accomplishment."

Tom has a total of 30 years sailing experience, all in the Bay Area. "I started in dinghies at Cal Sailing Club and have owned a series of boats through to my present Capo 30."

Tom likes *JouJou* for her standing headroom — and the projects she's gifted him with. "The boat was previously named *Toy Box*. The current name, *JouJou*, roughly means 'a child's play toy' in French. I like the continuity."

Kyntana — Freedom 38 Carliane Johnson, Oakland, CA Island YC

Previous SHTPs: none

Carliane Johnson started sailing by answering crew ads for casual daysails on Chesapeake Bay in 2007. "I began racing and learning about skippering the Cal 20s at Half Moon Bay YC when I moved to California in 2011, then racing on San Francisco Bay on a friend's Hunter 41 in 2012. I bought *Kyntana* in San Diego in 2013 and motorsailed her to HMBYC that summer. My first crewed race was Oakland YC's Oktoberfest in 2013; my first solo race was the Vallejo 1-2 the following month."

Carliane's future plan is to go world cruising. "Because I'm a single woman, I knew that I may not always be able to find crew, which I never wanted to be a limiting factor, whether it be for a quick trip to the fuel dock or an ocean crossing."

Being part of the SSS and doing the SHTP race were the best and quickest ways that I could think of to become better prepared for the type of sailing I want to do in the future. I love challenging myself and pushing boundaries,

but those experiences don't have the same intensity when there's another person with me. I also tend to be more focused when alone and doing something big."

She has a small fridge, so she plans to bring pre-made casseroles, eggs, lots of fruits and nuts, salads, canned tuna, sandwiches and ready-to-eat meals. "One idea from the SHTP provisioning seminar was to pack a cooler with dry ice and frozen food that would be opened about halfway. I am planning to do that and including ice cream as a special halfway treat."

The Freedom is a sloop with a free-

ALONE BUT TOGETHER

standing carbon-fiber mast and a self-tending jib, "to try to keep things as simple and uncomplicated as possible while I learn to become a sailor."

The boat's name, *Kynntana*, has a unique provenance. "It was my mother's stage name as a circus performer. She was a trapeze artist and had an act called the Iron Jaw in which she hung by her teeth. It's my understanding that the name means 'star' in the Malagasy language, which was where my grandfather had been stationed as a French military officer."

Libra — Pogo2 Mini Grégory Saramite, Sausalito, CA

SSS, Les Glenans
Previous SHTPs: 2016

"The 2016 TransPac was my first ocean passage, my longest sail and my first major solo sailing trip," says Grégory Saramite. "This year, I'm taking my race to a new level and doing it for a bigger cause."

"For the last five years I have helped two close relatives find the best resources possible to treat complex chronic diseases that were resistant to conventional medical approaches. Thanks to the field of functional medicine, which includes nutrition and other lifestyle choices, my loved ones' health improved when traditional methods failed them."



"I have dedicated this race to raising awareness for alternative treatments. Nearly everyone knows someone dealing with chronic disease, from diabetes to MS, Alzheimer's and asthma."

"When I sail the Pacific this year, I will be raising funds for Dr. Terry Wahls' research at the University of Iowa, which has changed my life and has the potential to revolutionize the way we treat chronic disease (www.transpac4health.com/donate).

In preparation for this race, Greg has been sailing solo in ocean races and plans to head offshore for three days a few weeks before the start. "I'll sail on a Paleo diet; no junk food."

Morning Star — Valiant 32 Lee Johnson, San Diego, CA

Silver Gate YC
Previous SHTPs: none

Lee Johnson has been thinking about sailing to Hawaii for a very long time. "I now have the boat for it and the time for it, and it's an even-numbered year. The vast majority of my sailing has been



singlehanded, and I enjoy it. I'm not interested in the complications crew would entail. Plus, I have followed the SSS and this race for years, and I like the ethos."

Lee began cruising and racing on other people's boats in the mid-1980s, and began chartering boats for daysails and multi-day cruises in the 1990s. He bought a 28-ft keelboat in 2005, which he regularly cruised and occasionally raced, until he bought *Morning Star*.

To get in top shape for the SHTP, he's been distance running, bicycling and hiking. He plans to bring some freeze-dried meals, canned soups and canned/pouch tuna and salmon. "But I will also bring as much fresh, regular food as the fridge will hold."

Fitting out the boat for the race was minimal. He mainly just added gear mandated by the Safety Equipment Requirements that wasn't already on the boat. "I wasn't necessarily planning on doing the SHTP when I bought the boat. I was looking for a well-equipped and maintained bluewater boat that I could singlehand across some oceans, and this one checked all the boxes on my requirements list."

"The prior owner was a woman who bought the boat in San Francisco, where she renamed her *Morning Star* and sailed her on San Francisco Bay for some number of years. In 2002 she sailed down the coast and did the Baja Ha-Ha. Then, over the next few years, she sailed in various legs through the Panama Canal, across the Caribbean, and up the East Coast to Belfast, Maine. She never changed the hailing port on her USCG paperwork, so the boat carried San Francisco as her hailing port the entire time. I bought *Morning Star* in April 2015. Since I liked the name I decided to keep San Francisco as the hailing port on the papers and on the boat. When I sail *Morning Star* under the Golden Gate Bridge sometime in May, it will mark her return to her hailing port for the first time in 16 years."

Mouton Noir — Garcia Passoa 47 Michael Jefferson, San Francisco, CA

SSS
Previous SHTPs:
1992, 1996, 2000, 2012, 2016

"I enjoy being at sea with other people who love adventure and intensity," says the eloquent Mike Jefferson. "The SSS TransPac appeals on many levels, ranging from historical to cultural to practi-

cal. It is hard to prepare for, *always* teaches you something new and useful, takes one deep into oneself, and connects us to those who came before, sailing the oceans in what we would regard as primitive and/or inadequate boats, teaching those who follow what seamanship and courage really mean.

"The SSS TransPac is the last great Corinthian ocean race left. It is close in spirit to the first singlehanded round-the-world race. You sail the boat you have. There are few high-end boats or famous sailors. No big-money shore crews, no battle flags, no bullshit."

"Afterward, at the Tree drinking beer, who was first and who came in last means very little."

As for provisioning, Mike says, "No more damn Pop-Tarts!" He hopes to eat more protein, do some actual cooking, and cut back on junk food.

He plans to catnap when needed, with the radar and AIS alarms set to loud, and try to sleep from 2 to 6 a.m. "Which is when bad things *always* happen..."

Mouton Noir (French for 'black sheep') is a heavy aluminum cruiser, designed and outfitted for polar sailing. "Not a race boat! Between the original owners and myself the boat has over 100,000 miles of ocean sailing."

Nightmare — Wilderness 30 Greg Ashby, Richmond, CA

SSS
Previous SHTPs: none

Nightmare lives in Richmond's Marina Bay, but her skipper lives in Arnold (in the Sierra south of Lake Tahoe). "I live three hours from the Bay, so I just didn't look into getting involved with crewed boats," says Greg Ashby, explaining how he became a singlehander.



"Our family had an El Toro when I was a kid. In 2008, we traded a motorboat for an O'Day 22 and started sailing on a local lake." He and his wife took some ASA classes and had a blast, but, "My wife decided it wasn't her thing. In 2014 I started bringing the O'Day to the Bay. Pretty soon I realized I wanted to go farther and would need a bigger boat."

To train for the race, Greg has been taking longer hikes, riding his bike more, and eating healthier.

His strategy for the race? "Sail, eat, sleep, repeat." He plans to bring "a broad

SINGLEHANDED TRANSPAC —

selection of fresh and canned fruits and veggies, freeze-dried meals, beans, soup, bars, cookies, chocolate, nuts, protein drinks, oatmeal and PB&Js."

Regarding sleep, "It has been suggested to let your body find a rhythm. During the qualifier, I took short naps during the day and naturally woke up every 30 minutes or so at night."

Preparing *Nightmare* for the race, he has done the bottom, replaced the rudder bushings, updated some rigging, added 200 watts of solar charging, and built a cassette-type emergency rudder."

A Chuck Burns design, Wilderness 30s were built in Santa Cruz in the '70s and '80s. "*Nightmare* was modified for the '96 Pac Cup with a new keel and bow reinforcement.

"*Nightmare* is the original name of the boat, as near as I can tell. She didn't have any graphics when I bought her. I thought about changing the name, but when people asked what she was called and I said, '*Nightmare*,' I saw all kinds of reactions from fear to amusement to confusion. So I decided to keep it. It's always an interesting conversation."

Owl — Pacific Seacraft 37

John Woodworth, San Francisco, CA
SSS, RYC, Pt. Richmond Koffee Kibitzers

Previous SHTPs: 2016

"Stop reading all this crap and just go do it," says John Woodworth.

His training regimen consists of "a brisk brew of Pike Place in the morning, a winter's daysail, lift some East Brother amber in the evening, and cross-train with a fine Cabernet."

Of strategy, he says: "With over-spec'd rigging, I'm just trying not to pull the deck off." Provisions will include rice, beans and Twinkies.



For self-steering, John has a B&G below-deck hydraulic ram and a Monitor windvane "with artificial wind by Pelagic." He's carrying a drogue this time — "Don't they know it's hurricane season?"

To prepare the boat for this passage, he installed new fishing equipment. He says *Owl* is beautiful. "My competition always waves when they pass."

Passages — Olson 30

David Clark, San Diego, CA

Previous SHTPs: none

A sense of adventure compels David Clark to check the SHTP off his bucket list. Although he lives in San Diego now, he moved down there from the Bay Area,

where he used to sail locally, including out on the ocean in OYRA races. "That's where I heard about this race," he said when we spoke to him in late May, on the eve of his departure on his qualifying sail.



He bought the Olson 30 in 2015 and has done a lot of work on her over the last two years. He doesn't have a galley, so the food he is bringing will be easy to prepare, one-pot and freeze-dried fare.

Rainbow — Crowther 10M cat **Cliff Shaw, Emeryville, CA**

SSS

Previous SHTPs: 2012

Cliff Shaw has 40+ years of ocean sailing experience, including both the Pacific Cup and the SHTP. "Both are very good, but singlehanded is less complicated, more challenging, requires more resourcefulness, and is more satisfying."



He's been sailing since he was 14, including on the Bay and Delta, along the Coast, in the Baja Ha-Ha, and on a voyage from San Francisco to French Polynesia and New Zealand.

Rainbow was designed and built in Australia, then taken by the first owners on an 18-month honeymoon cruise from Australia to S.F. Her second owner cruised her to Alaska and back. She's gone 30,000 ocean miles in the last 12 years, mostly singlehanded, with her current owner.

To prepare *Rainbow* for this journey, Craig gave her a full refit. To prepare himself, he's been doing some hiking "and lots of climbing around on the boat refitting it."

His strategy for the race is to "Follow the leaders and don't break anything."

Riff Rider — Cal 40 **Charlie Casey, Berkeley, CA**

SSS

Previous SHTPs: none

Although he has yet to do a SHTP, Charlie Casey's previous experience includes many OYRA races outside the Golden Gate, the Newport to Ensenada Race and the Cape Panwa Sail Race Week in Thailand; singlehanded cruising in the Dalmatians, the Hebrides, Phuket and the Sea of Cortez; other cruising in Mallorca and the BVI; and two Hawaii-California deliveries.

He'll take an Alpha Spectra Autopilot

System, an AIS receiver and transponder, an SSB and a sat phone to Hawaii with him.

Such Fast — 1D35

David Garman, Renton, WA
SSS

Previous SHTPs: 2016

"I really love being out in the ocean, and sailing solo in the ocean is such a great treat to turn all the noise off," says David Garman, who has been sailing since third grade and has also done four Pacific Cups. "It is a great test of your limits, and it challenges your resolve and problem-solving abilities. It's fun to set up the boat how you want, and let the ocean show you what you did wrong — no faking this race."



His strategy is to "Go south and turn left in the squalls." As for provisioning, "I bring what I like to eat; I don't worry about weight." A tip: "Just say 'no' to tank water."

Readers and competitors may know David from his Santa Cruz 27, *Giant Slayer*. About the 1D35, he says, "It handles well and seems to like to go fast. The rudder is deep and steers well under autopilot. Such Fast, Much Boat, Very Ocean, Wow!"

Tortuga — Westsail 32

Randy Leasure, San Francisco, CA
SSS

Previous SHTPs: 2012, 2016

Randy Leasure has sailed around and up and down the California coast for the past 25 years. He's owned *Tortuga* for 20 of those years. "This will be my third Singlehanded TransPac; they are addictive," he says.

He plans to "sail as few miles as possible and try to keep to the rhumbline. *Tortuga* has a full galley, so I eat well. I like to make fresh baked goods, and there's nothing like hot cookies from the oven at 0300."

His sail inventory for the cutter is "all hank-on, so I've got quite a few headsail variations and an asym and symmetrical spinnakers." Communication options include SSB, DeLorme and SailMail.

"The Westsail sparked a movement," he claims. "You could sail off into the sunset and see the world on a small budget from the deck of your own seaworthy



ALONE BUT TOGETHER

sailboat. I've always loved the possibility a Westsail inspires. I'm working on a documentary called *Westsail the World*."

Why I Didn't Make Art Today

— Olson 30

Lilya Vorobey, San Francisco, CA
Nawiliwili YC

Previous SHTPs: none

Lilya Vorobey says she's done all of the continents — "Time to do all of the oceans.

"There is a calmness I enjoy from being on the water by myself even if I am surrounded by 15-ft waves. It has always been my go-to place. Since the boat is a race boat, the interior is sparse, with no headroom. Having more than one person on it would require an exceptional relationship to do the Pac Cup."

Lilya says she "tagged along with the 2014 TransPac," and has sailed to Peru. "I have a myriad of certifications, none of which make good placemats."

Training for the race, she's put in miles of "swimming, biking, manual

milling, welding, car restoration, boat restoration, yard work, weight lifting, and, of course, physical therapy..."

She plans to communicate via "SSB, sat phone backup, flares, hand signals, booming voice."

She picked up her Olson for a song because it was sad and neglected. "I was looking for an Express 37, but, when I saw this one, I stepped up to the challenge of making her pretty once again.

"The cockpit had been altered, poorly. Someone used lots of Bondo and regular plywood, 2x4s and nails. Yes, nails! I began asking questions on the Olson 30 forum about whether the molds still existed, hoping that I wouldn't have to make my own to restore the rear hatch section. The day I ripped out the horrendous rear cockpit, I received an email from Bruce Hubbard in Michigan, who asked what I was up to. Numerous emails later, he finally sent me his



boat butt since he opted to open up the transom on his boat. I epoxied it in, and then continued on to completely refurbish the interior, the exterior and the mast — which included welding in a new masthead. I have gelcoated, welded, rebuilt the cabinets and the sole, sand-blasted, painted, faired and wired her.

"I have accepted that I am in a serious SYR — a 'Stable Yacht Relationship'."

It's perhaps ironic that an organization facilitating sailing alone would create a strong sense of community. But, as Bill Meanley says, "I really like the intimacy and camaraderie of the SSS."

The Corinthian YC in Tiburon will host the start of the Singlehanded TransPac off their race deck on June 23, the longest Saturday of the year. Nawiliwili YC on the southeast coast of Kauai will host the awards ceremony on July 14.

We look forward to sharing with you, our readers, the adventures of this band of solo voyagers in their journey to the Garden Isle. Look for our report in the August issue of *Latitude 38*.

— **latitude** / *chris*

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WEST COAST BOATBUILDERS PT. 2 —

Last month we reported that West Coast boatbuilders have evolved from the plastic-boat production capital of the world to more niche-driven, custom manufacturing. Dramatically fewer boats are being made compared to the heyday, but designers and builders are creating interesting, specialized vessels, and are as busy as they've ever been. West Coast Boatbuilders are making everything from bluewater boats to ultra-fast racers to simple, fun daysailers.

What's Old is New in the Pac NW

Located in Port Townsend, Washington, Cape George Marine Works has been building stylish bluewater boats since the 1970s. "Our vessels are built to go offshore," said owner Todd Uecker, describing the niche his yard fills. "Most clients have dreams of sailing to foreign lands. We build full-keel cutters, and they aren't made for racing around buoys." Cape George makes two lines of traditional offshore vessels: the 28-ft Bristol Channel Cutter, which used to be built in Costa Mesa, CA, and was inspired by famous cruisers and writers Lynn and Larry Pardey, and the namesake Cape George Cutter.

"Our main stock-in-trade is the Cape George Cutter," Uecker said. "It's a modern, fiberglass-hull interpretation of William Atkin's vintage designs from the 1930s and 40s [which was re-drawn with the help of famed naval architect Ed Monk]." The Cape George Cutter comes in 31-, 34-, 36-, 38-, 40- and 45-ft models. "They're all semi-custom, and built to order. There's lots of wood on them; they're very labor-intensive. Some people refer to them as cult boats — it's a cult of tradition." The cutter has a wood deck structure atop a fiberglass hull, which makes an ideal platform for customization of

A Cape George Cutter 34's classic lines and bluewater abilities make it a "cult of tradition" boat among its aficionados.



W.D. SCHOCK



CAPE GEORGE MARINE WORKS



ANTRIM DESIGN

design and interior layout. "They're custom boats for individual clients," Uecker said, adding that his yard has a small crew, and each boat requires two to three years to build.

Todd and his brother Tim bought Cape George Cutters in 2004 from original owner Cecil Lange, a New Zealander "who had an

outstanding reputation as a boat builder," according to www.bluewaterboats.org. "I worked for Cecil for 10 years before we bought the business," Uecker said, adding that he originally got his degree in journalism, but always liked working with his hands. "I worked at various boatyards as I went through college, and built a couple of wooden boats. I was living in the Great Lakes area, and I had enough of a portfolio to land a job here, in Port Townsend."

We asked Uecker how the boatbuilding business has changed over the years. "Way back when Cecil ran the show in the 1970s and '80s, he sold a lot of bare hulls and kit boats — there were more do it yourselfers back then. At least half of the business was building kit boats. Now I think people spend their free evenings watching sailing videos on the Web instead of building boats in their backyards."

Uecker also said that he's not seeing as much new construction for middle-class clientele. "The market is changing pretty drastically and I don't know if it will come back. The number of new sailboat builders is shrinking pretty dramatically. Labor rates are going up, and custom boats are



CAPE GEORGE MARINE WORKS

CONTINUING TO EVOLVE



Clockwise from top right: Betty Schock sailing a Sabot; The Jim Antrim-designed 'Rapid Transit', a 49-ft canting-keel rocket built at Berkeley Marine Center; the Cape George Marine Works-built Cape George Cutter 34.

expensive. The mega-yacht market is doing well, and the repair market is pretty solid. A lot of people are buying fixer-uppers. We have a Factory Rebuild Program for older Cape George and Bristol Channel cutters that is quite cost-effective compared to new construction."

The Fast Boats of Jim Antrim

"If people have an unusual idea, I have a reputation for designing it," Jim Antrim told us. "I lean toward performance boats — fast boats. From way back in the early 80s, I became one of the leading composite engineers, and that helped define my career. I just like doing different things and taking on different challenges — especially the challenge of doing a variety of projects. I would get bored doing the same thing over and over."

Antrim said he drew his first boat while on a sailing trip with his family. He was frustrated that he couldn't bring his toys, so he drew a boat with a toy room. Over his 40-plus-year career, all of Antrim's boats seem to have a "toy room" feel, which is to say they're fun, unique, and overwhelmingly fast, fast.

Antrim's current portfolio of builds is as impressive as it is varied. He designed a custom 42-ft junk-rigged scow-bow cruiser for windsurfing guru Barry Spanier, construction of which will start soon at Berkeley Marine Center. He's designed a 9-ft custom carbon dinghy with 'three modes': a sailboat, a tender with a 10-horsepower outboard, and a rowboat with a sliding rigger designed to fit on the foredeck of a cruising boat.

Antrim is also designing Lia Ditton's new ocean rowboat after she postponed her record-setting attempt to become the first woman to row the North Pacific from Japan to San Francisco (Ditton was featured in the September 2017 issue of *Latitude*). This will not be Antrim's first ocean rowboat. "I developed a trimaran rower, which set a Guinness Record for the first trimaran [or multihull rower in general] to row across the Atlantic." That boat, called *Orca*, also set the record for most miles rowed in 24 hours.

"I really enjoy the challenge of an ocean rowboat," Antrim said. "What makes it fast downwind makes it slow upwind. It's all about how much structural weight you can afford to carry, how much food you're going to carry. It's all very weight-sensitive."

Jim Antrim grew up near Boston, studied naval architecture at the Webb Institute in New York, and came to California in 1976 to work for Gary Mull. "Well, I really did everything," Antrim said of his work with Mull. "I sort of specialized in preliminary designs, hull lines, and deck and interior lines." Around 1979, Antrim branched out on his own. "I started drawing boats and trying to sell designs. I was mostly doing a lot of small redesign jobs."

Antrim started to find a foothold in high-tech materials. "I'd say late '70s is when carbon came on the scene. People started doing carbon in rudder posts, but most didn't understand how to engineer with it. It was

years of starvation. It took a long time to get your name around." Antrim's breakthrough boat was *Aotea*, a 40-ft trimaran built for Peter Hogg. "We broke a lot of records with that boat. I got a lot of notoriety out of it."

Jim Antrim was on the map.

He went on to design the Antrim 27, which he said was a "reasonably well-accepted class that used to be fairly strong in the Bay Area." There were 26 built, and you'll still occasionally see one out on the water.

Like most West Coast designers, Antrim considers himself in the custom boat busi-

"If people have an unusual idea, I have a reputation for designing it."

ness. He said that most big boat brands — Beneteau, Hunter and Catalina — have in-house designers. But Antrim wants to constantly be doing something different. He said that even in the custom building niche, there's been an obvious decline over the years. The constant evolution of the West Coast industry is, without a doubt, trending smaller, though still quite busy.

"Some guys have gotten old and disappeared," Antrim said, adding that his business is hanging in there. "All of the survivors are swamped with work. I'm constantly overloaded — I'd say I've been pretty darn busy for 10 or 15 years at least, and even more so lately; I've been turning more jobs away recently. I think a lot of the builders

Peter Hogg's 'Aotea' tore up the Bay after she was first built, smashing all kinds of records, and putting Jim Antrim on the map.



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WEST COAST BOATBUILDERS PT. 2 —

and designers that are still around are closer to the end of their careers than beginning. I hope there's new blood."

But this is a story about boatbuilding. Antrim has worked with Jim Betts in the Pacific Northwest, as well as Schooner Creek. He's worked with Marc Ginisty in Novato. In Watsonville, Antrim has had builds done by Craig Smith, Larry Tuttle, Dave Hopton and Ron Moore (who built the Antrim 30+ trimaran *Erin* and all of the early Ultimate 20s). He's worked with Westerley Marine in Southern California, and collaborated extensively with Cree Partridge at Berkeley Marine Center.

"The first time I met Cree was when I worked for Gary Mull. It's nice that's he's close by — it really helps to drop in and see how things are going. It's really good to have either client or designer near the builder. You want to see things as the boat develops, and as the customer gets to see the shape in 3D, because a lot of people don't have a good sense from the drawings."

Cree Partridge is currently building an especially interesting — and fast — Antrim 40 design called *Glass Slipper*. "It's my wife's boat," Partridge told us months ago, pausing for effect and smiling his big, mustachioed smile. *Glass Slipper* is sistership to *California Condor*, which was built at Berkeley Marine Center and launched in 2010. For those of you who race the Bay regularly, you've probably had the opportunity to watch *Condor* blast right by. But as fast as *Condoris*, *Glass Slipper* — which will be built entirely from carbon — will be faster.

"The concept for this boat started over

Left: Cree Partridge in a lower-tech phase of boat building; Right: Partridge with apprentice Friedel Pretorius onboard the Cal 40 'Sequoia'.

10 years ago," said Partridge. "I went to Jim Antrim and told him I wanted a boat that was *scary* fast, but safe. This is that boat." *Glass Slipper*, although 40-ft in length, will not have standing headroom, because standing headroom is a waste of weight. In



addition, the cockpit will be a 'winch forest'. "This will not be a short-handed boat like *Condor*," said Partridge. "I wanted a boat that would require a team to sail, and my vision is to blast around the Bay with a bunch of people in the cockpit giggling nervously."

Partridge was inspired by a picture he saw of an Aussie 18 flying along under spinnaker, the hull forward of the keel out of the water. As he was contemplating the boat, he talked with Kame Richards at Pineapple Sails, eventually asking how to make the boat plane like that. "It's all about luff length on the spinnaker," replied Richards. As a result, *Glass Slipper* will feature a 12-foot sprit to extend the luff and get the sail out in front of the boat (the sprit will not be retractable, but it can be demounted when the boat is not in use).

"We are definitely pushing the envelope," said Partridge, "and many small changes were made in the build as a result of exten-



sive testing carried out by Friedel Pretorius under the watchful eye of Dave Collignon and approved by Jim [Antrim]."

Like many Antrim-designed builds, the construction of *Glass Slipper* will require a complex layering of carbon fiber. *Glass Slipper* is being built upside down using a resin infusion process over a male plug — the same plug used to build *California Condor*, but beefed up for the infusion process so that *Glass Slipper* will be just a hair bigger. Carbon fiber cloth forms the inner layer of the hull, followed by a layer of bidirectional fiberglass. High-load areas are reinforced with unidirectional carbon strips, and then the whole hull is wrapped with a layer of unidirectional carbon cloth.

The boat will sport a 65-foot carbon mast designed by Antrim, which will also be built at BMC. "We have what I call a 'poor-man's autoclave,'" said Partridge. "Two 45-foot shipping containers are bolted together and heated, and we vacuum bag the mast inside the containers. The goal is to build a stick that will not crumble at 30 knots."



CONTINUING TO EVOLVE

capitalize on that change. Mind you, it's not a difference in actual population — rather, it's a more even representation when it comes to going sailing.

When we spoke with longtime California sailmaker Dave Ullman last year, he said

"Why people sail is because they want fun. It's not complicated."

that part of the reason the sport of sailing has been declining is that there are more decision makers in households, so there are exponentially more decisions to make about how a family spends their free time. "The kids have a say, both the parents have a say, and suddenly, life is more complicated than the patriarch just saying, 'We're going sailing,'" Ullman told us.

Vucelic said that Schock is more of a "series" builder, though they've been cranking out Harbor 20s for a while now. "Probably

The yacht 'XL' the first of many Antrim designs built by Cree Partridge.

Lido 14, one of the most popular and prolific double-handed dinghies ever seen on the West Coast. "It provided a comfortable family daysailer at a time when most boats in its size range were much more athletic one-design racers," the company said.

One of Schock's most successful designs is the Harbor 20, which the company called the most raced keelboat in North America. "No other keelboat comes close to the number of annual race starts. Upwards of 10,000 Harbor 20 race starts happen every single year," the company said.

"We moved to daysailers about 20 years ago, and the Harbor 20 has fortunately been an incredible success," said Alexander "Sascha" Vucelic, former owner of W.D. Schock (John O'Donnell is the current owner; he bought the company in 2014 after working for Schock for 27 years. The company is now located in Santa Ana). "The Harbor 20 is our key product — it's a simple boat. It doesn't focus on the engineering, but rather, why people sail. And why people sail is because they want fun. It's not complicated."

Exactly how to build a fleet is an open question in sailing. There are countless boats that come and go with no apparent rhyme or reason. We asked Jim Antrim about fleet building — he said it takes a fair amount of luck to build a class, good marketing and lots of money at the outset. "It's a fad that people fall into. It's hard to put a finger on it."

But Vucelic disagreed.

"How much does a keg cost? How much do a few gallons of mai tais cost?" Breaking down Schock's philosophy about fleet building, Vucelic said, "It's two-fold: The first part are social events. The second is women. You've got to get the wives to go. One of the critical differences with the Harbor 20 fleet is that half the people there are women, and between 25- and 35% of the drivers are women. In any other fleet, it's all dudes. And because there are actually women at our parties, it's actually fun. At any other regatta, it's just a bunch of guys standing around waiting for the trophies to come around. So yes, the Harbor 20 is comfortable, simple, has fewer crew and all that stuff. But it's not about the boat. It's incredibly important to have fun."

Most West Coast boatbuilders have said that changing economics and demographics have led to a decline in production. But Schock said they've managed to



THIS SPREAD JOHN TUMA



'Glass Slipper' being built one carbon sheet at a time. Clockwise from top left: Carbon reinforcements are put over bidirectional glass cloth; The hull has been covered in unidirectional carbon cloth, and peel ply is being wrapped over the carbon layer; The hull covered in peel ply; Flow media installed over the peel ply; The vacuum bag over the hull. The cloth channels used for infusion are clearly visible along the chine under the bag.

If all goes as planned, *Glass Slipper* will launch in late spring or early summer, so the flush-deck rocket could be blowing by you soon after. And as for Cinderella, Julie Partridge, who, when asked about her new boat, only responded with, "Oh, boy . . ." as she exhaled deeply and rated her level of excitement about the boat as "Immeasurable."

And why not? After all, how many Cinderellas get a carbon pumpkin from their Prince Charming?

A Shocking Amount of Fun

In the 1930s, W. D. "Bill" Schock started building skimboards in the garage of his family's home in Hollywood. After he served in World War II, the Schock family — including wife Betty — went into business in Newport, and would go on to become the first boatbuilder to "make a production fiberglass boat," according to a company statement. Schock went on to produce the Snowbird, Sabot, Schock 22 and popular Schock 35. In the late 1950s, Schock introduced the



ANTRIM DESIGN

WEST COAST BOATBUILDERS PT. 2

ALL PHOTOS THIS PAGE W.D. SCHOCK



today, we're very much a production builder," he said. "There's close to 600 Harbor 20s — we build 10 to 20 a year. We've built 15,000 boats over the years."

As we mentioned last month, this is by no means a comprehensive list of West Coast boatbuilders. In Oceanside, Hobie is still manufacturing their brand of unique craft, including the incredibly popular Island series, a sailable, paddleable, and pedalable trimaran. The Oceanside factory still produces "Rotomolded" catamarans such as the Wave, Bravo and Getaway, and still assembles the Hobie 16, but all the traditional fiberglassing has been exported out of California due to environmental regulations.

This year marks the 50th anniversary

of Hobie Alter's first boat, the Hobie 14. While the popularity of most boats waxes and wanes over the years, there are close to 150,000 Hobie Cats still sailing around the world — and the 14 is enjoying something of a renaissance.

Here in Alameda, Saildrone — which has been called a "shipyard of the future" — is building a fleet of robotic boats that sail all corners of the globe collecting vast amounts of oceanic data. And let's not forget all the wooden boat schools, as well as the countless boats being built in people's garages and backyards.

When we set out to write about West Coast boatbuilders, it could have easily been a doom and gloom story. The production of sailboats in California, Oregon and Washington — and in the US in general —

is a mere fraction of what it once was, and manufacturing continues to contract. But we were excited to hear about interesting boats being designed and built, and the different niches that manufacturers have carved out.

But what's not clear is who will replace the current generation of designers and builders, all of whom say they're plenty busy, and all of whom wonder where "the new blood is."

It's an important question — what man or woman will be the next Jim Antrim, Gary Mull, or Doug Peterson? Who will be the next Cree Partridge? Who will take the torch, and carry it into the future?

latitude / tim

*With reporting on Glass Slipper
by John Tuna*

Above: The ubiquitous Harbor 20 (with a ubiquitous Schock-made Lido 14 in the background) is said to be the most active keelboat fleet in the world. The reason? Fun social events and the participation of women in the fleet. **Bottom left;** this Corona Del Mar mom had stickered herself with the H20 logo when her husband snapped this photo. **Bottom right:** Racing with your partner is a common sight in the Harbor 20 scene.



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I'm tough, but I'm fair. Perhaps not tough enough, because they keep asking me back to do the pre-race equipment inspections for the race to Hawaii.

I've learned how to shave at least an hour off the time commitment: The boat has to be ready; otherwise I turn around and go home. That means storm sails bent on, emergency rudder deployed, anchor chain and rode run out on the dock for measuring, overboard gear set up, jacklines rigged, and all the required portable gear on display.

The racers often complain about having to set the trysail, but if it were not for this requirement, the storm canvas would never be out of the bag 'til the first time it's needed, and that's the wrong time to figure out how it should be rigged. But truth be told, I do this mainly so I can find the boat in the marina. I just look for that international orange trysail or storm jib.

My first victim this year was a big old IOR racer, refurbished for the race. But when I saw who was representing the boat for the inspection, it became

A small model emergency rudder, shown here deployed on a Merit 25, is made from discarded windsurfer centerboards and the top part of a broken windsurfer mast.



unclear which of us would be the victim.

"Aloha, Max!" Lee shouted when I was still five berths away. "I'm, like, glad we drew you for our inspector. You'll understand what I've cooked up for the e-rudder."

The emergency rudder was perfectly adequate for course-keeping when the boat was balanced.

This was not the first boat Lee had helped prep for a Hawaii race inspection, and she knew how to make it run smoothly. First she pointed me to the fresh-baked brownies in the galley. Then she handed me a binder with a full set of the required documents. It even included documentation for the battery replacement date for the light on the Lifesling.

"All copies for you," she said. "For the Inspection Committee's files."

It was easy to run through the checklist. I couldn't even catch her on my favorite failure point, lifeline tension.

"Seems a little loose," I said as I pulled transversely between the two most widely spaced stanchions. "You're only allowed two inches under eleven pounds of load."

"Like, they changed it to nine pounds," Lee corrected. She was ready with a ruler and fish scale, although she called it a dynamometer. "See? Only 1.8 inches under eight pounds of force."

She didn't get off as easily with anchor rode length. The anchor lines were run out on the dock for measurement, as requested.



But there was a knot in one of them. It had been pieced together from two shorter lengths of three-strand nylon.

"Sorry, this is a fail," I informed her with some satisfaction. "Anchor rode has to be continuous, one piece, 200 feet long."

"But, like, what's the logic behind that?" Lee complained. "We have the required total length."

"I think it's because they don't want anyone to piece the rode together from spinnaker sheets and guys," I speculated. "They want a dedicated anchor rode, not used for anything else, ready in emergencies at full length."

"That's what we have," she protested.

"But there's also lost strength in the knot," I said.

"It's a proper carrick bend," she countered.

E-RUDDER TIME AGAIN



gency rudder could not always overcome the weather helm, but seemed perfectly adequate for course-keeping when the boat was balanced.

What surprised me was that Lee had not made another one of her underwater sail soft rudders out of sailcloth and spars. This one had actual foils. I helped myself to another brownie.

"Why the design change?" I asked after I had reviewed all the videos and the splice was finished, and Lee had returned to the cabin.

"Too much freeboard and a closed transom," she said. "The geometry of the soft rudder didn't work so well for this boat. Also, like, I wanted to try something new. This is an evolution of the finned steering oar I was developing two years ago. On larger boats the oar has to be closer to vertical, steering by twisting about its long axis, so it was getting to look more like a conventional rudder stock anyway."

"The rudder blades and centerboards are usually still in good shape and there to be scavenged."

"Why the twin blades?"

"First off," Lee explained, "I don't want to build foils from scratch. Too much time and money for a starving grad student. And, like, the university sailing club is always throwing away old dinghies, and the rudder blades and centerboards are usually still in good shape and there to be scavenged. Good foil shapes, and, like, known strength and quality. Windsurfer centerboards and broken mast parts, too, found in abundance in the sailing club dumpster. That's for the small-size version of this design, for Express 27- and Santa Cruz 27 size boats."

"But this inverted Bonanza V-tail configuration. Where did that come from?"

"Same problem and same solution that produced biplane aircraft," said Lee. "Need a lot of area without a lot of bending on the stock. Also I like the structural efficiency of triangular bracing. There's a tie bar between the blades, so the blades are loaded at about the same points as when they were in use as dinghy centerboards."

As she spoke I climbed back up to

The large size e-rudder — in this case for a 45 ft IOR boat — is made from centerboards from worn-out 15-ft Laser Bahias. The rudder stock could have come from a broken carbon spinnaker pole, but in this case it had to be purchased new.

"Same as a bowline for lost strength," I answered. "And it won't run through a bow chock."

"Okay," she sighed. "I guess we have to buy a new 200-ft rode."

"Tell you what I'll do," I said after a pause, having had the satisfaction of scoring the point. "If you short-splice the two segments together, for a permanent joint, I'll count it as one line."

"Old rope," she mumbled. "Not very easy to work - and I don't have the splicing kit on board."

"Use needle-nose pliers," I suggested. "Better than any splicing tool."

Lee accepted my offer, and to keep me busy while she did the splice up on deck, she set me up at the nav station watch-

ing videos of the boat's person overboard recovery drill and the emergency rudder test.

"I'll want to see at least five tucks," I added as she left the cabin.

Video is a major time saver at inspection time. No more live test of the emergency rudder required, if the video is honest. The trouble is, sometimes the video doesn't show that the main helm was nudged a little between the left turns and the right turns, or between the tacks and the jibes. Even a locked helm can jiggle to the side that helps the turn. But the video did show the boat tacking and jibing in ten knots of wind as required, helm locked on center, and locked well enough to keep me satisfied. The emer-

ALL PHOTOS MAX EBB



the cockpit and walked to the stern, to examine this double-blade beast at close range.

"Did you also find that nice piece of carbon tubing in a dumpster?" I asked.

"No luck scoring broken carbon spinaker pole fragments from big boats," Lee admitted. "Like, we didn't start scrounging around boatyards early enough. Had to buy the rudder stock and pay trans-nasally."

"How do you solve the problem of lining up the gudgeons and pintles while trying to ship the rudder in a seaway?" I asked, not noticing until it was too late that Lee's design did not have any gudgeons or pintles.

"Not a problem," Lee answered. "Rig the port and starboard lower lashing lines through the two padeyes near the bottom of the transom, and pull the rudder stock into position. The top support is on the top rail of the stern pulpit, or lashed between the stern corner brackets if the stern rail doesn't go all the way across. So, like, the only holes in the boat are for those two lower padeyes. For the small-boat model, you can even lash to the horizontal beam of the outboard bracket, so, like, no new holes in the boat at all."

"Is the stern pulpit really strong enough to support a rudder stock?"

Emergency rudders from the dumpster, large and small. It's amazing what you can do with leftover windsurfing parts, a little hardware and some ingenuity.

"For sure. Big separation between lower and upper bearings, I mean, between upper and lower rudder stock lashings, makes the load on the top support pretty small. And like, if the stern pulpit is too wimpy for this, it's too wimpy to be a good stern pulpit."

I didn't notice until it was too late that Lee's design did not have any gudgeons or pintles.

That reminded me of one more test I had to do: "PERSON OVERBOARD!" I yelled, attempting to take Lee by surprise and starting my stopwatch. Lee immediately pressed the MOB button on the cockpit GPS display, then put her hand on the release lanyard for the overboard gear.

"Less than five seconds," I said. "Not bad. Make sure everyone on the crew can react as fast, in case you're the one

who goes over."

To wrap up the inspection, I checked off some of the remaining required cabin fixtures and safety gear. It was all there, except I didn't see any wiring for the backup running lights, and this boat only had a masthead tricolor.

"We have battery-powered portable LED lights," Lee explained.

"Not bright enough," I said. "They have to meet the same brightness requirements as the primaries."

"Check out the new ones. Two-mile visibility, as per COLREGS. These lights are better as emergency backups because they don't rely on ship's batteries. I mean, the main batteries might be dead or, like, underwater when you really need the spares."

This was a new approach to backup running lights, but I was swayed by Lee's logic. After she showed me that they really did have enough triple-A batteries onboard, I called the inspection complete, and took one more brownie for the road.

They say that preparing a boat to race to Hawaii requires a water-cooled credit card. But if you can build the emergency rudder out of parts from the marina dumpster, the load on the card's cooling system will be just a little bit less.

max ebb

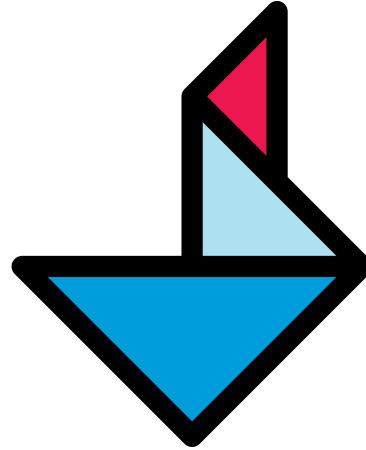
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THE RACING

With reports this month on all ages in the Newport to Ensenada Race; a J/Stop in the City; a woman overboard in the Point Dume Race; blustery winds in the OYRA Duxship, the Singlehanded Farallones and the Flight of the Bulls; OYC's Sweet 16; the US Multihull Championship; and high school and college championships. Box Scores and Race Notes round out the section.

N2E Generations

Although trophies won in the annual Newport to Ensenada International Yacht Race honor those who have bested their competitors by hours, minutes and seconds, it was the difference between years that garnered the most cheers at the 71st awards ceremonies on Sunday, April 29.

For the second time in three years, 91-year-old skipper Richard McNish collected the City of Ensenada Trophy for Best Corrected Time, PHRF G, and the New York Yacht Club Trophy for Best Elapsed Time, Single Hull/Divided Rig. McNish has sailed *Cheerio II*, a 46-ft 1931 yawl, in N2E for almost 20 years.

McNish said *Cheerio II* got a good start on Friday, April 27, and was making great time until 2:30 a.m. when the wind shut off. Until then, the YB Tracker had been predicting a sweep for the boat.

For years, only "men of a certain age" (over 50) crewed on *Cheerio II*. Recently though, McNish started taking on a couple of younger, albeit experienced, sailors as crew. The collaborative group has worked really well.

Conversely, the minimum age required to crew on *Ohana* is 3. It was only

Three generations aboard the overall winner, 'Ohana', left to right: Grandpa Joe Markee, young Liam Hardesty, and Dad Bill Hardesty.

the second time the classic 1982 Swede 55 had sailed in N2E and the first with San Diego-based skipper Bill Hardesty's son along. On board with Bill were his wife Mandi, her father Joe Markee, Bill and Mandi's 3.5-year-old son Liam, and friends Frank Tybor, Scott Dalin and Evan Charles.

Hardesty, US Sailing's 2011 Rolex Yachtsman of the Year, a 2014 Rolex World Sailor of the Year nominee, and a 12-time world champion, turned a family cruiser into an award-winning long-distance racer on the second try, taking home the coveted President of the USA Trophy for Best Corrected Time, All PHRF, and the Gil Knudson Trophy for Best Corrected Time, PHRF D.

Bill and Joe bought the boat together in 2013. "I wanted something that we could race," said Bill. "Joe wanted a boat that we could sail as a family. Our priority was easy to sail with minimum crew size. I was hoping we would get a 70-ft sled, but the crew size on a 70-footer was too much for our plans."

The seven-person crew, six of whom took turns at the helm, and, for the most part, got involved in each position, sailed the boat to an overall corrected-time win behind only *Mighty Merloe* and *Orion*, the 60-ft and 70-ft trimarans that finished on Friday before dark.

Aboard *Ohana* (which means family in Hawaiian), Friday evening the crew of Mom, Dad, Grandpa and a couple of friends watched the sunset and enjoyed a family-style dinner of pasta with a glass of wine.

"The weather was good to us," said Hardesty. About halfway down the course it became apparent that they were doing well. "We were around some faster boats that we're not used to sailing with," said

Hardesty.

"Early weather predictions indicated better wind offshore, so we stuck with the plan," said navigator Frank Tybor. They did not fly the kite early or move inshore too early, wary of getting stuck.

"The boat does not have a large or fancy sail inventory, which reduces the discussion about which one to use," said Markee. They flew the code zero for seven to eight hours and the spinnaker at night, and, after 3 a.m. when the wind became fleeting, went through everything they had and finished with a jib.

Although she's sturdy, heavy and outfitted to go cruising, and doesn't like to turn, *Ohana's* sweet spot was nurtured by the crew. "The narrow 9'7" beam on the Swede makes it a nice daysailer and a decent race boat in certain conditions.

She heels over very easily, so it's exciting for people new to sailing. Not good for keeping beverages upright! She likes to reach. The conditions were perfect for us, and it all came together," said Hardesty.

The family mostly races the local beer cans and the Hot Rum winter series at San Diego YC. "Each summer there has been discussion about local cruising, but it's never happened." Hardesty is still racing sailboats professionally, "mostly J/70s and various other classes. But I've been busy as Daddy while Mandi has been finishing her studies in acupuncture."

After they crossed the N2E finish line at 6 a.m. on Saturday, the *Ohana* crew's phones started to buzz as texts from friends following the YB Tracking reached out to congratulate them.

— laurie morrison & latitude/chris

NOSA NEWPORT TO ENSENADA RACE, 4/29

MAXI — 1) **Medicine Man**, Andrews 63, Robert Lane; 2) **Destroyer**, TP52, Jim Bailey; 3) **Pyewacket**, Andrews 70, Roy Disney. (9 boats)

PHRF-A — 1) **Elyxir**, SC52, Skip Ely; 2) **Staghound**, R/P 50, Alec Oberschmidt; 3) **Good Call**, J/65, Tom Barker. (11 boats)

PHRF-B — 1) **Horizon**, SC50, Len Bose; 2) **Fast Exit**, Andrews 40, John Raymond; 3) **Airwaves**, Frers 50, Ray Roberts. (13 boats)

PHRF-C — 1) **Relentless**, SunFast 32, Marty Vogel; 2) **Fractions**, 1D35, Ivan Batanov; 3) **Uhambo**, Fast 42, David Chase; 4) **Captain**



OHANA



Bill Hardesty's family sailed 'Ohana' to a win in the Newport to Ensenada Race; they're the blue boat seen here at the April 27 start in front of 'Problem Child', Dan Rossen and Richard Whitley's B-32.

TOM WALKER / WWW.TOMWALKER.PHOTOGRAPHY

Sluggo, Hobie 33, Richard Yabsley. (17 boats)
PHRF-D — 1) **Ohana**, Swede 55, Joe Markee; 2) **Splendor**, DRI 47.5, Dennis Conner; 3) **Problem Child**, B-32, Dan Rossen/Richard Whitley. (14 boats)

PHRF-E — 1) **Double Down**, J/92, Brian Kerr; 2) **Aloha**, Hobie 33, Kyle Vanderspek; 3) **Orca**, Beneteau First 35, Matt Florez. (9 boats)

PHRF-F — 1) **Day Tripper II**, Hunter 40, Andy Horning; 2) **Miller Time**, Islander 40, Mike Corzine; 3) **Moxie**, Olson 34S, Dugan O'Keene. (13 boats)

PHRF-G — 1) **Cheerio II**, Fellows & Stewart 46, Richard McNish; 2) **Giant Slayer**, Hunter 28.5, Cole & Mike Price; 3) **Ayer Bourne**, Beneteau 37, Paul Ayer. (13 boats)

ORCA-MAXI — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe; 2) **Orion**, MOD70, Tom Siebel. (2 boats)

ORCA-B — 1) **Some Tuesday**, Lagoon 450S, Steve Dunlap; 2) **DéRive**, Lagoon 410, Chris Killian; 3) **Kastor Pollux**, Leopard 43, Jerzy Popranski. (4 boats)

ORCA-A — 1) **Wahoo**, Schionning GF1400, William Gibbs; 2) **Chim Chim**, Gunboat 62, John Gallagher. (3 boats)

CRUZ-SPIN — 1) **Anais**, Hanse 505, Matt Solhjelm; 2) **Freedom**, Beneteau 48, David Normandin; 3) **Fatback**, Hanse 415, Juan Hussong. (3 boats)

CRUZ-GEN — 1) **Rylacade**, Hunter 45cc, Stuart Leigh; 2) **August Dream**, Jeanneau 439, David Lutton; 3) **Lady Jane**, Jeanneau 391, Gregory Dorn; 4) **Wind Rose**, Cabo Rico 40, Walter Simmons. (19 boats)

CRUZ-NON-SPIN — 1) **Paramethia**, Catalina 350, Philip Herzfeld; 2) **Tomol**, Catalina 385, Susan Griesbach; 3) **Tesoro**, Independence 31, Augusto Francisco/Anda Silva. (9 boats)

Full results at www.nosa.org

Crowded Starts at J/Stop

The J/Stop Regatta drew 23 J/105s to St. Francis Yacht Club for a weekend focused more on racing than celebrating. Competition commenced on Saturday, May 5, beneath overcast skies with current just turning from ebb to flood during the first start. As often happens with this highly competitive fleet, the first start led to a general recall as most boats arrived at the line too early and were pushed over. From then on, Saturday's races were started under the 'U' flag rule, and the fleet behaved much better. (Under this rule, a boat caught over the line any time after one minute before her start is disqualified, unless the race is restarted or sailed).

The wind cooperated early, with westerlies building steadily to the mid-teens. Raw conditions prevailed throughout the day, and sailors were commenting on the cold by the end of four races. Fortunately, the sun broke through in time to warm up competitors during post-race beers on the docks.

To the sailors' great credit, Sunday's starts were all under the regular 'P' (Prep) flag, with no boats called over early, and

three races filled out the regatta's final day. Wind was brisker during the second day of racing, reaching into the high teens.

As veteran Bay racers know, the tide initially turns close to shore, so in the early races there was a greater advantage in getting out to the middle of the Bay during the upwind leg to catch the last of the ebb heading out the Gate. To compensate, the race committee set a start line that initially favored the pin, making adjustments for each race as the flood set in across the whole Bay. This made for some interesting starts, as in Race 6: While the bulk of the fleet thought the committee boat end was the place to be, *Arbitrage* and *Mojo* came in from the pin end and port-tacked the whole fleet with

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

May's racing stories included:

- Santa Cruz Race Week • Clipper Race
- America's Cup • USMRC Qualifier
- IC37 Launch • Volvo Ocean Race
 - Race to Alaska Update
 - More OYRA Duxship and Singlehanded Farallones
- Previews of the Delta Ditch Run, the Vic-Maui, the reimagined/reinvented Lipton Cup, June races, and more.

THE RACING



CHRIS RAY / WWW.CRIVIP.COM

Race action at StFYC. Top: The J/Stop Regatta on a mostly gray Cinco de Mayo. It was flooding hard by race time, with breezes of 10-14 knots. "It certainly looked like everyone got all the racing they were hoping for," commented photographer Chris Ray. Bottom: Thursday Kiteboarding in flood on the sunny, windy evening of May 10. "We had an unofficial entry in the form of a humpback whale, who didn't complete the course in the allotted time and hence was scored DNF," quipped Ray.

room to spare. *Arbitrage* went on to win that race and took third overall in the regatta.

Many of the top competitors shuffled first-place finishes, and prizes were awarded for each, so several skippers took home some StFYC glassware.

— amanda witherell

StFYC J/STOP REGATTA, 5/5-6 (7r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 18 points; 2) **Maverick**, Ian Charles, 25; 3) **Arbitrage**, Bruce Stone, 34; 4) **Ne*Ne**, Tim Russell, 37; 5) **Mojo**, Jeff Littfin, 38. (23 boats)

Full results at www.stfyc.com

Strange Winds, MOB off Point Dume

May's Berger Stein 3 Point Dume and Return race has always seen its share of high winds: The 2017 race had winds that touched 55 knots off Malibu, and a boat capsized.

This year, the Cinco de Mayo forces turned out en masse before the day was over. The race began innocently enough: Winds were clocked at 6-8 knots with

sloppy seas at the start outside Marina del Rey. The breeze built to 25 knots at Point Dume and Topanga Beach before shutting down completely at 5:15. Twenty minutes later the winds came back, and five boats that had stalled out and tangled up at the offset mark near the south end of the breakwater managed to get going and cross the finish line.

During the prior 25-knot breezes and choppy-sea melee, a crewmember of the Tartan 101 *Mistral* fell overboard after the steering cable popped off the quadrant and the boat suffered a full knockdown. "*Mistral* lost steering at 12 knots under kite in 25 knots of breeze, when the rudder cable jumped," explains owner/skipper Dan McGanty. "That led to a hockey-stop round-up and full broach — and with a steering wheel no longer offering support or resistance, Helen on helm took the worst of it." Helen McGanty, Dan's wife, was flung overboard. "She broke ribs hitting the side of the cockpit or guardrail. *Mistral* had to get the kite down to go back for

its MOB — and learned about the lack of steerage once the kite and lines were clear and the engine was started."

Helen treaded water for half an hour before Duncan Cameron and the crew of the Sovereil 33 *Trust Me* heard the SOS. "*Trust Me* was commendably keeping a radio watch and responded to our SOS, and we then directed them to the center of the search area," said Dan.

Cameron steered *Trust Me* seaward and, using proper quadrant sweeps, found a very tired Helen and pulled her out of the water. Fortunately, she is a very strong swimmer and is doing well, having been released from the hospital the following day.

The fluky winds provided for a wide separation of finishes with David Inglis and Cowbell Sailing's Farr 11s *Stray Dog* claiming line honors despite sailing the longer 32-mile course. *Dog* got first in PHRF A and sailed the course in a bit over five hours. The last finisher, the Catalina 34 MkII *Makani II*, came in a little after 7:45.

— andy kopetzky

BERGER STEIN 3 POINT DUME, 5/5

PHRF A — 1) **Stray Dog**, Farr 11s, Cowbell Sailing; 2) **Groundhog Day**, Melges 32, Rich Festa; 3) **Amazing Grace**, Farr 57, Jim Puckett. (9 boats)

PHRF B — 1) **Fanky**, Melges 24, Joaquin Gutierrez; 2) **Zephyr**, J/109, Jack Mayer; 3) **Double Down**, J/92, Brian Kerr. (9 boats)

PHRF C — 1) **Rubicon III**, Contessa 33, Rodney Percival; 2) **Zulu**, J/29, Team Zulu; 3) **Redline**, Santana 30/30 GP, Derek Heeb. (4 boats)

CRUISER A — 1) **Duchess**, Catalina 42 MkII, Ron Jacobs; 2) **Va Pensiero**, Brooklin 48, Joseph Weber; 3) **Trueblue**, Beneteau 50, Rick Clemenson. (13 boats)

CRUISER B — 1) **Bar-Tabac**, Challenger 32, Arnaud Massonnat; 2) **Andiamo**, Catalina 38, David Stoltz; 3) **Chutzpah**, Catalina 36 MkII, Andrew Natker. (7 boats)

ORCA — 1) **Caribbean Soul**, F-31, Alfred Broussard; 2) **Mako**, F-27, M. Kreke. (2 boats)

Full results at www.dryc.org

Memorable OYRA Duxship

This year's OYRA Duxship Race will be remembered by everyone who sailed it. Most participants can't remember sailing two beats and one reach/run on the triangular course that starts at StFYC, heads north to the Duxbury Reef Buoy off Bolinas, out to the Lightship, and back to the StFYC. Ask anyone who's sailed the race and they'll answer, "Beat, Reach, Run," as the drill. The May 12 race proved the exception. All week



TAMI FRAE



LORI TEWSBURY



ERIK SIMONSON / WWW.PRESSURE-DROP.US

SHEET

Racing off the California coast. Left: 'Mistral' in "lesser" wind and waves in the Point Dume and Return Race. Top right: Eric Ochs at the helm of Lori Tewsbury's Express 27 'Hang 20' in the OYRA Lightship on April 21. Bottom right: Nathalie Criou's Figaro 2 'Envolée' rounds up while jibing for the South Tower during crazy-ass breeze in the OYRA Duxship Race on May 12.

NOAA predicted an abrupt northwest to southwest shift around noon. Would they get it right?

Just getting to the starting area was a challenge for boats coming out of the East Bay. They faced the flood and wind in the mid-teens or higher; a lot of fuel was burned. Boats coming from Marin County arrived early with stiff Golden Gate wind aiding their journey. The early morning wind was contrary to the prediction of light breeze until mid-afternoon, and then around 10 knots the rest of the day, as the wind backed around from northwest to southwest.

Jeff Zarwell's race committee got the fleets off in an orderly on-time start, with many slightly late starters who misjudged the flood in the starting area.

Boats short-tacked up to Fort Point with some relief from the current, then brushed the South Tower on their way over to the Marin side, where they again short-tacked along the Marin Headlands, taking advantage of current relief in the coves and near shore. The northwesterly wind was partially blocked by the Marin Headlands, but sticking the bow out too

far was not a good trade-off. It wasn't too apparent to boats beating their way out that the wind had made an early shift to WNW until they arrived at Point Bonita.

Boats cleared Bonita on starboard, then tacked over to port and found themselves on the layline for the Duxbury Point Buoy. Seas were mixed, with no organized swell across the Potato Patch. An occasional crossing wave broke across bows, making rail-sitters even more uncomfortable. Several cases of *mal de mer* were reported as lighter boats bounced around in the chop. It was not the classic flood-tide, northwest-swell, northwesterly-wind ocean.

Wind speed was not consistent, with periods of 10-knot wind interspersed with 20-knot spurts. It continued to back around from northwest to west and finally to southwest, with boats putting too much in the bank on the way to Duxbury finding themselves close reaching from inside out to the buoy. Boats judging things better enjoyed a one-tack beat from Bonita to Duxbury, another rarity.

Once around the Duxbury turning mark, boats found themselves close-

hailed as they sailed down toward the Lightship. Wind continued to vary between 10 and 20 knots, and seas remained bumpy and wet. Series of cross waves came and went, making steering difficult and riding the rail uncomfortable. Sail changes between #3 jibs and #1 genoas were common. As the wind moved farther south, later boats found themselves tacking out to the Lightship from farther in than faster boats. Jiberset tracks demonstrate earlier, faster boats sailed a more direct course than later, slower boats.

Wind built into the 20-knot range on the way to the Lightship and continued in that range as boats began their run back to the Golden Gate. With lumpy seas, cross waves, and wind angles oscillating, decisions to break out chutes varied. Faster sportboats hoisted early and enjoyed submarine rides through the swells. Later, slower boats delayed, many until inside Lands End. Both spinnaker and white-sail boats struggled with cross seas that made steering difficult.

The real fun, however awaited inside Lands End as the ebb fought against winds that built into the high 20s and low 30s. Round-ups, flogging spinnakers and submarining bows provided great photo opportunities for local marine

THE RACING



MARK ALBERTAZZI

photographers. Once inside the Golden Gate Bridge, wind speed increased even more, with some reports of 40-knot gusts. As boats flying chutes finished, they quickly doused to avoid running up onto the rocks near Golden Gate YC.

Marin-berthed boats enjoyed a close reach home with ebbing water and 35- to 40-knot wind. Sausalito boats found Richardson Bay a maelstrom. East Bay crews quickly doused sails, many running under a reefed main.

War stories at the dock were not exaggerations for this year's OYRA Duxship Race! There were no reports of serious injury or major damage, but several boats did report some damage and retired from the race.

— pat broderick & jim quanci

OYRA DUXSHIP RACE, 5/12

PHRO 1A — 1) **Velvet Hammer**, Schock 40, Will Paxton; 2) **California Condor**, Antrim Class 40, Buzz Blackett; 3) **Can't Touch This**, J/125, Rich Pipkin. (7 boats)

PHRO 1B — 1) **Blue**, Swan 53, Ray Paul; 2) **Six Brothers**, Columbia C32, Chris Kramer; 3)

The Pac52 'Rio' racing in SDYC's Yachting Cup on May 5. See Box Scores for results.

Mr. Magoo, J/120, Stephen Madeira. (10 boats)
PHRO 2 — 1) **Bloom County**, Mancebo 31, Elliott James; 2) **Benny**, J/88, Aya Yamanouchi; 3) **Sweet Okole**, Farr 36, Dean Treadway. (15 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Alternate Reality**, Express 27, Darrel Jensen. (7 boats)

SHS — 1) **Hang 20**, Express 27, Lori Tewksbury/Eric Ochs; 2) **Ventus**, J/88, Chris Cartwright/Patrick Farrell; 3) **Nancy**, Wyliecat 30, Pat Broderick/Nick Sands. (11 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44, Richard Waltonsmith. (1 boat)

Full results at www.jibeset.net

OYC Sweet 16 Series

Oakland YC's Sweet 16 Wednesday evening series is definitely off to the races! With 40 boats signed up in nine fleets, we are racing one non-spinnaker fleet, two one-design fleets (Columbia 5.5 and Islander 36), and five additional PHRF spinnaker fleets: one for Merit

OYRA LIGHTSHIP RACE, 4/21

PHRO 1A — 1) **Adrenalin**, SC50, Mark Howe; 2) **Bright Hour**, Farr 40, James Bradford; 3) **Hano Ho**, SC50, Mark Dowdy. (9 boats)

PHRO 1B — 1) **Don't Panic**, C&C 30, Julian Mann; 2) **Swift Ness**, J/111, Reuben Rocci; 3) **Mr. Magoo**, J/120, Steve Madeira. (11 boats)

PHRO 2 — 1) **Benny**, J/88, Aya Yamanouchi; 2) **Dare Dare**, SunFast 3200, Nicolas Thiebaud; 3) **Dawn's Early Light**, J/36, Kevin Mills. (11 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Salty Hotel**, Express 27, John Kearney; 3) **Yeti**, Express 27, Adam Mazurkiewicz/Jason Crowson. (7 boats)

SHS — 1) **Loose Cannon**, Express 27, Andy Goodman/Julia Paxton; 2) **Hang 20**, Express 27, Lori Tewksbury/Eric Ochs; 3) **Nancy**, Wyliecat 30,

THE BOX SCORES

Pat Broderick/Jennifer McKenna. (7 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44, Richard Waltonsmith; 2) **Raven**, F-27, Truls Myklebust. (3 boats)

RYC BIG DINGHY REGATTA, 4/21 (5r. 0t)

MELGES 14 — 1) Daniel Thielman, 8 points; 2) Auric Horneman, 9; 3) Jennifer Canestra, 10. (4 boats)

SNIPER — 1) Packy Davis, 8 points; 2) Doug Howson, 11, 3) Vincent Casalaina, 12. (4 boats)

LASER — 1) Julian Soto, 4 points; 2) Marcel Sloane, 12; 3) Lance Kim, 16; 4) David LaPier, 16. (17 boats)

25s, J/24s and Moore 24s; two divisions of Santana 22s and others; the Fat 30 fleet; the 'big boats' including Express 37s, a J/124 and a San Juan 33; and a multihull fleet. We certainly are covering the Estuary on courses between Jack London Square and Coast Guard Island, with a mark in Brooklyn Basin, another tucked in by Encinal YC, and our own mark #6 off OYC's Dock 6. At the start line, it's a sight to see 40 boats getting ready to race.

The wind is generally from the south-southwest, and in that case first marks are up the Estuary. Sometime it's a reach and other times there is a whole lot of tacking going on.

The first three races have brought us good sailing conditions. Race 1 on May 2 had moderate winds, and the two courses chosen had similar marks, which made for a bit too much congestion at the roundings and was most likely a game plan not to be repeated.

For Race 2 on May 9, with wind of 12-15 knots and gusts to 20 at the start, a bit more aerobic push and muscle were required. During Race 3 on May 16, the winds were steadier at 12-15 at the start and leaning more to 12 knots by the finish. Course lengths were between four and six miles, and we had some boats finishing in less than an hour, which kept the race committee hopping.

After the races, competitors help by picking up the marks for the race committee and are handsomely rewarded with a libation up at the clubhouse. Then it's time for prizes and food. OYC volunteer work continues, with Snacktician prizes for the younger sailors who raced or are just at the club to support

BYTE — 1) Gene Harris, 6 points; 2) Ann Lewis, 8; 3) Michele Logan, 11. (5 boats)

EL TORO SR — 1) Nick Nash, 14 points; 2) Gordie Nash, 15; 3) Tom Burden, 19. (10 boats)

SOUTHAMPTON OPEN CLASS — 1) Thistle, Michael Gillum, 11 points; 2) Thistle, Brian Bauman, 17; 3) Bieker 3, Rand Arnold, 18. (6 boats)

POTRERO OPEN CLASS — 1) Day Sailer, Steve Lowry, 6 points; 2) Sunfish, Robert Cronin, 12; 3) Sunfish, Roy Jordan, 16. (4 boats)

Full results at www.richmondyc.org

StFYC ELVSTROM/ZELLERBACH, 4/28-4/30

505 — 1) **Mike's Boat**, Mike Martin, 6 points; 2) **N=1**, Parker Shinn, 12; 3) **Miracle**, Jeff Miller 19. (6 boats)

C420 — 1) **#7514**, Mats Keldsen, 7 points; 2) **#6800**, Simon Boeger, 15; 3) **Yeti**, Andrew Fisher,



ALL PHOTOS THIS PAGE SLACKWATER SF

Scenes from Oakland YC's Sweet 16 Wednesday night series on the Estuary. The first half continues through June 20. After an early summer break, the second half will run every week from July 18 through September 5.

racing parents and friends — each youngster gets a prize. Then it's on to the race results and prizes.

To check standings or get information on the rest of the season, see www.oaklandyachtclub.net.

— *debby ratto, oyc*

El Toro Flight of the Bulls

This was the year of the big, bad winds in Foster City. As early afternoon winds were predicted to be in the 20+ range on May 12, the RC chose to run the reverse course, heading west to the Lagoon and long canal past Chevy's before returning to the kinder, more sheltered eastern canals. Right from the start the lighter sailors were hiking just to get to the Central Lagoon. Winds were stiff to knockdown quality at times and from the west all day. The on-off nature of passing from obstructed to unobstructed wind every few seconds made for on-your-toes vigorous racing. But the El Toro fleet was up to the task.

Eighteen sailors participated — five Juniors and 13 Seniors. There were many position changes up and down the fleet through a good portion of the race. Perennial FOTB winner Art Lange was out of the blocks

quickly and led the first 80% of the race. Fred Paxton and Gordie Nash were hot on Art's tail trying to reel him in with only momentary overlaps up to Cloud Park. Vaughn Seifers hit the afterburners heading north on the Chevy's channel and closed in behind Art. Art and Vaughn duked it out all the way up and down the east channel with the wind gusting to bow-burying strength.

As the Toro gods would have it, our little five-mile, three-hour race came down to final shifts near the bridge at the launch ramp, where Vaughn slipped by Art to win the 2018 Flight of the Bulls. Art got a well-earned second. Santa Cruz sailor Tom Burden ran a steady and sure race, knocking off the fleet one by one and finishing in third place. RYC sailors Fred Paxton, Gordie Nash and Chris Straub mastered the Foster City winds, finishing a side-by-side-by-side fourth, fifth and sixth respectively.

Long lost, Dennis Silva showed up this year and earned seventh. John Pacholski managed to stay upright in the late gusts to finish eighth. Nick Nash broke and fixed his vang by himself while on the course and still managed a ninth-place finish. Wesley Seifers earned First Junior honors with a 10th-place finish. Chris Nash obviously just came to have fun and enjoy himself, but still managed to finish 11th. Paul Zander and Dave Groechel from Stevens Creek finished the day in 12th and 13th respectively. Not so little any more, Peter Marlett got 14th place.

This was one of the days Junior Chase Englehart probably wished he had a few more pounds of ballast, but he still finished in 15th place. Junior Elsa Simenstad finished in 16th place and took home First Bullette honors. To attest to

15. (9 boats)

LASER — 1) **#191905**, Ali Fuat Yuvali, 7 points; 2) **Misery Stick**, Charlie Buckingham, 9; 3) **#176124**, Peter Phelan, 11. (8 boats)

LASER RADIAL — 1) **#199567**, Nicholas Sessions, 7 points; 2) **Extreme Ways**, Andrew John Holdsworth, 12; 3) **#200589**, Will Foox, 19. (17 boats)

F18 — 1) **# 323**, Christopher Green, 6 points; 2) **Kaos**, Charles Froeb, 8; 3) **Condor**, C.J. Rendic, 24. (4 boats)

Full results at www.stfyc.com

SDYC YACHTING CUP 5/4-6

DIVISION A — 1) **Pyewacket**, Andrews 70, Roy Disney, 9 points; 2) **Wasabi**, TP52, Dale Williams, 10; 3) **Elyxir**, SC52, Skip Ely, 15. (10 boats)

THE BOX SCORES

DIVISION A-ORR — 1) **Pyewacket**, 5 points; 2) **Catapult**, SC70, Joel Ronning, 10; 3) **Wasabi**, 14. (8 boats)

DIVISION B — 1) **Lugano**, Beneteau 40.7, Mark Stratton, 18 points; 2) **Mexican Divorce**, 1D35, Neil Fraser, 20; 3) **Kite35**, 1D35, David Nelson, 22. (12 boats)

DIVISION C — 1) **Nereid**, C&C 115, Standish Fleming, 8 points; 2) **Rival**, J/35, David Boatner, 14; 3) **Gator**, Frers 39, Todd Wheatley, 15.5. (7 boats)

PAC52 — 1) **Invisible Hand**, Frank Slooman, 17 points; 2) **Interlodge VI**, Austin Fragomen, 24; 3) **Rio**, Manouch Moshayed, 27. (5 boats)

J/120 — 1) **Caper**, John Laun, 5 points; 2) **Hasl Free**, Rudolph Hasl, 14; 3) **CC Rider**, Chuck Nichols, 15. (5 boats)

J/105 — 1) **J-OK**, Stewart Cannon, 12 points; 2) **Sanity**, Donica Ryder/Rick Goebel, 18; 3) **Juiced**, Hurlburt Driscoll, 19. (8 boats)

BENETEAU 36.7 — 1) **Kea**, Chick Pyle, 12 points; 2) **Adventure**, Ted Butterfield, 16; 3) **Melokia**, Mike Whittemore, 19. (7 boats)

SCHOCK 35 — 1) **Whiplash**, Ted Thompson/John Rossbach, 9 points; 2) **Strategem**, Mark Hinrichs, 17; 3) **Bully**, Barrington Darcy, 19. (7 boats)

FLYING TIGER 10 — 1) **Justice**, John Harrop, 10 points; 2) **Relapse**, Tom Hirsch, 11; 3) **Arsenal**, Andrew Picel, 19. (6 boats)

J/70 — 1) **Tangaroo**, David Hochart, 16 points; 2) **Cool Story Bro**, Chris Snow, 19; 3) **Mi-**

THE RACING

the challenges of the conditions, rockin' Juniors Joey Marlett and Sam Nash called it a day when they retraced their path to the Central Lagoon. It was blowin' out there!

See www.eltoroyra.org.
— john pacholski

Singlehanded Farallones Race

It was a hard road for this year's Singlehanded Farallones Race, run by the Singlehanded Sailing Society. The 8 a.m. start on May 19 saw the predicted heavy winds for the Bay already blowing at 15+ knots. The 29 boats that made it to the start got off the line at the Golden Gate Yacht Club race deck and beat cleanly out the Gate. Except for one. "Mark Eastham on the F-31 *Ma's Rover* had a great start but was at the wrong club," said SSS commodore David Herzigel. "We watched as he started off St. Francis, and, according to the rules, we couldn't tell him about his mistake."

The fleet was made up of veterans and newbies alike. One of the veterans is Jim Quanci, sailing his Cal 40 *Green Buffalo*. "It blew 20-24 knots to the Lightship," he reports. "And then it settled down to a more comfy 16-20 knots the rest of the way out."

Once at the island he had to decide whether to set the spinnaker in the windy conditions, after spotting his competition. "I rounded at 1 p.m., possibly the earliest I have ever been there. Then, seeing a Wyliecat 30 that was still heading out but not all that far back, it was time to raise the full-size heavy chute, which I used all the way to just before the South Tower."



'Green Buffalo' smoked the fleet in the windy Singlehanded Farallones on May 19. But what's wrong with this picture?

Philippe Jamotte, racing *Double Espresso*, an Olson 30, was a first-timer in the race. He's preparing for the Singlehanded TransPac in June. "It was my first time rounding the islands. I saw the race as a good offshore test for what things will be like for the SHTP. I was also testing a dry suit and some food items, and I was hand-steering for a long time. In effect I ended up testing a little more than that."

Not all of his race was comfortable, but he hung in there until the finish. "I thoroughly enjoyed the last hour; I saw a max boatspeed of 14+ knots, and surfing was a lot of fun. But it was a long day, and I'm still processing the race."

— ncs

SSS SINGLEHANDED FARALLONES, 5/19
SPINNAKER <109 — 1) **Freedom**, Worth 40,

nor Threat, Jay Janov, 23. (12 boats)

OVERALL — **Tangaroo**.

SDYC TON CUP, 5/4

DIVISION 1 — 1) **Blue Blazes**, R/P 50, Dennis Pennell; 2) **Pyewacket**; 3) **Staghound**, R/P 50, Alec Oberschmidt. (7 boats)

DIVISION 2 — 1) **Mexican Divorce**; 2) **Rival**, J/35, David Boatner; 3) **Kite35**. (9 boats)

DIVISION 3 — 1) **Sanity**; 2) **J-OK**; 3) **American Girl**, Alerion Express 28, Lisa & Craig Leweck. (7 boats)

Full results at www.sdyc.org

THE BOX SCORES

OREGONOFFSHORE, CYCPORTLAND, 5/10-13

PHRF A1 — 1) **Hana Mari**, Wylie 43, Ged McLean; 2) **Riva**, J/46, Scott Campbell; 3) **Rage**, Wylie 70, David Raney. (7 boats)

PHRF A2 — 1) **Abstract**, J/105, Doug Pihlaja; 2) **Dilligaf**, Ross 930, Keith Climenhaga. (3 boats)

PHRF B — 1) **Rain Drop**, Cascade 36, Joby Easton; 2) **Journeyman**, Cal 40, David Rhys Balmer; 3) **Turnagain**, Beneteau Oceanis 50, Travis McGregor. (4 boats)

Jib Martens. (3 boats)
SPINNAKER 111-160 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Bandicoot**, Wyliecat 30, Al Germain; 3) **Wind Speed**, J/30, Tony Castruccio. (9 boats)
SPINNAKER >161 — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch; 2) **Galaxsea**, Nauticat 44, Daniel Willey; 3) **Jacqueline**, Freedom 30, Mike Cunningham. (5 boats)
SPORTBOAT — 1) **Motorcycle Irene**, Express 27, Zachery Anderson; 2) **Nina**, Olson 29, Robert MacDonald; 3) **The Pork Chop Express**, Express 27, Chris Jordan. (7 boats)
NON-SPINNAKER — 1) **Zenith**, Islander 36, Bill Nork; 2) **Mulan**, Beneteau 10R, Michael Chammut. (3 boats)

MULTIHULL — 1) **Rainbow**, Crowther 10M, Clifford Shaw. (2 boats)

Full results at www.jibeset.net

US Multihull Championship

On April 18-22, three Bay Area Weta trimaran sailors — current Weta West Coast Champion David Bentsen, Weta National Champion Jonathan Weston, and David Bacci — attended the 2018 US Multihull Championships in Fort Walton Beach, FL. The regatta was held this year — and will be next year — in Wetas. The event took place in a wide variety of conditions, although the final day's showdown in heavy breeze was canceled due to tornado warnings. Bay Area sailors were disappointed, as racing was called just when the stronger winds favoring them arrived. A tornado rolled through the racecourse later in the day.

While Bentsen won three races in the moderate breeze, Randy Smyth sailed consistently and owned his backyard

PHRF C — 1) **Taku**, J/30, Theo Singelis; 2) **Cool Change**, C&C 38LF, Frank Noragon. (7 boats)

Full results at www.oregonoffshore.org

FARR 40 NORTH AMERICANS, LBYC, 5/10-5/13 (11r, 0t)

1) **Plenty**, Alex Roepers, 12 points; 2) **Struntje Light**, Wolfgang Schaefer, 34; 3) **Australian Temptress**, Ray Roberts, 35. (9 boats)

CORINTHIAN — 1) **Australian Temptress**, 35 points; 2) **Blade 2**, Mick Schlens, 53; 3) **Cal Maritime**, Cal Maritime, 71. (6 boats)

Full results at www.lbyc.org

waters to win his fifth US Multihull Championship to go along with his two silver Olympic medals. Weston was consistent for a big-breeze big guy to place highest among the West Coast reps with a fourth. Next year, we hope to see them out here on San Francisco Bay!

— *jonathan weston*

Stanford Wins Coed Dinghy PCCs

Stanford won the Pacific Coast Coed Dinghy Championship, hosted by the University of Hawaii in FJs on April 27-28. The top four teams out of the 12 schools competing won a trip to the ICSA Coed National Semifinals in Norfolk, Virginia, at the end of May.

Stanford won the event in light to moderate breeze on flat water over UC Santa Barbara. The Cardinal finished all but one of the 24 races in the top six, including 11 first places. The team finished the event with 56 points, sailing four different skipper/crew combinations.

Romain Screve (class of 2021) with

Sarah Placek (2020) sailed most of the event in a B-Division win for the Cardinal. Jacob Rosenberg (2020) and Kathryn Booker (2019) stepped in for two races in the middle of the regatta.

The UCSB Gauchos sailed all but one of their finishes inside the top five, winning six of the 24 races and scoring 64 points.

UCSB took the A-Division. Kristopher Swanson (2018) skippered the first six races for the Gauchos with crew Neil Stapleton (2018). Stapleton skippered for races 7-10 with Claire Hunt (2019) crewing. Then Christopher Weis (2018) and Samantha Obel (2021) stepped in to close the division win for the Gauchos.

The UC Berkeley Bears finished third with 118 points. In a dramatic battle for the fourth and final qualifying spot, the home team, University of Hawaii, pulled ahead of the Cal Poly Mustangs early on until the Rainbows were 19 points ahead. But the Mustangs ground back to even the score. After that, the two teams were stuck within 6 points of each other.

Cal Poly finished the regatta with 125 points, beating Hawaii by one measly point. See www.collegesailing.org.

— *latitude/chris*

San Diego Teens Win Mallory Cup

Lakewood Yacht Club in Seabrook, TX, hosted the ISSA Mallory Trophy Championship for the High School Doublehanded Fleet Race National Championship on May 12-13. Clear Falls High was the hosting school. Racing was held in two-person CFJ dinghies.

Saturday began with a variable wind of 8-12 knots that gradually shifted about 40 degrees to the east, requiring several course resets. The wind settled into a 10- to 14-knot southeasterly for the rest of the sunny day, with a high temperature of 87°.

Twenty teams competed in 20 races on Saturday, with Point Loma High School of San Diego in a clear lead with 84 points, followed by Francis Parker School, also from San Diego, in second with 106 points.

Sunday started out sunny with about an 8-knot breeze, but that shifted several

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THE RACING SHEET

WILL RICKETSON / US SAILING



On May 15, members of US Sailing's Olympic team met and signed autographs for kids at TISC. Paige Railey is second from left.

times within 80 degrees, resulting in a 30-minute postponement. The wind settled at 8-12 knots from the ESE, and racing commenced. Fourteen races were completed that day.

With 158 points, Point Loma High dominated, winning by 48 points over second-place Francis Parker. Point Loma skipper Jack Reiter (class of

2018) with crew Kalea Woodard (2020) won the A-Division by 15 points with 72 points. In B-Division, skipper Jack Egan (2020) with crew Jonah Hatt (2019) and Marcus Huttunen (2020) of Point Loma took first place by 3 points with a total of 86 points.

It was remarked upon that the 137 sailors from all over the country demonstrated great competitive spirit and sportsmanship.

See the Interscholastic Sailing Association's site at <https://hssailing.org>.
— latitude/chris

Race Notes

World Sailing has confirmed the events for the Paris (Marseille) **2024 Olympics**. Remaining unchanged will be: Men's One Person Dinghy (probably Laser); Women's One Person Dinghy

(probably Laser Radial); Women's Skiff (49erFX); Men's Skiff (49er); and Mixed Two Person Multihull (Nacra 17). The remaining five will be: Men's Windsurfer; Women's Windsurfer; Mixed One Person Dinghy; Mixed Two Person Dinghy; and Mixed Kite, with equipment to be selected later. Missing from the events is the mixed keelboat, an option for which many had hoped. As expected, the Finn has been cut. For more details, see www.sailing.org/news/86947.php.

US Sailing Team athlete and two-time Olympian **Paige Railey** took home the bronze medal in the Laser Radial at World Cup Series Hyères in France. The Floridian was near the top of the 64-boat fleet throughout the week of April 22-28. See www.sailing.org/worldcup for results and more info on the World Cup.

Railey recently committed to campaigning for the 2020 Olympics in Tokyo. The StFYC member was spotted in May at a FAST USA event at Treasure Island Sailing Center in which Olympic sailors met local youth.

— latitude/chris

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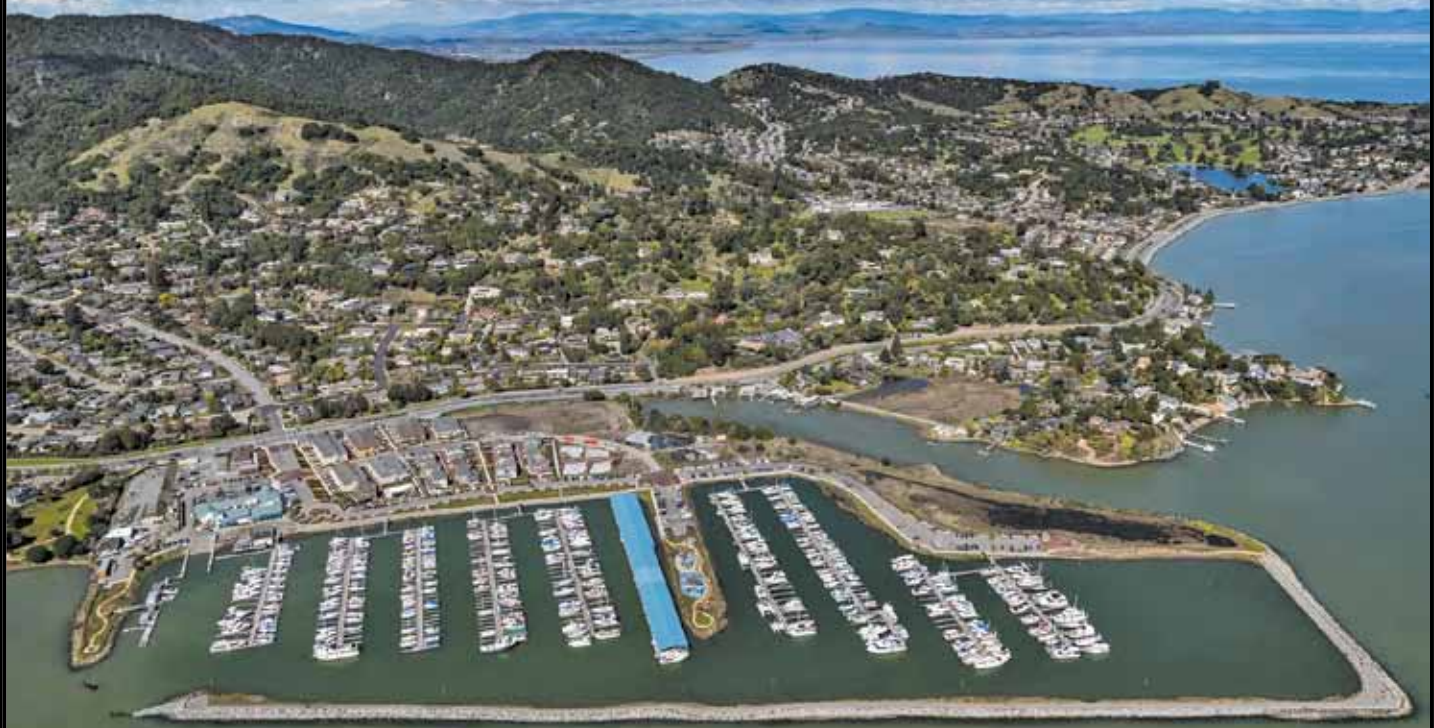
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WORLD

*With reports this month on **High-Performance Bareboat Racing in the British Virgins**, a look at the **2019 Caribbean Regatta Calendar**, **Thoughts on Sailing the 'Uncrowded' Virgin Islands**, and miscellaneous **Charter Notes**.*

Southern California Sailors Support BVI Recovery

Helen Brierley and Dan McGanty of Pacific Palisades, California, manage to sail roughly 100 races during the season on *Mistral*, their Tartan 101. Members of the California Yacht Club, they're also fond of chartering overseas during the off-season to keep their skills fresh and try something different.

While the couple had chartered in the British Virgin Islands many times on family vacations, they had never sailed in a regatta there — until this year. Prior to Hurricane Irma last September, they signed up for the BVI Spring Regatta, and arranged to charter *Lancelot 2*, a Beneteau First 40, from Performance Yacht Charter.

Every spring racers come from North America, Europe and all over the Caribbean to compete in the BVI's annual Spring Regatta.

Given that the storm completely devastated Tortola and caused major destruction to Nanny Cay, home base for the BVI Spring Regatta, they felt fortunate to be able to make the trip to support the recovery in the area.

"The welcome we got everywhere was great," said Helen. "The locals were obviously really happy to see all the racers who made it there. They are still struggling there tremendously, but are getting back on their feet."

Lancelot 2 was well set up for racing, although Helen and Dan were required to have an owner's rep from the charter company on board during racing.

"I usually drive and Dan does tactics," Helen explained. "While we knew we had to have a rep on board, we didn't want him to do anything, we wanted to be in charge! In the end he had a good time on the rail and soon figured out we knew

what we were doing!"

With a crew made up of friends from the US and UK, some racers and others not, Team *Lancelot 2* finished in the middle of the pack in class, which was just fine with the crew. As Helen put it, they weren't there to win,

but to have a good time. For obvious reasons, fewer boats than usual participated this year, so the fleets were a little compromised. *Lancelot 2*, which is on the heavy side, found herself in a fleet with much lighter boats.

"In what proved to be a light-air week, the lighter boats prevailed, making good value of time allowances of up to 15% on the larger boats," Dan said. "*Lancelot* battled commendably, finishing second of the five 'heavyweights' in our ten-boat class."

Team *Lancelot 2* thoroughly enjoyed the racing, noting that the race committee did a great job running the races. "The breeze there is fantastic, although some thought it was a little light for the time of year," Helen said. "It's always such a pleasure to be there in those gorgeous turquoise waters!"

While Helen and Dan always choose to stay ashore rather than on the boat they charter to race, *Lancelot 2* was berthed in the new marina at Nanny Cay, just a stone's throw from the new temporary regatta village and, importantly, the parties and bar.

A successful regatta aside, observing first-hand the scars left from Irma even six months after the storm was sobering.

"It was impossible to imagine the scene immediately after the storm,"



ALL PHOTOS COURTESY BVI SPRING REGATTA

Major Caribbean Regattas in 2019; Racing Is Only Half the Fun

As you can tell by the story and photos above, competing in a regatta in the 'barefoot latitudes' of the Eastern Caribbean is great fun, even if you don't end up anywhere near a podium finish.

In addition to the novelty of trade-wind racing in shorts and T-shirts, inter-island courses take you past stunningly beautiful anchorages, islets and headlands. And the rum-fueled international camaraderie at the daily post-race parties is often as much fun as the racing itself.

You've probably heard all about the

biggest annual events, such as Antigua Sailing Week, the St. Maarten Heineken Regatta and the BVI Spring Regatta — all of which have special divisions for international bareboaters. But there are also at least a dozen other annual sailing events well worth attending via a bareboat or crewed yacht, for reasons other than competition.

Rubbing shoulders with local racers and boatbuilders at smaller, more intimate events such as the Bequia Easter Regatta (in the Grenadines) can be both fun and culturally rewarding. At the opposite end of the spectrum, your charter boat can serve as a comfy spectator

vessel on the periphery of flashy, world-renowned events such as Les Voiles de St. Barth and the Antigua Classic Yacht Regatta.

We suggest you have a look at the menu of upcoming events that follows, then check out their websites for some added inspiration. And remember to book well in advance in order to secure an ideal boat for your group.

- Jan 12 — Round the Island Race, Antigua Yacht Club
- Jan 16 — Barbados Sailing Week, Barbados CC



Dan said. "Perhaps from a sailor's perspective, the boats were the most gut-wrenching sight, with beaches and bays still littered with countless hulls that had smashed, sunk, or been washed well up onto shores.

Spread: 'Lancelot 2' races neck-and-neck down the Sir Francis Drake Channel. Inset: Helen and Dan had a mixed crew of Americans and Brits.

"The real winner for the week was the sport of sailing," Dan noted, "with a 'never say die' spirit from the organizers

pulling off a well-run and hugely fun regatta!"

— michelle slade

Michelle — Many thanks for your report. Sounds like big fun!

- Jan 28 — Grenada Sailing Week, Grenada Sailing Association
- Feb 18-22 — RORC Caribbean 600, Antigua Yacht Club
- Mar 1-3 — St. Maarten Heineken Regatta, St. Maarten Yacht Club
- Mar 21-24 — Saint Barths Bucket Regatta
- Mar 21 — STIR Round St. John Race, St. Thomas Yacht Club



LATITUDE ARCHIVES

In 2006, skipper Ron Brown and friends campaigned this bareboat at Antigua Sailing Week.

- Mar 22-24 — St. Thomas International Regatta, St. Thomas Yacht Club
- Mar 25-31 — BVI Spring Regatta & Sailing Festival, Royal BVI Yacht Club
- Apr 8-13 — Les Voiles de St. Barth, St. Barth Yacht Club
- Apr 11-15 — Bequia Easter Regatta, Bequia Sailing Club
- Apr 15-21 — Antigua Classic Yacht Regatta, Antigua Yacht Club
- Apr 28 - May 3 — Antigua Sailing Week, Antigua Yacht Club

Uncrowded Sailing in the Aftermath of Hurricane Irma

While we're on the subject of the BVI's recovery from Hurricane Irma's devastation, let us share a few additional thoughts. We know from conversations with BVI Tourism officials that for decades California has been one of the top sources of sailors who vacation in the BVI (and USVI, as well). So we hope many of you *Latitude* readers will continue that trend and patronize these wounded isles now, while they really need our support.

There is no denying that rebuilding shoreside infrastructure has been a slow process — meaning there aren't as many waterside restaurants and beach bars to choose from as there once were. But consider the upside: These days

you'll find far fewer boats moored in the anchorages and far fewer snorkelers exploring the reefs than there have been in at least 20 years. And, as you might imagine, the locals — from store clerks to bartenders to restaurateurs — will be a lot more appreciative of your business these days than they were pre-Irma, when business was exhaustingly brisk.

Friends who've recently returned from sailing the Virgins tell us that overnight moorings are in place and functioning as before. But these days you don't have to rush to popular spots like Cooper Island and The Bight on Norman Island early in the afternoon to secure a buoy. There is excess capacity at many places these days, which allows you to maximize your

'playtime' — sailing, snorkeling or diving — prior to committing to your overnight stopping place.

Are there boats available? Yes, more boats are arriving all the time to replace those lost in the mega-storm, although there are nowhere near as many in service now as pre-Irma. So by all means book as far in advance as possible, especially if you hope to sail in the islands during the upcoming holiday season.

It's hard to think of an event as devastating as Hurricane Irma having a silver lining, but to be honest, the formerly crowded anchorages had become a deterrent to sailing there for many old salts like us who'd known those waters way back when. But these days we can't

Six-Passenger Crewed Yachts

Having introduced you to the Bay Area's large-capacity charter vessels last month, we'll follow up here with a look at the many crewed sailing yachts available for six passengers or less — often called six-pack vessels.

As we mentioned last month, even if you own your own boat, special occasions may occasionally arise when your regular ride just isn't roomy enough, fancy enough or tidy enough to entertain special friends and family members. At such times the boats listed here can fill the bill. And because the charter fee always includes the services of a professional crew — who are often the owners — you can give your undivided attention to your guests or co-charterers, rather than having to oversee every aspect of running the boat. That said, hands-on participation by passengers is always welcome.

We encourage you to spend a few minutes here perusing the fleet, and perhaps jot down some notes in case special charter opportunities arise in the coming months. (*Listings are in alphabetical order.*)

Apparition:

- Berthed at Schoonmaker Marina, Sausalito.
- (415) 331-8730; www.sailapparition.com

Carodon:

- Charters from Galilee Harbor, Sausalito or San Francisco.
- (415) 730-0849; finedayforsailing.com

Balajan: Our Leopard 39 catamaran is a perfect setting for sharing a special moment with friends, family or for a memorable small-

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Beowulf:

- Berthed in Sausalito.
- (415) 331-3400; www.sfsailcharters.com

Between The Sheets:

- Berthed at Pier 39.
- Available for private charters and sailing lessons.
- (415) 378-4887; www.sailsf.com;
- www.sailinglessonssf.com

Bolgeskrek:

- Berthed at Treasure Island Marina.
- (510) 499-0134;
- www.goldengatesailingtours.com

Carrera:

- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- (831) 375-0648;
- www.sailmontereybay.com

Evening Star:

- Berthed at Sausalito Yacht Harbor.
- (415) 868-2940; (415) 987-1942;
- www.captainmarco.com or www.sailingsf.com

Excalibur:

- (650) 619-6896; www.sailnow.com

Fansea:

- Berthed at Sausalito (near parking).
- (415) 269-1973; www.sailsausalito.com

Flying Tiger:

- Berthed in Sausalito.
- (650) 492-0681; www.sfbaysail.com

Gentle Storm II:

- Berthed at Clipper Yacht Harbor, Sausalito.
- (707) 235-6295; www.gschararters.com

Hasty Heart:

- Berthed at Clipper II in Sausalito.
- (415) 690-7245; www.sailhastyheart.com

Imagine:

- Berthed at Berkeley Marina.
- (916) 813-8285;
- www.imaginesailingtours.com

Karisma:

- Berthed at Santa Cruz Yacht Harbor.
- (831) 429-1970;
- www.lighthallcharters.com

Kuani:

- Berthed at Marina Bay, Richmond.
- (530) 263-5214; www.wingandwing.net

wait to sail the Virgins again — as it will seem like we're back in the 1980s. And we're confident that we'll still be able to find plenty of thatch-roofed beach bars where we can find reggae music, lively conversation, and ice-cold Heinekens. See you there.

— andy

Charter Notes

Compared to the world's most popular chartering destinations, such as the Aegean, the Med and the Eastern Caribbean, **Mexico's Sea of Cortez** has always been sort of a sleeper.



RYAN FRITZSCHE PHOTOGRAPHY

Because it lacks an abundance of swank waterside resorts, five-star restaurants and chic boutiques, many would-be

Sunset swim time. West Coast Multihulls' new operation in the Sea of Cortez features big, luxurious catamarans such as this Saba 50.

charterers eliminate it from their list of possibilities without even learning about its unique attractions. But all that's a plus for those of us who know and love its **rugged, unspoiled beauty**.

For many years The Moorings' operation at La Paz was the one and only charter base in the entire Sea of Cortez. When they pulled out a few years ago, **Dream Yacht Charters** stepped in to fill the void, adding to its diverse list of bases around the world. We're happy to report that their La Paz operation seems to be going strong, now offering eight cats and five monohulls for bareboat charters (www.dreamyachtcharter.com).

Lady J:

- Berthed at Pier 39.
- (415) 378-4887; www.sailsf.com

Magick Express:

- Berthed in the Oakland/Alameda Estuary.
- (510) 535-1954; www.afterguard.net

MagnifiCat:

• Berthed at Emery Cove Marina, but also will pick up in San Francisco, Sausalito & Oakland/Alameda.

- (415) 889-0428;

www.AmericaCupCharters.com

Magnum 44:

- Berthed in Tiburon.
- (415) 332-0800; www.yachtcharter.com

Next Adventure:

- Berthed in Berkeley Marina.
- (925) 984-9697;

www.funsfbaysailcharter.com

Ohana:

- Berthed in Sausalito.
- (415) 457-4417; (415) 250-9850;

www.OhanaSailing.com

Oli Kai:

- Berthed at Treasure Island.
- (510) 535-1954; www.afterguard.net

Passage Nautical:

• Departures from Jack London Square, Oakland.

- (510) 864-3000;

passagenautical.com/book-charter

Pegasus:

- Based at Berkeley Marina.
- (510) 717-4439;

www.pegasusvoyages.org

Peregrine: This 38-foot custom wooden yawl built in 1946, originated in 1911 based on a boat called *Seabird*, famous as the second American yacht to circumnavigate the Earth. She has ample seating in the open as well as an enclosed cabin with a pleasant sound system. She can hold six passengers in addition to her crew.

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- sailingfearless.com



The classic yawl 'Peregrine'.

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- (415) 886-7245 (SAIL);
- www.GotSailing.com

Temptation:

- Berthed in San Francisco.
 - (415) 602-8416;
- www.sailingsanfrancisco.com

Editor's Note

In addition to the six-passenger vessels listed here virtually every sailing school (aka 'club') also has boats available for 'six-pack' charters with captain and crew.

Some of the larger boats in those fleets are very nicely outfitted for both comfortable daysails and overnight charters.

WORLD OF CHARTERING

This winter a new competitor arrived on the scene when the long-established San Diego firm **West Coast Multihulls** opened a base at idyllic **Puerto Escondido, near Loreto**, which is about halfway up the eastern side of the Baja Peninsula.

As the company's name implies, WCM offers multihulls only — **big, luxurious cats** — for both crewed and bareboat charters.

With plenty of regular flights into Loreto, the new base is remote yet accessible. That is, far from mainstream tourism, yet only minutes from unspoiled anchorages and dive sites.

Such places are indeed the Sea's key attractions for visiting boaters. If the idea of snorkeling in unspoiled waters that abound with sealife, hiking on ridgelines that yield grand panoramas,



Just another lousy sunset in the Sea of Cortez! Sailing the Sea is not for everyone, and thank God for that.

fishing, diving and exploring a seemingly endless variety of islands and anchorages, the Sea of Cortez should be high on your must-sail list. As noted by WCM, underwater explorer Jacques Cousteau famously dubbed the Sea "**the aquarium of the world.**"

In addition to bareboat and captained charters, WCM also offers instructional **Learn-to-Sail vacations** that travel from point to point among the islands. For more info see this site: *charter-cat-*

amaran.com/sea-of-cortez-catamaran-charter/

Our final Charter Note this month is to remind you that although summer is only starting, the **Christmas and New Year's holidays** are only six months away, and those two

weeks are the **busiest** by far **throughout the entire international chartering industry** — on both crewed luxury yachts and bareboats. So if you've got even the slightest interest in having a 'white sand Christmas' this year, we urge you not to delay in recruiting sailing partners, deciding on a destination, and locking in the boat of your choice with a deposit.

What are the prime locations? Anywhere in the **Eastern Caribbean, Belize, the Sea of Cortez, Thailand and New Zealand's Bay of Islands** (currently crewed yachts only; no bareboats.

— andy

San Diego / Mexico

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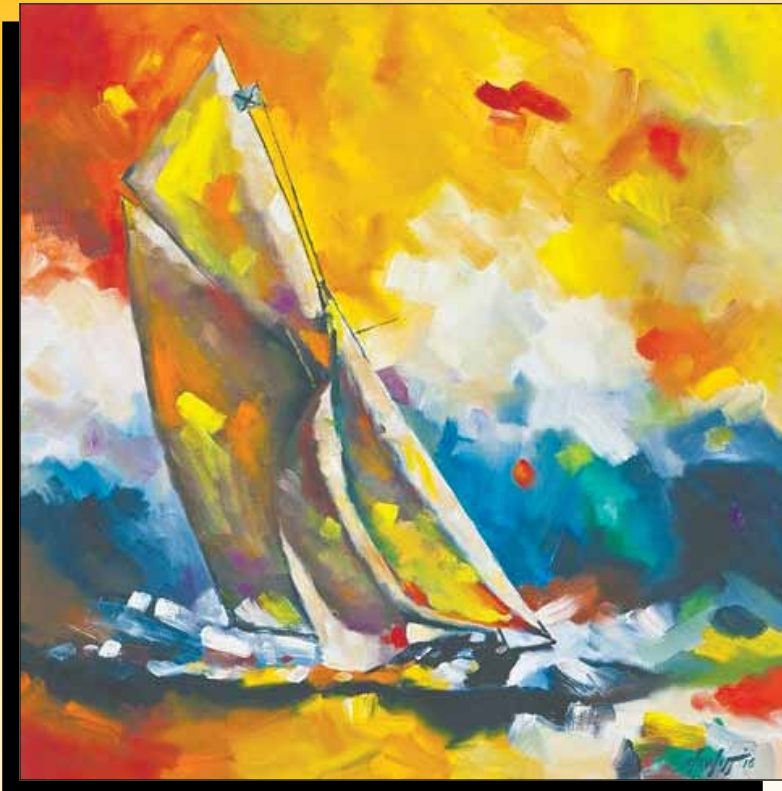
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CHANGES

With reports this month from **Aretha's** 'reverse' commuter cruisers who live in London but come here to sail; **Atea** living a Beach Boys song; **Feel Free** on a find-factoring mission; **Raven** having 'one of those days' — and **Cruise Notes**.

Aretha — Oyster 53 Craven Family Commuter Cruising in Reverse San Francisco and London

I'm sitting in the cockpit of *Aretha*, our Oyster 53. To starboard, the fog is rolling down the side of the Sausalito hills. Astern, Mount Tam is looking spectacular in the early morning light.



The Craven family (left to right) — Caspar, Bluebell, Columbus, Willow and Nichola.

Nine years ago, experiencing such a morning was beyond my wildest dreams. Back then, my wife Nichola and I spent a lot of time arguing about money. I was running my own business, working 18 hours a day, and money was tight. Our relationship was under pressure and I was feeling guilty, as I never got to spend any time with our two young children.

We asked ourselves the same question many times: "Is this all there is to life?"

Everything would change in a single moment on June 13, 2009. That was the day someone mentioned the idea of sailing around the world.

The joys of provisioning . . . NOT!



What a crazy idea.

Although I was a sailor, at that time, Nichola had only sailed twice — and had been seasick both times. Plus, we didn't have the money (not even remotely close), and we didn't have a boat.

Still, the idea resonated. We talked. We planned. Then we set a departure date: August, 2014. We believed we could do it; we had five years to figure out how.

They say that when you step outside your comfort zone, that's where the magic happens. And the magic did happen. We rearranged jobs and priorities. We got a boat. And on August 20, 2014, Nichola and I slipped lines from Southampton and with our now three children, Bluebell (9), Columbus (7) and Willow (2), we headed out to sail around the world.

We had only finalized the purchase of *Aretha* three months earlier, and had completed a huge amount of refitting and testing in a short time. Was everything perfect when we left? Not by any stretch of the imagination. Did we trust that we'd be able to figure out answers to whatever came up? Absolutely.

As it turned out, despite all those little fix-its that we did eventually get to, *Aretha* turned out to be the boat of our dreams. She is solid as a rock and sails beautifully, both upwind and downwind.

The early days of our adventure unfolded memorably. As we headed south toward Portugal, the gray weather of North Biscay turned sunny, the seas calmed, and gentle breezes carried us along. Our spirits rose. The wind even veered north, giving us easy downwind sailing and flat decks with the mainsail and genoa flying wing-and-wing.

Dolphins swam playfully in *Aretha's* bow wave — a first for the children (and a great distraction from the schoolbooks). In South Biscay, we fished for the first time since Plymouth. It was only 30 minutes before the reel started screaming and the rod bent over. We slowed down by furling the genoa and within 10 minutes we had landed a 10-pound bluefin tuna.

I particularly enjoyed night sailing. It was stunning to look at the sky



ablaze with stars, then glance astern to see the water ablaze with phosphorescence streaming in torpedo-like wakes that the dolphins left behind.

For the next two years, we truly lived our dream — experiencing the world with our three young children as we sailed its seas and oceans.

Our route took us down the European coast before joining the ARC fleet in the Canary Islands and sailing to the Caribbean. In Panama, we joined the World ARC and spent six months traversing the magical islands of the Pacific, eventually ending up in Australia. We then headed north and, via Indonesia, picked our way through more island paradises to South Africa. Early 2016 saw our re-entry to the Atlantic with fast downwind sailing to Brazil via St. Helena. We crossed our outbound track in Grenada to complete our circumnavigation.

On our second Atlantic crossing, we

IN LATITUDES



Spread, 'Aretha' arrives in St. Lucia after her first Atlantic crossing. Above (left to right) — the 'Aretha' men on fishing duty; Nichola up the mast for a rig check; sailing the Arafura Sea between Australia and New Guinea.



ALL PHOTOS ARETHA

spent a lot of time discussing what we wanted to do next — and where we wanted our new homeport to be. We knew going back to our old lives was not an option. We wanted to look forward to the next adventure.

We both loved the time we'd spent in America previously, so several US ports were on the short list. But when it was all said and done, the winner by a huge margin was San Francisco. Nichola had spent time there before and loved it, and even though I'd never been, I was captivated by the stories of Silicon Valley at the center of the technology world, and the lure of the vibrant, buzzing city, the stunning scenery, and of course the great sailing. Plus, its central location made it a perfect homebase for exploring the West Coast of America by sea.

Now we just had to get there — and from Panama. We had heard and read about The Bash. We soon became

intimately acquainted.

Over the month it took us to get to the Bay Area, the trip north challenged us in new ways. As *Aretha* pounded through day after day of big wind and seas, I have to admit there were several times we considered scrapping the San Francisco idea altogether and heading back to the South Seas.

Our reward was sailing under the Golden Gate in glorious sunshine. Though it was my first time in the Bay, it felt as though I was coming home and I quickly fell in love with the area, its welcoming and cosmopolitan residents, and the vibrant lifestyle. Parts of the Bay reminded me of where I'd grown up in the Southwest of England.

Now, we split our time between London and San Francisco and are absolutely loving sailing the West Coast. Our forays range from sail-

ing around Angel Island, and doing some racing around the Bay, to a wonderful expedition last summer to British Columbia and back. Later this year, we plan to sail to Southern California and Mexico.

As I sit here watching the sunrise in Sausalito, I reflect on how remarkably different our lives are now from nine years ago; how a random comment led to a decision which has literally changed the course of our lives in every way imaginable. Our adventures continue as we plan more family adventures and split our time between the best cities in the world.

— Caspar 5/5/18

Readers — Caspar Craven first sailed around the world aboard Quadstone in the 2000-01 BT Challenge. He now speaks around the world on teamwork, leadership and how to make things happen.

His book Where the Magic Happens (available on Amazon) tells the story not only of how he and his family transformed their lives and sailed around the world, but gives a 'blueprint' for anyone wishing to pursue their own dream, no matter how big or small.

Atea - 49-ft Ganley steel cutter Kokomo Keeling Kia and John Koropp New Zealand

*Aruba, Jamaica, ohh I want to take ya
Bermuda, Bahama, come on pretty mama
Key Largo, Montego, baby why don't we
go to the Kokomo...*

The Beach Boys' 1980s lyrics were what put Cocos Keeling in our sights. As we sailed south toward the small island dependency of Australia, I kept singing the song and imagining us bound for the kind of island that songs and dreams are made of. "...We'll get there fast and then we'll take it slow..." And that's exactly what we intended for our two weeks in paradise.

That said, I know the actual song had nothing to do with Cocos Keeling per se,

It's not "off the Florida Keys," but Cocos Keeling evokes much of the same dreamy feel as the fictional Kokomo.



ATEA

CHANGES

(and I've yet to find out where the real Kokomo actually is). Regardless, heading for an island oasis in the middle of a large ocean was enough of a similarity — the



Kia and John were inspired to visit Cocos Keeling by a Beach Boys song. As the lyrics say, it was indeed a good place 'to get away from it all'.

palm trees would sway over white sand beaches; the waters would shimmer cool and inviting; and I could almost taste the "tropical drink melting in my hand."

What I didn't foresee were the stormy conditions that greeted our arrival. Coming in between squalls, we found it difficult to find the entrance to the small lagoon off Direction Island, the designated anchorage for visiting yachts. The entrance was marked by directional buoys, but it was hard to see any way over the reef. After scratching our heads and spinning *Atea* in circles for half an hour, I donned mask and snorkel, jumped in, and guided us over the reef by sight. The anchor was finally set and we breathed a sigh of relief.

We spent the first few days enjoying the protected marine reserve under our keel. The snorkeling was terrific. Gray, black- and white-tip reef sharks abound and proved reliable swimming companions, as did the large schools of hump-

For a nominal fee, cruisers on Cocos have use of all the facilities. They put them to good use with daily pot lucks and barbecues.



head wrasse and parrotfish, so numerous that I could dive down and reach out to tickle their bellies. There were grouper the size of my 4-year-old son, colorful butterfly and clownfish, and snapper and trevally for the afternoon barbecue, with large-mouthed clams on the side.

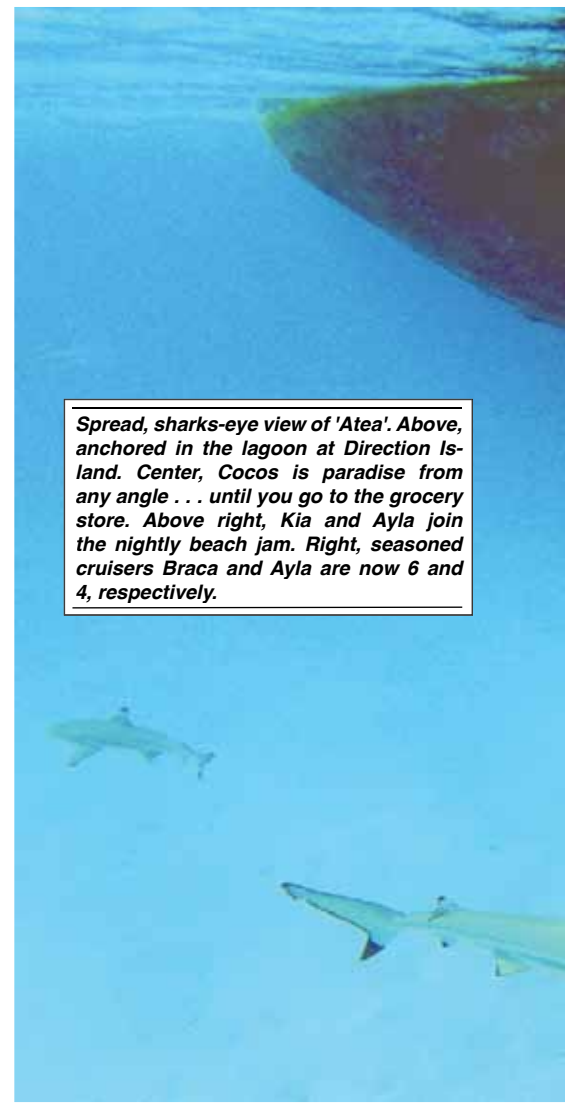
Dolphin often came into the lagoon to swim around the resting yachts, and inquisitive sea turtles visited on occasion. The kids leaped forward in their swimming skills; with Braca and Ayla swimming underwater unassisted by parent or float, and both discovering a newfound love of snorkeling.

Social engagements with other cruisers included sundowners and rowdy, raucous games in the cockpit. We built bonfires on the beach at sunset, shared island-style barbecues of barracuda and mahi-mahi, served with freshly cut heart of palm, and washed it all down with the rich water from freshly cracked coconuts. We were living 'the Kokomo', Keeling-style. We had it all, ukulele and percussions included.

It didn't take long to register that we had also changed cruising seasons with the transit between the Northern and Southern hemispheres. Instead of hot, humid and windless as it was back in Sumatra, the Cocos climate was slightly cooler with constant trade winds. The 90° water of Asia dropped to the 70s, and the air temperature dropped with it. We started wearing clothes again and sleeping under sheets, a novel change brought by the cool breezes of the southern trade winds.

The islands are positioned into two main groups: North Keeling is an atoll with a continuous coral reef enclosing a lagoon, South Keeling consists of an atoll with a reef connecting the various main islands around a large lagoon. Yachts have one designated anchorage in the lagoon at the northern entrance of South Keeling. It is here on Direction Island that the cruising yachts are based and where most of the yachtie activity is centered.

While most of the businesses cater to locals and holidaymakers that come from the inhabited islands, all visitors are free to use the amenities as long they do it responsibly. That includes rainwater from a catchment tank, picnic tables scattered along the beachfront, swings and hammocks hanging from trees, bonfire pits and barbecue facilities — and even



Spread, sharks-eye view of 'Atea'. Above, anchored in the lagoon at Direction Island. Center, Cocos is paradise from any angle . . . until you go to the grocery store. Above right, Kia and Ayla join the nightly beach jam. Right, seasoned cruisers Braca and Ayla are now 6 and 4, respectively.

the use of golf carts on Cocos. There is even the modern convenience of Wi-Fi, and a not-so-modern telephone booth offering free calls to anyone in the islands. All this for the nominal fee of \$50 per week.

Our main shock — it's hard to call it anything else — was the price of food. Fresh fruit and vegetables arrive every other Friday by plane from Australia, and the villagers stand in a long line at the single cash register at daybreak Saturday morning get them. If you aren't there early, you have to wait two weeks before you

IN LATITUDES



Readers — Kia is a former Sacramento resident whose first long cruise was on a 32-ft boat from Seattle to Auckland in 2006. John is a British Navy veteran who did a four-year solo circumnavigation on a 27-ft boat. They met in New Zealand and took off together on Atea in 2011. Their visit to Cocos Keeling in September was part of a two-and-a-half-year exploration of the Indian Ocean.

At this writing, the boat is on the hard in South Africa, while Kia and John are back home in New Zealand, working to build up the cruising kitty for the next part of the adventure.

Oh, and by the way, although there are real places named Kokomo, the one in the Beach Boys' song is fictional. Of course, after the song came out, many Caribbean businesses adopted the name. They're the ones right down the street from all those Cheeseburger In Paradise restaurants.

Feel Free – Spencer 51

Things You Find

Liz Tosoni and Tom Morkin

Nanaimo, BC

After mucho miles of cruising and untold miles of beachcombing, my husband Tom finally realized a longterm cruising goal: to find a stash of weed on a remote beach. Twenty miles north of San Carlos in the Sea of Cortez, there it was, a kilo brick wrapped in aluminum foil inside a taped plastic bag. "Christmas in March!"

Tom 'Bonedaddy' Morkin of 'Feel Free.'



ALL PHOTOS ATEA

FEEL FREE

get another chance.

Even if you happen to be first in line that second Saturday, it can be brutal on the wallet: \$30 for a dozen tomatoes, \$25 for a handful of carrots, \$40 for five cartons of eggs, \$16 for two heads of lettuce, \$10 for a small Ziploc bag of green beans, \$15 for half a small broccoli and half a cauliflower . . . In the two weeks we spent there, it cost us \$1,000 — and we came to the island fully provisioned! Luckily, the fishing was great.

All in all, for such a small, isolated spot on the world map, Cocos Keeling deliv-

ered us an extraordinary time full of new charms and unexpected surprises, and it was hard to say goodbye to this uniquely charming atoll. As we slipped out of the lagoon bound for Chagos, the Beach Boys again harmonized in my head.

We'll put out to sea and we'll perfect our chemistry

*By and by we'll defy a little bit of gravity
Afternoon delight, cocktails and moonlit
nights; That dreamy look in your eye, give me
a tropical contact high; Way down in Kokomo
. . .*

— Kia Koropp 4/27/18

CHANGES

he reckoned. If there's one, there must be more, we figured; so we did a thorough search but found no more.



Liz and Tom have been cruising since 1985 and don't plan on slowing down any time soon.

It got us thinking about the whys and wherefores of that small package. When was it dropped into the sea? Why? Who dropped it and what happened to him or her? Why was it there all by itself in the intertidal zone? Had it been part of a larger cache that was either recovered or lost? Why only one? Of course, we'll never know the answers, but imagining the stories is half the fun.

And then, we couldn't help reflecting on the sometimes surprising, often useful, rarely nasty, occasionally shocking, usually fun things we've found on beaches or at sea, around the world over the years.

Our beachcombing addiction began in 1985 in the Queen Charlotte Islands of British Columbia when we set out aboard our first sailboat, *Hoki Mai*. There, on an isolated beach, we came upon that quintessential sailor's find: a message in a bottle. It read: "God bless beachcombers, and provide many treasures to make your day. All the best to you." It included

Whalebone can be found on beaches all over the world. In the old days, whalers often used their spare time to carve it into walking sticks, yarn winders, sewing boxes and other items.



a name and address and we did send a message back, but are still waiting for the reply. Anyway, there and then began our decades-long hobby.

Here are some of the things we've come across on beaches or on the water, in 30+ years of cruising:

- The 'usual suspects': fenders, floats, small containers, milk cartons, fishing gear, bottles, hats, towels, sunglasses, T shirts, shoes, boots and flip flops

- Life rings. We still carry one of them aboard *Feel Free*, our present boat.

- Dinghy parts obtained from aged, abandoned, deflated dinghies.

- A floating six pack of beer, which we put to good use

- A life-size inflatable woman (in Japan). We left that one on the beach!

- A stuffed Mickey Mouse (also in Japan). It became ship's mascot before we passed it on to a four-year-old on a Russian boat setting out on a circumnavigation

- Countless varieties of sea shells including nautilus (New Caledonia) and paper nautilus (Japan and Mexico)

- A perfectly preserved sea horse skeleton, high and dry on a rock-strewn beach (Mexico) — now displayed in a shadow box

- A Swiss Army knife (Turkey)

- About 20 Japanese glass balls of all sizes (Pagan, Marianas Islands) — we have one left

- A Pelican dive light (Spain)

- A 23-ft *panga*, adrift, minus the outboard (Banderas Bay, Mexico). When we returned it to the authorities to get it back to its rightful owner, we were accused of stealing the engine!

- A huge branch of black coral the size of a small tree (Australia)

- Two satin housecoats, found separately, on different parts of a beach (Hong Kong)

- Remains of an ancient Mediterranean urn (Cyprus)

- A lovely ceramic plate made in France with bullfighter logo (Bequia)

- Whale bones, bleached by the sun (Mexico)

- A working cell phone — owner later found, and phone returned (Mexico)

- Sea glass — beaches everywhere, but first discovered seriously in Curaçao, now displayed in ship's galley

- Countless tiny shells — beaches everywhere, now glued onto mirror frame in ship's head

- A \$20 bill (British Columbia)

- Plastic debris, trash, trash and more trash, but don't get me started



Tom and I have yet to find something we've wished for for years: ambergris. The excellent *Latitude 38* article about it some years back made us realize its value and uniqueness, and coming across it would be like discovering the holy grail. Will keep you posted on that one. As for what's become of the weed, well, some stories are best left to the imagination.

— Liz 4/29/18

Readers — What are some 'treasures' you have found in your travels? Please let us know at editorial@latitude38.com. (Possibly the strangest flotsam we ever saw photographic proof of was a spent

IN LATITUDES



Spread, 'Feel Free' underway. Left, Tom's "pot o' gold." Above, some of the many treasures Liz and Tom have found over the years include (left to right), a perfectly preserved seahorse skeleton, hundreds of shells (a few of which adorn this onboard mirror) and this carved lizard.



booster rocket found in mid-ocean in the 1980s.) And yes, Liz and Tom really have been cruising for more than three decades. When they originally departed Vancouver on their first boat, they figured all they could really afford was an 18-month Pacific circuit: Mexico, Hawaii and back home. Instead they kept going, ending up in French Polynesia, and never looked back. Interestingly, Liz says their longest passage in all those years was that first one across the Pacific — 23 days. And their worst weather? Also that first year, when they rode out 65 knots of wind, hove-to for three days, in the Tasman Sea.

Raven — Nauticat 52 ketch Trust Your Cork Neil and Tally Armand Seattle

During the first day and a half of our passage from Chiapas to Bahia del Sol, El Salvador, I was feeling pretty proud. This was going to be the longest trek Tally and I had done with minimal crew, the first time Jan — my 83-year-old mother-in-law — stood a watch, and, if our luck held just another five hours, the first passage with no major mechanical issues.

It was not to be. Around 5 a.m., the engine stumbled and died. We'd been mo-

toring in almost no wind, but now put up the sails. Tally made the best of it while I spent the next hour or more in the engine room trying to coax the engine back to life — with no success.

About the time I got back on deck, the wind started blowing, eventually reaching gale force with short-period, 8-ft seas. Under jib and jigger, we made slow but steady progress. I even allowed myself to think we still might make it to the anchorage outside del Sol in time for a pilot to guide us in over the treacherous bar.

Conditions abated through the morning, and we began increasing sail. First, the mainsail went up. Then we unfurled the jib. Soon we were flying every sail aboard except the spinnaker — which I would have considered if the wind angle had been better. This was the first time we had ever been fully canvassed on *Raven*! We reached 8.5 knots in 15 knots of wind several times. *Raven* was happy to "stretch her legs."

Me, not so much. The time in a hot engine room had left me sweaty and fatigued — and Tally wasn't feeling much better. We began to feel worse as the breeze again fell away to nothing and we cooked in the hot El Salvador sun.

By that time we were about 20 miles out — still too far for VHF, but Doug and Sara on the MacGregor 65 *Illusion* heard us and relayed messages for us to Bill and Jean from the El Salvador Rally — the event we were coming to take part in. When they asked if I needed assistance, I

Why is this dinghy running with nobody in it? Keep reading to find out.



ALL PHOTOS FEEL FREE

RAVEN

CHANGES



RAVEN

swallowed my pride and said yes.

Within a few hours, a *panga* arrived along with Bill from the Rally and Steven Dees, a medic from the Beneteau 43 *Tocata*. They brought water, juice, ice, and handheld radios

After a brief check-up, 'Dr. Steve' determined that we were all healthy other than a bout with dehydration and fatigue. With that diagnosis, a huge weight of worry was lifted off my shoulders.

I had hoped that the *panga* might give us a tow, but Bill explained that it was too far and our boat was too big. They soon zoomed off over the horizon.

Our next option was to 'hip tie' the

Above left, the pilot panga that guided 'Raven' into Bahia del Sol. Right, crossing the bar.

dinghy to the side of *Raven* and use its 15-hp outboard to get us the rest of the way. It worked surprisingly well — pushing our 30-ton boat along at better than 3 knots. We made it to within 5 miles of Del Sol when the current changed and our progress over the bottom went from 3.3 knots forward to 2 knots *backward*.

The wind also returned with a vengeance — right on the nose. We again set shortened sail, put the dinghy on a long towing line, and headed south. By the time we tacked back, we were again 25 miles away, it was dark, and I was wor-

ried about the batteries getting too low to run the autopilot, instruments and running lights. Our own 'batteries' were also drained. Neither Tally nor I had slept much in the last 42 hours and Jan was unable to help out due to her age. Tally and I traded off 20-minute watches while Jan rested as best she could.

It was about 1:15 p.m. when we finally ghosted into the anchorage and dropped the hook. We had been in contact with friends and were informed that a *panga* would soon be arriving with a mechanic, a crew of helpers — and hamburgers!

Within minutes of its arrival, *Raven* was a flurry of activity. Another good friend, Eric from *Shearwater*, along with Greg (a cruiser we had never met) got the dinghy back on its davits, while the diesel mechanic, Willy, worked below with his two helpers.

Incredibly, within about 20 minutes of his arrival, Willy had the engine running. The problem — stripped bolts on bleeder valves — would require a proper repair later, but he assured us his quick fix would hold long enough to get us into the Bay. And it did just that.



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After what we'd been through, the passage over the bar was almost anticlimactic. Bill came out with the pilot, and acted as interpreter. As instructed, we held position as two big sets of waves went by. Then it was "max speed!" and away we went, following the *panga* in as three relatively small waves propelled us safely at 10 knots over the bar.

We arrived to a large welcoming committee. Bill and Jean were waiting on the dock with rum punch. The immigration official was there, as well. So were Mike, Tara, Pati, Willy, and about 20 other cruisers and locals who shared concern for our well-being. We wished then, and wish now, that we could remember all their names and thank them all.

Oddly, I felt most grateful to someone who wasn't even there — my good friend Brian Neill, who crewed for six weeks on *Raven*. More than once, Brian had told me, "Trust your cork." At the time, I took it to mean having faith in your vessel. But sitting there, safe at last in Bahia del Sol, I realized that he really meant the cork on top of your shoulders.

— Neil 5/7/18



Tally, Jan and Neil (with a Salvadoran official at left), decompress after arrival in Bahia Del Sol.

Cruise Notes

The *Changes in Latitudes* layout is pretty strict as far as article length, and we're sad to say a lot of the 'good stuff' often ends up on the proverbial cutting room floor.

One such story was too good not to include, so we offer it here. It was origi-

nally included in Kia Koropp's great piece on **Cocos Keeling**, where you may recall there was exactly one payphone on the whole island.

"It was at this random payphone, placed conspicuously between palm trees, that I met Flo," wrote Kia. "Between tears and phone calls, I pieced together the unfortunate situation that

this single Italian cruiser had gotten herself into.

"Joining as temporary crew on a Chilean yacht, she'd developed a hostile relationship with the captain, who'd threatened to throw her overboard mid-passage! Clearly not an ideal situation as she and the skipper were looking at 1,700 miles to the Maldives in front of them. She was frantic to find accommodation ashore, but nothing was available. I took the oppor-

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CHANGES



ATEA

The pay-it-forward payphone on Cocos Keeling.

Bill Edinger has headed out again on Atea. It was a change of scene having someone onboard and we enjoyed the company, although it was a reminder of how tight a space our floating home becomes in the company of strangers. Regardless, a beautiful friendship was made through an unexpected encounter, thanks to a random telephone booth tucked up in the oddest, most unlikely spot on Earth."

Bill Edinger has headed out again on

re-
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kindnesses
extended
to me by
strangers: I
offered her
safe ha-
ven. She
packed her
bags and
by morn-
ing we'd
acquired a
new crew
m e m b e r
on Atea. It

his Cross 45 trimaran **De-
fiance**. Along for the trip
are wife Sandy, daugh-
ter Annie and old friend
Billy Mittendorf. They
departed the Bay in early
April, made a pit stop at
Santa Barbara to wait
out some weather, then
turned their three bows
south, making Hiva Oa in
just 18 days. They're cur-
rently in Fatu Hiva's Bay
of Virgins. "We're plan-
ning to be out 90 days before
heading back to the Bay," says Bill. "But
who knows?"

Christian and Josie Laducci of the Ste-
vens 40 **Shawnigan** (and kids Nina, Ella-
mae and Taj) are part of the 2018 fleet of
Pacific Puddle Jumpers arriving in French
Polynesia as this was written. Josie re-
ports the three-week passage "went a lot
quicker and easier than expected" — es-
pecially when compared to their 19-day
passage from Mexico to Costa Rica, which
was half the distance but upwind. Jan



PP/JAMIE LIE

There are few experiences in sailing — or life — that beat sailing to the South Seas.

also echoes a sentiment we've heard be-
fore — that the hardest day of any long
passage is Day Two, when the routine
has just started to set in. "But after that,
the daily routine of watches, sleep, school
and meals all fell right into place."

Speaking of the **Pacific Puddle Jump**,
the fleet of nearly 200 boats all should
have arrived by the time this issue hits
the streets. If you are among them, we'd

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like to hear how it went! Part of our Grand Plan for 2018 is to dedicate at least one *Changes in Latitudes* column specifically to the adventures of the PPJ Class of '18.

The subject matter? You, your boat, your crew, your crossing – your choice! Even though you have all shared the same experience of crossing an ocean, every individual perceives it in a unique way. That's what we want to read about.

Just a few suggestions to get your right brain sparking: Is this your first ocean crossing? How did it match expectations? What was the weather like? What were watches and other daily routines like? What were the high/low points? What was it like to see land for the first time after weeks at sea? What would you change if you did it again? Let us know! Send your words (and photos, please!) to editorial@latitude38.com

Some millennials are redefining the cruising experience. Alma Sommer and Brian Stith (along with 3-year-old son, Neo and 8-month-old daughter, Tate) are currently cruising the East Coast aboard their Pearson 323 **Bangarang**.

We first became aware of them when we noticed on their social media page that they were about to take off from South Padre Island (Texas) — and were polling Facebook users on which way they should go: south to Mexico or east to Florida.

We reached out to learn more, and were amazed and amused by their unique story.

They had traveled the country for two years in a land yacht, and were accepting both cash and 'crypto' — cryptocurrency, Bitcoin in this case — for the various odd jobs they did along the way. When it came time to shop for a boat last year, they didn't have much money, but they did have the RV, Jeep



Alma and Brian of 'Bangarang'. Bitcoin currency was their ticket to going cruising.

and an ATV — and Bitcoin — to trade.

They found the Pearson in Clear Lake, Texas. The boat was in good condition with a recent bottom job. The owner was 78 years old and had tried unsuccessfully to sell the boat through a brokerage for over a year. He offered it to them for \$5,000. He wasn't willing to trade for vehicles

or Bitcoin.

Alma contacted "my 100-year-old Grandpa" who agreed to give them a loan. He also agreed to take monthly payments while Alma and Brian hung onto the Bitcoin on the chance that it would earn value.

"And boy, did it!" Alma says. "Right

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CHANGES IN LATITUDES

before Christmas, Bitcoin blasted through the roof!" The windfall allowed the young couple to outfit and upgrade the boat with refrigeration, a generator, navigation equipment and many other items it needed.

As the boat came together and departure time drew nigh, Alma and Brian began

discussing which way to go. She favored Mexico, where they had spent some fun times recently, while he was leaning toward Florida and the East Coast, where friends were wanting them to visit.

Just for kicks, they decided to ask Facebook followers what *they* thought. "We did a live video asking cruisers which way we should go," Alma says. "It got over



Morgan Freeman cruised the East Coast and Caribbean for many years aboard a series of boats before a hand injury curtailed his sailing.

7,000 views!"

The verdict? East. "Brian finally convinced me because someone suggested that there would be many more boats with kids going that way."

There are many celebrities, past and present, who have enjoyed sailing. (A few off the tops our heads: Errol Flynn, Bogie, FDR, JFK,

Walter Cronkite, Albert Einstein, David Crosby, Neil Young, Stephen Colbert.)

We were surprised to learn recently that **Morgan Freeman** is also on that list. And even more surprised to know that Freeman, who turns 81 on June 1, has been sailing for 50 years and cruising for almost 40! A bit of Googling revealed the actor "first fell in love with sailing when

he saw a sailboat gliding on San Francisco Bay in 1961." His first boat was a Lightning that somebody gave him in the '60s, and upon which he learned to sail on a reservoir in Vermont. His first 'big boat' was a Holiday 28, which he kept in Eastchester Bay (New York) and used to explore the waters of Long Island Sound, Block Island, the Elizabeth Islands, Cape Cod, the coast of Maine, and as far north as Nova Scotia.

He first cruised to the Caribbean in 1979 on an Alberg 30, later moved up to a Shannon 38, and then his present boat, a Shannon 43 named **Afrodesia**, that he has owned for the last 20 years.

Unfortunately, a car accident in 2008 left his left hand almost completely paralyzed. That curtailed a number of activities (even more so since he is a leftie), including sailing. He reportedly had not used the boat much at all since the accident, and finally put her up for sale last year down in the BVI. Asking price is just under \$300K for the well-equipped boat. Net proceeds from the sale will go to charity.

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6) Daily roll call, professional weather forecast, and net. 7) Six social events in which to make lifelong cruising friends. 8) You'll be featured in the Ha-Ha bio book. 9) Experienced leadership. Collectively, the three event leaders have transited the Baja coast more than 80 times. 10) Ha-Ha discounts can easily exceed the entry fee. 11) And the number one reason given by past entrants — it gives you an exact deadline to head south.

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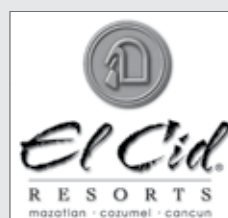


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17-FT BOSTON WHALER MONTAUK. 1984. Belvedere Tiburon. \$10,500. White. Original 90hp Evinrude, 2-stroke engine just serviced. Trailer, 2 covers, ski-pole, hoist cable, anchor, spare tire, Power motor lift, bilge pump, GPS/Speedometer. Ablative bottom paint. (415) 302-1110 or kbkuhn@yahoo.com.

9-FT ACHILLES, 2009. Mill Valley. \$2,000. HB-280LX 9'2" RIB with 2.5hp OB. Very lightly used and in excellent condition. Includes oars, cover and pump. Call or text if interested. (415) 699-6413.

24 FEET & UNDER



22-FT CATALINA, 1981. Salinas. \$3,000. Swing keel complete with trailer, sails, anchor Porta-Potti, OB 6hp Evinrude. Owned and sailed Tahoe only 9 years. (831) 594-1001 or jbohman@hotmail.com.

23-FT SANTANA, 1983. Alameda, CA. \$6,900. Daggerboard, with roller trailer for easy ramp launch, beach, great lake boat. Set up for cruising. Fully contained sleeps four. Roller-furling jib, spinnaker, 8hp Honda, lots of extras. (530) 277-5270 or mark.ondry@gmail.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.



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>. Contact (650) 504-0479 or ks@sailoutbound.com.

17-FT MONTGOMERY 17, 1977. Saratoga, CA. \$8,900. Reduced to \$8,100. Montgomery 17 with trailer. New 5hp Mercury OB with less than 10hrs, new bottom job, like-new mainsail, furling jib, cabin sleeps 3 in a pinch, with small galley, Porta-Potti, stove, BBQ, freshwater tank, VHF, depthsounder, swing keel with built-in shoal lead ballast. AM/FM/CD with speakers, battery with solar charger. Ready to go, no need to go to West Marine. She's a beauty! See <http://montgomery17serenita.com>. (408) 667-2138 or theerwagen@yahoo.com.



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. Contact (775) 781-1840 or landmannron@gmail.com.

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24-FT BEAR BOAT, POLA, 1939. Berkeley Marina. \$16,000/obo/trade. BEAR No. 8. First hand-built Bear. Second-oldest Bear on the Bay. Solid historic classic. Important racing history. Documented restoration at Spaulding Center and KKM. Rugged for easy handling from cockpit. New standing and running rigging, jib downhaul. New period-correct hardwood cabin interior, custom hardwood sole and ladder, upholstered cabin and cockpit cushions. New dual-battery electric system, master electronic control panel, period-correct bronze running lights, LED cabin lights, new electric head with custom holding tank and deck pump-out, electronic bilge, illuminated Ritchie compass. 6hp Tohatsu long-shaft Sail Pro OB motor on bronze motor mount. Full canvas boat cover. Over \$80K in restoration work done. See <http://tinyurl.com/yaf93npe>. Call (415) 513-3539.



20-FT PACIFIC SEACRAFT FLICKA. 1980. Reno, Nevada. \$27,500. Fresh water Lake Tahoe Flicka intensely maintained. As a pocket yacht, sails nimbly and easy to sail singlehandedly. Standing and running rigging in very good condition. Newer Honda 4-stroke 8hp OB (20 hrs). White Ullman sails (main and 134% roller-reefing jib) in very good condition. Bronze oval portholes as well as all-bronze Lewmar winches and deck hardware. All teak belowdecks. Includes Trailrite double-axle trailer in excellent condition. Many extras but just basic instrumentation. The Flicka was included in Ferenc Mate's masterpiece *The World's Best Sailboats: A Survey*. Will deliver and supervise initial launch within 250 miles from Reno. Please no more scammers! Contact Jim at james.dramer@yahoo.com or (775) 560-5212 (cell).



16-FT CAPE COD CATBOAT, 2010. Carmel, CA. \$25,000. Fenwick Williams Catboat. Cedar strip-planked and fiberglassed on spruce ribs with extensive, finely varnished teak trim. Carbon fiber mast, spruce boom and gaff, custom Santa Cruz (Ullman) sail, 5hp Honda OB, all hardware traditional bronze. Galvanized, roadworthy trailer fitted with a telescoping hoist for easy mast stepping. This classic Catboat is fully equipped and beautifully maintained. See <http://cnsawyer.com/catboat>. (831) 595-1177, (831) 250-5799 or cns@cnsawyer.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.



18-FT MARSHALL SANDERLING, 1976. Napa, CA. \$7,000. 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. Contact (804) 337-7270 or Shelly.lee.cox@gmail.com.



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19-FT OPEN 5.7 RACE BOAT, 2007. Redwood City. \$14,999. Challenging, versatile OD racer. 20-boat fleet on Bay. Competitive PHRF rating; Opens placed 1st and 2nd in the 2014 West-point Regatta. Three sets of sails. New rigging. Galvanized trailer. See more at www.theckathies.com/open570.



26-FT NONSUCH, 1982. Vallejo. \$38,500. Excellent condition. Hinterhoeller Nonsuch Classic. 26' beam, 26' LOA, 10'-6" draft 4'-6" powered by a Westerbeke diesel only 184 hrs on this engine. It has a Lewmar electric winch with rear cockpit controls, also a portable power winch to raise the sail, A Paloma water heater, Raymarine autopilot, two-burner propane stove with a built-in oven. Smoke plastic hatch top also smoke plastic hatch doors and upgraded electronics. Please feel free to call or email me if you have any question or want to see more pictures. (415) 706-0148 or Fir_re@prodigy.net.

25 TO 28 FEET



27-FT ARCHAMBAULT A27, 2013. Treasure Island, San Francisco. \$75,000. On the cover of May 2018 *Latitude 38!* Super sporty and sexy keelboat. Similar to J/88. Fully outfitted for doublehanded ocean racing, but easily a casual weekend sailer. Meticulously maintained. Inboard Nanni diesel N2.14. Asymm OR symm kites. Carbon fiber pole, sprit, tiller, e-rudder by GC Marine. Professional B&G electronics. 15 sails, mostly North Sails. 2016 wins: 1st in class Spinnaker Cup and Lightship, 14th overall Pacific Cup. (707) 481-9668 or amkleha@gmail.com.



25-FT NORDIC FOLKBOAT, 1992. SF Marina. \$9,200/obo. US 115 built in 1992 at Classic Boatworks in Richmond. Fiberglass hull, wooden cabin top and deck. Great condition. New windward sheeting traveler. Aesthetic charm of a wooden boat but maintenance benefits of glass. Fresh sails, full boat cover. Bottom paint, mast refinished 2017. Ready to race. 4hp Johnson OB. (415) 271-6267.



17-FT MONTGOMERY, 2017. Redding, Whiskeytown Lake. \$22,000. Excellent shape. Bluewater cruiser, room for 4. Beam 7'. Tanbark sails - main and jib. Comes with trailer, many extras, a must-see! Contact (530) 941-7722 or lcycape3@hotmail.com.



22-FT SANTANA, 2006. Santa Cruz. \$17,000. Santana 22 with trailer is a perfect sailboat for coastal waters. It performs well in both heavy and light winds, and is well balanced. Well maintained, structurally sound, no leaks. Lines and pulley hardware in great condition. Includes everything needed to sail, in working condition. Tohatsu 6hp, model MFS6BS 3R4, serial number 007406XF, 4.4kw, 5-6,000 rpm. Original sails; main and furling jib. Life jackets. Contact (831) 247-6076 or (831) 247-2993 or marytalpas831@gmail.com.

23-FT ROB ROY YAWL, 1984. Greenbrae, CA. \$4,800. Trailer, Honda 6hp, 2 bunks, LOA 27' 9", displacement 2220lbs. 6.5-ft cockpit, more. (415) 269-5443 or (415) 924-6526.



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25-FT CATALINA, 1984. Pt Richmond. \$11,500. New equipment, furling meter, roller, AC/Dynamo, new interior, roller, pop-top.

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26-FT MACGREGOR 26M, 2011. Richmond Yacht Club. \$23,000. 26-ft MacGregor motorsailer, 60hp Evinrude E-tech motor 2012, and MacGregor aluminum trailer with brakes 2011, package. Includes installed Garmin 421S chartplotter (GPS, US coastal charts, fathometer, speed over the ground, and heading), dual batteries, built-in alcohol stove, portable head, water ballast system. Used only 30 hrs from new, haulout August 2017. Complete service and cleaning of boat and motor by Bay Marine. Bottom painted, new batteries installed. Reason for sale: Owner is 83 years old. Contact (925) 831-0666, (925) 784-9686 or oretga@comcast.net.

26-FT CONTESSA, 1978. Santa Cruz, CA. \$7,000/obo. Research at website. Tabernacled mast. Good-new sails: main, 4 jibs, spinnaker. Non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Good bottom paint over barrier coat. See <http://bluewaterboats.org>. (831) 566-0442.



25-FT CHEOY LEE PACIFIC CLIPPER. 1958. Loch Lomond. Free. 1958 Teak folkboat. Restored at Stone Boat Yard in 2000. New: 13 hull ribs, Pineapple sails, rigging, etc. Full cover, new 2012. Lovely brightwork down below and on deck. Yanmar diesel engine needs major repair or replace. Free to the right loving home intending to maintain. (707) 849-1120.

27-FT CATALINA, 1978. Treasure Island, C20. \$3,500/obo. 3 jibs, reefable mainsail, spinnaker pole, stereo, CB radio, teak interior, fully enclosed head, sleeps six, 2 cyl. Yanmar diesel. Best berth in the Bay on Treasure Island! (530) 477-8346.



27-FT CATALINA, 1973. La Paz, Baja California Sur. \$8,500. S/V *Willful Simplicity* is for sale in La Paz, Baja. A nine-year veteran of cruising the Sea of Cortez. Fully ready to continue on. A totally tricked-out mini cruiser. There is so much to this boat, it would take 300-plus words to describe her here. Email inquires for photos and full description: sdbaker46@yahoo.com.



25-FT CATALINA POP-TOP. W/Trailer, 1980. Petaluma. \$10,500. Roller-furling jib, tiller pilot, anchor roller, VHF radio, depthfinder, 10hp Honda OB, updated rigging, epoxy barrier coat, newer cushion covers. <http://tinyurl.com/ycpofwk3>. (530) 386-0361 or jeffreyalenberry@gmail.com.

28-FT ERICSON, 1988. Coyote Point Marina. \$28,000. New bottom paint, well maintained, furling jib. Easy singlehanding. Universal diesel, shoal keel. (530) 832-1576 or romanek@earthlink.net.

25-FT FREEDOM, 1984. Coyote Point. \$7,950. Freedom catboat (monohull, does not use a jib). "Gunmount" spinnaker. New mainsail 2016. 6hp Mercury. Marine head with holding tank. New bottom paint. Contact (707) 900-1070 or chrisburns_sanjose@yahoo.com.

29 TO 31 FEET



30-FT KNARR, 1985. Tiburon SFYC. \$34,500. Danish Borresen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See http://sailboatdata.com/viewrecord.asp?class_id=160. (415) 425-4300.



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 SANTANA 30/30, 1981. Stockton. \$18,500. *Happy Daze* is for sale. New spinnaker, mainsail, new head, newer Ballenger black anodized spars, Yanmar diesel, Raymarine electronics, electronic tiller autopilot. Upgraded keel and rudder design. Ready to race. (209) 772-9695.



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 NONSUCH ULTRA, 1986. Balena Bay YH, Alameda. \$52,000/obo. New upholstery. New stainless steel exhaust, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout/painted. New fibercarbon mast, wishbone boom. (\$15,000 value). 2nd sail. (510) 632-2370 or (510) 508-2509 (eve), or saky@intensivenutrition.com.

30-FT CATALINA, 1978. Alameda, CA. \$24,000. Reduced to \$21,500. Extensively restored 1978 (hand-laid fiberglass) Catalina 30 for sale. We are upgrading to a bigger boat. New standing rigging, clean crisp sails, with roller-furling headsail. Volvo Penta MB7 diesel professionally installed. Beautiful renovated interior, including new cushions in 2018. Fully outfitted with all you need to go sailing, no trips to West Marine. Location San Francisco Bay Area. New electrical system. Extensive list of equipment available upon request, includes autopilot, GPS, depth, radio. New keel bolts and clean dry bilge. Especially see 360 photos on website, can scroll around and zoom in with your mobile device. www.1978catalina30.com. Contact (408) 667-2138 or theerwagen@yahoo.com.



30-FT SAN JUAN CLARK, 1977. Napa. \$14,000. Will sell fast and bargain. Set up for singlehanding, racing or a minimalist liveaboard. Ready to sail. Low mileage on inboard. On hard in Napa. See <http://svgoldstar.com>. Contact (530) 906-2571 or mfrfy935@gmail.com.



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30-FT CATALINA CAPRI, 1985. San Diego. \$7,500. Boat is well maintained, new bottom paint Feb. 2017. Fun, fast boat, easy to sail. Set up for offshore single/doublehanded sailing. Singlehanded TransPac vet. (2014-2016). Lots of upgrades and equipment. Email for a full detail list: barry19872000@yahoo.com.

30-FT ETCHELLS, 1975. Stockton Sailing Club. \$7,500. Hull #134. Beautiful red, white and blue hull. Crisp sails, lots of pictures available, trailer. Fun boat to sail or race. Contact (209) 988-2012 or wajwriter@aol.com.



30-FT NEWPORT 30 II, 1978. Richmond. \$21,500. Motivated seller! Continuously upgraded. Most big-ticket items rebuilt, replaced or improved. A great racer/cruiser ready to race the Bay, or cruise the Delta and beyond with your family. Set up for easy singlehanded sailing. Great live-aboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple main, folding prop, diesel, rigging replaced, too many upgrades to list. See http://nowandzensail.com. (415) 203-5467 or tony@nowandzensail.com.



31-FT BENETEAU FIRST 310, 1994. Redwood City. \$42,000. Excellent condition. 4yr old main, Dimension-Polyant sailcloth, radial design, lazy jacks. 3-yr-old furling jib 135%, Dimension-Polyant sailcloth, radial design. Jib (non furling): 110%, 155%, storm jib. Symmetric spinnaker, pole. Autopilot on deck, West Marine Yanmar 1050hrs, new batteries, folding prop. Racer/cruiser (First series) easy to singlehand or take out on a family cruise. I have logs of all the maintenance. (408) 204-5183 or olauzeral@gmail.com.



29-FT J BOAT, 1985. San Diego. \$15,000. OB, 20 sails, spinnaker pole, spare rudder, assorted pulleys and hardware. Price lowered each week until a sale. (808) 462-9325 or junk@7wires.com.



30-FT CATALINA 30, 1983. San Francisco. \$24,500. Universal diesel, wheel, dodger, pushpit with "princess seats". New main, 120% genoa on furler, symmetric-spinnaker. New: running rigging, AGM batteries, LED lighting, speakers, fridge, etc. See ad in craigslist. Contact (231) 287-5342 or dktesla3@gmail.com.



30-FT OLSON 911, 1987. Seattle, WA. \$39,500. Santa Cruz built by Pacific Yachts Hull #27. Multiple sails race and practice/cruising. Multiple upgrades. Great doublehander. Two meticulous owners since 1996. (541) 490-4285 or (541) 490-1377 or laney242@gorge.net.



31-FT KAI, 1979. Kona. Beautiful turnkey boat with new top paint. Penton diesel and transmission rebuilt 2015. It's perfect. 150 genoa, spinnaker, sail covers. Always been a liveaboard since '79. 4th owner. Water heater, new power inverter, Garmin GPS. Transferable slip if needed.

32 TO 35 FEET



35-FT CRUISING KETCH, 1947. Sausalito. \$15,000/obo. *Wairus*. 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 HANS CHRISTIAN 33, 1982. Honolulu, HI. \$65,000. MEX and South Pacific vet *NAKIA* is for sale. Complete, ready cruiser. Many upgrades. Custom modifications. See pictures in the URL, one of a kind: http://svnakia.blogspot.com. Contact svnakia@yahoo.com or (808) 990-5729.

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 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.

34-FT CATALINA, 1989. Sausalito. \$49,000. 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. Contact (415) 636-1786 or j1975s@gmail.com.



32-FT WESTSAIL, 1977. French Polynesia. \$47,000. *Mary Ann* is an extensively equipped circumnavigator in absolutely Bristol condition. Is in the world's best tropical cruising grounds. Extensive website. Come sail in paradise! See http://svmaryanii.com. (+689) 8732-8568 or sailinginparadise@yahoo.com.



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.



32-FT HUNTER VISION 32, 1991. Berkeley Marina. \$38,000. Hunter Vision 32 for sale in great condition. This is Hunter's freestanding rig design, similar to Freedom, Wylie, Nonsuch, etc. Also comes with asymmetrical spinnaker and sock and handles beautifully in the SF Bay and in coastal sailing. Beautiful interior, can sleep 6 comfortably, galley, head, shower, Yanmar diesel engine, well maintained. She is in fleets of Berkeley YC and Los Angeles YC as *Pearl* and is known at guest docks of StFYC leading cruise-ins. Selling because we have two Hunter Visions and can only keep one. You'll love her! Survey available. New Seldon boom, vang and maintenance has been done by KKMI. (925) 360-8679.



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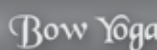


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34-FT PACIFIC SEACRAFT, 1986. Point Richmond, CA. \$75,000. Classic Bill Crealock-designed bluewater cruiser. Low hrs on replaced Yanmar diesel. Several headsails, full cover, Portland Pudgy dinghy on stern davits. Autopilot, chartplotter, AIS. Contact (805) 571-6633 or thomas.tlsmith@gmail.com.

34-FT CATALINA, 1989. Alameda, CA. \$46,500/asking. Excellent, like new. Must see. Contact (239) 595-9652 or pdnervo@gmail.com.



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.

33-FT HUNTER 33, 1982. South Beach Harbor. \$10,000. Cherubini-designed Hunter 33. Boat needs some work. Good Yanmar 2GM engine, interior, hull and deck. See specs on website: <http://tinyurl.com/y8c7n476>. (408) 358-2154 or 1982hunter33@gmail.com.



33-FT OL 33, 1984. Alameda, CA. \$8,500/obo. Danish-built sloop, Arne Borghegn design, 33' (28' WL) x 8' x 5'4". Balsa core, FG hull, solid FG below waterline, iron ballasted keel, Volvo Penta Saildrive, folding prop, 4 berths, Porta-Potti, sink, alcohol stove, full instruments. 7 good sails, lines led aft, much more. Fast, very stiff, easy singlehander, perfect SF Bay boat. Price and extra equipment to be included are very negotiable. Email douglas-holmes@comcast.net.



35-FT OHLSON YAWL, 1959. Bellevue, WA. \$20,000. One owner since 1986. Mahogany on oak, Sitka spruce spars, Westerbeke auxiliary. Extensively rebuilt. Vast sail inventory, full-boat cover. *Aeolia* is a capable cruiser, veteran of 1,000 races including 11 Swiftsures and still racing in the Seattle area. Owner is now 80 and needs to slow down. Recent survey available. Email chrisbuchsel@comcast.net.



ERICSON 35 MK II, 1979. Marina Village, Alameda. \$21,500. Solid well-built boat, originally from Stockton, now in Alameda. Yanmar diesel, three-blade prop and Martec two-blade folding prop. Like-new Pineapple main, Quantum spinnaker, dodger. Autopilot, microwave, hot cold pressurized water, refrigeration, VHF radio, AM-FM cassette, alcohol stove. Extra gear, sails, parts, tools, lines, BBQ and anchors. (209) 603-7204 or (209) 464-0983 or almaas@sbcglobal.net.



33-FT SYNERGY 1000, 1999. Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 2015 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or john@jstaffarchitect.com.



35-FT HINCKLEY PILOT, 1963. Sausalito. \$35,500. Nice classic Hinckley Pilot 35. S&S design, 35'10", fiberglass. 4-108 diesel inboard. Sloop rig. Bottom paint 3 months old, fresh varnish on brightwork. Great boat. Contact (707) 480-0365 or Fginn@aol.com.

36 TO 39 FEET

36-FT PEARSON 365 KETCH, 1981. Emeryville. \$48,500. Hull #351; fully equipped for bluewater cruising. Solar watermaker, large battery bank, 150gal water, 10gal fuel. Awlgrip topsides and barrier coat (2016). 44lb 12.5m 120ft G4 chain plus 250ft 12mm 120ft. Spare QR, series drogue, Para-Anchor plus 150ft rode. 4-man Viking bluewater-grade sails (2015) with Doyle StackPacks. Full batt'n main and mizzen. 7-sail inventory plus spare. 70' Biscoke pole on rail car track. Icom 801 SSB, Dual E-80 chartplotters, VHF, class B AIS, Fusion stereo with iPod, custom offshore dodger, gorgeous cabin with rich wood detailing, cabin heater, custom latex mattress and bedding. 10-ft RIB with 4hp Yamaha.

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 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. See <http://capegeorge36millie.weebly.com> or (253) 851-2707.



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 stephen@get-shipshape.com or (415) 847-6707.



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>. (510) 698-9366 or contact@cal39novia.com.



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 C&C 110, 2001. Moss Landing. \$105,000. Fast coastal cruiser with Kevlar sails and carbon fiber tape, plus a gen-naker. Additional main and jib. Raymarine electronics and displays. Triple spreader with rod rigging. 28hp diesel saildrive with folding prop. Dodger, TV, ground gear with 2 anchors. Inflatable available. Contact (831) 385-1106, (831) 206-7878 or whunt1@sbcglobal.net.



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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. Contact (310) 547-3929 or DaveCort@hotmail.com.



36-FT CHEOY LEE CLIPPER 36, 1978. Coyote Point. \$25,000. Beautiful classic lines ketch. Hauled April 2017 for stuffing box, bottom work, paint and rudder shoe repair. Original Volvo MD11-C has been continually maintained and runs strong. Reverse gear replacement, many spares included. Full set of sails in fair to good condition. Mizzen and main drifters, socks. Easy singlehanded sailing, solid rigging with custom-made stainless fittings. Radar, electric windlass, stove, fridge, SSB. www.zen-in.com/dragonlady. Contact (650) 996-5087 or bill_ogilvie_777@yahoo.com.

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 PJ (STANDFAST), 1974. \$36,500. 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. (510) 387-9014.



37-FT CHOATE, 1979. San Diego. \$25,000. This boat is both race-ready and cruise-ready. Hauled last year. Low hrs on diesel. Way too much to list. Call or email. Rickwoodconstruction@gmail.com or (530) 318-1178.



37-FT BENETEAU FIRST 36.7, 2005. \$89,900. Deep keel, rod rigging. New Hood main StackPack with lazy jacks, new cockpit cushions and helm station cover, new Sony AM/FM stereo with cockpit speakers, new Raymarine chartplotter at helm, new Raymarine autopilot EV200. SIMRAD radar/chartplotter at navigation table, new ACR 406 GlobalFix PRO EPIRB, new Garmin InReach EPIRB, Volvo diesel serviced in April 2018 by Svendsen's, new bottom paint and zincs April 2018, Dacron main and genoa, Harken furling, Quantum asymmetrical with ACR sock .06oz, Quantum symmetrical .75oz, Quantum symmetrical with sock .6oz, carbon fiber spinnaker pole. 155% Kevlar genoa Quantum, #3 Kevlar jib Quantum, 105% Kevlar jib Quantum, storm jib, Lifeline 12V GD20 glass mat batteries. (925) 323-0057.

39-FT CAL, 1979. South Beach Harbor. \$49,000. Well maintained. Fast, strong, stable sailing. Deep fin keel, internal ballast. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot and cold water. Refrigerator, freezer, three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.



37-FT TAYANA CUTTER, 1983. Sausalito, CA. \$39,500. The Tayana 37 is one of the most popular offshore cruising vessels of all time. She was built in 1983 and has received significant upgrades over the past few years, making her an excellent value for anyone planning to cruise south. The interior is finished in beautiful solid teak with laminate tastefully used in areas to lighten the cabin. The cabin sole is teak and holly. All ports are opening and have curtains and screens, and there are screens for all hatches and the companionway. Too many upgrades to list. Call William to view. (415) 720-2112 or assetmana@gmail.com.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see website: <http://tinyurl.com/ydafem9g>. Patrick. (831) 238-5697 or svaughter@aol.com.



36-FT CAPE DORY CUTTER, 1979. San Mateo, CA. \$41,000. SV LaBaleine, hull #10. From the board of Carl Alberg, NA. A solid classic, with the big 50hp Perkins, quality sails and many upgrades: complete standing and running rig, stay furler, storm sail, hard dodger, chart, AIS, Icom M802 SSB, Icom 506DSC VHF, EPIRB, Hydrovane, wheel pilots, radar, gel banks, alternator charger monitor, 130W solar, 12V breaker, NMEA 2000 bus and lots more. Climb aboard! See www.wreggjohnson.com. Contact (415) 994-2886 or wreggjohnson@gmail.com.



36-FT CAL CRUISING, 1988. Oahu, HI. \$20,000/obo. Lapworth design. Well founded, pocket cruiser. Email for more info: aeolus99@yahoo.com.



37-FT CHERUBINI CUTTER, 1980. Sausalito. \$35,000/obo. Best local, and best year quality-built Cherubini cutter. Liveaboard, cruising, proven design. \$60k-plus invested. Replaced diesel, radar, autopilot, plotter, dodger, rigging, furler, port lights, Awlgrip decks. 12v fridge. Has stall shower, aft cabin. Spacious, fast and well-founded. (415) 713-6876.



36-FT LAPWORTH, 1960. San Francisco Bay. \$40,000. One owner 40 years. Extensive restoration, continuously and conscientiously maintained. All systems updated. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See website for photos of this beautiful yacht: <http://hamiltonsfo.wixsite.com/website>. Contact John Hamilton and Carol Leonard. (415) 821-4731 or HamiltonSFO@gmail.com.



39-FT C&C 39, 1973. Petaluma Marina. \$36,000. *Shillelagh* is fast, strong and in good condition. Set up for single/shorthanded sailing. 170 miles/day cruising. Well outfitted, best boat built in the 1970's per *Sail Magazine*. Shown by appointment. Please do not call if funds not available. See website for photos and info: <http://crc622.wixsite.com/sail>. Email crc6@vom.com.

40 TO 50 FEET

44-FT ISLANDER 44 BILL LAPWORTH. 1969. San Francisco. \$20,000. We've had some great adventures but we are postponing our cruising dreams. Factory-finished Lapworth-designed bluewater. Could use some TLC. 4108. Email inventory list. Trade for Porsche 911. islander44forsale@yahoo.com.



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. (510) 435-3819 or tag@cpan.org.

47-FT OLYMPIC, 1975. Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



42-FT TARTAN, 1981. Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades include: 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.



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 110 Yanmar and much more. Many new items, and more. Contact (360) 431-8805 or pthnirvana@gmail.com.



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.



47-FT VAGABOND 47, 1986. Redwood City. \$120,000. Great liveboard boat that doubles as a global cruiser. Looking for an alternative to Bay Area housing prices? Thinking about someday sailing to Mexico, Hawaii, or parts unknown? This is a proven trans-ocean sailing vessel with low hrs on her 100hp Yanmar engine. A comfortable cruising ketch, she can handle just about anything the Bay can throw at her - or the Pacific! (620) 305-0019 or salubria.skipper@yahoo.com.

44-FT SPENCER CENTER COCKPIT. Ketch, 1974. Blaine, WA. \$59,000. Engine 85hp Perkins, 7.5KW Genset. Perfect bluewater cruiser or liveaboard. Very sea kindly, fully equipped for cruising, in very good shape. (604) 536-5351 or bjradowski@hotmail.com.



44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$112,000. *Donna Rose*. 7 sails. Too much to list. Full list of equipment and maintenance records upon request. Located Mazatlan, Mexico. Email captnrick@hotmail.com.

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, (415) 999-2270 or sjr90@comcast.net.



43-FT C&C SLOOP, 1973. Sausalito, CA. \$120,000. Cruise-equipped with 75hp Turbo Yanmar. Lying in Sausalito Yacht Harbor slip that is potentially transferable. Call Captain Marco. (415) 987-1942 or captainmarco@cs.com.

47-FT CATALINA. Puerto Vallarta, Mexico. \$205,000. Customized bluewater-ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Pacific Puddle Jump-ready. See <http://adream2sail.publishpath.com> or (916) 607-9026.



40-FT CALIBER LRC, 2001. Alameda. \$219,000. Rare find on the West Coast. A true bluewater passagemaker with excellent all-around capabilities. Carefully outfitted for safe, stable, and comfortable cruising. Most conspicuous is her near-perfect condition. Her one owner has kept detailed records and manuals for every system on the boat. *Topaz* is beautiful and ready to sail. "Must see to appreciate" has never been more true. For specs, photos, inventory: <http://usedboatgear.biz>. (510) 295-9638 or isaacson_mark@yahoo.com.



44-FT VOYAGER, 1979. Emeryville. \$77,000/obo. Great liveboard 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.



43-FT GERMAN FRERS, 1983. Salt Lake City, Utah. \$19,500. Legendary *Shockwave* 43-ft Greman 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. Contact (801) 599-3047 or mdseedall@gmail.com.



46-FT CAL 2-46, 1973. Marina San Carlos, Sonora, Mexico. \$42,500/obo. We have cruised *Kohola* 20 years, from the East Coast Maine to Florida, thru the Caribbean, Panama Canal and into the Sea of Cortez. She needs younger owners who can continue to enjoy the cruising lifestyle. Her location, central to Sea of Cortez cruising, is a safe 4 1/2 hrs from the Arizona border on Federal Hwy 15. Will consider smaller boat plus cash. Make offer. Email manner33518@mypacks.net.

41-FT MORGAN OI, 1973. \$35,000. Currently in the Sea of Cortez. In good working order, ready for cruising. Contact Ed at teunisvanos@gmail.com or (619) 400-3906.

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 CATALINA 400 MKII, 2001. Marina Bay SF. \$122,000. One owner, lightly used, never raced, fin keel, Yanmar engine. 100 Hrs. Nice condition. Custom Interior fabric. Health forces sale! NO brokers please! Contact (415) 740-2056 or Sudietoo@aol.com.



44-FT ISLANDER CRUISING KETCH. 1973. Sausalito, CA. \$75,000. Designed, built and equipped for long-distance cruising. Includes Avon 310, Evinrude 15hp OB, 6-man liferaft, Benmar autopilot and Monitor vane steering. (650) 766-1894 or svvispern@sonic.net.

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, 2 100-gal Monel fuel tanks. A/C, heating system. Aft davits for dinghy, many sails. New aft cabin built in 2014 by Cunningham and Co., Port Townsend. Inventory too extensive to list. Ultimate cruiser for Northwest waters. (360) 821-9063 or (360) 301-9002.



40-FT BENETEAU FIRST 38, 1983. La Paz, Mexico. \$59,000. Strong ocean cruiser. Three berths. New mast and rigging. Newly rebuilt Perkins 4108 diesel engine, safe and reliable 400 amp hr 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. sailboatmilou@gmail.com.



40-FT LADY HELMSMAN, 1979. Santa Cruz. \$35,000. Race/cruiser. Haulout in September 2017, furling headsail, Dutchman flaking system, Volvo Penta saildrive, quarter berths, V-berths, galley, Nav station, new head, Autohelm, swim ladder, OB mount. Contact (832) 332-5750 or Mavtro@hotmail.com.

42-FT CATALINA 42 MK II, 1999. Marina Village. \$138,500. 2 cabins, Mexico veteran, watermaker, solar, custom cabinetry, autopilot with wireless remote, spinnaker with Selden bowsprit, 135% and 110% headsails, davits, SSB, Rocna and CQR anchors, 250' chain, electric windlass, anchor washdown, Raymarine electronics, 2 electric heads. Great cruising boat! (408) 666-5042 or inatabak@yahoo.com.

40-FT CHOATE 40, 1979. Humboldt Bay, CA. \$20,000. Come see if this is the boat for you. It's been good to me, but I'm ready to downsize. Email for more information: garrettcoonrod@yahoo.com or (707) 499-8774.





56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.

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18-FT LF HERRESHOFF, 1983. \$6,950. One-of-a-kind classic L.F. Herreshoff Carpenter-design sailboat. Built in 1983 at Skookum Boat Works in Port Townsend, Washington. Brought to San Francisco in 2011, excellent daysailer. See design details on page 185 of L. Francis Herreshoff's *Sensible Cruising Design*. 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 \$6,950, a fraction of the money invested. (510) 205-1447 or bw@baycrossings.com.



47-FT GAFF CUTTER, 1933. Los Angeles. \$125,000. 24ft beam, fiberglass hull, fiberglass trunk cabin with hardtop, Volvo turbocharged diesel 200hp, new fuel tanks, Wallas diesel stove, Isotherm refrigerator, Lewmar windlass, cabin heat with fan, swim platform, radar, GPS, plotter, depthsounder, Icom VHF, shorepower, battery charger, head with holding tank, canvas sides and back with vinyl windows, mooring canvas, custom double-axle trailer in 2015. (206) 992-7091 or lloydbauer@hotmail.com.

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50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$545,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in.the.wind@icloud.com.



36-FT KANTOLA TRIMARAN, 1980. Isleton. \$25,000. 24ft beam, fiberglass over double diagonal cedar, cold molded. 22hp diesel, speed, depth, wind. Rigged as a daysailer. Good sails, hank-on jibs. Ready to go sailing at the drop of a dock line. If you want to go cruising in this boat you are going have to make some serious upgrades. Email jefalder@yahoo.com.



48-FT NAUTITECH 475, 1996. Portland, OR. \$125,000. Complete structural refit to bare hull. Awlgrip exterior and Inter-Protect barrier coat bottom. Interior faired and primed, with some Awlgrip topcoat. Needs interior build-out and equipment re-installed. Detailed information on website: <http://sailorsparadise.com>. Email n475@sailorsparadise.com.



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.

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WANTED: BOSTON WHALER 5.2. Harpoon with cuddy and trailer. Contact Larry at Laika1939@yahoo.com or (805) 439-0041.

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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.



36-FT STEPHENS, 1955. Alameda. \$28,500. *Tragic Magic* cabin cruiser. This is one of Stephens Brothers' best-looking vessels. Mahogany construction, well maintained. Twin 350 Chevy 'V'-drives, recent extensive haulout and wiring upgrades. Full service documentation available. Email ccsedco@aol.com.



29-FT DYER 29, 1987. Seattle, WA. \$79,900. East Coast lobster boat. Fiberglass hull, fiberglass trunk cabin with hardtop, Volvo turbocharged diesel 200hp, new fuel tanks, Wallas diesel stove, Isotherm refrigerator, Lewmar windlass, cabin heat with fan, swim platform, radar, GPS, plotter, depthsounder, Icom VHF, shorepower, battery charger, head with holding tank, canvas sides and back with vinyl windows, mooring canvas, custom double-axle trailer in 2015. (206) 992-7091 or lloydbauer@hotmail.com.

PARTNERSHIPS



CATALINA 30. South Beach Harbor, SF. \$200/Month. Want to be part of a boat share? \$1,000 annual maintenance (lower if you want to help with the work) plus \$200/month. Parking available. (415) 999-3227 or kellyt72@gmail.com.

CHALLENGER 32. Docked in Alameda. \$300/month. Owner spends winters in Mexico and sails only once or twice a month. Looking for half-partner to help with expenses. The *Daydreamer* is a 1975 bluewater cruiser, but well maintained. Great for the Bay Area. Topsides and all wood repainted and refinished last summer. Great family boat which has been to Mexico and back. Can sleep five. Needs some love. Owner can teach sailing if necessary. Contact best by email: captjohn32@gmail.com.

40-FT MARINER KETCH, 1970. Vallejo. Seeking able willing person to share boat and expenses. All or part. Sweetest, easiest boat to sail, comfortable in size and easy handling. New decks. Me: years of experience, licensed 50 ton, easy, lazy sailor. New sailors welcome. Email hurleysfam@aol.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, furling jib, spinnaker, installed a refurbished Atomic 4 engine 3 years ago. Active Friday night racers. Docked in South Beach Harbor, right by AT&T park. (415) 577-2777 or jrathenberg@yahoo.com.



30-FT C&C 30, 1980. Clipper Yacht Harbor Marina. \$150/month. Non-equity partnership.. 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, depthfinder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for meltwater. Head with shower. Posh interior. (415) 459-7417, (510) 735-6953 or edcurran5@gmail.com.

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BANDING TOOL KIT. Novato, CA. \$150. Banding Tool, 100' 1/2" banding stainless, 100 buckles stainless. Tool will form a permanent clamp around a mast, boom, pole or any round object without loss of tension. Contact (415) 272-5789 or quantehb@comcast.net.

VOLVO DIESEL. Pt. Richmond. \$2,800. Complete, 3cyl 28hp with MS2B transmission. Freshwater cooled. 1,810 hrs. Immaculate, see it running. 2017 rehab many new parts. Compression and oil analysis reports. Available June. Reason, refitting boat includes re-powering. (415) 599-9015 or ddpressley@gmail.com.

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SAILING INSTRUCTORS & SKIPPERS. San Francisco. Spinnaker Sailing-SF is hiring aboard our new fleet of Andrews 21s and boats 27- to 90-ft. Mid-week and weekend work available. Great location, wonderful staff, top maintenance. Email sailing resume or call today. (415) 543-7333 or staff@spinnaker-sailing.com.

LICENSED CAPTAIN WANTED. With towing endorsement for Vessel Assist on the San Francisco Bay and Delta. Preferred if you live on SF waterfront area or Bethel Island. See more at www.vesselassistsanfrancisco.com. (925) 382-4422 or Philippdelano@gmail.com.

INSTRUCTORS WANTED. Alameda & Sausalito. Join the Captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. See www.clubnautique.net. Contact Morgan Collins. (510) 865-4700, ext. 313.

CAPTAINS! San Francisco Water Taxi is expanding and looking for entry level to semi-retired captains to run our iconic yellow boats along the city waterfront. Minimum requirement Masters 25-ton. (408) 621-6405 or Sfwatertaxi@yahoo.com.

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DAY SAILING CREW WANTED. Pier 39. Crew wanted for San Francisco daysailer. I'm getting older and need sailing and maintenance assistance. Light work, flexible hours, pays \$35/hr. Please send resume and references. Experienced sailors only. Email tf@timothyferris.com.

SAILMAKERS NEEDED. San Luis Obispo, CA. SLO Sail and Canvas is hiring for multiple full-time job openings in sailmaking, covers, and industrial sewing. Competitive pay, health/vision/dental insurance, and retirement plan. Experience preferred. We are an equal opportunity employer. See www.slosailandcanvas.com. Contact (805) 479-6122 or slosailandcanvas@yahoo.com.

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BOAT MAINTENANCE. Sausalito. \$16/hr. Sailing and water enthusiasts wanted at Modern Sailing. Willing to train. Come join a dynamic team and work on the water in a beautiful setting. We are looking for an enthusiastic boat cleaner/maintenance technician to help with the busy season. This is a full-time position starting at \$16/hr. Visit our website for more information: <http://ModernSailing.com>. Email resume to careers@modernsailing.com.

SAILING INSTRUCTORS. Sausalito. Sailing instructors for Modern Sailing in Sausalito. USCG license required. Starts \$20-25/hr depending on experience. ASA Instructor is a plus. See www.modernsailing.com. Email or call: (415) 331-8250 or careers@modernsailing.com.

RIGGING MANAGER. Richmond, CA. Svendsen's Bay Marine is seeking a Rigging Manager to oversee our Rig Shop and yard rigging operations. The right candidate will possess strong technical proficiency, production control, administrative, staff management and customer service skills. Please submit your resume via email. To view the full job posting and all active postings for the Bay Maritime Group, please visit our website: www.bay-ship.com/careers. Email careers@baymaritime.com.

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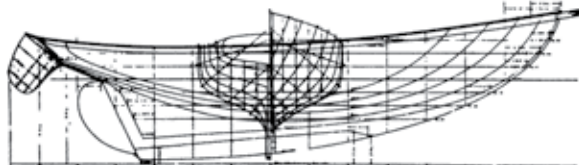
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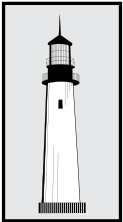
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42' NAUTICAT, 1995 Classic pilothouse cruising motorsailer that's still owned by the original family for whom she was built; less than 1,500 hours on the 110 hp Yanmar diesel. Just hauled and bottom painted early 2018. **\$249,000**

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37' GOZZARD, 2000 The heavily built and beautifully crafted Gozzard 37 is equally at home cruising or Bay sailing, and this particular example shows AS NEW. **\$223,500**

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36' CAPE GEORGE SLOOP, 1987 A beautiful and capable offshore cruiser that is equally at home as a day sailer in typically boisterous Bay conditions. **\$159,000**

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39' CAL 39, 1979 Original owner has kept boat PRISTINE since new, Awlgripped hull and professionally maintained brightwork is PERFECT, new interior cushions. Must see to appreciate! **\$39,000**

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36' CATALINA, 1986 Shows nicely and well priced by motivated out-of-state owner, offers encouraged. Note updated electronics, engine just serviced and recently hauled and bottom painted **\$34,500**

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43' GULFSTAR TRAWLER, Flybridge & Pilothouse Helms. Twin 135 hp Diesels, 7.5 KW Diesel ONAN. Refit well-started; but, needs to be finished, fully operational & could be lived aboard as is. Much high-quality work already done. This is a great opportunity to own a big trawler at a bargain price ... Asking **\$28,950**



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