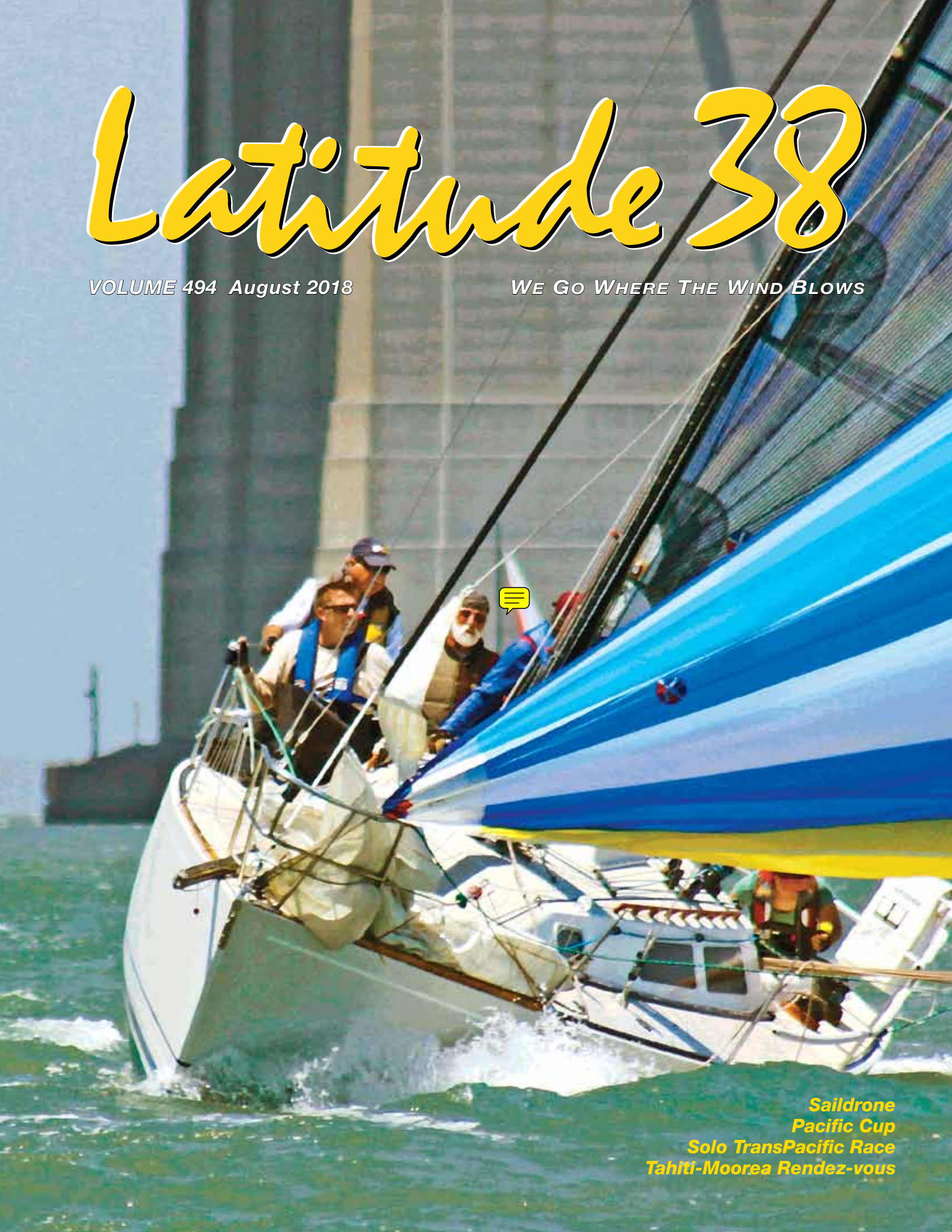


# Latitude 38

VOLUME 494 August 2018

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Pacific Yacht Imports	
True Pacific Insurance	
UK Halsey Sailmakers	

# How Sweet It Is... Still

PHOTO BY STEVE GREEN



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

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

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Cover:

David Ross's Express 34 *Traveler* flies down the South Bay  
with a cruising spinnaker in the Westpoint Regatta.  
See page 102 for our race report.

Photo: Latitude/Tim

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



# New Boat Arrivals



Oceanis 41.1



Oceanis 38.1



Oceanis 55.1

# This Month's New Listings



2005 Catalina 34  
\$112,000



2009 Beneteau 46  
\$237,000



2005 Jeanneau 49  
\$250,000

## List of boats

### SAIL BROKERAGE

LAGOON 450, 2016.....	\$635,000
LAGOON 450, 2016.....	\$635,000
OCEANIS 55, 2016.....	\$575,000
OCEANIS 55, 2016.....	\$575,000
OCEANIS 55, 2016.....	\$549,000
FIRST 45, 2010.....	\$329,000
JEANNEAU SO 49, 2005.....	\$250,000
OCEANIS 38.1, 2017.....	\$249,000

BENETEAU 46, 2009.....	\$237,000
SABRE 386, 2009.....	\$234,000
BENETEAU 423, 2005.....	\$174,500
JEANNEAU 43 DS, 2002.....	\$147,500
BENETEAU 42 CENTER COCKPIT, 2002	\$139,900
BENETEAU 393, 2003.....	\$119,500
CATALINA 34 MKII, 2005.....	\$112,000
CATALINA 42, 1993.....	\$99,500
FIGARO BENETEAU 2, 2004.....	\$80,000
CATALINA 320, 2000.....	\$61,000

CATALINA MKII, 1995.....	\$57,250
HUNTER 31, 2006.....	\$56,000

### POWER BROKERAGE

GRAN TURISMO, 2015.....	\$429,000
GRAN TURISMO, 2015.....	\$425,000
CHRIS-CRAFT LAUNCH 28, 2014.....	\$165,000
ISLAND GYPSY COCKPIT, 1986.....	\$97,000
BENETEAU BARRACUDA 7, 2015.....	\$86,241
BAYLINER 3888 MY SEDAN, 1990.....	\$56,900

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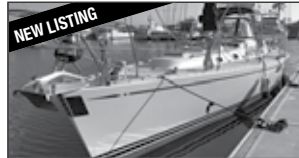
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### Pre-Owned Power Yachts

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# CALENDAR

## Non-Race

**Aug. 1-29** — 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](http://www.stfyc.com).

**Aug. 3, 10, 11, 24, 31, Sept. 1, 7, 8, 15** — 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](http://www.nps.gov/safr).

**Aug. 3-5** — Stephens Yacht Rendezvous, Village West Marina, Stockton. Info, (916) 869-9141 or <https://classicyacht.org>.

**Aug. 4** — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Live music, boat rides & tours, dinghy races, fish & chips, pies, boatbuilding demo, raffle, marine flea market, arts. \$30 spaces; reserve at (415) 332-8554. Free admission. Info, [www.galileeharbor.org/events](http://www.galileeharbor.org/events).

**Aug. 4** — Taste of the Delta, Village West Marina, Stockton, 1-4 p.m. Fundraiser for Delta Chambers showcases wineries, breweries, restaurants, artists. Vendors, auctions. \$30-\$35 includes souvenir glass. Info, [www.tasteofthedelta.com](http://www.tasteofthedelta.com).

**Aug. 4, Sept. 1** — 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.

**Aug. 4-5** — Get into Your Sanctuary Day. National Marine Sanctuaries, [www.sanctuaries.noaa.gov](http://www.sanctuaries.noaa.gov).

**Aug. 4-25** — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Aug. 5** — Come Together/Marinas for All Social Mixer, Peninsula YC, Docktown, Redwood City, 7-10 p.m. Formation of umbrella group/Liveaboard Union; free boardwalk-style dinner, no-host bar. Donations welcome. Edward, [e.stancil53@gmail.com](mailto:e.stancil53@gmail.com).

**Aug. 5-26** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Aug. 9, Sept. 13** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Aug. 10-11** — Lake Tahoe Concours d'Elegance, Obexer's Marina, Homewood. Info, [www.laketahoeconcours.com](http://www.laketahoeconcours.com).

**Aug. 10-12** — Metal Boat Festival, Seafarer's Memorial Building/Cap Sante Marina, Anacortes, WA. Learn about designing, building, maintaining, and cruising metal boats. \$95-\$125 includes moorage. Info, [www.metalboatsociety.org](http://www.metalboatsociety.org).

**Aug. 11** — Hot Summer Nights, Stockton Sailing Club, 5-10 p.m. Classic car show, burgers, beer, dancing. Free entry. SSC, (510) 951-5600 or [www.stocktonsc.org](http://www.stocktonsc.org).

**Aug. 11** — Trekking the Model guided tour, Bay Model, Sausalito, 1:30-2:30 p.m. Free. Info, (415) 332-3871.

**Aug. 11** — Rosie Rally Home Front Festival, Craneway Pavilion, Richmond, 11 a.m.-4 p.m. Food, costume contests, dancing. Free admission. Info, [www.rosietheriveter.org](http://www.rosietheriveter.org).

**Aug. 12, Sept. 16** — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. CSC, [www.cal-sailing.org](http://www.cal-sailing.org).

**Aug. 13** — Woody Over the Bottom rally, Tahoe City Marina, 8:30 a.m. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Aug. 16-19** — Catalina Multihull Rally, Two Harbors. \$125/person + mooring. Info, [www.westcoastmultihulls.com](http://www.westcoastmultihulls.com).

**Aug. 18** — Grand Opening of Svendsen's Marine Supply's new location, 2900 Main Street, Alameda, 8 a.m.-5 p.m. Info, (510) 522-7860 or [www.svendsens.com](http://www.svendsens.com).

**Aug. 18** — About Boating Safely, South Beach Harbor, San Francisco, 8:30 a.m.-5 p.m. USCGA course qualifies students for CA Boating Card. \$35. Register by 8/15 with Dave, (415) 205-0687 or [dktalton@gmail.com](mailto:dktalton@gmail.com).



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30' Beneteau First 30	SOLD!
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23' J Boats J/70	SOLD!



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*Capture the power!*

## CALENDAR

**Aug. 18** — The Bay Model Wants You! volunteer orientation, Sausalito, 10-11 a.m. Info, (415) 332-3871.

**Aug. 18** — Festival of the Sea, Hyde Street Pier, San Francisco, 10 a.m.-5 p.m. Live music, maritime crafts, demos, open boats. Free. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Aug. 18-19** — Wooden Boat Show, Port of Toledo, OR. Kids' activities, live music, boat rides, poker paddle, family & youth boatbuilding. Info, [www.portoftoledo.org/wooden-boat-show](http://www.portoftoledo.org/wooden-boat-show).

**Aug. 21** — Alicia Amerson presents My Address Like My Wings Travel with Me: Drone Stewardship to Protect Marine Life. Bay Model, Sausalito, 7-9 p.m. \$5 donation for Cetacean Society student research grants. Info, (415) 332-3871.

**Aug. 25** — Open House, Coyote Point YC, San Mateo, 11 a.m.-3 p.m. Free boat rides & tours, safety demos, kids' activities. Free entry; \$5 lunch. Info, [www.cpyc.com](http://www.cpyc.com).

**Aug. 25** — Why the Bay Model Is Important Today, Sausalito, 3-4 p.m. Free. Info, (415) 332-3871.

**Aug. 25** — South Bay Crew List Party, Coyote Point YC, San Mateo, 5-8 p.m. Hors d'oeuvres, slideshow, sea shanty music. Ages 21+. \$10 entry; cash bar. Info, [www.cpyc.com](http://www.cpyc.com).

**Aug. 26** — Sail under the full moon on a Sunday.

**Sept. 3** — It's OK to go for a sail on a Monday — it's Labor Day.

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

**Sept. 5** — *Latitude 38* Fall Crew List Party, Spaulding Marine Center, Sausalito, 6-9 p.m. Appetizers, guest experts & demos, cash beer & wine bar. \$5-\$7 cash only at the door; free for registered 2018 Baja Ha-Ha skippers & first mates only. Info, (415) 383-8200 or [www.latitude38.com](http://www.latitude38.com).

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

**Sept. 7** — Free Fishing Day throughout California. Info, [www.wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days](http://www.wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days).

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

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

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

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

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

### Racing

**Aug. 1-3** — Hobie Youth and Women NAs on Huntington Lake. Info, [www.regattanetwork.com/event/15801](http://www.regattanetwork.com/event/15801).

**Aug. 2** — Laser Gorge Blowout. CGRA, [www.cgra.org](http://www.cgra.org).

**Aug. 3** — Kaua'i Channel Race from Kane'ohe YC (Oahu) to Nawiliwili YC (Kauai). Info, [www.kauaichannelrace.com](http://www.kauaichannelrace.com).

**Aug. 3-5** — Laser PCCs. CGRA, [www.cgra.org](http://www.cgra.org).

**Aug. 4** — OYRA Wild Card #1. YRA, [www.yra.org](http://www.yra.org).

**Aug. 4** — Double Damned, from Cascade Locks to the Dalles, OR. Hood River YC, [www.hoodriveryachtclub.org](http://www.hoodriveryachtclub.org).

**Aug. 4** — Single/Doublehanded Race #4. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 4** — Moseley Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 4** — North Bay Series #5/Angel Island. VYC, [www.vyc.org](http://www.vyc.org).



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# CALENDAR

- Aug. 4** — Kay & Dave Few Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).
- Aug. 4** — Santanarama in Pebble Beach. Stillwater YC, [www.sycpb.org](http://www.sycpb.org).
- Aug. 4-5** — Summer Keel. Info, [www.sfyf.org](http://www.sfyf.org).
- Aug. 4-5** — El Toro Worlds, Pinecrest Lake. Info, [www.eltoroira.org](http://www.eltoroira.org).
- Aug. 4-5** — BAYS Summer #3 on Richardson Bay, hosted by SFYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).
- Aug. 4-5** — Hobie Cat Mile High Regatta on Huntington Lake. Info, [www.div3.hobieclass.com/regattas](http://www.div3.hobieclass.com/regattas).
- Aug. 4-5** — Franks Tract Regatta on the San Joaquin River. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).
- Aug. 4-5** — Summer 5 & 6/Konigshofer Regatta for Shields. MPYC, [www.mpyc.org](http://www.mpyc.org).
- Aug. 5** — CBRA #3, hosted by CYC. YRA, [www.yra.org](http://www.yra.org).
- Aug. 5** — Commodore's Cup Race on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).
- Aug. 5, 19, Sept. 9** — Avila Cup Series & Small Boat Cup Series on San Luis Obispo Bay. San Luis YC, [www.slyc.org](http://www.slyc.org).
- Aug. 5, 19, Sept. 16** — Coronado 15 Sailing & Racing. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).
- Aug. 6-9** — Junior Sabot Nationals. LBYC, [www.lbyc.org](http://www.lbyc.org).
- Aug. 6-10** — Hobie 18/20 NAs on Huntington Lake. Info, [www.div3.hobieclass.com/regattas](http://www.div3.hobieclass.com/regattas).
- Aug. 8-12** — 505 NAs. StFYC, [www.stfyf.com](http://www.stfyf.com).
- Aug. 11** — YRA Summer Series #4. YRA, [www.yra.org](http://www.yra.org).
- Aug. 11** — Dinghy Delta Ditch, 30 miles from Rio Vista to West Sacramento. LWSC, [www.lwsailing.org](http://www.lwsailing.org).
- Aug. 11** — Benicia YC vs. Vallejo YC Regatta. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org) or VYC, [www.vyc.org](http://www.vyc.org).
- Aug. 11** — Steele Cup/Dinghy Weekend on Lake Rancho Seco. FLYC, [www.flyc.org](http://www.flyc.org).
- Aug. 11** — Shaw Island Classic, Friday Harbor, WA. San Juan Island YC, [www.sjiyc.com](http://www.sjiyc.com).
- Aug. 11, Sept. 1** — Summer Series #3 & 4. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).
- Aug. 11, Sept. 8** — South Bay Interclub Series. Info, [www.jibaset.net](http://www.jibaset.net).
- Aug. 11, Sept. 8** — Buoy Series on Clear Lake. KBSC, [www.kbsail.org](http://www.kbsail.org).
- Aug. 11, Sept. 8** — Race days on the San Joaquin River. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).
- Aug. 11-12** — USMRC Qualifier #7. LBYC, [www.lbyc.org](http://www.lbyc.org).
- Aug. 12** — Midsummer Madness on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).
- Aug. 12** — Day on the Monterey Bay Regatta benefiting Big Brothers Big Sisters. SCYC, [www.club.scyc.org/racing](http://www.club.scyc.org/racing).
- Aug. 12** — Summer 4 & 5 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).
- Aug. 12** — Baxter-Judson Series Race #6. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).
- Aug. 12-25** — I-14 Worlds. RYC, [www.richmondyc.org](http://www.richmondyc.org).
- Aug. 14** — Cup Boat Regatta, El Dorado Hills. FLYC, [www.flyc.org](http://www.flyc.org).
- Aug. 14-19** — Star North Americans, Marina del Rey. California YC, [www.calyachtclub.com](http://www.calyachtclub.com).
- Aug. 16-19** — Mercury Nationals, LAYC, San Pedro. Info, [www.mercury-sail.com](http://www.mercury-sail.com).
- Aug. 17** — Aldo Alessio Perpetual. StFYC, [www.stfyf.com](http://www.stfyf.com).
- Aug. 17-19** — J/70 & Melges 24 Cal Cup. StFYC, [www.stfyf.com](http://www.stfyf.com).
- Aug. 18** — Double Angle Race, from Santa Cruz and Monterey to Moss Landing. ElkYC, [www.elkhornyc.org](http://www.elkhornyc.org).
- Aug. 18** — Single/Doublehanded Race #4. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).
- Aug. 18** — Round the Rock. BVBC, [www.bvbc.org](http://www.bvbc.org).





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## CALENDAR

- Aug. 18** — Singlehanded Regatta. FLYC, [www.flyc.org](http://www.flyc.org).
- Aug. 18** — San Francisco Pelican Fleet Races, Black Point, Petaluma River. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).
- Aug. 18** — Wosser Cup. SFYC, [www.sfyf.org](http://www.sfyf.org).
- Aug. 18** — Junior Championship. MPYC, [www.mpyc.org](http://www.mpyc.org).
- Aug. 18, Sept. 8** — Classic Boat Invitational Series #2 & 3. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).
- Aug. 18, Sept. 15** — Small Boat Solar Series #6 & 7. EYC, [www.encinal.org](http://www.encinal.org).
- Aug. 18, Sept. 15** — Cal Cup Windsurfing Race Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).
- Aug. 18, Sept. 15** — Fall One Design #1 & 2. SCYC, [www.scyc.org](http://www.scyc.org).
- Aug. 18-19** — Drake's Bay Races 1 & 2. OYRA/SSS, [www.yra.org](http://www.yra.org) or [www.sfbaysss.org](http://www.sfbaysss.org).
- Aug. 18-19** — Swiftsure Regatta. StFYC, [www.stfyf.com](http://www.stfyf.com).
- Aug. 19** — Gracie & George doublehanded coed women skippers' race. EYC, [www.encinal.org](http://www.encinal.org).
- Aug. 19** — Tri-Island #3. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).
- Aug. 19** — Skip the Skipper on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).
- Aug. 23-26** — US Women's Match Racing Championship/Adams Cup/Mertz Trophy. StFYC, [www.stfyf.com](http://www.stfyf.com).
- Aug. 24** — Moonlight Race on a Friday in Benicia. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).
- Aug. 25** — CBRA Series #4. YRA, [www.yra.org](http://www.yra.org).
- Aug. 25** — Women Skipper Regatta (coed crews OK). SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).
- Aug. 25** — Moonlight Marathon Race #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).
- Aug. 25** — H.O. Lind Regatta. TYC, [www.sequoiayc.org](http://www.sequoiayc.org).
- Aug. 25** — Skipper Scramble (crew picked out of a hat) on Clear Lake. KBSC, [www.kbsail.org](http://www.kbsail.org).
- Aug. 25** — DCR Race. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).
- Aug. 25-26** — Laser NorCals. SCYC, [www.scyc.org](http://www.scyc.org).
- Aug. 25-26** — Vanguard 15 Nationals at TISC. Info, [www.vanguard15.org](http://www.vanguard15.org).
- Aug. 25-26** — USA Junior Olympic Festival/Northwest Youth Championship. Info, [www.seattleyachtclub.org](http://www.seattleyachtclub.org).
- Aug. 26** — Fall SCORE #1. SCYC, [www.scyc.org](http://www.scyc.org).
- Aug. 26** — Fall 1 & 2 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).
- Aug. 31** — Windjammers Race, San Francisco to Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).
- Aug. 31-Sept. 3** — San Francisco Pelican Tomales Bay Regatta. SF Pelican Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).
- Sept. 1** — Jazz Cup, from Treasure Island to Benicia. SBYC/BenYC, [www.regattanetwork.com/event/16852](http://www.regattanetwork.com/event/16852).
- Sept. 1** — Singlehanded Buoy Race on Monterey Bay. MPYC, [www.mpyc.org](http://www.mpyc.org).
- Sept. 1-2** — Redwood Regatta on Big Lagoon. Humboldt YC, [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org).
- Sept. 1-2** — Labor Day Regatta, Pebble Beach. Stillwater YC, [www.sycpb.org](http://www.sycpb.org).
- Sept. 3** — Laser/Opti Sail-Off. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).
- Sept. 7-9** — Melges 24 Nationals. SFYC, [www.sfyf.org](http://www.sfyf.org).
- Sept. 7-9** — Laser Fleet Championships on Stampede Reservoir near Truckee. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).
- Sept. 8** — Fall Race #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).
- Sept. 8** — Single/Doublehanded Race #5/Commodore's Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).
- Sept. 8** — Tornberg Regatta. TYC, [www.tyc.org](http://www.tyc.org).
- Sept. 8** — North Bay Series #6. VYC, [www.vyc.org](http://www.vyc.org).
- Sept. 8** — Intraclub Race #3. RYC, [www.richmondyc.org](http://www.richmondyc.org).
- Sept. 8** — Championship Series. CYC, [www.cyc.org](http://www.cyc.org).
- Sept. 8-9** — Millimeter Nationals. EYC, [www.encinal.org](http://www.encinal.org).



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## CALENDAR

**Sept. 8-9** — Dolphin Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).  
**Sept. 8-9** — Perpetual Races on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).  
**Sept. 8-9** — Beneteau Cup. SDYC, [www.sdy.org](http://www.sdy.org).  
**Sept. 9** — Commodore's Cup. EYC, [www.encinal.org](http://www.encinal.org).  
**Sept. 9** — Lady Skippers' Race. Presidio YC, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).  
**Sept. 9, 16** — Governor's Cup. FLYC, [www.flyc.org](http://www.flyc.org).  
**Sept. 13-16** — Rolex Big Boat Series. Entry deadline: 8/31. StFYC, [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com).  
**Sept. 15** — Half Moon Bay Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).  
**Sept. 15** — Summer #5/South Bay Championship. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).  
**Sept. 15** — Corkscrew Slough Regatta for El Toros. Larry, (650) 888-2324 or [www.eltoroyra.org/regattas.htm](http://www.eltoroyra.org/regattas.htm).  
**Sept. 15-16** — Finn PCCs. SDYC, [www.sdy.org](http://www.sdy.org).  
**Sept. 16** — Fall One Design 1, 2 & 3/Luke's Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).  
**Sept. 16** — Late Summer Race on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

### Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 8/3, 8/17, 8/31, 9/14. Gary, (510) 865-2511 or [www.bbyc.org](http://www.bbyc.org).  
**BAY VIEW BC** — Fall Monday Night Madness: 8/6, 8/20, 9/3, 9/17, 9/24 (make-up). Info, [www.bvbc.org](http://www.bvbc.org).  
**BENICIA YC** — Every Thursday night through 10/18. Dan, (707) 319-5706 or [www.benicia-yachtclub.com](http://www.benicia-yachtclub.com).  
**BERKELEY YC** — Every Friday night through 9/28. Paul, (510) 540-7968 or [www.berkeleyyc.org](http://www.berkeleyyc.org).  
**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).  
**CORINTHIAN YC** — Every Friday night through 8/24. Marcus, (415) 435-4771 or [www.cyc.org/racing](http://www.cyc.org/racing).  
**COYOTE PT YC** — Every Wednesday night through 10/10. Info, (650) 347-6730 or [www.cpyc.com](http://www.cpyc.com).  
**ENCINAL YC** — Summer Twilight Series, Friday nights: 8/3, 8/17, 9/7. Ted, (925) 699-3726 or [www.encinal.org](http://www.encinal.org).  
**FOLSOM LAKE YC** — Every Wednesday night through 8/29. Summer Sunset Series, Saturday nights: 8/4. Info, (916) 534-8458 or [www.flyc.org](http://www.flyc.org).  
**GOLDEN GATE YC** — Friday Night Series: 8/10, 8/24. Info, [www.ggyc.com](http://www.ggyc.com).  
**HALF MOON BAY YC** — Friday nights: 8/3, 8/17, 8/31, 9/14, 9/28. Info, [www.hmbyc.org](http://www.hmbyc.org).  
**ISLAND YC** — Summer Island Nights, Fridays: 8/10, 8/24, 9/14. David, (510) 521-2985 or [www.iyc.org](http://www.iyc.org).  
**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon, year round. Info, [www.kbsail.org](http://www.kbsail.org).  
**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/10. Info, [www.tahoewindjammers.com](http://www.tahoewindjammers.com) or Jeff, (775) 544-8268.  
**LAKE WASHINGTON SC** — Every Thursday night through 9/27. Info, [www.lwsailing.org](http://www.lwsailing.org).  
**LAKE YOSEMITE SA** — Every Thursday night through 8/30. Dennis, (209) 722-1947 or [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).  
**MONTEREY PENINSULA YC** — Sunset Series every Wednesday through 9/26. Family Fun Dinghy Series, Friday nights: 8/10, 8/17, 8/24, 8/31. Info, [www.mpyc.org](http://www.mpyc.org).  
**OAKLAND YC** — Sweet 16 Series every Wednesday night through 9/5. Jim, (510) 277-4676 or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).  
**RICHMOND YC** — Wednesday nights: 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19, 9/26. Eric, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).  
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# CALENDAR

Folkboats, Knarrrs through 8/22. Thursday Night Kite Series: 8/23, 9/6, 9/20. Friday Night Formula Windsurf Series: 9/14, 9/28. Graham, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

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

**SANTA CRUZ YC** — Every Wednesday night through 10/31. Friday night Lasers: 8/17. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Summer Sunset Series, every other Tuesday night: 8/7, 8/21, 9/4. Mary, (510) 757-3317 or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

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

**SIERRA POINT YC** — Every Tuesday night through 8/28. Quincy, (650) 291-4061 or [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday Night Series: 8/3, 8/17, 8/24. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**STOCKTON SC** — Every Wednesday night through 8/29. Info, (209) 951-5600 or [www.stocktonsc.org](http://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](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday night through 8/10. Cam, (415) 789-9294, [race@tyc.org](mailto:race@tyc.org) or [www.tyc.org](http://www.tyc.org).

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

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

### August Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
8/04Sat	0534/4.0	1100/1.9	1755/5.7	
				HIGH
8/05Sun	0036/1.3	0708/3.9	1201/2.3	1846/6.0
8/11Sat	0558/-1.2	1301/5.5	1755/2.1	
				LOW
8/12Sun	0010/7.0	0643/-1.0	1343/5.6	1849/1.8
				HIGH
8/18Sat	0005/1.1	0637/4.2	1143/2.4	1815/5.8
8/19Sun	0114/0.9	0808/4.2	1252/2.7	1910/5.8
8/25Sat	0540/0.1	1236/5.0	1738/2.4	2339/5.9
8/26Sun	0610/0.1	1303/5.1	1812/2.3	

### August Weekend Currents

date/day	slack	max	slack	max
8/4Sat	0206	0424/1.1F	0630	1006/1.9E
	1318	1618/1.9F	1836	2212/2.9E
8/5Sun	0318	0536/1.2F	0824	1124/1.7E
	1418	1712/1.8F	1930	2312/3.1E
8/11Sat	0024	0354/4.5E	0824	1100/3.4F
	1406	1654/2.8E	2006	2254/2.9F
8/12Sun	0118	0448/4.5E	0906	1142/3.4F
	1448	1742/3.1E	2106	2342/2.9F
8/18Sat	0230	0436/1.6F	0736	1024/2.1E
	1336	1612/1.8F	1842	2242/2.7E
8/19Sun	0342	0600/1.6F	0900	1136/1.8E
	1448	1712/1.5F	1942	
8/25Sat	0006	0400/3.4E	0812	1042/2.8F
	1348	1636/2.6E	2000	2224/2.0F
8/26Sun	0048	0430/3.5E	0842	1118/2.8F
	1418	1712/2.7E	2036	2306/2.1F



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'06 Catalina 34 \$113,700



'06 Beneteau 523 \$340,000



'13 Jeanneau 509 \$449,000



'10 Island Packet 36 \$235,000



'07 Catalina 42 \$188,500



'91 J Boats J/44 \$145,000



'89 Catalina 34 \$46,500



'04 Catalina 42 \$168,800



'97 Jeanneau 45.1 \$119,000



'01 Hunter 320 \$48,500



'00 Tartan 3700 \$119,900

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## LETTERS

### ⇅ COURSE CORRECTIONS

I think I gave you an indignant — but understandable — response in last month's *Letters* when I commented on the May 16 'Lectronic *Latitude, Tack or Attack* [we titled that letter *Watch Your Tone*].

*My* tone left something to be desired; I should have held off a couple of days and written a more constructive letter. It was pure reflex. I'll attempt to provide some more constructive — and hopefully, gentle — criticism. I love *Latitude 38*. That's part of the reason I was so upset.

I'll stick to this specific encounter, and then close with a couple of general suggestions. In the 'Lectronic, you said: "We were having a brisk and pleasant sail, when an LPG tanker appeared from astern. No big deal. With our bearing holding steady we decided to point up a bit, slow down and let it pass ahead. Then this gun boat came roaring into view and we reconsidered our plan. Though we were monitoring VHF channel 16 we didn't hear a hail, but we did get a clear hand gesture that we should tack (clearly being on starboard tack and under sail wasn't going to help us). We were pleasure-sailing, so no big deal."



SUSAN KREBS

*Danger and appropriate actions are in the eye of the beholder. From our perspective, this was a normal encounter with a ship transiting the Bay. From a professional mariner's point of view, this encounter was too close for comfort, and our actions were not decisive enough to put the pilot of the ship at ease.*

I'm very glad that you knew which vessel had the right of way in this situation, but I don't think you made this clear to your readers, some of whom would not know, in the article. It wasn't clear to me, but then I'm kinda thick. And your actions, or the absence of them, showed a lack of appreciation for the seriousness of the situation and a lack of understanding of your obligations as the burdened, or give-way, vessel. They were very typical, however, of your average recreational boater.

During a tanker transit, armed escort vessels and any tugs involved are under the direction of the ship's pilot, or at least they were when I was doing this up until 2000. That escort would almost certainly not have buzzed you if the pilot had not directed him to do so. He or she would not have done so unless you made him or her uncomfortable. And those Bay pilots are accustomed to very close encounters.

I wasn't there, but I'd speculate that what made the pilot uncomfortable was your not taking "early and substantial" (see CG 169 on conduct of burdened vessels) action that





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## LETTERS

made your intentions clear, as required by the rules of the road. I understand that you luffed up to slow down and let him go by, but that was a small course change. And the fact that you altered course to the right was a mistake. It might have led him to believe you intended to cross his bow. You'd be astonished at how often this happens.

If he was a sailor (quite a few pilots and tug operators are), he might also have been concerned about your hanging up in irons. As the burdened or give-way vessel, you are required to take "early and substantial" action so that your intentions are clear to the stand-on, or privileged vessel. The stand-on, or privileged, vessel is required to maintain course and speed so that you can maneuver to avoid them without confusion.

I would suggest that if/when you find yourself in a similar situation again, you either tack or bear away enough that the pilot *knows* that you intend to take his stern, and that you do this sooner, much sooner — please — rather than later. And I fully realize that in this situation, either of these choices would have meant a drastic course change for you. I would further suggest that these actions would be appropriate whether you're "pleasure sailing" or racing. I cannot begin to tell you how many close encounters I've had with racing yachts. People do incredibly stupid things in the heat of battle, yours truly included — though I do give commercial traffic a wide berth, always, and I tell myself that "There's always the next race."

I love sailing, and I love sailing on San Francisco Bay. I'm glad that you promote and encourage it. I hope you and your readers get out there have a mellow, laid-back and enjoyable time.

But I would also like to suggest that any time a larger commercial vessel — be it a tug and barge, container ship, tanker, or LPG carrier — is under way in confined and crowded waters, it is a Big Deal. And based on my experience working with these vessels and their masters, mates and pilots, it's a big deal to the people operating them. They take it very seriously.

I think you made one (or more) of them uncomfortable when they were in a stressful situation and then made light of it in print. I think you could have easily avoided this. I hope you do so in the future and encourage your readers to do the same. And I wish you every success with the magazine.

John Tebbetts  
Ichi Bahn, Yamaha 33  
Tonga/South Pacific

*John — Thanks for your follow-up. It's a busy Bay and the 'tonnage rule' suggests we defer to ships and ship captains. We know it can look far different from a ship's bridge as opposed to from the cockpit of a small sailboat. "Early and substantial" course changes will help everyone be safer and more comfortable (we used to argue with our mother that "we did clean our room!" but it often wasn't 'substantial' enough for her to notice). Glad you're out enjoying a less-crowded part of the Pacific and hope we can connect on the water somewhere soon.*

### ↑↓ GAS-USING BOATERS BEWARE

There is a reason that Iowa is an early-primary state! Corn . . . Ethanol . . . See a connection?

George Ramsay  
Planet Latitude

*Readers — In a June 8 'Lectronic Latitude, we shared a letter from Chris Edmonston, the Vice President of Government Affairs, Boat Owners Association of The United States, or*





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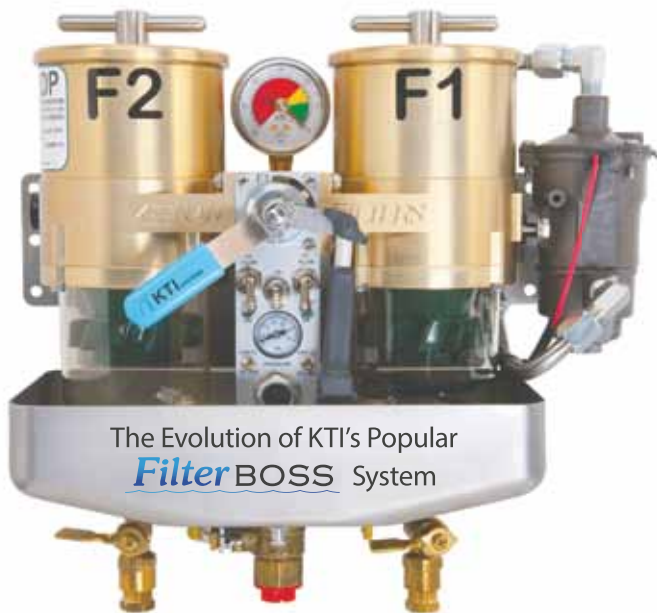
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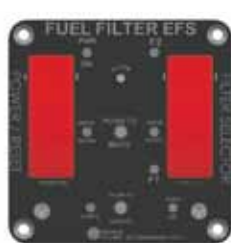
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## LETTERS

*BoatU.S., who told us that the current administration recently announced the sale of E15 (15% ethanol) gasoline year-round. Because many gas-using boaters refuel their boats' jerry cans at roadside gas stations rather than at marinas, there is an increased chance that they might accidentally pump E15 fuel into their motors, because "the only warning label required on the station's gas dispenser is an ineffectual, small, square orange label about the size of a pack of cards."*

*Edmonston added that, "Artificially expanding the market for E15 by allowing year-round sales could make it even more challenging for consumers to find preferred ethanol-free (E0) fuel and increase the risk of misfueling." Nearly 92% of all outboard mechanics have found problems stemming from ethanol-related issues, according to a Boating Industry survey. What's more, Edmonston said "The reason that E15 is currently banned for sale by the Environmental Protection Agency during summer months is due to concerns that it contributes to smog on hot days. Ethanol-blended fuels also result in fewer miles per gallon, as ethanol has a third less energy content than gasoline, according to the Department of Energy."*

*So in other words, George Ramsay was reminding us that politics has likely crept into another part of our sailing lives.*

### ↑↓ OH, THAT BOAT?

Sunday, July 1, was a crazy wind day on the Bay. With the noking winds, fog and smoke, the sky was an eerie sight. There was a trimaran we hadn't seen on the Bay before, so I took a picture, which captured the contrast of the white/gray fog against the smoky background. An eerie day indeed.

Dana Dupar  
OPB Sailor on Irie  
Sausalito



DANA DUPAR

*Dana — "Her name is Paradox," wrote Cameron Tuttle. "She's berthed at Marina Bay Yacht Harbor in Richmond."*

### ↑↓ HAILING ANYBODY WILLING TO LISTEN

Monique Selvester did a great reporting job on the floating city (Ephemerisle) that happens on the Sacramento River in last month's issue.

However, she stated that participating units must follow "all maritime rules such as having a VHF, PFD for each person . . ." In fact, there is *no* US Coast Guard requirement for any recreational vessel to carry a VHF radio. Hats off to the organizers for this requirement. Of course, many boats do carry a VHF, with 16 being the channel typically used to hail



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## LETTERS

each other, or to make emergency calls.

I find it rather unbelievable that a VHF radio is not required by the Coast Guard. While they may have been somewhat impractical on, say, a 16-ft fishing boat 20 years ago, that's not the case today. Handheld radios are small, reliable and often priced under \$100. Anybody (even paddleboard folks) who can afford to get onto the water in some craft can certainly afford a VHF radio.

And while it would be rare to find a sailboat without a VHF, that is certainly not the case for all recreational boats. While I may be preaching to the choir of knowledgeable *Latitude 38* readers, hopefully somebody in a position to legislate the requirement for VHF radios might be reading this.

Armand Seguin, USCG Master  
M/V *Delfini*  
Vallejo

### ↑↓ A SHOUT-OUT TO OWL HARBOR

This year's Delta Ditch Run was a bit of a disappointment. No wind. Almost no finishers. Our Catalina 30 *Shellback* started sailing backward, still in San Pablo Bay, after we used up our four hours of engine time in the Cruising Division. But getting to Stockton Sailing Club was the start of our Delta Doo Dah — and where the cars waited — so we restarted the engine and pressed on.

Just now we are enjoying a surprisingly comfortable day at Owl Harbor due to reasonable temperature and a light breeze. The tables are set and the grills are heating for the annual Owl Harbor Tenant Appreciation and Delta Doo Dah BBQ.

And now, finally, the reason for this letter: A shout-out to the operators of Owl Harbor. This has been the big payoff for our Ditch Run these last few years: a couple of days at the best-managed and most-welcoming marina we have visited anywhere in the world (from the Bay to the Northwest, the Baltic Sea, Scotland and the Irish Sea). A really great BBQ that becomes a day-long party and celebration of the boating community. Every DIY Doo Dah sailor should try to include the Owl Harbor BBQ.

John Abbott  
*Shellback*, Catalina 30  
Richmond

### ↑↓ ADVISING A MEDEVAC IN THE SOCIAL 300

*Deception* was close to *Bretwalda* and we observed an extended period when they couldn't get their torn kite down. They reported on the radio that they had an injury aboard but were going to continue to race. [During a round-up, a sheet had wrapped around a crewman's leg.] One of *Deception's* crew, Dr. Charles Stuart, is a retired orthopedic surgeon. He got on the radio and asked if they wanted to discuss their injury. When they described the injury, he advised what to watch for, including the important issue of making sure there was a pulse in the lower leg and foot. They initially reported a pulse but shortly came back on to report no pulse in the lower leg. Charlie advised them to get him to the hospital as soon as possible, as there was a high at risk of losing his leg. *Bretwalda* reported they could make it into Marina del Rey in 7-8 hours.

The Coast Guard was monitoring this exchange and came on to discuss it with Charlie. Charlie told them 7-8 hours was not soon enough, that the lack of a pulse in the lower leg for that long meant the person was likely to lose his leg, and that the CG should definitely proceed with a medevac, which they did.

It seems from what little reports I have seen that this in-



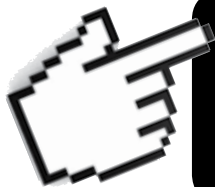
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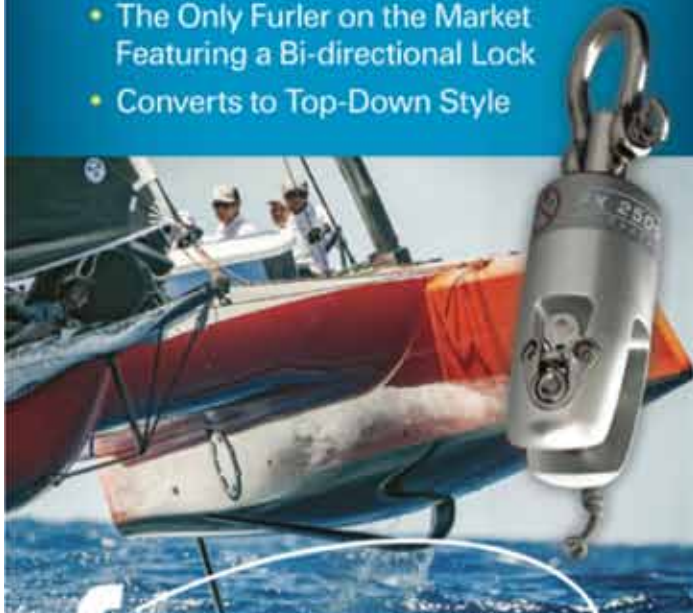


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## LETTERS

cident had a good outcome. The injured person did undergo surgery to graft the veins and nerves back together and relieve constricting pressure from the surrounding muscle. But a disaster was narrowly avoided here.

This is a good example of using the resources that exist on the racecourse, as well as prompt CG response. We should not be afraid to ask for a medical consult. If Charlie had not jumped on the radio and volunteered his help, it is likely *Bretwalda* would have done what I think many of us would have done — stabilize the injured person, give some pain medication, and continue sailing as long as he otherwise seemed under control. That would not have worked here as his lower leg probably would have died before he reached medical attention.

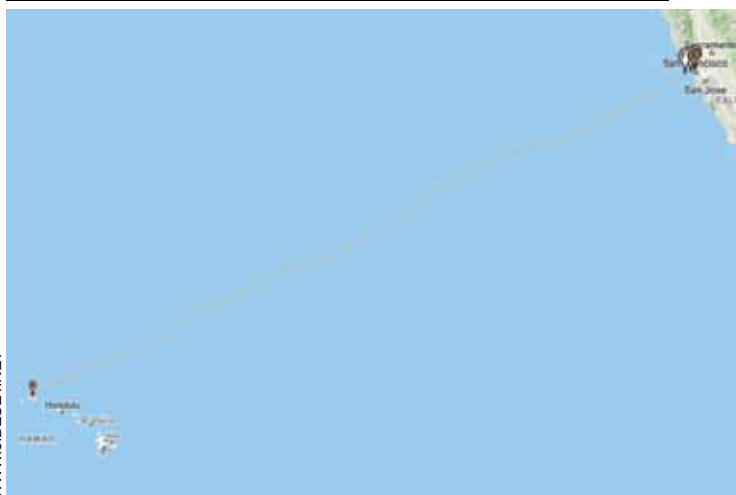
Bill Helvestine  
Deception, Santa Cruz 50  
Richmond

*Readers — As Bill suggested, we checked his facts with Dr. Charlie Stuart, who said, "The info is basically correct. This could have been a real disaster, but the Bretwalda skipper remained calm and everyone involved worked together to get a good result. The takeaway is that there are resources out on the racecourse to help in an emergency. Reach out on channel 16, which everyone should monitor."*

### ↕ RHUMB LINE OR GREAT CIRCLE ROUTE?

Fun reading the Pac Cup reports. A couple of things from my perspective: A rhumb line is a course that is at a constant fixed angle to the longitude and latitude lines, a straight line, a constant compass heading, and not the shortest course to Hawaii. A rhumb line appears to be a straight line on a typical flat, paper, Mercator projection, nautical chart. At sea, the rhumb line between the West Coast and Hawaii would be a constant course.

A Great Circle or "GC" is the shortest distance between two points on the surface of the Earth. This appears as a



*First-timer Philippe Jamotte won the Singlehanded TransPac sailing this rhumb line course to Kauai. See the story on pages 72-77.*

curved line on a typical nautical chart, on chartplotters, and on trackers such as YB. Racing to Hawaii, the GC may, at halfway, be as much as 90 nautical miles north of rhumb line.

The GC, being the least miles, is most commonly used by commercial ships and planes to save time and fuel. The GC



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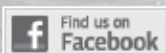
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## LETTERS

for sailing yachts is sometimes a race-winning tactic as in the 2016 Pacific Cup when the Pacific High was well north and east. However, the GC remains risky as it takes you north where the chance of lighter winds associated with the southern quadrant of the Pacific High during summer months increases.

In the Singlehanded TransPac, I saw Philippe Jamotte's straight-as-an-arrow course after Day 1. When unsure, PJ kept it simple, and it worked for him. A spinnaker flown during the day, hand steering, might have gained him 20 miles/day or 120 miles at 10-40 degrees off course. He likely would have sailed many more miles, spent hours on the foredeck making the changeover, and risked a wrap, which would have caused unneeded anxiety. A man of PJ's size on the bow of an Olson 30 untangling spinnaker gear is a questionable proposition.

Regarding the Pacific Cup, it beats me how boats in the Cruising Class are racing for "Line Honors" when they are allowed to motor through patches of light winds and calms. Line Honors should be the first sailing yacht to finish, not a boat that is motor-assisted.

Skip Allan  
Wildflower, FrogCat 22  
Capitola

### ↕ A LITTLE COCOS KEELING HISTORY

Kia and John Koropp's article (in *Changes* in the June issue of *Latitude*) on sailing to the Cocos Keeling Islands brought back a thought that all these beautiful islands we read about have an 'alt' history.

The Cocos Keelings were the site of a WWI battle between the German light cruiser SMS *Emden* and the Australian light cruiser HMAS *Sydney*. *Emden* had been part of Admiral von Spee's Pacific Squadron in August 1914 when she was detached from the German-made port of Tsingtao, China, to raid British and other allied shipping from the South China Sea to the Indian Ocean. Von Spee, as most historians recall, went east across the Pacific with the remainder of the Far East Squadron, and was left to his fate off the Falkland Islands.



GOOGLE MAPS

***In case you need a map (we did): The Territory of Cocos (Keeling) Islands lies off the southwestern boundary of Indonesia in the Indian Ocean.***

For several months *Emden* — a sleek, three-stack coal burner — sank or captured British, French and Russian ships. Her exploits caused maritime insurance rates to rise, and ships to stay in port fearing to move. The South China Sea and the Indian Ocean stopped seeing maritime traffic;





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## LETTERS

*Emden* was crippling the Allied war effort. *Emden's* skipper was delighted when he would capture a coal-carrying ship, assuring his bunkers would stay topped and he could continue his modern-day piracy.

Alas, all good things must come to an end. In November 1914 *Emden* stopped at the Keelings to destroy a radio station and cut communication cables linking the islands to the mainland. A German landing party of some 50 men went ashore. Shortly after, *Emden* saw smoke on the horizon and headed for it hoping for another kill. They planned to pick up the landing party later. But she ran into a merchant convoy (assembled as a group because of *Emden's* activities) being escorted by *Sydney*, which had 6-in guns compared to the 4.1-in (105-mm) guns *Emden* carried.

A quick turn-around to escape was for naught as *Sydney* was faster (her boilers were clean compared to *Emden's* after four months cruising with no port calls). *Sydney's* 6-in guns chopped the *Emden* up, silencing her guns one by one. Battered, *Emden* purposely ran aground on the Keelings, and the battle was over. For some 50 years her hulk stayed on the rocks until someone (in the Australian government I believe) decided to clear it away from being an eyesore.

Most of the German survivors of the battle were captured and sent to Malta, but the landing party eluded the Aussies, stole a leaky interisland schooner, and sailed it across the Indian Ocean, up the Red Sea and into Turkish-occupied Arabia. They eventually made it back to Germany by train. The XO of *Emden* wrote an excellent book of that sailing experience through hostile waters — another 'ripping yarn' of the sea.

Where one sees beautiful beaches, lagoons and palm trees, others see a historical event. When I was a teen in the '50s exploits of WWI like this were common reading, but, too much has happened since; we can't all keep up with or remember such incidents.

Wayne Padgett  
LCdr USCG (ret.)



DEREK PARKER

### ↑↓ A NICE LEISURELY SAIL ON THE BAY

I had some Canadian friends in town and just wanted to show them a typical summer day on the Bay — in the Slot — on June 18, 2018.

Derek Parker  
Talisman, Oceanis 351  
Sausalito

OK . . . Well, who's up for a nice leisurely sail?

— Derek — "Come sailing," he said. "It'll be fun!" he said. Be sure to bring your sunscreen. And four layers of foul weather gear.

### ↑↓ A SAD REPLY FOR "AM I A HAT WINNER?"

Easy to understand why you changed the rules of the 'first-person-to-send-us-a-picture-of-the-new-issue-on-delivery-day-wins-a-T-shirt', because it was too easy for people to just go online and snap a picture, but . . .

I'm currently located in mid-country Mexico and getting a paper copy of *Latitude* is impossible; when they do show up someplace near the coast, their arrival is not early in the distribution cycle.

Sigh. Looking forward to getting back to Paradise Village. Dick and Gena Markie usually have copies fairly soon after





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## LETTERS

publication.

That said, all the best to the magazine and staff. I've been reading *Latitude 38* since shortly after its inception (can't seem to find that date on Internet to know where I was at the time).

PJ Landresse  
*La Cuna*, Hunter Passage 42, K6PJL  
Midland Mexico

### ↑↓ PLEASE CANCEL OUR AD

Hi *Latitude Classy Classifieds*. Your mag is too good. We were only in for one issue and our boat sold. We signed up for two months, but already we have a firm offer. And it's not a scam offer — the guy actually showed up in person. If it falls through, we will certainly re-list. It's a bittersweet time, because *Blue Martini* has been a great boat, but we're moving up to a bigger Schumacher boat, an Outbound 46. Our plan is to join the 25th Anniversary Baja Ha-Ha! We hope Richard does not retire before then.

Thanks for being such a great mag. We read cover to cover every month.

Mark and Laney Gale  
*ex-Blue Martini*, Olson 911  
Latitude Nation

### ↑↓ HOW DO MOST PEOPLE GET HOOKED ON SAILING?

I got started late, in my late 50s. Now I charter two or three times a month to go sailing around San Francisco Bay. I haven't gotten into racing due to work schedules, and I'd definitely like more intro sailing days like Summer Sailstice.

David Henry

How did I get hooked on sailing? Umm, schooners. Duh!  
Marina Lambchop

Breaking down the cost barrier is key to growing the sport/  
pastime/lifestyle in our opinion.

SailTime

I got hooked on sailing when (at 8) I opened a *National Geographic* on some far-off island and realized that sailing there was my best chance — and I did.

Michael Scott

If you grow up with it then it will be part of you; it worked for me.

Greg Clausen

I started racing in the early '90s; seems like that's all we do.

Rich Hudnut

### ↑↓ SAILING ON SUISUN BAY

My boat is currently far up the Delta (at Tower Park Resort). I read your article [in the July 16 *Lectronic Latitude*] about Suisun Bay with interest.

Having traveled across Suisun more times than I can count, I can tell you some things about the dangers of it. There are two main issues. People who don't use the charts are deceived by the large east-west shallow area that runs right through the center of Suisun Bay. The chart shows that there are some areas that are normally awash at low tide. The problem is, most of the time they are just below the waterline, and you can't tell it's super-shallow since the water is murky. Quite often there is someone aground (I've done it once when not



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## LETTERS

paying attention).

The second problem is for people who *actually* read the chart, which shows a restricted area for Port Chicago. There is a 500-yard security zone active whenever a boat is loading or unloading, or when a boat with munitions is docked. When this happens, you can't even stay in the channel; there is a very narrow deep zone between 500 yards and the area named 'Middle Ground'. To help navigate this somewhat narrow area, there are a few white markers just north of the security zone. Near buoy G19, there's less than 20 yards between the security zone and the half-foot sounding!

The best way to transit that area is to ask for permission to enter the zone by calling the the 24-hour Command Center at (415) 399-3547. They will usually give you permission to stay in the channel or at least slightly breach the 500-yard restriction, even when they are actively loading and unloading, sometimes with an escort.

I hope this helps someone thinking about transiting this bay. It's absolutely beautiful up in the Delta (and your boat gets a 'free' bottom job as a bonus since the water is fairly fresh east of Suisun Bay). Anyone looking for more tips feel free to email me at [ron@svjaneo.com](mailto:ron@svjaneo.com). Maybe I'll write a guide someday!

Ron Kuris

Jane O, Privilege 39  
Brisbane

### ↑↓ LEAVING SO SUISUN?

We sailed many races in Suisun in years past. Your article brought back many memories of the numerous races we did through that body of water.

In a South Tower Race many years ago we encountered over 40 knots on the nose and 3-4 feet of chop beating toward Carquinez, the highest wind *Ozone* ever beat into in a race. Then we had our infamous grounding with three other 34s in a Delta Ditch Run and spent all afternoon getting off, with a memorable picture in *Latitude*.

Carl Bauer

*Ozone*, Olson 34  
Richmond Yacht Club

### ↑↓ BE WARNED

I've been going to the Delta for more years than I can recall in all manner of vessels. Even before GPS and chartplotters, it was fairly straightforward navigation, and the shallows were well marked. The cases such as this [a grounding on July 14] seem to me to be simple lack of attention or poor navigation skills.

Dane Faber

*Black Swan*, Grand Banks 49  
Saustown

### ↑↓ OR SO IT SEEMED

The first time I went to the Delta, as I passed under the railroad bridge at Benicia, I saw miles of open water, or so it seemed. With the chart close at hand, I stuck to the channel markers on the south side of the bay. A little farther on, I noticed the remains of a boat to the north of me, between where I was and the Mothball Fleet. Although your article (and the Coast Guard report you referenced) did not say exactly where the 22-ft sailboat grounded, I bet that's where it was. That 'point' is notorious for groundings and is marked, but it's deceptive in its invisibility. Those remains I spoke of have been gone for a few years now, but will this sailboat be the new 'don't go here' marker?



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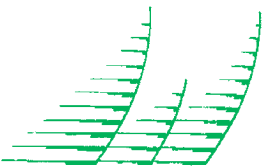


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## LETTERS

Incidentally, going east, that area begins what I call the 'I-5 of Boating'; it's straight (once you get around the corner toward Port Chicago), there's nothing to look at, it can be really hot, and it takes a couple of hours (depending on current and wind). The stacks at Pittsburg are a great reference point as to where you're going, but for a while, they seem like a mirage where, even though you're getting closer, you're not sure if you're ever going to get there.

I guess the moral of the story is, use your charts and don't let your guard down!

Brian Forster  
*Great Expectations*, Catalina 320  
Sausalito

### ⇕ FENDER BENDER

One of the first things I do when I go sailing on the Bay is stow the docklines and fenders. I see a lot of other boats, both power and sail, out and about on the Bay with fenders dragging in the water. In my opinion, it looks bad to see a nice boat in the middle of the Bay with four fenders dragging in the water!

Glenn Shinn  
*Grendel*, Moore 24 prototype  
Santa Cruz

### ⇕ WE LEAVE THEM DOWN IN EASTERN EUROPE

I got a little chuckle out of the piece on not sailing around dragging your fenders.

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Greg Dorland  
*Escapade*, Catana 52  
Korcula, Croatia



GREG DORLAND

### ⇕ EARN YOUR STRIPES

Wayne Kipp and I termed a phrase years ago after a delivery to SoCal. Any vessel with their fenders down had Marina del Rey Racing Stripes.

Tim Stapleton  
PK, J/80  
Richmond Yacht Club





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## LETTERS

Dragging fenders? That's the nautical equivalent of an open fly. I understand they're also known as "Marina del Rey Racing Stripes."

John Tennyson  
*Grinnin' Bear*, Catalina 30  
San Francisco

### ↑↓ A FENDER OFFENDER

Sailing is beautiful, in a structured, respectful way. Now, I've left fenders down sometimes because I'm a forgetful idiot. But, I'll avoid passing that off as my statement of liberation from convention. Doing things 'just to do them' because it is rebellious is as smart as those comparisons seem.

So, I don't 'judge' if you decide on sailing's version of the ultimate bad tattoo or ingestion of a Tide POD, but let's call it what it is . . . an affront to the Sea and to Sailing.

Rich Jepsen, Self-Righteous Sailing Instructor  
*Cedric*, IOD  
OCSC, Berkeley

### ↑↓ WATCH THE PAINT!

Those of us who have to maintain the paint on the sides of our hulls don't pick up fenders so we "look good," we pick them up because they scuff up the paint and shorten its life. Come on by and lend a hand sanding and painting *Mayan's* topsides and you'll become rather rigorous about keeping the fenders off the paint.

Beau Vrolyk  
*Mayan*, Alden Schooner  
Santa Cruz

### ↑↓ IF YOU'RE WORKING IT'S FINE

When I was teaching sailing out of Redwood City and San Francisco, I always referred to fenders down as "Bayliner Racing Stripes." While I agree with the working-boat standard of not pulling fenders in while moving around the marina from slip to fuel dock or the like, once the breakwater is cleared, the fenders get stowed.

Gene Bennett  
*Coot*, Godzilla  
Kenmore, WA

### ↑↓ THOSE FENDERS DOWN ARE CONVEYING USEFUL INFORMATION

Their boat. Their fenders. So long as no one's in danger, what's it matter? They're out on the water having fun, and will catch on soon enough. Besides, dangling fenders help us know that a novice might be in charge and should be given lots of room.

Ron Sherwin  
*Chimera Blù*, Tartan 4100  
Monterey, CA

### ↑↓ FENDERS UP AS LONG AS I'M NOT IMPERILING THE CREW

I pull my fenders and stow them when I'm racing or with an experienced crew. If shorthanded cruising, I lay them on deck still attached to rail or lifelines. If they fall back into the water because we are rail-down, I leave them there until it's easy to restow. I don't want to imperil any crew fetching fenders. My ego was destroyed years ago so I don't really care if it is a fashion faux pas.

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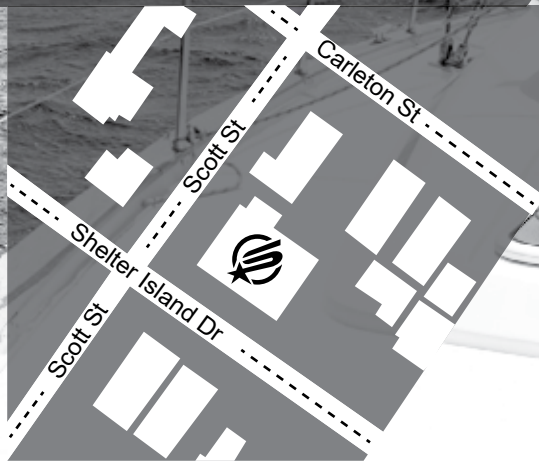
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## LETTERS

### ↑↓ NOT MY FENDERS



BOB JOHNSTON

Regarding fenders, there are the discolored, semi-inflated white blobs with badly-frayed whips, which are ready to be lost overboard. Then there are proper fenders you wouldn't want to lose.

Even though *Ragtime!* is a little race boat, she has the latter because, well, she's spoiled. Needless-to-say, she wouldn't want to be seen sailing around with them dragging in the water, now would she?

Bob Johnston  
*Ragtime!* J/92  
Richmond Yacht Club

Readers — We thought this topic might spur some healthy discussion about one of sailing's biggest faux pas. In a July 11 'Lectronic, we emphatically stated that we don't 'endorse' fender-down sailing because it is, at its heart, poor seamanship. Fenders down while underway reflects an unready and mismanaged vessel where equipment is straining, chafing and wearing unnecessarily. Some would say that fenders down is a function of pure laziness. So there's all of that, but having your fenders down just looks bad. "The nautical equivalent of an open fly," said one reader.

For us, pulling your fenders up was beaten into our heads long before we learned anything else about sailing — and the impetus of this ritual was just as much for the aesthetics and social acceptance as it was for its functionality. While we (again) firmly believe in having your boat as tidy and shipshape as possible as a reflection of your state of readiness for the sea, we have seen an extreme side to pulling the fenders up that borders on obsessive-compulsive, or is somewhat equivalent to the cool kids making fun of you for your fashion choices. In fact, there is a new Instagram account called @fenders\_out, which documents #fenderoffenders. Surfing has an equivalent called @kook\_of\_the\_day, which shows people wearing their wetsuits in the supermarket, putting their fins on backward, etc. These sites are all fun and games (and we follow and enjoy them both), but again, there's a certain cliquishness to them: "We're cooler than you, because we look better." It's not untrue, but, as we get older, it feels like a slightly immature notion.

While leaving Lowrie in San Rafael last spring, about 30 seconds after we pulled out of our slip, two people (from a motorboat no less) blurted out: "Your fenders are down. And there's no wind out there." Clearly, our relaxed fender-stowing procedure isn't going to satisfy people with OFD (Obsessive Fender Disorder). Thanks for the advice, folks. We stowed the bumpers when we could and found great breeze all day.

As we mentioned in the 'Lectronic, there are actually occasions when it makes sense to leave your fenders down (please see the photos from a few columns prior). On boats moving short distances on calm waters from dock to dock, pulling your fenders up becomes an unnecessary exertion. We also said that some of us have even rebelled against our fender-etiquette training. Granted, this momentary fender-down phase — like

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# LETTERS

*many youthful rebellions against the common sense you were inundated with in your youth — was pure stupidity, but it was a chance to ask ourselves: Why? Why do we go through certain motions? With fenders, the answer is simple: seamanship.*

*And sure, we always love to be Lookin' Good, but we believe, first and foremost, in function over form.*

## ↑↓ A FEELING ABOUT THE WEATHER

We haven't lived on our boat for 12 years, but I'm still obsessing over the weather. It's the first thing I check in the morning. This is tied in with checking stars, moon phases and tides.

Once a sailor always a sailor.

I don't think you can be a cruiser without first loving nature and respecting the weather.

Susan Grover  
Planet Earth

## ↑↓ DO YOU BELIEVE IN CLIMATE CHANGE?

I believe climate change occurs, but is somewhat cyclical.

My degrees are in physics and I fully understand thermodynamics. One area that I have not seen studied anywhere is how climate change is being affected by the proliferation of air conditioning. AC adds more heat to the environment than it removes from cars, houses, offices, etc. When I was growing up very few houses, schools or cars had AC. Now it is abnormal to see a car driving with the windows rolled down. If someone wants to do something positive for climate change, have them turn off their AC.

Doug Foster  
Portland, OR

## ↑↓ KIND OF A DENIER

I guess I'm a kinda-denier. It seems like the most ardent of the man-caused climate-change crowd are so unwilling to accept any contradiction to their postulates that this in itself leads to disbelief. It's just hard to believe that they have solved the problem of weather genesis in the mere 30 or so years since Al Gore personified the problem. I have basically two statistics that give me doubt:

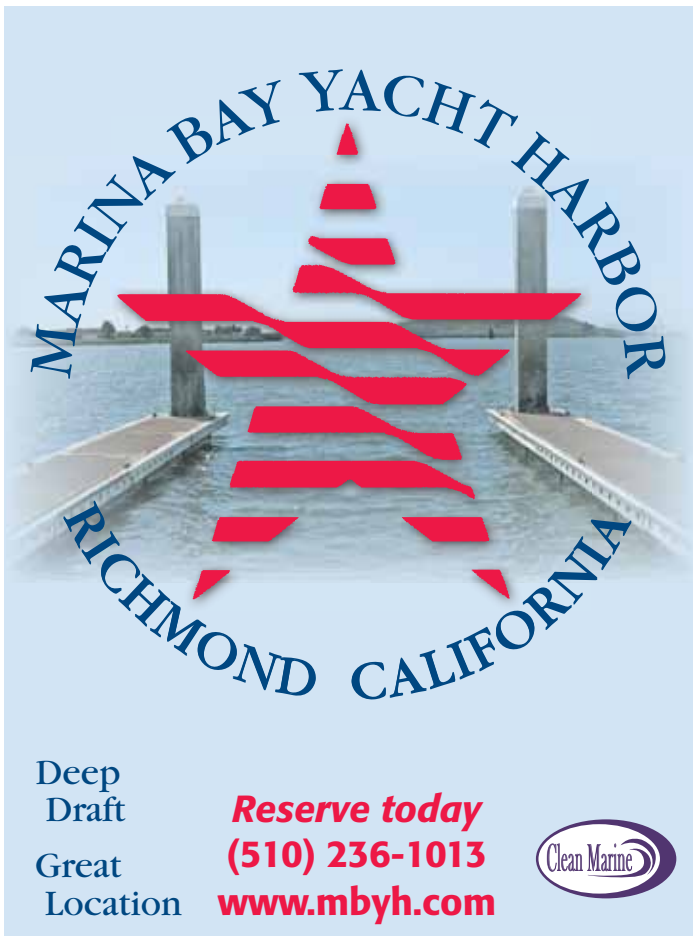
1) It was only 15,000 years ago that farmers living in what is today the English Channel had to skedaddle on out of there or get water wings because the sea levels, they were a-rising. The global population was less than 10 million. That suggests to me that there are strong forces other than man that drive our global weather.

2) I can think of no better measurement of human activity than GDP. Global GDP approximately doubled between 2000 and 2010, yet that decade had climatologists scrambling to explain why there was no appreciable warming. Since then all the annual measurements have shown increases that were all within the statistical margins of error.

Having cast my doubts about today's hysteria, I also firmly believe we should be good stewards to our planet and we should have our finest minds working on ways to minimize negative human impact on the environment. This however needs to be done sensibly, not blindly.


I think the improvement in the overall quality of the water in San Francisco Bay in the last 50 years speaks well toward sensible stewardship. Going King Canute on the rising tides does not.

Bob Barter  
Sea Ya, Hunter 356  
Alameda



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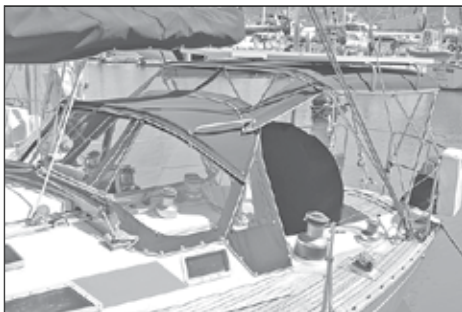
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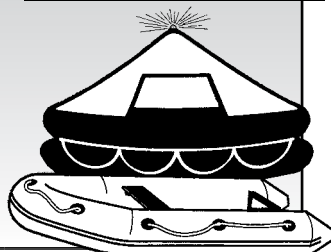
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## LETTERS

### ↑↓ I AM NOT A SCIENTIST

I am not a scientist. I do believe the climate is changing; it is my belief that the climate is in a constant state of change. This is easily observable by looking at history: We know there have been ice ages and periods when the planet was warmer. I have personally seen dinosaur footprints in what is now desert that was once swamp. I have dug petrified clams out of a cliffside 20 feet above the current sea level. All this indicates a change in climate with or without human interface.

In my life I have seen years of drought and years of wet. I'm not getting any younger and I won't see as many years going forward as I have behind, but I bet I'll see more wet, dry, hot and cold ones before I cash out. We as a culture look at everything as if it is under a microscope. Everything is *right now!* and *faster!* We look for problems that don't exist; we get too caught up in what's wrong rather than what's right. We need to turn off our TVs and quit worrying about what some pundit with an agenda has to say, and think for ourselves.

Life would be better, and, what the heck, if it is getting warmer, we'll just get a better tan. Oops! Can't do that — skin cancer, you know. Need I say more?

Michael Leonard

Formerly of the S/V *Serendipity*  
Now I got a motor boat named *Rufflife*  
Tucson, AZ

### ↑↓ BASED ON SCIENCE

I am neither a believer or a denier. Those are extremes. I have been studying the climate change research for 40 years. There never was a consensus, and there certainly isn't today (go to [www.petitionproject.org](http://www.petitionproject.org).) While we have had weather anomalies of late, climate predictions are based on long-term observations. My conclusion that we are not facing a disaster is based on science.

Anonymous  
Planet Earth

*Anonymous — We don't know what kind of "consensus" would satisfy everyone and, thanks to the Internet, we can all find a Web link to support any point of view. But we assume you mean we shouldn't change anything until absolutely everyone agrees. We also assume that since your conclusion is "based on science" that you believe others who are concerned about climate change are just making things up. We are quite sure progress does not start after there is consensus, and there is enough scientific evidence to support shifting away from fossil fuels to clean energy. As sailors, we love windpower and don't see a downside to less CO2 in the air.*

*We recently had to replace our water heater and invited four or five experts to come give us a quote. Not surprisingly, there was no consensus. Prices and recommendations varied wildly. Despite some doubters of our final choice, we moved forward and are no longer taking cold showers.*

### ↑↓ WHAT I KNOW

I know we are significantly polluting our environment, and I believe nothing good will come from that.

Keith Joho  
Stargazer, Catalina 310  
Alameda

### ↑↓ TAKING ISSUE

I do have to take issue with the June 15 *Lectronic* where you quoted: "We all agree that there is something called 'climate change' going on. I am simply here to tell you deniers



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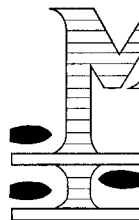
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## LETTERS

are not all fanatics, and there is an argument."

Just because there are climate-change deniers out there who shout louder than others does not mean you have to give them ink. The previous publisher of *Latitude 38* certainly didn't do our environment any favors with his wrong-headed climate-change opinions spread throughout the magazine and on the Internet — 97% of climate scientists agree: Climate-warming trends over the past century are extremely likely due to human activities. That's from NASA ([www.climate.nasa.gov/scientific-consensus](http://www.climate.nasa.gov/scientific-consensus)).

The truth is, people should go sailing and get out of the city, and they will find a changing climate. Islanders are losing their homes. Ask those who live in those places. Ice is melting. Ask Alaskans.

*Latitude 38* doesn't need to give a voice to those who want to keep their heads in the sand. *Latitude* does need to speak the truth. Repeating BS like the quote above does a disservice to your readers and, more importantly, to our planet. I hope you will keep this in mind as you continue to write about the subject. There is a point (now!) when the only discussion about climate change should be what we can do about it. Every breath we spend defending it, or allowing deniers to pretend it isn't happening, steals energy from the solution.

Finally, for those who continue to insist that there is no climate change (and I'm going against everything I just said by even addressing those deniers), if we clean up our act, we win no matter what: If there is climate change we save the Earth; if there is not, we have a cleaner Earth. Ask yourself what the result of these two scenarios is if we do nothing.

Bruce Balan

*Migration*, Cross 46 Trimaran  
The Pacific Ocean (currently Long Beach)



DANA DUPAR

*This photo, which was not shot or edited with any filters, was taken on July 1 as the County Fire raged northeast of San Francisco. According to a 2015 study by NASA, fire seasons have become longer and more frequent in the "western United States [due] to changes in the timing of snowmelt, vapor pressure, and the timing of spring rains—all of which have been linked to global warming and climate change."*

### ⇕ **WE CANNOT AFFORD TO DENY IT**

To deny that climate change is occurring is laughable when the overwhelming majority of climatologists, people who make their living studying this, agree that climate change is real. What else do deniers need to see or learn to believe it?

Yes, there have been climate changes, both warm-ups and



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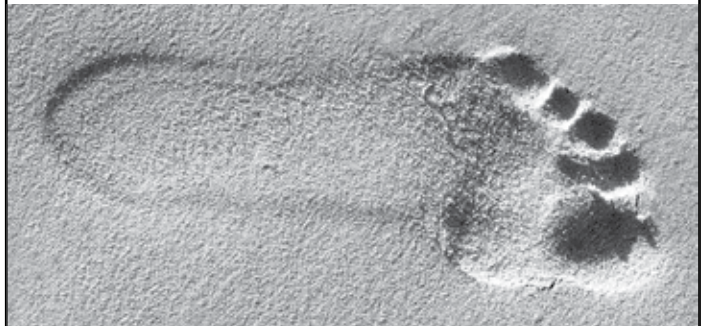
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## LETTERS

cool-downs over the millennia, but the rate of change of the one being observed now is unprecedented. And we can't afford to deny it, ignore it, and do nothing about it. The long-term consequences will be insurmountable and devastating.

Mark Purdy

*Trivial Pursuit*, Corsair F-27  
Napa

### ↑↓ WHAT WE SHOULD REALLY BE CONCERNED ABOUT

Climate change? There is evidence that we have seen melting of the ice caps before. There has been work done in Greenland; it shows remains of past civilizations under the melting ice caps. The real issue is the studies related to Earth's climate that are being done and who is paying for them.

If Al Gore is worried about rising oceans, why does he have a home several feet above today's sea level? We should be more concerned about the Pacific ring of fire, and the volcano threats and earthquakes going on. The Yellowstone area is more of a threat than changes in today's climate. Read about what is going on with Old Faithful and some of the other northeast geysers in the Yellowstone area. We can see what is happening in Hawaii. We can see the increase in geyser activity in Yellowstone. Do we want to say these are due to climate change? These changes have nothing to do with our modern lifestyles.

I will agree that people are polluters and are contributing to the damaging of planet Earth's ecosystem. Look at the garbage pit in the Pacific, as well as the one that is showing up in the Atlantic. The removal of trees for wider highways and more and larger buildings add to changes in climate. In many cases government agencies are as much a part of the climate changes as they are a problem to the solutions. Government will ruin an ecosystem for political and tax-base increases.

Look at the wetlands being developed around the Bay Area, and a governor who wants a tunnel built for water to be shipped to the L.A. area. Why not build desalinization plants and have the users pay higher prices for water? Countries around the world have been doing it for years.

Anonymous  
Planet Ocean

### ↑↓ AT LEAST WE CAN GET TO THE ARCTIC NOW

There is climate change. Why? The weather is cyclical. Who's responsible is the question politicians ask. Sailors adapt and prepare. It's time to go to the Arctic now.

Susan Grover

*Second Wind*, Union Polaris  
Puerto Vallarta, Mexico

### ↑↓ TAKING THE HEAT OFF

In regard to Mark S. Grant's letter about global warming in July's *Latitude*, I noticed his use of one of the many inculcated reasonings that seem to cloud the debate. He said: "No doubt man can pollute rivers, lakes, groundwater and the air and kill off species. So can we change the climate? Maybe . . ."

Methinks the global warming "debate" expertly and efficiently, as designed by masters in the art of deception, takes the heat off all the other very serious realities of the use of fossil fuels and their byproducts. Just sayin'.

Nels Fredrickson

*Pezcabeza*  
Santa Barbara

### ↑↓ I WONDER

In response to Mark S. Grant's letter in the July issue, "I've





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kite photography by Cris Benton

## LETTERS

got a feeling about the weather," which said, "something first called 'global warming', and then when they couldn't fudge the data any more to their liking, settled for scaring us with 'climate change.'"

Absolute nonsense.

The IPCC, or Intergovernmental Panel on Climate Change was founded and named in 1988. That's 30 years ago. The term "climate change" is hardly new. Scientists have been using the terms climate change and global warming interchangeably since at least 1970.

You want to talk about fudging data, misrepresenting the science, misusing data to make claims that are opposite of what the data shows, making lies out of facts, posting completely misleading graphs, cherry-picking short timespans to make false claims (see post misleading graphs) about sea ice or temperature trends, and on and on? Look no further than the denialist sources that have fooled so many. I have seen hundreds of examples of all these over the last decade. Deniers believe dozens if not hundreds of flat-out lies and myths about the science, with no skepticism whatsoever. That is why they are not skeptics.

There is zero evidence of consensus climate scientists fudging the data. This unfounded lie is a constant belief of deniers. Climategate was a manufactured fake scandal, as seven investigations found. What you no doubt believe about the so called "trick," mentioned in a stolen email, is complete rubbish.

There is no lack of data for climate going back many thousands and even millions of years. Paleoclimatology data is quite reliable. Ice-core data goes back 800,000 years, showing CO2 levels, for one thing. Other paleoclimate data includes fossil corals, fossil plankton, seabed sediments, lakebed sediments, tree rings, etc. Some of these hold chemical fingerprints of earlier climates.

That ice-core data has shown that humans are increasing atmospheric CO2 100 times faster than the fastest that nature has done in at least the last 450,000 years, and almost certainly in the last 800,000 years or more. For 800,000 years CO2 was between 170ppm-300ppm. Now it's over 400ppm. The last time CO2 was this high was 3 million years ago during the Pliocene. Global average temperature was 2°C to 3°C warmer than now, and sea levels were 10-20 meters higher. And we haven't made a dent in CO2 emissions yet.

Atmospheric CO2 has increased by over 80ppm since 1960 (58 years). Atmospheric CO2 has increased by over 120ppm since 1880 (138 years).

How does that compare with naturally occurring changes over the past 450,000 years? Well, from ice-core data:

450,000 years ago, it was at ~200ppm and it took ~50,000 years to go to ~280ppm. (80ppm increase).

It was at ~180ppm 260,000 years ago and it took 20,000 years to go up to ~300ppm. (120ppm increase).

It was at ~180ppm 140,000 years ago and it took 15,000 years to go up to ~290ppm. (110ppm increase).

It was at ~180ppm 25,000 years ago and it took 24,800 years to go up to ~280ppm. (100ppm increase).

Gee, I wonder what's causing the warming?

Richard Mercer  
Mage Wind, Pearson Triton  
San Rafael

*Latitude Nation — To us, denying climate change reminds us of flat Earthers who stood on the shore as Columbus sailed over the horizon, thinking, or knowing that he'd surely sail off the edge of the Earth. Over time, we imagine climate change*



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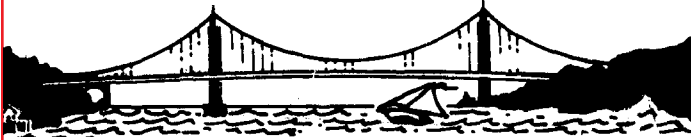
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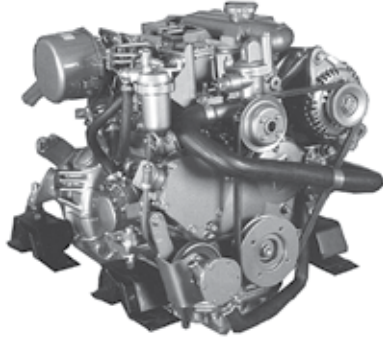
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## LETTERS

deniers will be as common as flat Earthers are today, meaning there will always be some of both. We used to be a nation of pioneers who invented things like the light bulb, the telephone and, yes, even the oil industry, which gave us fiberglass sailboats and so many other modern conveniences. But it's time to stop clinging to the past and move forward. Like so many other once-great industries (we're talking to you Nantucket whalers), oil and coal have served their purpose. It's time for a pioneering nation to make progress toward the clean energy sources of the future.

As we said at the conclusion of last month's Letters: We believe in human-made climate change, and we believe in an urgent and decisive response — namely, to steadily wean ourselves off fossil fuels. Regardless of whatever threat you believe climate change poses, ask yourself this question: Why wouldn't we replace coal-burning plants with windmills and solar panels? Why wouldn't we want cars that get 100 miles to the gallon?

As to Bruce Balan's point about whether we should have even asked this question and dignified deniers' opinions by giving them space in print . . . that was a tough call. On the one hand, we're legitimately curious about our readers' views on climate change. On the other hand, we think deniers are wrong, and that the act of denial is part of a general degradation of fact and truth, and a growing skepticism of experts and expert opinion. We are living in the Golden Age of Lying, a time when objective reality is suddenly open to so-called 'alternative' versions, and is arbitrarily assigned some moral equivalency through 'whataboutism' — we're destroying the Earth? Well what about the fact that the sun is going to expand in five billion years and consume the planet . . . so excuse me while I buy another SUV that runs on coal and whale oil.

But rather than haggle over the finer points of climate change, we wanted to find areas of common ground with those with whom we disagree. Even the deniers who wrote us said that we can't keep polluting or gobbling up resources indefinitely. As we said last month, moving toward renewable and sustainable resources is a natural, logical evolution of industrialized humanity. Were there lobbyists who fought to keep the whale industry alive? And why not? It was a proud business that produced many sailors and gave us one of the greatest novels in American history. But at some point, humanity learned that there were better ways to make the lights burn.

This is where the issue of climate change and environmentalism falls into our wheelhouse, and where we have a unique perspective. If you're a sailor, then no matter what your thoughts on climate change, you're a devotee, to some extent, of green power and renewable energy. As a sailor, you're used to conserving water and taking care to make sure your dirty chemicals and old bottom paint don't end up in the ocean.

We are proud of the sailors and leaders out there finding ways for humanity to better come into equilibrium with the planet. If every one on the planet Lived Like a Sailor, the world would be a far better place.

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

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



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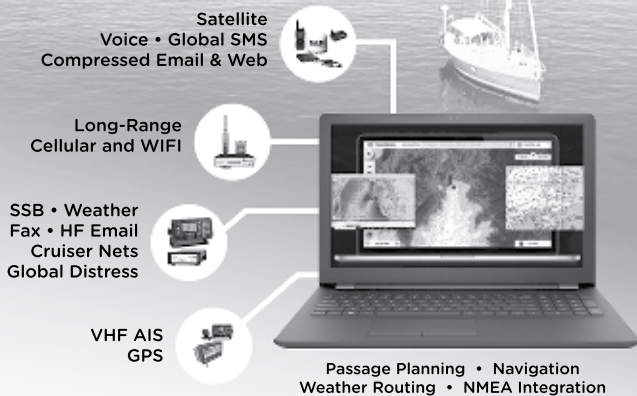
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# LOOSE LIPS

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



**Unbolt the compass and turn it around, we are clearly going the wrong way. — Jim Palermo**

"Slow down! We just outran the kite!" — Michael Satterlund  
"As found in the WM catalog: cockpit shade, large, blue. \$4099." — Rob Adkins

"Hey, where'd our bowman go?" — Kent Carter

"Love the new bimini!" — Betsy Crowfoot

"Head's up, you're without tack, and have no clew!" — Bill Huber

"OK, the backstay is fully polished. Now bring it around to the port shroud!" — Mark Bettis

"How do you dry *your* kite?" — Jaimie Bartlett

"When the whomper whomps." — "curtisazevedo

"Ah man I think this sail is for downwind! Let's have a beer and figure out how to tack this thing." — Chris Johnston

"Yet another painting where the artist just doesn't understand how the sails and rigging are supposed to look." — Steven Hartman

"A Spanish galleon with \$17 billion worth of treasure that sank off the coast of Colombia more than 300 years ago was discovered by an underwater autonomous vehicle operated by the Woods Hole Oceanographic Institution (WHOI)," reported Mark Pratt of the Associated Press. "The discovery was made off the coast of Cartagena three years ago, but officials only just disclosed it last week, according to WBUR TV in Boston.

"We've been holding this under wraps out of respect for the Colombian government," Rob Munier, WHOI's vice president for marine facilities and operations, told the station. The exact location of the wreck of the *San Jose*, often called the 'holy grail of shipwrecks,' was long considered one of history's enduring maritime mysteries. The 62-gun, three-masted galleon went down on June 8, 1708, with 600 people on board as well as a treasure of gold, silver and emeralds during a battle with British ships in the War of Spanish Succession. The treasure is worth as much as \$17 billion by modern standards.

"The Massachusetts-based WHOI was invited to join the search because of its recognized expertise in deep water exploration. The institute's autonomous underwater vehicle, REMUS 6000, helped find the wreckage of Air France 447 in 2011, which crashed in 2009 several hundred miles off the coast of Brazil.



# LOOSE LIPS

"It was REMUS 6000 that in November 2015 took some side sonar images that found the *San Jose* in more than 2,000 feet (600 meters) of water. The vehicle descended to 30 feet (9 meters) above the wreck to take several photographs, including some of the distinctive dolphin engravings on the *San Jose's* cannons, a key piece of visual evidence.

"The wreck was partially sediment-covered, but with the camera images from the lower altitude missions, we were able to see new details in the wreckage and the resolution was good enough to make out the decorative carving on the cannons," said WHOI engineer and expedition leader Mike Purcell.

"It was a pretty strong feeling of gratification to finally find it,' said Munier, who was not at the site but learned in a phone call from Purcell. 'It was a great moment.'

"The treasure has been the subject of legal battles between several nations as well as private companies. Several weeks ago, UNESCO, the United Nations cultural agency, called on Colombia not to commercially exploit the wreck, whose exact location remains a state secret.

"The treasure remains on the sea bed — for now."

**L**atitude 38 founder Richard Spindler, aka the Grand



LATITUDE / CHRIS

Poobah, has finally tied the knot with his longtime partner Doña de Mallorca. The couple went through a "government ceremony" in San Diego a few months ago, before getting properly hitched on Bastille Day aboard *Majestic Dalat* in Paris. "We can't believe we managed to keep it a secret from all of you for so long," the Poobah said on his Facebook page.

"A basketball-sized lava bomb slammed through the roof of a tour boat near an active fissure of Hawaii's Kilauea volcano [on July 16], showering the vessel with debris and injuring 23 people, according to the Hawaii County Civil Defense Agency," and according to NPR. "Officials said that an explosion off the coast of Kapoho hurled several lava bombs onto the boat — called *Hotspot* — at about 6 a.m. local time.

"Hawaii News Now reported a woman in her 20s suffered a fractured femur and was in serious condition. The other wounded passengers were being treated for burns and scrapes. The boat is one of two owned by Lava Ocean Tours, a company whose website promises adventure seekers that they can 'See, Hear and Feel the heat from your front row seat.' Despite the alarming events of Monday morning, an employee told NPR that the company's owner and boat captain, Shane Turpin, had continued to lead other tours throughout the day.

"Kilauea's ongoing volcanic eruption has swallowed up entire communities — an estimated 700 homes have been destroyed — and reshaped large swaths of the Big Island since May 3. In fact, on Friday, geologists confirmed that lava flows entering the ocean from one of the most active fissures had started to form a small island off of Kapoho."

(For those of you that might have been wondering, Captain Shane Turpin has no relation to *Latitude 38* editor at large Andy Turpin.)

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# SIGHTINGS

## sea stories from the clipper race

Going through the Panama Canal was one of the highlights of Leg 7, Seattle to New York, in the 11-boat Clipper Race around the world. Harmon Shragge, a 'legger', rejoined *Garmin* for the Panama to New York section. "You combine an ocean race, where your timing is subject to sea conditions, with the crossing through the Canal that is fixed — you have these dates that have been made months in advance," says Harmon. "Logistically, it was a feat for Clipper to pull off, and it required everyone completing the first part of Leg 7 from Seattle to Panama, and then you got three or four different dates and rafted up three boats at a time to go through. The whole process took about four or five days, and we were lucky enough to go in the first group.

"Each boat gets its own pilot. Because we are sailboats we go through the Canal more slowly than the big ships. We started at 5:30 in the morning. They pair three sailboats up with a containership, so the first half of the Canal the ship goes in front of you and you go right behind them. Then you go through the lock. That was a fascinating experience, to see it in action, especially from the level of a sailboat coupled with a big ship. You get to the first half at Lake Gatun. The pilot gets off, and we had to wait for the next pilot.

"They have these mooring balls you tie up to. We waited like six and a half hours in scorching heat and humidity, plus a huge thunderstorm. We thought we might have to stay the whole night there, but they found another pilot and picked us up along with a freighter. The pilots get on board and their first question is, 'What's for lunch? What's for dinner?' We had one pilot who, as soon as he came on board, it was raining and he just went down below the whole time.

"The first half you go up through three different locks to the lake, and now you're going down three locks, the sailboats ahead of the freighter. You go into the lock first, then this huge ship pulls up right behind you and you're hoping that they are going to stop. We were pulled along manually by old-fashioned ropes; we were roped in but we are under our own power, so it required a feat of coordination between the three Clipper skippers at the wheel of each boat.

"We didn't get through to the Caribbean side till 2 a.m. We had to wait another four days for the rest of the others. You can't go into Colón. Panama City is a great place to hang out, a modern, flourishing city. Colón is, like, the murder capital of Central America."

The race restarted in the open ocean, LeMans style. "The boats draw straws for who's to port and who's to starboard. First they are motoring together, then they turn off their motors; the main is up, and everybody is at the back of the boat. At a predetermined time everybody runs forward and raises the sails. You're all in a line together and still on the same course, then you're allowed to set your own course. It's quite exciting."

The most difficult part of the leg for the native San Franciscan was the heat. "I was miserable. It was in the 90s above deck and the humidity was 80-90%. As long as the boat was moving you were OK above deck. Below deck was like 110 degrees. It isn't ventilated." The stove was on to cook meals. "I was soaking wet the entire time. Even as we traveled north, there was almost no cooling until we got close to New York. I figured it would cool gradually, and it did not. There are no showers. You had to be dead tired to sleep.

"The sailing was moderate. Rarely did we get wind over 20 knots and we had just your typical pounding into the waves and weather

continued on outside column of next sightings page



Harmon Shragge aboard 'Garmin'.

## made in alviso

At Santa Cruz Yacht Club's pop-up museum during Made in Santa Cruz Race Week in late May, SCYC historian Niels Kisling related a story about one of the museum's artifacts on display. "I found out years later that I was hanging out with hippies. Then I thought, wow, hanging out with hippies, that's really cool. I'd heard about hippies, and I'd heard about why I should not hang out with hippies. The people I was hanging out with didn't fit that description at all. I think all of us — 47 years ago — were pretty proud



ALL PHOTOS COURTESY HARMON SHRAGGE



## by hippies



*This museum artifact shows wear from heavy use aboard Niels Kisling's dad's Cal 28.  
— photo latitude/chris*

continued in middle column of next sightings page

## clipper race — continued

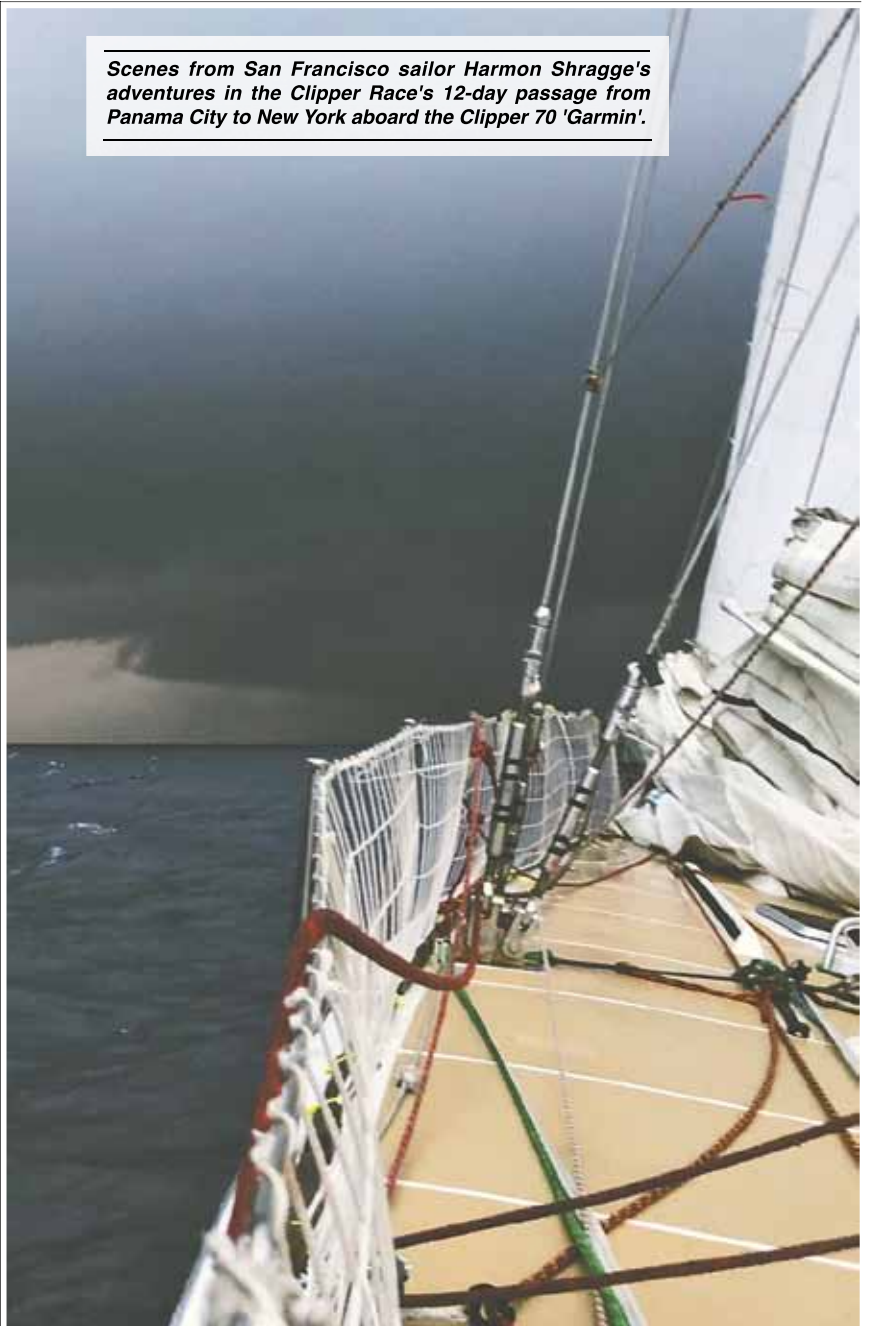
and a 30-35° heel."

They had two really bad spinnaker incidents. "One was completely my fault. I was holding the spinnaker sheet. We were heading into a major squall; the night sky was darkened with black clouds. It was incredible! I had to take a picture, and that's when the skipper determined that we had to get the spinnaker down because we were about to get blown away. The order came to release the spinnaker sheet in an orderly manner. I had the camera and the sheet in one hand — a stupid, stupid thing to do. The sheet wasn't playing out, and I unraveled it from with the winch, which was the absolute wrong thing to do because it could have yanked my hand off. Luckily for me it jammed on the winch and I was helped by two crew."

"The next day we were sailing on a broad reach; the wind was



*Scenes from San Francisco sailor Harmon Shragge's adventures in the Clipper Race's 12-day passage from Panama City to New York aboard the Clipper 70 'Garmin'.*



# SIGHTINGS

## clipper — continued

starting to clock a bit, and we shook out our reef. The skipper wanted to get the spinnaker up, even though the seas were confused, with a lot of wind waves. Three crew were on the bow, two in the pit. The people on the deck were a little farther ahead than where we were in the pit, and they got the halyard attached. A wave crashed over the deck and part of the spinnaker went in the water. It started to play out, and even without the spinnaker up we were going 12 knots. All three on the deck were trying to pull the spinnaker to the side of the boat where the lifelines are. There was no bringing the sail back in; there was too much force now with 15-20 feet of it in the water. It started to play out at the same speed that we were moving forward, and two people were sandwiched between the spinnaker halyard and the lifelines. Then the spinnaker halyard played up. One man's leg was caught up and one guy was lifted off the ground and slammed into the shrouds. You're watching a slow-motion accident: He is being shoved through four to five shrouds which are over an inch in

## made by

of being called hippies, so much so that I have a traditional winch handle that was stock equipment on a standard 27 at the time. On the back it says, 'Made in Alviso by hippies.'

"These are very cool because they were molded out of aluminum, and so they were super-light. The winch handles you could get in those days all weighed about five pounds. A five-pound winch handle would not hold on a Santa Cruz ultralight."

Ron Moore, builder of the Moore 24s, explained the handle's provenance. "John Marples and Tom Freeman were involved with Jim Brown with Searunner trima-

*Spread: The Alameda Marina warehouse as it is now, and as the developer suggested. The fate of the proposed boatyard is still undecided.*



ALAMEDA MARINA

LATITUDE / CHRIS



## hippies — continued

rans. At the time they had a business where they made various parts for Sea-runner trimarans. They made stanchions, they did group orders on masts, did the A-arms for the Brown 31s, and had quite a business going for a while, started up in Alviso. That was where they got the name Almar, for Alviso Marine.

"We used to provide these with our boats. They were way cheaper than Bari-ent handles. I think they were \$10 apiece. And they were lighter."

For much more from Made in Santa Cruz Race Week, see our feature in the July issue of *Latitude 38*.

— chris



## clipper — continued

diameter. There is blood spurting from his arm, and it looks like his arm is breaking. The force was so great it ripped through his tether. He kind of fell forward, and we got ready to go rescue him. Meanwhile the watch leader panicked and blew the tack line. The sail was free. We thought this man had a broken arm, but it wasn't; it was severely burned and strained, and he did break his wrist and his fingers. They were able to stabilize him below deck and did not have to call a medevac. He was an around-the-worlder and was out of the race."

As soon as *Garmin* reached New York, the injured crewman was taken to the emergency room. "It was one of the worst things that I have ever seen in my life," said Harmon.

This edition of the Clipper Race was just finishing as we went to press. Two female skippers, Nikki Henderson, 24, of *Visit Seattle* and Wendy Tuck, 53, of *Sanya Serenity Coast*, battled for the overall win, with Tuck and crew reaching Liverpool first on July 27. For more info, see [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

— chris

## short sightings

**Alameda Marina Gets the Green Light** — In the wee hours of July 11, the Alameda City Council unanimously approved the Environmental Impact Report and Master Plan for Alameda Marina. The plan — which proposes building 760 residential units on 22 acres, with 160,000 square feet of commercial space — went before the City Council again on July 24 for a required second reading and second vote. The plan still needs approval from a variety of federal and state entities, including the Army Corps of Engineers and BCDC.

The plan calls for the Alameda Marina warehouse to have three to four floors of shops and workspaces, while half of the building will remain on the Tidelands Trust property, and will be used for maritime and recreational purposes. Hogin and Doyle sail lofts, along with other tenants, will inhabit the building. At the moment, there is still no owner for the proposed boatyard.

**A First Look at the New America's Cup Boat. Sort of** — Making the rounds on the Internet was a grainy video which was at once obscure and viral. Sir Ben Ainslie's INEOS Team UK has built the first prototype of the AC75 class, a fully foiling monohull with spiky appendages that raise and lower on various tacks.

The boat has been called a Mini AC75 as well as an AC36, and is said to be a modified Quant 28. The video was posted by the London Corinthian Sailing Club on their Facebook page. The prototype reportedly hit speeds of 20 knots in 12 knots of wind, as well as 20 knots upwind, according to *Newshub*.



HARRY AITCHISON

## digging deep on dredging

Throughout the US, regular dredging has been on the decline. This is in part due to the strange machinations of the government, and in part because dredging has become more expensive because it's now done in a more environmentally sensitive way. Let's say you're hoping your local, medium-sized and federally-designated harbor will get dredged soon. Here's what has to happen: Congress has to approve the money, and this is where this story starts to sound like an episode of the *West Wing* full of Washington-insider baseball.

Funding for the Army Corps of Engineers, the agency tasked with the majority of large-scale dredging in the US, is done through the president's budget and "Work Plan" funding, and comes out of the government's discretionary spending kitty, which, as the name suggests, can be at the discretion of lawmakers, as opposed to entitlement programs where funding is mandatory. Congress typically appropriates more money to the Corps for dredging *above* the president's budget, which the Corps then determines where to spend in their Work Plan.

Not all the money for dredging comes from the federal government; cities are expected to shoulder some of the cost, often in the form of paying for disposal sites for dredged material. And even with federal designation (there are federal channels to almost all of the ports on San Francisco Bay), each port has to do some of their own dredging, as well as berth dredging. Small facilities such as yacht clubs usually contract with a private company to get dredged.

Here in San Francisco, the Corps just got their Fiscal Year 2018 Work Plan funding in June. "We state that there's a capability and a need to dredge, and whether it gets funded or not is determined by headquarters, OMB (the Office of Management and Budget), and Congress — they have their prioritizations of what projects will be funded, with many projects across the nation competing for limited funding," said Pam Patton, a project manager for the Corps. Dredging deepwater shipping channels, such as the Port of Oakland, are often the highest priority. Small-draft projects, such as San Rafael or Petaluma, for example, may be lower on the list. And how do you get on the list? A specific port may have a "sponsor" that advocates for funds.

There are instances when a city that's been battling for funds suddenly gets the money. In 2016, federal funding was provided to dredge "a 13-mile stretch from the Third Street bridge in Napa — the upper limit of the navigable channel — south to Highway 37 in Vallejo," according to the *Napa Valley Register*. The project concentrated on shallow spots that were a danger to boats, and was the first time the waterway had been dredged since 1998. The funding for Napa was not in the President's budget, but was included in the Work Plan, which made the dredge possible. (Incidentally, the torrential rains in 2017 undid "much of the recent work to clean up the Napa River's shipping channel, and the city is taking a first step toward re-dredging the waterway," according to the *Register*.)

In some cases, the Corps receives emergency funds for dredging, the criteria for which include safety and the potential for a loss of property because of unnavigable channels. But there are also economic considerations. If an unnavigable channel is causing significant economic losses, that may be taken into consideration when determining which projects get emergency funds.

"I think the issue is how to keep on Congress to make sure they are fully funding the Corps and the navigation programs that they have," said Jim Haussener, the executive director for the California Marine Affairs & Navigation Conference, a consortium of local harbors, ports and marine interest groups. "From there, it's about making sure that you get your piece. We hope we'll be able to get more money for the 'smaller guys'." The smaller guys, such as San Rafael and Petaluma, which are federally designated channels, are exploring ways to get

continued on outside column of next sightings page

## a correction regarding

We'd like to make a correction about a story we ran last month in *Sightings* about the famed 1968 Golden Globe. We said that "Robin Knox-Johnston's heavily built, Atkins-style 32-footer *Suhaili*, whose sail to glory, albeit truly remarkable, was reminiscent of the tortoise-and-hare fable. Mystical French sailor Bernard Moitessier had been the odds-on leader prior to dropping out after rounding Cape Horn while in the lead."

This is not accurate, according to



LATITUDE / TIM



## the 1968 golden globe

Barry Pickthall, the media coordinator for this year's Golden Globe Race. "Moitessier rounded Cape Horn on February 5, 1969, 19 days behind Knox-Johnston, neither knowing where the other was. He then turned east, 'To save my soul,' as he put it, three days after trying to send a message in Morse code to the lighthouse marking the Falkland Islands. Moitessier was never in the lead.

"Sir Robin is a firm believer that the  
continued in middle column of next sightings page

## dredging — continued

funded as part of a "collection of projects." (please see the caption).

The cost of dredging has increased perhaps by as much as 100%, according to Haussener. This is partially due to environmental concerns — toxic material needs to be dumped farther out to sea. "When you factor in increasing costs, you're going to wind up with things not getting dredged.

Haussener said the falloff in dredging isn't just a Bay Area phenomenon, it's a national issue. "But here's the real takeaway: Everybody needs to write all of their members of Congress." Given Washington's budget cycle, "March is when you want to start bugging Congress."

And tell Congress that *Latitude* sent you.

— tim

*This boat was hard aground just outside the San Rafael Creek channel. In other words, this grounding probably wasn't the result of a waterway in desperate need of dredging, but that's not to say that San Rafael isn't in severe need of a dredge. A "regional partnership" is in the works, where the San Rafael 'project' would be combined with Petaluma and the Napa River to create a "larger project with significant regional value," according to a 2016 article by 'Marin Magazine'. "All three waterways — and potentially others as well — would be dredged together on a regular schedule, improving efficiencies and economies of scale. 'This is the best alternative there is, I believe, short of getting some line-item appropriation that we will continue to fight for, but it may not happen in the time frame we need,' [Congressman Jared] Huffman said."*

# SIGHTINGS

## we the voyagers

As the legend goes, the ancient Polynesian culture hero, Lata, followed his friend, a forest bird, deep into the jungle to find a tree. Lata was inspired to build a voyaging canoe, and selection of the right wood was paramount. The forest bird showed Lata the right tree, and he felled it and went home for the night. But the next day, Lata found that very same tree was upright again. He felled it again and again. But every morning, the tree was standing tall again. Hina, the goddess of the forest, then informed Lata that it was *her* tree. Lata learned to ask permission before cutting a tree. From Lata's ancient story, people can still learn how to go about voyaging.

A documentary called *We the Voyagers*, a rough cut of which will soon be shown in Belvedere in August, tells the story of how the leg-

continued on outside column of next sightings page

## golden globe

*Joshua* skipper, who had sailed from Plymouth, UK, six weeks after *Suhaili* left Falmouth (45 miles farther west) knew that the race was lost as far as being first to sail solo nonstop around the globe, even before crossing the Dateline. He continued east because by then he was at one with the sea and had no wish to return to an increasingly commercial world. Jean-Michel Barrault, Moitessier's confidante and biographer said, "Europe made him sick, as if his senses had picked up the fetid smell of the Dragon. The stink



*From top right: Chief Kaveia as a younger man; the 'Vaka o Lata' under sail; a 'fleet' of 'Vaka o Latas' on the beach; young people are key to the survival of traditional, non-instrument navigation; Kaveia (center) as an older man.*



## — continued

came from the North, in gusts. Moitessier famously said: "I want to go further."

"Knox-Johnston's return to Falmouth on April 22, 1969, was three days ahead of the best newspaper predictions for Moitessier's return to Plymouth. If the Frenchman had continued, he would undoubtedly have set the fastest time and won the £5,000 prize, but that is very different to winning the race and becoming the first man to complete a solo non-stop circumnavigation."

— tim



ALL PHOTOS COURTESY OF THE VAKA TAUMAKO PROJECT

## voyagers — continued

end of Lata has inspired a renaissance in traditional wayfinding and boatbuilding on the island of Taumako, in the Duff Islands group in the Solomons. "The Taumakoians remember how their ancient voyaging arts enabled unparalleled human migrations, and they join the crew of their culture hero, Lata, to build a voyaging canoe [also known as a *Vaka o Lata*] using only ancient designs, materials and methods that have been forgotten elsewhere," wrote Mimi George, the "principal investigator" for the Vaka Taumako Project. Mimi is a sailor and anthropologist who has studied voyaging cultures her entire career. The Vaka Taumako Project is a collection of mariners, scientists and citizens in the Solomon Islands and United States who are working to keep ancient voyaging arts alive.

In 1993, Chief Te Alike Kaveia told Mimi about a longtime dream he'd been fostering. Kaveia — who had learned navigation from his father and been a voyager since he was 8 — was considered the last able-bodied link to the voyaging culture of the Duff and Reef islands Polynesians. The chief's dream was to teach a new generation how to build and sail voyaging vessels using ancient methods. Kaveia and Mimi would go on to work together for 16 years, until he passed in 2009. The chief is the key figure in *We the Voyagers*

in inspiring the revitalization of voyaging. He was revered by Taumako's young people for having awesome abilities and an almost preternatural knowledge of the weather. "Overcoming a chronic lack of money to pay for school fees and adequate food to support the laborers, the Taumakoans went on to build several sailing vessels for training within the Duff Islands between 1996 and 2016," Mimi said in the *Journal of Polynesian Society*.

"I saw the ocean once and was captivated by it," Mimi told us in the spring, after she showed a cut of *Voyagers* at the Dolphin Club. When she was a child, her family moved to Los Angeles. "When we got to California, I was at the ocean every possible day bodysurfing. When I went to the University of Virginia, I suddenly had opportunities to sail offshore." Mimi started crewing on race boats, and helped deliver boats to the Caribbean. She cruised the Chesapeake, and managed to see a few America's Cups in Newport, Rhode Island — she's also sailed at length to and around Antarctica. After a stint as a pre-med student, Mimi read *We the Navigators* by David Lewis, which changed the course of her life. "It seemed like a great work. I wrote David, and I had the opportunity to follow up on what he'd done." George studied cultural anthropology, and eventually wrote her dissertation about voyaging traditions among peoples in the Bismarck Archipelago.

Building a *Vaka o Lata* takes a village. *We the Voyagers* shows the entire community building different parts of the boat, starting with tending gardens from which ropes were made from plants. Trees were felled and carved with an adze, the sail was painstakingly woven, and the entire vessel was carefully lashed together. "The work of women and girls is crucial to the building, sailing, and navigation of canoes," Mimi wrote. "Female navigators were once normal in the Duff Islands. Today, young girls weave the sail mats. The combination and balance of female and male work supports the community."

To the untrained eye, a *Vaka o Lata* might look haphazardly constructed. In fact, they're sophisticated, seaworthy vessels built to exacting standards. The boats are designed to 'flex' in the water, and shock-absorb wave energy rather than pound into chop. The *Vaka o Lata's* hull sails approximately 80% submerged, which has a similar effect



Mimi George

continued on outside column of next sightings page

# SIGHTINGS

## voyagers — continued

of a bulbous bow in reducing drag. "All types of *Vaka o Lata* have a massive outrigger, which is always kept to windward when the vessel is sailing," Mimi wrote. The hull is dug out and topped with cover boards fore and aft of the crossbeams. *Vaka o Lata*s are "proa-rigged," meaning they 'shunt' rather than tack to change direction when sailing to windward. Shunting is done by lowering the sail, physically carrying it to the other end of the boat and re-stepping the mast. This method enables sailors to keep the outrigger to windward for ballast, and requires that after a shunt, bow and stern are reversed. The "spritsail," "oceanic lateen" or "claw sail" has long, flexible booms that support the arms of the claw, and bend over completely to self-reef when the wind is too strong.

Mimi will show *We the Voyagers* on August 22 at San Francisco Yacht Club; in September, the film will be screened at the Wooden Boat Festival in Port Townsend on Friday the 7th and Sunday the 9th. The *Vaka Taumako* Project is trying to raise \$10,000 to complete the film to PBS technical requirements. They're also trying to raise \$20,000 to build a canoe house to shelter the vessels and accommodate foreign students studying at Lata Navigation School in Taumako. For information, go to [www.vaka.org](http://www.vaka.org).

— tim

## lost, then found

"For months, I had been imagining the end of our circumnavigation. We would drive up to the dock with all our courtesy flags from over 50 countries flying on the staysail halyard, banners from various rallies and events we had participated in hanging on the lifelines, and personal burgees from different organizations raised up the signal halyards. I hoped to make a banner showing a globe with our circumnavigation route."

These are the words of Joy Carey, who described at length the days and moments leading up to June 16, when she and her husband Jim were forced to abandon their Omega 45 cutter *Kelaerin* after they hit gale-force conditions with 30-ft seas and were rolled in a wave. In a cruel twist of fate, the Careys were just one day, or about 150 miles, from their home port of Bellingham, Washington, which would have marked the completion of a 17-year circumnavigation.

They were eventually airlifted off the boat by a Coast Guard helicopter. "The hardest moment of [our] lives were when we could see *Kelaerin* through the window, and we both realized she was probably lost forever, that somehow we had failed her when she had been so good to us for so many years."

But *Kelaerin* was found in late July by a Coast Guard cutter on routine patrol. The boat was towed to Fort Bragg, and the Careys were reportedly back onboard a few days later. We tried to make contact with the couple, but couldn't reach them before we went to press. *Latitude* reader Kit Stycket happened to be in Fort Bragg's Noyo Harbor and saw *Kelaerin* up close. She said that the dock where the Omega sat was full of gear set out to dry. "It looked a little worse than I thought because everything was so torn-up." Stycket said the cockpit was in rough condition, but the hull appeared to be completely sound, and the boat was sitting on her waterline. (One reader who lives in Fort Bragg called our office to offer the Careys housing.)

Joy said that around 3:30 p.m. on June 16, *Kelaerin* was "hit by a wave so hard, it literally felt as though we had been hit by a train while sitting on the tracks. Water poured in though the companionway hatch, and the boat was instantly filled with debris that had been unearthed in the knockdown. "We had four electric bilge pumps; one was a large capacity pump, but all four clogged with debris, [which] was from all the paperback books we had on board. The cheaper paper turned to mush with all the sloshing and went right through

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## fall crew party

*Latitude* Nation: We're having a party, and you should, like, totally come. That's right, on Wednesday, September 5, we're having our fall Crew List Party at Spaulding Marine Center in Sausalito at 6 p.m.

Why should you come? Because it's an awesome party. Last year was our first-ever shindig at Spaulding, and we were delighted to see so many of you make the trek. We had the Grand Poobah himself, Richard Spindler, giving people the low-down on the Baja Ha-Ha; we don't know if you've heard, but this is the 25th, or



TOP ROW / US COAST GUARD



## see you there

silver, anniversary of said cruiser's rally. But in addition to the usual suspects, there were plenty of never-before-seen faces. You see, the crew party is a chance to find your place in the sailing world. Never sailed in your life before? No problem, the right sailboat is waiting for you. What's that? You have a lifetime of experience and own a boat? Great, you'll find a treasure trove of crew.

Oh, and maybe you haven't heard, but a few husbands and wives have met at the Crew List Party.

— tim

## lost, then found — continued

the screens into the pumps."

Within two hours of the knockdown, and while sailing on bare poles in nasty following seas, Jim and Joy were showing signs of hypothermia. They had made several mayday calls with no response, before they decided to activate their EPIRB. Their intention was to try to get a de-watering pump and salvage their vessel, but after the Coast Guard arrived, they were convinced to abandon ship. Joy described the insanity of being forced to leave her home of 27 years. "Everything went at hyperspeed. The Coast Guard swimmer said I had just a minute to go and gather my things. This is when good sense left and stupid crazy set in. I'll be kicking myself forever for not having the IDs, passports, cash, hard drives and even little bits of jewelry in a bag ready to go."

— tim



*Top row: The Coast Guard found 'Kelaerin' about 180 miles off the coast of Gray's Harbor, Washington, in heavy seas. Below: Back at the dock, the Omega 45 was little worse for wear.*

BOTTOM ROW KIT STYCKET



# SOLO TRANSPACIFIC YACHT RACE

What if you were sailing from San Francisco Bay to Hawaii and didn't set a spinnaker? What if you just pointed your bow at your destination and went straight there, on a fixed compass heading, without much navigation or jibing? You might expect to have a more comfortable ride than otherwise, but you wouldn't expect to win a race. And yet, that's exactly what happened this July.

Philippe Jamotte is an experienced sailor but a novice singlehander. When he stepped off his Olson 30 *Double Espresso* on July 5, first to finish the 2018 Singlehanded TransPacific Yacht Race, it was probable that he had already won the 16-boat race on corrected time as well.

"I have barely any experience at all with a spinnaker and none with a sea," said Philippe. "Since I'm very conservative there was only so much I was going to do. Waiting for the wind to pick up — that was my strategy. The boat's just a beast. It felt like a rocketship. For me the part that was tense was all the racing."

He took the lead when he put up the #2 jib. "I had the #3 and the full main and I'm not making it up here, what's happening? Finally it dawned on me. I got the big whisker pole out and went 10.9 for four hours, I got a little addicted to that. I liked the windy reach. Farther down I didn't like the trade-wind parts."

Philippe sailed a rhumb line course, dead downwind with the jib to port. "At the beginning I was like, what's the weather doing, what should I be avoiding? But in the end it was just where the wind goes, so do I. It was a simple race." He tried to keep the boat light. "If I'd have known what I know now I wouldn't have taken the spinnakers. That would have been another 100 pounds."

Some of the other early finishers agreed that spinnakers were more trouble than they were worth. David Clark, who finished second on his Olson 30 *Passages*, said, "I flew the spinnaker diminishing amounts. Day 5 was my first spinnaker day. I flew the half-ounce for half the day until it got really windy. I

took that down and set my regular asymmetrical kite. The next day I flew the asymmetrical kite almost all day, the next day half the day, the next day 3-4 hours because I also had twin jibs. I just got tired of fighting the spinnaker, fighting the boat."

Greg Ashby said he flew the spinnaker "1% of the time" on his Wilderness 30 *Nightmare*. "I had one good day of flying the spinnaker; all the other days were bad days. The second day I put up a kite I flew it most of the day — until the wind picked up and blew out the top. I was done for that day." He had bad round-ups and wraps, and dumped the kite in the water twice. "The spinnakers were awful. They were bad."

"To fly the spinnakers a lot of the time is very difficult," commented David. "You have to really be an expert at spinnaker handling and have an abnormally good autopilot."

John Colby's brother-in-law couldn't understand why he wasn't flying the spinnaker on the Hylas 42 *Iris*. "The windvane wouldn't have held it steady

A photograph showing a sailboat on the water in the foreground, with a large, forested hill in the background. The sky is clear and blue. The boat is white with a white sail. The hill is covered in green trees and vegetation.

Philippe took his race-winning 'Double Espresso' for a final spin around Hanalei Bay on July 11 before handing her off to her new owners, the Kauai Sailing Association.



# IN A NON-SPINNAKER YEAR



*Philippe Jamotte won the Singlehanded TransPac on his first try, in his first season of sailing his Olson 30 with the Singlehanded Sailing Society. He arrived in Hanalei in the early morning light of July 5 after less than 12 days at sea.  
— All photos Latitude/Chris except as noted.*



# SOLO TRANSPACIFIC YACHT RACE

enough. I could have put it up, then I would have had to steer. It takes 45 minutes to put it up, you steer for two to four hours, then you have to douse it." The lines on his windvane paddle kept breaking. "I had to stop the boat, get down off the transom onto the vane itself, feed the line through, and tie it in 25 knots of wind while I was lying ahull — four times. I was expecting to use my autopilot. That failed the first night."

Many of the racers had issues with their autopilots and/or battery charging systems. Second to finish on corrected time, Don Martin ended up hand-steering for the final two days. In order to sleep, he'd douse his Wyliecat 30's main and tie the tiller over. "The first couple of times I did it I drifted north. It was jibing on me when I was taking the sail down. But then I figured it out; I kept the sail on the side I wanted to hoist it on. I'd set the alarm and go to sleep. When my second autohelm died the second time, I was really tired so I just went down for about six hours." He also tore *Crinan II's* only sail, the main.

Charlie Casey on the Cal 40 *Riff Rider*



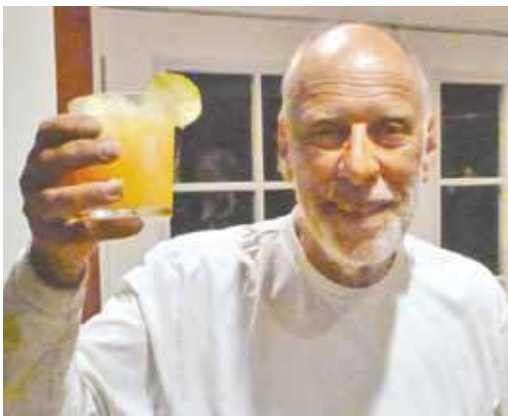
'Passages' and 'Crazy Rhythm' at the start of the race off Corinthian Yacht Club on June 23.

had engine-cooling trouble with six days to go. "I couldn't charge my batteries to drive my autopilot and other things unless I was very judicious about power. I could start the engine for five minutes on the hour to charge up enough to drive the autopilot through the night. I had to do a lot of math and a lot of self-driving." He had no solar panels. "I'm not sure solar panels would have been the answer because it was cloudy most of the trip. A lot of people who had solar panels also

had power consumption issues." Charlie thought that if he did the race again he'd bring a gas generator as a backup.

Cliff Shaw sailed the only multihull in the fleet, the Crowther 10M *Rainbow*. If the rankings included multihulls, he would have won overall. "I had times when I was very nervous because the boat was getting noisy and banging around and running fast, and I've been

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Above, left to right: Don Martin, second on corrected time despite a torn main (and only) sail and hand-steering for the last two days, enjoys a mai tai upon arriving in Hanalei; David Clark was second to finish, after dark on July 5; another nighttime arrival, Chris 'Furry Brother' Case, with his wife Joan. Below: Cliff Shaw rows a Porta-bote; 'Dark Horse' looked great at the finish — except for missing a solar panel; the morning of the start, Greg Ashby gets the halyards ready on 'Nightmare'.





# IN A NON-SPINNAKER YEAR

unusual string of tropical depressions that disrupted the normal wind patterns; this year's race was sailed in more typical conditions.

Shad Lemke's Olson 30 *Dark Horse* came in looking shipshape, but we couldn't help noticing that a twisted bit of metal was all that was left of his starboard solar panel.

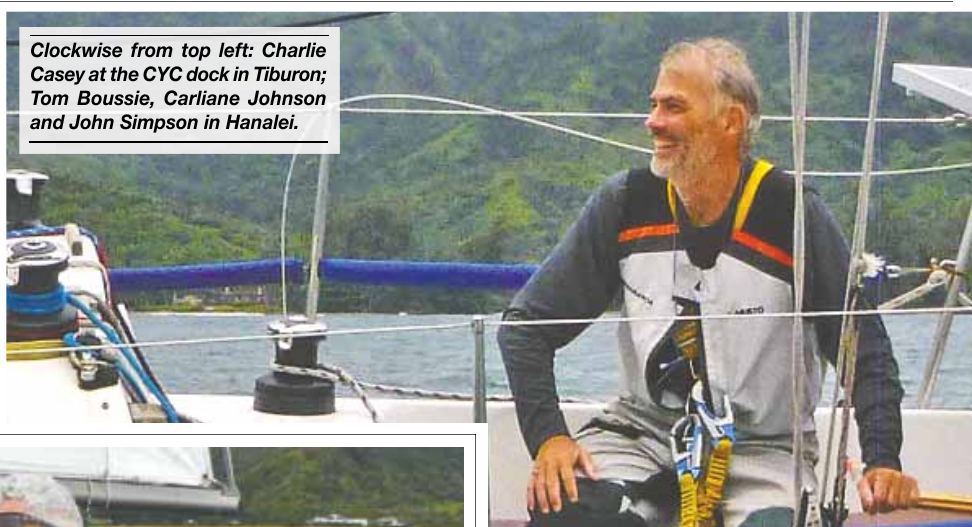
"The first day that we got into the trade winds — my second time in the trades — it was blowing around 20-25 knots," he explains. The seas were getting steep. I was going pretty much dead downwind wing on wing with the #1. I didn't even have a pole out. About 8 p.m. I came up to one of the big swells and it lifted the back of the boat up. (That's pretty normal; I can handle that.) As it lifted the back of the boat up a big cross-swell hit. Those two combined in a knockdown, and it catapulted me. The boat was on its side, and I was lying on the boom as much as in the water. I grabbed hold of whatever I could to get back in the cockpit. I was back in before the boat came up by itself. Those boats

**Mike Cunningham's 'Jacqueline' was among the boats attacked and besmirched by flying squid.**

able to curl up the sail and take a nap," he said. "I wake up good to go. One of the challenges was that I cranked up the engine and turned on the alternator and in less than 10 minutes there was smoke billowing out of the engine. That scared me." The brand-new alternator had fried. "I carry two spares. Same with autopilots. Losing autopilots is the most common thing."

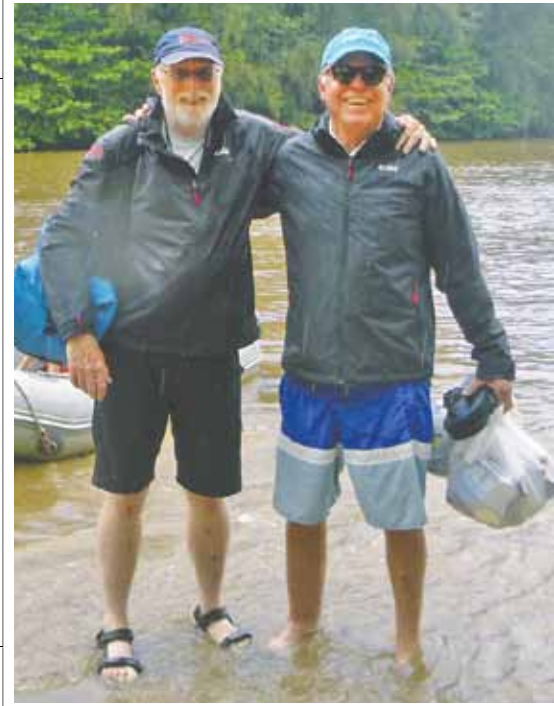
Mike Cunningham's Freedom 30 *Jacqueline* was the first of the heavy monohulls to finish. This was his second SHTP in a row, as it was for Bill Meanley on the Pacific Seacraft 37 *Dolphin*. They compared notes during social hour at the race committee house. The two were within 10 miles of each other the whole way. They agreed that they'd achieved their mutual goals of improving their time and experiencing the trade winds. The race in 2016 was impacted by an

**Clockwise from top left: Charlie Casey at the CYC dock in Tiburon; Tom Boussie, Carliane Johnson and John Simpson in Hanalei.**





# SOLO TRANSPACIFIC RACE



Left: Bill Meanley arriving on 'Dolphin'; right: John Woodworth and John Colby come ashore in the Hanalei River. Below: Lee Johnson was last to finish with plenty of days to spare before the awards party.

can handle a lot."

He was tethered in. "Luckily. It was still pretty scary. Swimming next to your boat is not a good feeling when you're a thousand miles from anywhere. The boat hove to when it came up because it was wing on wing. My lifejacket had inflated. I was soaked to the bone, the seas were getting steep, and a storm was coming. I went down and repacked my lifejacket, put a new cylinder in it. My solar panel was hanging off. The two panels were wired together. I clipped the wires, and a wave took that panel and luckily didn't damage the other one."

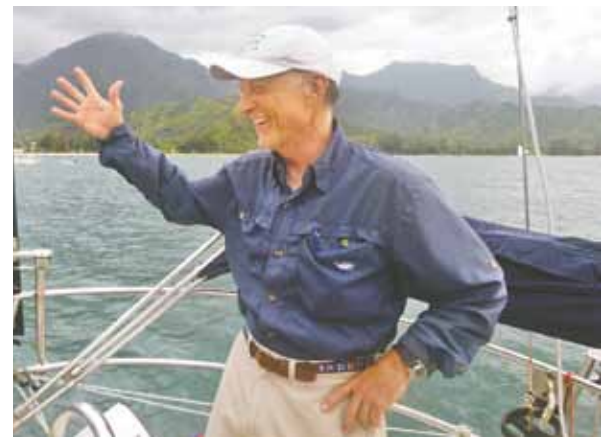
"Never again! Just shoot me!" exclaimed Tom Boussie, after battling squalls to enter Hanalei Bay on the Capo

30 *JouJou*. "They tell you how fun it is. They don't tell you how hard it is. It is fucking hard!"

Tom said his first three days were great. "I'm good upwind." But after three nights of sleep deprivation, he said, "My IQ dropped to about 40.

"But it was fun — oh no! I can't believe I just said that! The selective amnesia is already setting in."

Among the nighttime arrivals was Chris Case on the Wilderness 30 *Fugu*. His bikini-clad wife Joan went out on the race committee's shoreboat, *Sea Squirrel*, to greet him. "I didn't even recognize her!" he said. Volunteer Dave Morris quipped, "She didn't recognize you either, furry brother!" (Chris was among the men



who'd grown a beard while at sea.)

"Friday was squall city," said *Crazy Rhythm's* John Simpson, referring to July 6. "I had full sails up and was getting clobbered. By Saturday I had two reefs in and a #3 — much better. Everything was wet the whole time. The SC27 is a younger man's boat."

Carliane Johnson on the Freedom 38 *Kyntanna* had a track the opposite of Philippe's straight line, with many jibes. "Instead of doing so many projects I probably should have looked at the course and figured out which way to go," she said. "I was going to do the Great Circle route. Little did I know I was going DDW the whole way, and my boat doesn't like DDW. I was having fits trying to keep the sail going in one direction. South-southwest that's all I wanted. I could go west or south. I could not go SSW. I had one very bad night. I had about four accidental jibes. That's when I decided I didn't need to sleep anymore."

John Woodworth on the Pacific Seacraft 37 *Owl* finished on the squally afternoon of July 9. He saw the weather

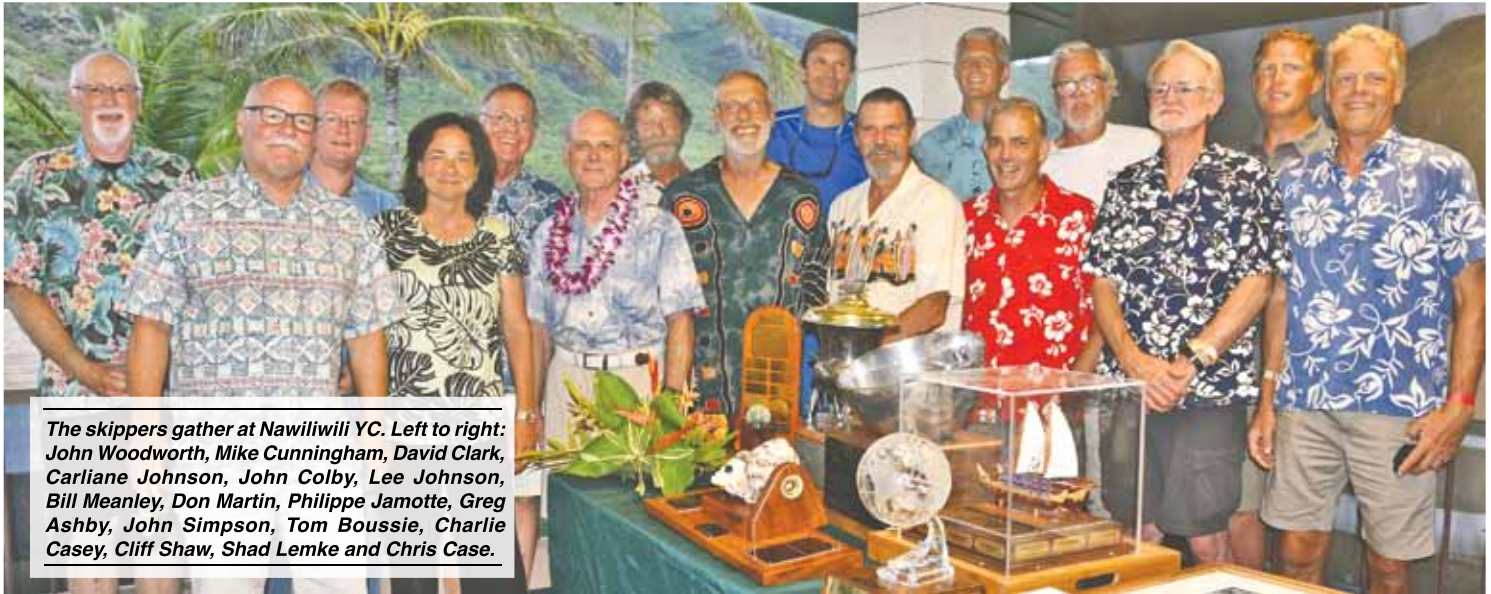
## 2018 SSS SINGLEHANDED TRANSPACIFIC RACE OVERALL RESULTS

Place	Boat	Type	Skipper	Division	Elapsed	Corrected
<b>MONOHULL</b>						
1	<b>Double Espresso</b>	Olson 30	Philippe Jamotte	Kane	11:21:13:11	09:09:09:11
2	<b>Crinan II</b>	Wyliecat 30	Don Martin	Lono	13:11:08:15	09:19:23:35
3	<b>Nightmare</b>	Wilderness 30s	Gregory Ashby	Lono	12:16:26:32	09:19:32:32
4	<b>Passages</b>	Olson 30	David Clark	Kane	12:11:43:01	10:01:25:01
5	<b>Jacqueline</b>	Freedom 30	Mike Cunningham	Kanaloa	15:03:48:26	10:14:51:46
6	<b>Dolphin</b>	Pacific Seacraft 37	Bill Meanley	Kanaloa	15:04:44:46	10:23:27:26
7	<b>JouJou</b>	Capo 30	Tom Boussie	Lono	15:02:23:57	11:10:03:57
8	<b>Fugu</b>	Wilderness 30s	Chris Case	Lono	14:12:02:06	11:12:11:26
9	<b>Riff Rider</b>	Cal 40	Charles Casey	Ku	14:17:04:27	11:13:06:27
10	<b>Crazy Rhythm</b>	SC27	John Simpson	Kane	15:06:46:24	11:14:26:24
11	<b>Owl</b>	Pacific Seacraft 37	John Woodworth	Kanaloa	16:04:41:30	12:01:10:10
12	<b>Kyntanna</b>	Freedom 38	Carliane Johnson	Ku	16:01:05:12	12:12:17:12
13	<b>Dark Horse</b>	Olson 30	Shad Lemke	Kane	15:00:51:32	12:14:33:32
14	<b>Iris</b>	Hylas 42	John Colby	Ku	15:07:00:52	12:17:10:52
15	<b>Morning Star</b>	Valiant 32	Lee Johnson	Kanaloa	17:08:56:51	12:22:21:31
<b>MULTIHULL</b>						
1	<b>Rainbow</b>	Crowther 10m	Clifford Shaw	Hokulea	13:18:43:24	09:03:25:24

Hanalei Yacht Club Trophy — First Place Monohull on Corrected Time: **Double Espresso**  
 Latitude 38/Nelson's Trophy — First on Corrected Time, Monohull from Northern California: **Double Espresso**  
 Jim Tallet Memorial Trophy — First on Corrected Time from outside Northern California: **Passages**  
 Displacement Monohull Trophy — First on Elapsed Time, Heavier Monohull: **Riff Rider**  
 Jack London Trophy — First on Elapsed Time: **Double Espresso**  
 Orcon Corporation Multihull Trophy — First on Elapsed Time, Multihull: **Rainbow**  
 Grover Nibouar Trophy — First on Elapsed Time, Small ULDB Monohull: **Double Espresso**  
 Perseverance Trophy — Last on Elapsed Time: **Morning Star**



# IN A NON-SPINNAKER YEAR



*The skippers gather at Nawiliwili YC. Left to right: John Woodworth, Mike Cunningham, David Clark, Carliane Johnson, John Colby, Lee Johnson, Bill Meanley, Don Martin, Philippe Jamotte, Greg Ashby, John Simpson, Tom Boussie, Charlie Casey, Cliff Shaw, Shad Lemke and Chris Case.*

coming, so he unfurled more genoa to try to get ahead of it. Then the squall hit with zero visibility and 30 knots of wind — and he couldn't furl the genoa. So he hove to and waited it out. There was a wind hole after it — followed by another squall.

Lee Johnson came in on July 10, his

Valiant 32 *Morning Star* the last boat to finish. Not a hair was out of place on the boat or her skipper. Lee was having such a good time that he might have kept going, were it not for the desire to do laundry, refill a water tank, and quaff a real beer — he'd had only non-alcoholic beer on board for the race.

After the awards party on July 14, the heavier boats were sailed back to the mainland, the lighter/smaller boats were shipped back, and the winning boat, *Double Espresso*, joined the fleet of Olson 30s in Kauai's port, Nawiliwili.

See [www.sfbaysss.org](http://www.sfbaysss.org) for more.

— **latitude**/chris

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# SAILDRONE —

We arrived at Saildrone right at lunchtime. About 15 employees, many of them wearing khaki Carhartt overalls, gathered at picnic tables outside the front entrance. Beyond the façades of the old warehouses that once made up Naval Airstation Alameda, a few hulking gray Navy ships sit at dock. People eat and chat happily as the South Bay stretches out into blurriness behind them. A few of the doors and awnings of the Saildrone warehouse are shaded in the same "hunter" or neon orange as the sail drones themselves.

This collection of old military-industrial warehouses has been repurposed for a modern Bay Area economy, which includes several distilleries, a winery and a brewery. With the addition of the ultra-modern, tech-driven Saildrone, the neighborhood feels a little chic and trendy. This was the third time we'd been to Saildrone in the last year, and there's an undeniable vibe here. We won't try to explain or qualify it, there's just a vibe. This place is just . . . cool.

We were met by Sebastien de Halleux, Saildrone's chief operating officer, who offered us lunch — a large, delicious, premade salad. As we sat down to eat, we noticed a name on the container: Richard Jenkins, the founder and CEO

**Sebastien de Halleux shows us an older generation of well-traveled sail drones that were built with outriggers (new generations are without).**

of Saildrone. If you don't know the story, Jenkins set the land speed sailing record in 2009, hitting just over 126 miles per hour in a winged craft, and cementing his place in history. The green, rigid wing from *Greenbird*, the record-breaking land yacht, sits against a wall in the warehouse. (And we apparently hijacked Richard's salad.)

Saildrone draws a straight and clear line between Jenkins's accomplishment and what the company has become. "Saildrone's patented wing technology was born from 10 years of [research and development] in pursuit of the land-speed record. The

quest for speed and control led to the innovation of a precise but low-power wing system." Today, Saildrone makes what are called Unmanned Surface Vehicles (USVs), which sail all corners of the globe collecting vast amounts of data, but do so far more cost-effectively compared to traditional research models such as large ships. A for-profit company, Saildrone launches and manages various research missions across the world for governments or private companies, and delivers data in "realtime via satellite" to clients. The drones have sailed over 200,000 miles in the last several years, and one new sail drone is being built every day. Richard reportedly said he wants to have 1,000 drones on the water within the next three to four years.

As we eat lunch, a woman stops by the

*"What if you put data and put technology toward the service of humanity?"*



LATITUDE / JOHN

**Saildrone founder and CEO Richard Jenkins at the Alameda headquarters.**

table and exchanges a few happy, singsongy words in French with Sebastien. We feel that thing again, a, ahem, *joie de vivre*. "There's like, a vibe here, right?" we asked Sebastien. He laughed. "Saildrone is unlike any other company. Everyone that works here is passionate. What's so special about sail drones is that they're able to deliver the abundance of instruments anywhere in the world — under sail power."

The visceral passion at Saildrone is most obvious in Sebastien himself, who speaks about everything with gusto and an almost boyish enthusiasm. "I think sailing is art," he exclaims. "The way you trim your sails, the way you angle yourself to the wind." Sebastien says he doesn't come from a sailing background, but his recent résumé is impressive: After taking sailing classes, he did his first Pacific Cup in 2012, and was listed as the skipper of *Swazik*, a Swan 45, which was the winning team that year. It's an accolade that Sebastien is humble to admit. "It's a perpetual trophy, so my name is, like, on there with Stan Honey's!" He did another



LATITUDE / TIM



# SHIPYARD OF THE FUTURE



climate change. Sebastien speaks often about the relevance of the sea. "Someone in Wisconsin might think that they don't need to care about the ocean," he said, "but the ocean leads to so many other factors."

On the global scale, ocean currents are effectively a conveyor belt, moving warm water and precipitation from the equator toward the poles, and cold water from the poles back to the tropics, according to the National Oceanic and Atmospheric Administration (NOAA). "Without currents, regional temperatures would be more extreme — super-hot at the equator and frigid toward the poles — and much less of Earth's land would be habitable." In other words, to understand the ocean is to understand the planet, and the net result of this understanding can potentially equate to saving lives.

"This year, we're deploying drones into the hurricane field to figure out how big they're going to be and where they're going to land," Jenkins told *Bloomberg Businessweek*. He said that information can be used for people's safety as well as assessing insurance risks and impacts to financial markets. Regarding hurricanes, Sebastien says, "it's unacceptable to evacuate everyone from one side of the state to the other, just to put them in the way of where the storm eventually hits." He was careful to say that the uncertainty of these decisions is no one's fault: it's simply the reality of humanity's current lack of knowledge concerning the ocean and weather, an understanding that is hobbled by a lack of data.

***Sebastien plays with a live map, where sail drones follow great white sharks in the Pacific.***

Pac Cup in 2014, and has done a handful of Mexico races.

Before SAILDRONE, Sebastien was working in gaming and the start-up world, and became involved with a movement that deliberately took a day off each week "to enjoy life and realize that there's more to do than just work." Sebastien's 'non-work' activity became sailing. He said that as a businessman, instead of holding a meeting "in the basement of some hotel," he would have the meeting on a boat.

When describing the unique, strictly-sail research missions carried out by SAILDRONE, Sebastien uses the phrase "working with nature" several times, contrasting to the old-school research ship model, where you just "hit the gas, drive straight, and burn up all this fuel." On more than one occasion, Sebastien motions with his hand, as if pushing down on the throttle of a small ship. One could imagine black smoke billowing from a stack, and the contrast between the old data-collection model and the new, even in the imagination, becomes clear.

"What if you put data and put technology toward the service of humanity?" Sebastien says, explaining that research

done by sail drones can be used to create "planetary models," which can lead to a better understanding of the ocean, including weather forecasting, carbon cycling, global fishing, wildlife studies and



LATITUDE / TIM

# SAILDRONE —

After lunch, we take a short tour of the warehouse. Not far from the break-room is a large screen where a projector beams an image of a live map (think windytv) with a symbol representing a vessel. We go to a laptop next to the projector, where Sebastien zooms out so that the California Coast comes into view. The vessel is surrounded by about eight squares.

"Is that a Saildrone?" we ask. "Yes!" Sebastien exclaims. "And all of those squares are great white sharks." This is part of research done on the so-called "Shark Cafe," an area in the Pacific roughly halfway between Southern California and Hawaii where white sharks migrate every year. Through the tagging of sharks, scientists have known about the Cafe for years, but the sail drones offered researchers their first "detailed look at [the shark's] vast deepwater playground," according to *Bloomberg*.

Sebastien zooms in and out of graphs, showing various blocks and lines representing huge troves of data. He focuses on the "mesopelagic zone" — an area from about 600 feet to over 3,000 feet in depth — then scrolls from day to night. The entire zone rises and descends, appar-

ently following the light and temperature. Sebastien smiles.

We walk past a fleet of older-generation sail drones on the hard. They're 19-ft in length with outriggers, a large keel relative to their size, and noticeable wear to their exteriors — the bright orange is faded and the bottoms have clearly seen growth that's been scraped off. Each of these boats has sailed thousands of miles and collected countless terabytes of data. Saildrone is currently on their sixth generation of vessels. The newer boats, which are approximately 24-ft in length, about 16-ft tall and draw roughly eight feet, do not have outriggers.

There are slight variations in a few hull designs — some are smooth and rounded like torpedoes, others have chines. "That's to reduce hull noise," Sebastien says, adding that certain drones would be fitted with highly sensitive microphones, making it imperative to reduce sound from the hull.

Each sail drone takes a total of 16 measurements broken into three categories: atmospheric, such as wind speed and direction as well as air temperature and pressure; physical, such as wave height and ocean depth; and oceanic, such as measuring pH, water tempera-

ture and salinity. In other words, a sail drone is a floating — or rather, sailing — instrument platform. In a typical mission, each boat will collect billions of data points. "We measure everything you can possibly measure," Richard said in an interview with *Bloomberg*.

"Every sail drone Unmanned Surface Vehicle carries a comprehensive suite of science-grade instruments, each carefully selected in association with PMEL [Precision Measurement Equipment Laboratory] /NOAA," the Saildrone website says, adding that the boat's platform is sleek and slender, and does not displace or disturb water "in the same way that ships and buoys can, allowing for more precise measurements. While most missions do not require all available sensors, it is possible to run all sensors simultaneously. Missions can last up to 12 months."

Sebastien says that because sending a sail drone to the middle of the ocean to gather data is relatively cheap, it gives scientists options. After getting a sneak peek at a remote location, researchers can make more informed decisions about what kind of resources they want to devote to further study, if any. By starting small, scientists are able to broaden their scope.

**Orange is the new chic. In October of last year, Saildrone hosted a panel featuring several Bay Area manufacturers. The event showcased many young entrepreneurs staking a claim in the local economy, but also suggested Saildrone's leadership as a leading local manufacturer.**





# SHIPYARD OF THE FUTURE

GREEN BIRD PROJECT



**R**ichard Jenkins floated around the warehouse as we strolled through. We first met him at an event in October 2017, and, in our heads, Richard was kind of a mysterious figure — and because

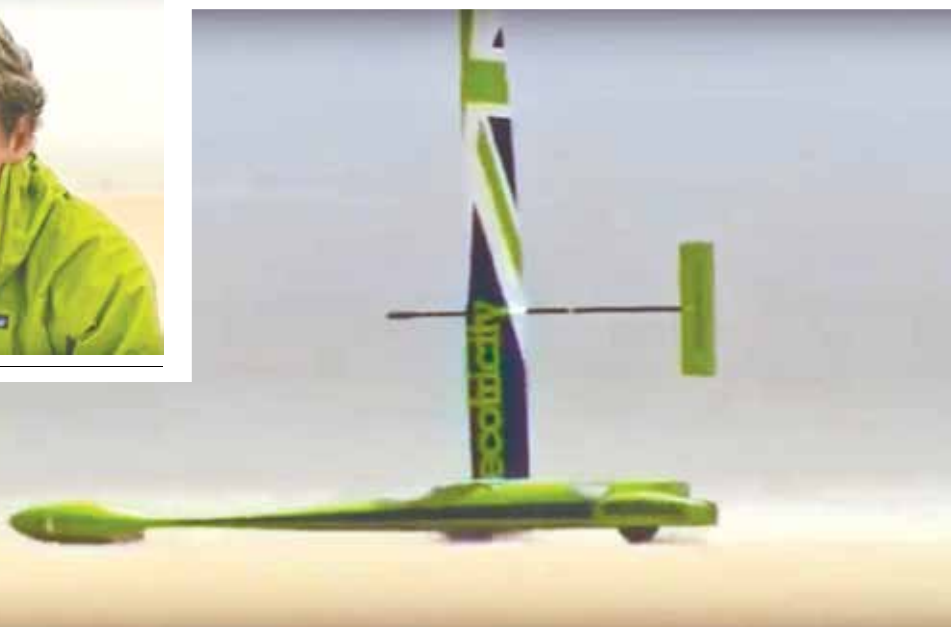
of his landspeed bona fides, kind of a big deal. We'd been chasing a story with Saildrone for a while, knowing that the company was staffed by an army of sailors and doing exciting, ground-breaking business with organizations like NASA, among others.

But when we finally met Richard, he could not have been a more affable or laid-back dude.

Jenkins grew up sailing in both Australia and the UK. He had a standard dinghy-sailing youth, starting with Lasers and 420s before moving on to keelboats, including quarter-tonners in England. He would eventually study mechanical engineering, but, like all good sailors, carved out time to do deliveries across the Atlantic and throughout the Mediterranean, as well as dabble in super-yachts. All of this led up to a decade of sailing in the desert in pursuit of a record.

"This is a huge achievement. I've been trying for 10 years, every year, all day, every day trying to break this record." Jenkins said in a YouTube video from 2009 after he finally made his historic 126-mile-an-hour run (the previous record was 116 mph, set by American Bob Schumacher in 1999). "It's an incredibly difficult record to break. Any other record, more power means more speed. But with the wind, we don't have more power." Jenkins said there were countless technical considerations considered to eke out more speed. "It's a constant battle: lift vs. drag, tires/tire pressure, weight distribution . . ." Needless to say, 10 years tinkering with wings made Richard something of an expert.

Jenkins eventually did some work for Eric and Wendy Schmidt, founders of the



GREEN BIRD PROJECT

**Above and below: 'Richard Jenkins' 'Greenbird' during her record run in 2009 on Ivanpah Dry Lake near Primm, Nevada. Inset: "I've been trying [to break the record] for 10 years," Richard said after his run.**

Schmidt Ocean Institute (among their many philanthropic endeavors). Richard helped outfit the Schmidt research vessel *Falkor*, which cost tens of millions of dollars. It was reportedly then that Jenkins was first shocked by the extraordinary cost of ocean research, and conceived of a small, wind-powered autonomous vehicle. "The Schmidts gave Jenkins \$2.5 million to get started; by 2013, a test craft had completed its first voyage from California to Hawaii," wrote *www.sciencemag.org*.

Richard said he doesn't have much time to sail these days because of his

work at Saildrone. He owns a Canadian-built Contessa 32 that he takes out for the occasional sail with his wife and two children, who are 7 and 9 years old, and who are both getting their feet wet in dinghy sailing.

In October, Jenkins told us that he was quite happy living in the Bay Area. "There's good kite surfing here; the mountains are nearby and there's good skiing." The Bay Area also has everything that goes into a sail drone.

Sebastien tells us that choosing Alameda was a strategic choice. "It has a tremendous maritime heritage," he says, explaining that San Francisco has long been an iconic destination for sailors. "And it has a manufacturing heritage." There's also a longtime tradition of technology, software and computer engineer-



GREEN BIRD PROJECT

# SAILDRONE

SAILDRONE / NOAA



Sail drones have conquered many high-latitude missions. They were some of the first research vessels to reach parts of the Arctic.

ing just across the South Bay. And let's not forget another important factor in the Bay Area legacies: the local boat and ship-building heritage. Saildrone has become a full-scale manufacturer, and picked up where the Navy and many small-time recreational builders left off "We're a shipyard of the future," Sebastien says.

**D**uring the tour, we walk past what we can only call one of the most objectively awesome boats we've ever seen. It's the kind of vessel that we might have drawn in our notebooks as kids, the kind of boat that inspires your imagination (like, say, the *Millennium Falcon* of boats). The vessel in question is top-secret (no pictures allowed), but let's just say that a variety of boats are being conceived and built here.

We should be careful, though. It's easy to get caught up in the vibe, feed off the palpable passion, and get starry-eyed over just how cool sail drones are. It's an armada of remote control boats exploring the sea. It's every sailing kid's dream. But Sebastien is careful not to refer to sail drones as playthings. "We want people to know that these are not toys." There is in fact no denying the seriousness of what Saildrone does, both in terms of the value of the data it collects, and in terms of the amount of money (\$90 million, according to *Bloomberg*) a reported six venture capital firms have staked on its success.

As we walk through the warehouse, we see the woman speaking French earlier with Sebastien working at a small workbench. There are a few of these stations staffed by a single person, many of whom

are attending to the bright-orange foils of the drones. With the exception of the final product, it's not unlike most boatyards we've been to.

We've met a few sailors in the employ of Saildrone, some of whom have come to our Crew List Parties and are active in the local racing scene — but Sebastien says not everyone here comes from a sailing background.

*"We want people to know that these are not toys."*

The list of people Saildrone works with is a who's who representing the top of various industries. From the sailing world, it's advisor Stan Honey. "I've been friends with Richard for 10 years," Honey told us. "Then, as part of the Saildrone project, Richard would call me from time to time asking for advice on what season would be best to do certain passages, as well as routing and seamanship questions." Other advisors include Alan Steremberg, the co-founder of Weather Underground; Serkan Piantino, a former Facebook engineer who helped develop its artificial intelligence; Anne Hale Miglares, the CEO of Radiant.Earth, a company that offers "open geospatial data for positive impact;" and Ray O. Johnson, the former senior vice president and chief technology officer of Lockheed Martin.

Expressing our adoration for the company, we say, "It's great that you're employing so many sailors." Sebastien

corrects us. "Saildrone is a place where sailors use their skills in a way that contributes to humanity." He likened the ethos to sailors who used to crew on clipper ships carrying goods from one side of the world to the other. They weren't doing it for the joy or sport of sailing, they were doing it for commerce, for money. With Saildrone, sailors may be working on something with far greater implications.

As we finish the tour, and perhaps again inspired by that vibe, we want to ask a slightly existential question. As sail drones continue to cross oceans and absorb unimaginable amounts of data that might reveal previously unknown secrets of the ocean, are we approaching a critical mass of knowledge? Are we coming to a point where we'll understand the world in a broader, deeper way? "We're moving toward the 'quantified planet,'" Sebastien says, and uses the example the "quantified self," a movement to record data about individuals through various technologies — think of the Fitbit recording how many steps you take a day. Such an abundance of data is said to open the possibility of "self knowledge," which reveals itself in small increments rather than a single epiphany.

"Planetary knowledge" is also likely to come in increments, but thanks to Saildrone, the data is now flowing at a more rapid pace. The scale of ocean research has previously been limited to satellites and a handful of research ships and buoys. "Saildrone is the link between satellite and oceanic observations," Sebastien says. "We're filling in the gaps where those systems stop."

— **latitude** / tim



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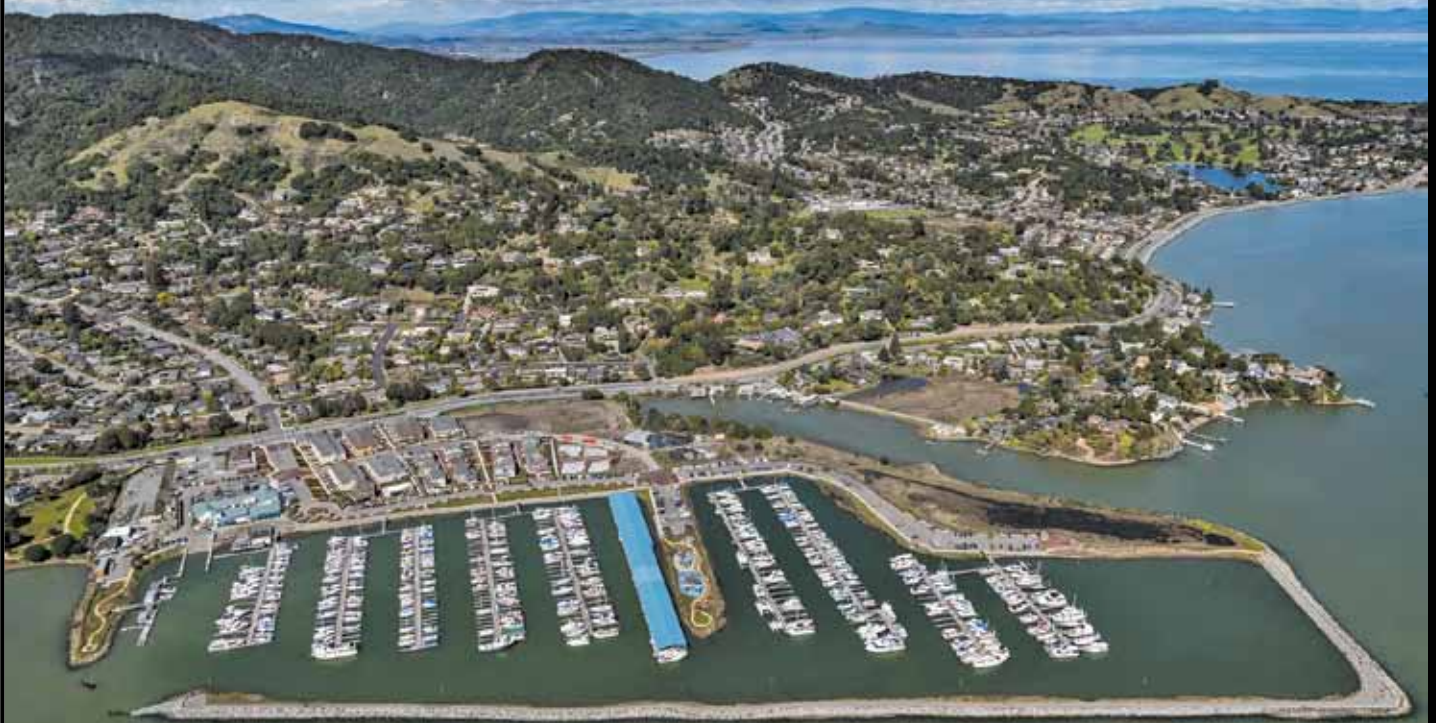
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# 20TH PACIFIC CUP —

In the wake of the insane 2016 race, the 2018 Pacific Cup marked a return to normalcy for the 60-boat fleet. In doing so, both the weather and the crews on the water made the race as unpredictable as ever. From role reversals in the predicted weather scenarios to huge fleet splits and even a big one-design ULDB barn-burner, the 20th edition of the "FUN race to Hawaii" more than lived up to the pre-race hype.

When the 60 boats crossed the starting line on San Francisco Bay during the second week of July, all were blessed with brilliant weather. Once offshore however, each of the four start days' fleets encountered a wide range of conditions. After a breeze-on, fast, gnarly departure for the first huge batch of starters on July 9, the other three starts each worked offshore through light, challenging con-

ditions. The Wednesday and Thursday starters got shafted just as badly as the meteorologists had predicted, with the Friday starters managing to escape the coast relatively unscathed and work their way to the top of the overall rankings. It was a lighter-than-normal year with few major breakages, though in a 2,070-mile race with five dozen boats there was still plenty of carnage and gear failure.

An 'experimentally' rated all-new Beneteau Figaro 3 with two Frenchmen aboard took off as the quickest boat of the first wave of starts and led all the way into Oahu, just over 11 days later. Charles Devanneaux and the young and very talented Matthieu Damerval had already made Pacific Cup history when they sailed *A Fond le Girafon*, the first-ever hydrofoil-equipped boat in the race, across the starting line. But by the time they brought the revolutionary

new 33-ft one-design racer home at the head of the fleet, they had written a fresh chapter in the history of the race. Sailing for ALS to raise funds and awareness for the disease that killed his former Pac Cup sailing partner and friend Gilles Galerne, while serving as a test pilot for an incredible new machine — with the French winning the World Cup along the way — was a remarkable experience for Charles.

Setting sail on Friday the 13th, which was predicted to be the worst day, the Shelter Island TransAtlantic Partners' Mills 68 *Prospector*, the fleet's scratch boat, made a bold move to the south immediately after leaving San Francisco and romped to Hawaii in just over seven days to arrive into Kaneohe before sunset, just hours after the hot new foiling Bene. Setting the fastest elapsed time and surging to the top of the over-

**The Figaro 3 'A Fond le Girafon' started with the first divisions on July 9. 'Girafon' is French for baby giraffe.**



ERIK SIMONSON / PACIFIC CUP



all leaderboard, *Prospector* spit in the face of superstition and put another major feather in her cap as the program continues to campaign the boat around the world and tick off 'bucket list' regattas. While *Prospector* did indeed win the overall, she ironically didn't win her division, as Roy Pat Disney's Andrews 68 *Pyewacket* took that honor. Sailing with a new 'tweener' reaching sail that is legal under ORR but not under PHRF — which is used to score the overall rankings — *Pyewacket* had knowingly taken themselves out of the overall running, instead focusing on winning her division while continuing to optimize the platform.

The first wave of starters took off on Monday, July 9, and set off into solid power-reaching conditions that seemed to last forever. At the time presumed as the clear winner in the one-in-four weather lottery that would partially define this year's race, the four divisions of starters on Monday all reported huge breaking seas, super-high boat speeds and dark nights as they amassed various leads that looked as if they might hold to the end.

**Bang!**  
And it's all over.

As the light air that hindered the later starters began to fill in across the racecourse, a huge north-south split opened up as different navigators on different platforms hedged their bets on how to get to Hawaii most quickly. For



RYAN ROTHWELL

many, including a lot of the small boats and ULDBs, their navigational hand was played as a result of the strong northerlies forcing boats to crack off and put the bow down farther south. Many of the heavier boats were able to keep their speed up in those conditions and sail the most direct route possible. The breeze looked patchy and relatively light down the course for every fleet, making for an unpredictable and endless navigator's challenge.

### **Pau Maui Vodka DH1 Division**

Aside from the foiling Beneteau *A Fond le Girafon*, much of the talk on the first day of starts was about the six-boat Pau Maui Vodka/DH1 Division. Effectively an Express 27 one-design division, this highly anticipated double-handed fleet more than lived up to the build-up, with ultra-close racing all the way to Hawaii and even a couple of surprises.

The big breeze at the start pushed the small ultralights south, with Will Paxton and Zachery Anderson aboard perennial class champion *Motorcycle Irene* surging to an early lead ahead of the rest of the Express fleet. While other boats in the fleet would run near the front and even lead the pack, the race would come

**Thomas Corkett's Andrews 70 'Runaway' races for the finish under a spectacular sky.**

down to two boats, both with Paxtons aboard. *Irene* and *Loose Cannon* put on a fantastic show for all of us at home, with Andy Goodman and Julia Paxton onboard *Loose Cannon* sailing a master class of a race to take down *Latitude* pre-race favorite *Motorcycle Irene*. Don't call it an upset, however: Andy and his girlfriend Julia, who just happens to be Will's younger cousin, have been preparing their boat and training relentlessly all year long and are both professional mariners and rock-star sailors in their own right. The team sailed an absolutely fantastic race that came down to *Loose Cannon's* pulling away from *Irene* in a big wind hole and gaining an advantage that would stand until the race's end.

### **Mount Gay Rum DH2 Division**

Like the Express 27 fleet, the Mount Gay Rum DH2 Division had a hugely exciting race that would come down to the very end before being decided. While *A Fond le Girafon* led on the water, the real racing was behind her and would come down to a three-way battle among the Antrim 27 *Bacon Berger*, Donovan 30 *Wolfpack* and Moore 24 *Foamy*. Taking a

# 20TH PACIFIC CUP —



ERIK SIMONSON / PACIFIC CUP

huge hit in the rankings early on, *Wolfpack* and *Foamy* played the south hard and eventually came out looking good on the other end. *Bacon Berger*, meanwhile, routed themselves all over the place, successfully playing a middle option that would bring them into Kaneohe behind only *A Fond le Girafon* and *Prospector*.

**Oh no! Suzy Garren's got an ono on Wyatt Jones' Berkeley-based Davidson 44 'Imagine'.**



IMAGINE

**Above: 'Loose Cannon' started on July 9 with five other doublehanded Express 27s.**

With Kaneohe Yacht Club commodore Frederic Berg and Michael Bacon sailing the ultra-quick little Jim Antrim design fast at all times, the two sailed up to the KYC bulkhead at 1 a.m. to a raucous Kaneohe welcome.

A few hours behind on the water but a few hours ahead on corrected time

were Bill and Melinda Erkelens on their Jim Donovan-designed 30-ft MORC racer *Wolfpack*. The couple has now won their division in the past three successive Pacific Cups on *Wolfpack*, an incredible accomplishment.

Lester Robertson and Randy Parker surfed the sentimental crowd favorite *Foamy* into third place. Now 70 years young, Robertson first sailed a Moore 24 to Hawaii in the 1980 Singlehanded TransPac.

## Coral Reef Sailing Apparel A Division

Jim Quanci led the Coral Reef Sailing Apparel A Division and the overall rankings for much of the first half of the race on his 1967 Cal 40 *Green Buffalo*. As is often the case however, one doesn't want to be leading a Hawaii race early on, and this year proved to be quite normal in that respect. Working the north, the multi-time race veteran amassed a solid lead but eventually ran into light air, which opened the door for the competition. Bob Horton's Cal 40 sistership *Highlander* made gains in the south, eventually crossing jibes with *Green Buffalo* and competing for the victory in the later stages. A spinnaker wrap and accidental jibe broke their boom, however, and took them out of the running.

"Bang and it's all over!" they reported on July 20. "We were having a great sail last night. Screaming downwind feeling that we had a chance, sailing on the edge with the spinnaker up and doing 10-12 knots. We were hit by a gust at an unexpected angle. Next I see the spinnaker rising upwards and under the net that prevents the spinnaker from twisting around the forestay. Next there's a twist. It wouldn't blow out or untwist, which meant lowering the spinnaker in these gusts. It started off well until I got hit again by a wind shift or a gust in the wrong direction. The boat wanted to jibe, but the boom was held in place by a preventer. 'Bang!' The preventer is no longer attached to the boom and the boom is broken at the point where the preventer was attached — game over!"

"The good news is that no one was hurt, and the finish is dead downwind of where we had the disaster, so it's easy to get there under sail. We intend to finish, as we have not received outside assistance."

Rebecca Hinden's triplehanded Express 27 *Bombora* kept *Green Buffalo* honest and was always nipping at their heels, but never quite had the breeze to allow the small ultralight to surf past.

It was a family affair on division winner *Green Buffalo*, as skipper Jim Quanci had his two sons, Andrew and Stephen, aboard. The young men were instrumental in getting dear old Dad to sign up for the Pacific Cup this year, as opposed to doing the Singlehanded TransPac again.

## Kolea Cruising Division

The Kolea Cruising Division, the largest in the race, got off the line with 14 boats taking up the challenge of sailing the 2,070 miles to Oahu in a friendly,



# HISTORY IN THE MAKING

unofficial race. With no ratings assigned to the boats and more permissive rules that allow motoring, some may dismiss the cruisers and their accomplishments in this race. Not this writer. Right off the bat, the cruisers provided a very exciting race with two Hanse 505 sisterships with renowned sailors aboard fighting for the lead — and not just between themselves. For much of the race, the only boat closer to Hawaii was the foiling Beneteau *A Fond le Girafon*. First it was Emmanuel Sauquet's *Outremer*, sailing with recent Bay Area transplant and Vendée Globe superstar Tanguy de Lamotte aboard. The all-French crew kept the boat moving well, yet ran into

**Pacific Cup: Check! The crew of 'Prospector' arrived in Hawaii on July 20 after only 7 days and 6 hours at sea.**



RONNIE SIMPSON / PACIFIC CUP

a large wind hole up north with *Green Buffalo*, *A Fond le Girafon* and several others, allowing rival *Anaïs* to pass. Matt Solhjem's boat was stacked with racers from San Diego including Ullman sailmaker Chuck Skewes, and the team sailed in full-send mode to the finish.

**Phil Wampold's Royal Victoria YC-flagged J/92 'Zaff', seen here spinnaker-reaching into the finish, pulled off an upset in C Division.**

With stories of blown-out spinnakers and major sail repair at sea, *Anaïs* set a fast course to Hawaii and was the first cruiser in, and among the first boats overall. When asked afterward, both teams agreed that "It was most definitely a race," and that they had been pushing hard and sailing the boat well.

Quite similar in many respects to a Baja Ha-Ha, the Pac Cup provides a safe and well-supported route for first-timers and cruisers to experience the thrill of racing their boat to Hawaii in a laid-back and inviting manner. The cruisers now make up nearly a quarter of the Pac Cup fleet.

## Alaska Airlines C Division

Two divisions started on Wednesday, the slowest and most painful of the four start days. Drifting off the coast and sailing in very light air for three days, the 17 B and C starters began at the bottom of the rankings and mostly stayed there as a result.

One of the most anticipated divisions in the entire race was the Alaska Airlines C Division, which would end up coming down to the wire and include an upset right at the end. Dean Treadway's classic Farr



RONNIE SIMPSON / PACIFIC CUP



# 20TH PACIFIC CUP —



RONNIE SIMPSON / PACIFIC CUP

## **Kaneohe Yacht Club hosts the Hawaii end of the Pacific Cup, on the east side of the island of Oahu.**

36 *Sweet Okole*, recently optimized with a new carbon mast and A-kites, worked the north while a trio of smaller, lighter boats worked three different options to the finish. Alex Simanis' Seattle-based Evelyn 32-2 *Poke and Destroy* and Phil Wampold's Victoria, BC-based J/92 *Zaff* took turns atop the leaderboard until the very end.

"We're finally sending it," reported Skyler Palmer from aboard *Poke and Destroy* on July 23. "After another slow and frustrating day of trying to make downwind gains in light air, the breeze filled in yesterday evening just after a lovely dinner of freeze-dried kung pao chicken. Overnight we saw winds of 20-25 knots and were sailing under the A3 spinnaker at an apparent wind angle of 120-130° to make our course. Those in the know realize that this is fully powered up." He reported boat speeds of 8 to 15 knots. "Spirits couldn't be higher even if sleep is a bit hard to come by with living conditions down below becoming a bit rough."

*Okole* sailed into Kaneohe in pole position, only to get run down on the leaderboard by *Zaff* after the race had finished. An unexpected wind shift to the southeast left *Okole* slightly overstood and reaching into Hawaii under a jib-

top while *Zaff* had a hot angle and came rumbling in to snag a last-second win. *Poke and Destroy*, the Hobie 33 *Aloha*, and Kirk Denebeim's Archambault 35 *Mirthmaker* rounded out the top five in this ultra-competitive division.

### **Weems and Plath B Division**

Likewise, the 10 boats in the Weems and Plath B Division had a struggle just to make it into the top five. Casey Smith's Grand Soleil 50 *Alessandra*, with some renowned Bay Area pros onboard, took control of the lead on the racecourse and led wire to wire, but couldn't quite correct out on the other boats.

By far the smallest and lightest of the boats in this big division of racer/cruisers, Karl Haflinger's Vashon, WA-based J/35 *Shearwater* sailed well clear of the fleet on corrected time to help make it a clean sweep of the Wednesday starts for Pacific Northwest boats.

Christian Doegl's San Francisco-based Swan 46 *Free* was the second-quickest boat across the pond and also corrected out to second place in this competitive fleet where four boats fought to the finish for the final two podium spots.

### **Pasha Hawaii D Division**

The smaller of the two ORR fleets, the D Division pitted four boats around 50 feet against a J/120 and two 32-ft rocket

ships. With seven very different boats only remotely associated by numerical handicap rating, this race could have gone many different ways. Leaving in light air as the sole Thursday start, D Division was dominated early by Gregory Mullins' revamped *Zamazaaan* program. With some of the Bay Area's best sailors aboard the classic Farr 52, *Zamazaaan* was crushing early on in the upwind and reaching portions of the race before falling down the rankings.

Once the breeze and swells went aft, Rufus Sjoberg's Melges 32 *Rufless* began surfing and planing her way up the leaderboard in rapid fashion. Rapidly eating away at *Zamazaaan's* lead, *Rufless* eventually passed her on corrected time and legged out to a decisive win while the SC50 *J World's Hula Girl* also surfed past the big, heavy *Zamazaaan* to earn second place with *Zammers* in third.

Aboard J World's DK46 *Cazan*, Cinde Lou Delmas stepped off the boat delirious with excitement, reporting, "A black night of squalls in the distance, right out of Stephen King. Another night we must have been on the set for *Game of Thrones*. Little moonlight amplified the white squall in front of us — it was 'the wall' and we sailed right through it. Who can sleep under these incredible conditions and moments in life experience? Everyone drove, trimmed, all jobs with a coach. I learned to drive in the ocean,



# HISTORY IN THE MAKING

learned how to feel the wave before it hits, and what to do when it hits. It will take me days to decompress."

## BMW of San Rafael E Division

The premier BMW of San Rafael E Division was again won by *Pyewacket*, with *Prospector* claiming second in division and the overall victory. Hector Velarde's Andrews 70 *Runaway* was the first sled into the finish, though she would correct out to third in division.

Michael Schoendorf's radical Paul Bieker-designed Riptide 41 *Blue* could only manage a fourth-place finish, as there simply wasn't enough breeze for the small boat to plane past her substantially longer rivals. (See this February's *Latitude 38* for a profile of *Blue*.)

Stuart Dahlgren's SC70 sled *West-erly*, a Corinthian program, managed to finish ahead of fellow PNW rival *Rage*. David Raney's Wylie 70, which sailed into Kaneohe under fractional spinnaker after losing an upper spreader.



ERIK SIMONSON / PACIFIC CUP

**Rufus Sjoberg's Melges 32 'Rufless' started her second consecutive Pac Cup on July 12.**

While all of the divisions have been decided as of this writing, several boats remain on the racecourse and plenty of details have yet to be wrapped up be-

fore the 20th edition of the Pacific Cup draws to a close. Look for a follow-up to this article, complete with final results and awards, in the September issue of *Latitude 38*.

In the meantime, check out <https://pacificcup.org> for much more.

— **ronnie simpson**



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# TAHITI-MOOREA SAILING RENDEZ-VOUS —

"*Maeval*!" said a smiling Tahitian girl as the foreign sailors stepped ashore at Cook's Bay. "Welcome to Moorea." With that age-old greeting, she offered each new arrival a fragrant *tiare* flower

Polynesian islanders feel for their cultural traditions.

With that in mind, the Rendez-vous was conceived 13 years ago with a dual purpose: to introduce visiting sailors to long-held traditions in music, dance, sport and cuisine, and to celebrate their safe arrival in the French Polynesian archipelagos. Each year that celebration is well earned because regardless of where on the West Coast of the Americas these voyagers start from, the Pacific Puddle Jump passage to Polynesia requires at least 3,000 miles of nonstop sailing before arriving at the first possible landfall.

Due to the vagaries of weather and the unpredictability of breakdowns, one of the hardest things for a cruising sailor to do is show up somewhere by a particular time and date. Yet a near-record 56 boatloads of international cruisers turned up in Tahiti in late June, having vowed months earlier not to miss the Rendez-vous, as it enjoys a stellar reputation among veteran SoPac cruisers. Their homeports were in 12 different countries — including China for the first time. And the

*The sleek Dutch trimaran 'Yana' glides into Cook's Bay on a light breeze. She finished second behind Sausalito-based 'Defiance'.*

backgrounds of participating crews varied as widely as the boats they sailed on.

We'd met many of them in March at our Puddle Jump send-off events in Mexico and Panama, so it was great to catch up with them and hear their stories.

*For many crews it was an odd feeling to be 'racing their houses'.*

Ironically, several crews claimed that the worst conditions they faced on the entire 4,000-mile crossing from Panama was the two-day hop from the Tuamotus Archipelago to Tahiti, due to a passing front. And one crew reported having to tow their heavy cruiser with their dinghy on the final miles into Papeete Harbor in order to make the event after their engine's gearbox seized up on approach to the island. (Look for our complete Pacific Puddle Jump recap article next month.)

Having staged Rendez-vous events for the past 13 years, we and our Tahitian partners — led by the Archipelagos organization — have refined a three-day schedule that's fun for all ages, while also highly informative.

On Friday afternoon, June 22, fleet members gathered in downtown Papeete



*Dancing on the Papeete quay. The visiting cruisers quickly learned that French Polynesians take great pride in their cultural heritage.*

to place behind the ear in the traditional manner. "On the left side if you are in love," she explained, "and on the right if you are, well, available."

Although this simple gesture was a minor element of the three-day Tahiti-Moorea Sailing Rendez-vous (June 22-24), its heartfelt delivery was symbolic of the centuries-old reverence that French





# A CULTURAL FEAST

(capital city of this French overseas territory) at the quayside Marina de Papeete, where the banners of many supporting organizations marked the venue. Among them were marine industry reps from Tonga, Fiji and New Zealand who'd flown in to give the westbound cruisers an advance look at the services and attractions their island nations have to offer.

After the Rendez-vous'ers had checked in and picked up their swag bags, the event's mastermind, Stephanie Betz, gave a detailed chart briefing on cruising the Tahitian islands, and shared the plan for the next day's rally-race to Moorea.

Afterward, various government dignitaries and business leaders welcomed the fleet to their islands with sincerity. They all seemed to understand that although cruising sailors comprise a relatively small niche within the territory's overall tourism picture, they inject

**B**ecause most cruisers are not experienced racers, we always try to make Saturday's 15-mile rally-race to Cook's Bay. Moorea, as low on pressure and high on fun as possible. So this year, with very light air at the appointed starting time, we announced a "rolling start" via VHF, whereby all boats could motor down the rhumb line behind the committee boat until the wind picked up.

Only a half hour later a light breeze of 8 to 10 knots filled in from the southwest, and the low-key race was on. For many crews it was an odd feeling to be 'racing their houses', but most seemed to agree that it was a treat to be sailing in the company of so many international cruisers after weeks of sailing alone as they crossed the Pacific.

The breeze reduced to a whisper as the fleet sailed into the lee of Moorea's tall, volcanic peaks, but many crews resisted the temptation to drop out and motor. The Sausalito-based Cross 42 trimaran *Defiance* took line honors at the harbor mouth (also first among the multi-

*It's not always big, burly men who win the canoe races. Lightweight paddlers with polished technique sometimes take top honors.*

hulls), and the UK-based Skye 51 *Blue Zulu* was first among the monohulls. She was one of a half-dozen boats that had volunteered to carry several islanders aboard on the crossing, a cross-cultural experience that was fun for all.

That afternoon, fleet members came ashore at the newly named Aimeo Lodge (formerly Club Bali Hai), which is perched at the water's edge, adjacent to the anchorage. With fragrant *tiare* flowers lodged behind their ears, they mixed and mingled with old and new cruising friends. Some had gotten acquainted previously over the airwaves, via the Puddle Jump radio nets, but met face to face for the first time here.

As the sun began to sink, casting long shadows on the lagoon, the event staff doled out cocktails, including punch made with an award-winning rum that's distilled right there in Cook's Bay.

*Moorean kids from the local paddling club, Te Firinape Va'a, invited every cruiser kid to have a try at paddling their sleek canoes.*



*Clearly, learning to do the classic Tahitian dance moves could take years, but that didn't stop some cruisers from trying.*

a good deal of money into the local economy during their stays in the islands, and they are essentially the only group of visitors who spend money in remote atolls and anchorages.

As twilight set in, a high-energy music and dance performance wowed the audience of sailors — you might say it was the first course in what would be a weekend-long cultural feast. Afterward, a round of cocktails topped off the day, amid animated conversations about the highs and lows of their international cruising adventures.





# TAHITI-MOOREA SAILING RENDEZ-VOUS —

A series of brief, yet highly informative media presentations followed, put on by event supporters from Tonga, Fiji and New Zealand. Their fact-filled overviews seemed to have been greatly appreciated, as many in the audience had not yet begun to research the attractions and regulations of these 'downstream' destinations.

Afterward, fleet members gathered on the hotel's broad lawn to watch in awe as a muscular group of fire-dancers performed a tightly choreographed, highly acrobatic show with flaming batons — the ultimate illustration of, "Don't try this at home."

Dinner followed, along with more storytelling and reminiscing among both old friends and new acquaintances.

**T**he final day of the Rendez-vous

always focuses on traditional Polynesian sports, with the six-person outrigger canoe races being the ultimate highlight. On Sunday morning, combined crews from different boats concocted silly team names and registered them on a giant signboard beside the hotel's small, sandy beach. At the water's edge, kids from the local paddling club, Te Firinape Va'a, stood beside their six canoes, eager to introduce the foreign first-timers to their sport.

To avoid total chaos, accomplished Tahitian paddlers sat in the front and back seats of each canoe, and cruisers of all stripes filled in the four remaining paddling positions during a succession



**The big cat 'China Dream' didn't win the race, but her crew scored plenty of style points. This was the first entry ever from China.**

of half-mile sprints across the Cook's Bay lagoon. It all seemed a bit like a dream, especially since this famous inlet,





# A CULTURAL FEAST

which is ringed by dramatic tooth-like pinnacles, is considered one of the most idyllic anchorages in the entire South Pacific.

Twenty-four teams competed in the round-robin elimination series, which eventually led to semifinals, then the final. In the end, top honors went to the young crew of *Sea Casa*, a Hunter 31 out of Marina del Rey, who were thrilled by their victory, yet exhausted.

Meanwhile, various traditional sport contests were staged on the hotel's lawn. In addition to weightlifting giant stones — "It's all in the technique," claimed instructor Jordan — and a tug-of-war, cruisers were taught the islanders'

method of quickly husking a coconut, cracking its shell into two equal halves, and carving out the 'meat' with a special tool. But by far the most amusing contest was a staging of the age-old fruit carrier's race. This tag-team foot race requires competitors to dash around a short course shouldering five-foot wooden poles that are weighted at both ends by stalks of bananas. Trust us, it isn't easy, but all runners — including a few adolescent kids — huffed and puffed their way to the finish line.

Around midday, fleet members took a break from the action to enjoy a traditional *ma'a* luncheon that included barbecued pork, delicious *poisson-cru*

(fish marinated in coconut milk), tuna sashimi, various fresh fruits, and root crops, such as taro and poi, that many attendees had only read about in Michener novels.

Later, as fleet members relaxed in the shade, a final traditional music and

*It all seemed  
a bit like a dream.*

**Rendez-vous memories, clockwise from upper left: joyful music on the Papeete quay, chiseled dancers perform ancient moves, a bountiful lunch, cruiser kids in a tug-of-war, the fruit-carriers' relay, Tahitian-style weightlifting, battling for glory in the Cook's Bay lagoon.**

dance show was staged on the lawn in their honor. From the chiseled bodies of the men to the rapid-fire hip gyrations of the women, the show was an eye-popping





# TAHITI-MOOREA SAILING RENDEZVOUS

spectacle, and as always, several audience members were coaxed into joining the fun.

At the awards presentation that afternoon, the race and contest winners received hand-carved wooden sailing canoes (*vakas*), and all skippers received a polished mother-of-pearl shell with the event's distinctive logo etched into it in gold — a keeper souvenir that takes up very little space aboard.

**D**uring the Rendez-vous' 13-year run, hundreds of cruisers from all over the world have participated, and we like to think that each of them went away with a greater appreciation for the cultural heritage of their island hosts — and became curious to learn more about this



*It's not easy for cruising sailors to show up anywhere on a specific date. But these happy cruisers were glad they made the effort.*

fascinating patch of Oceania.

Although unknown to the western world until the 1700s, the islands that now comprise French Polynesia were a pivotal part of the ancient Polynesian civilization. In fact, it was from the island of Raiatea, in Tahiti's Leewards, that several voyages of discovery began, resulting in the colonization of Hawaii,

Easter Island and New Zealand.

To our way of thinking, traveling — especially under sail — nourishes both the soul and the psyche. And the more you learn about the cultures you visit, the richer your overall travel experience will be. We're proud to say the Rendez-vous has played an important role in that process for hundreds of international sailors — who've had boatloads of fun while participating.

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

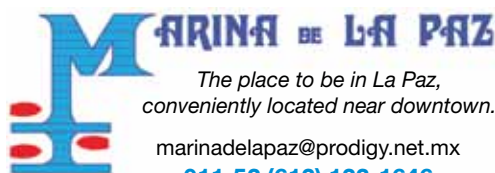
The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 25th running. Sign up at [www.baja-haha.com](http://www.baja-haha.com).

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## IMPORTANT DATES

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

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

September 14, midnight - Entry deadline.

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

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

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

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

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

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

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

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

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

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

November 6 - Beach Party at BSM.

November 7, Start of Leg Three to Cabo.

November 8 – Dance Party at Squid Roe.

November 9 – Cabo Beach Party.

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

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

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"Where is our bartender?" I was the only club member left in the bar, but I was not the only drinker. A cruise-in from across the Bay had brought a half-dozen boats to our guest dock, and since I was the only member present, it fell on me to serve drinks.

"You can tell I didn't work my way through college as a bartender," I remarked, as a very thirsty woman talked me through the procedure for mixing a cosmopolitan to her exacting and rigorous specifications.

Two more sailors hove up to the bar, fortunately with simple orders for draft beer, and even more fortunately, they coached me on the right way to hold the glass under the tap.

"How'd your race go last weekend?" one of them asked the other, once they had beers in hand.

"Oh, we had fun," he replied.

"That bad, huh?"

"The boat is a lead mine and a broach coach. After the first banana split, the back of the boat called for a letterbox, then changed their minds and wanted a Mexican. The front porch was so confused it ended up being a Casper. Fortunately we had tee'd up the blade before the bottom pin, and on the uphill leg we tucked a reef in the backflapper.

"We thought about reefing too," said the other race crew, who had been on a different boat in the same race. "Our stick is a noodle, so we can blade out the main with the permanent and pull the draft forward with the smart pig. But the leech was still motorboating."

They were joined by a younger sailor who had her own sea story to relate from the dinghy fleet: "I was on the wire — reached in to bone the gnav; next thing I was tea-bagging."

"Do you have any idea what they are talking about?" asked the woman with the cosmopolitan, between sips.

"Sailor talk," I shrugged.

"I guess I need a nautical dictionary," she said. "I'm trying to learn as much as I can about sailing."

"You won't find those words in any dictionary," said one of the racing sailors. "Not your fault, it's a failure on the dictionaries' part. Some people think a dictionary is there to tell us what is proper and correct usage, but the real purpose of a good dictionary is to document how people actually use the language. Dictionaries should be descriptive, not

*"The real purpose of a dictionary is to document how people actually use the language."*

PHOTOS LATITUDE / TIM  
UNLESS OTHERWISE NOTED

proscriptive."

"Yeah, I still run into people who think a 'boater' is a kind of hat," said the other sailor, "and they can pull out a dictionary to prove it."

"Speaking of lost causes and pointless pedantry," said his friend, "I sailed with one skipper who insisted his crew all know the difference between flaking and faking when a halyard tail is made up. But I still get them confused."

"I dunno," added the dinghy sailor. "It's useful to know the difference between a cam cleat, a jam cleat and a clam cleat."

That's when I remembered something that Lee Helm had left on the yacht club bar some weeks ago. After a quick search through the drawers behind the bar, I had it in my hands: *The Etymological Dictionary of Modern Nautical Jargon*. It was just a bunch of papers stapled together, obviously an early draft, probably unfinished. I looked up "smart pig," and there was the answer: "Cunningham."

I handed the document to the confused woman at the bar.

"Thank you, this will help a lot," she said after checking a few more arcane bits of slang.

Despite some difficulty with the new electronic cash register, I finally figured out how to ring up her drink and charge her credit card. She wanted to add a generous tip.

"No, you only tip the paid bartenders," I insisted. "I'm a volunteer."

But she still left some cash on the bar when she went back to her table. Clearly we need Lee Helm to compile a treatise on yacht club etiquette.

**max ebb**

**adult trophies** n. trophies awarded for racing success, as opposed to contrived categories such as "most improved" or "best wine list" or "biggest fish caught" (probably coined by sailmaker Kame Richards in 2014 in reference to Pacific Cup cruising division).

**aircraft carrier** n. flush-deck cruising



boat with bow-to-stern accommodations, especially if too small to have reasonable proportions with a flush deck.

**asshole** n. kink or hockle in a sheet or halyard, preventing it from running through a fairlead. See **Blackaller**

**autotack** n. 1) a tack caused by a wind shift, requiring little or no alteration of course. 2) a sudden accidental tack caused by backwinding the jib.

**back porch** n. swim step or transom scoop.

**backflapper** n. mainsail

**banana split** n. jibe-broach

**Barbie coffin** n. lifting rudder cassette (used by Vince Valdes, builder of Columbia Carbon 32, possibly coined by designer Tim Kernan).

**barn door jibe** n. method of jibing asymmetrical spinnaker in which the sail swings out in front of the boat.

**barn door** 1) n. first-to-finish position for any long ocean race, especially transpac. 2) n. type of asymmetrical spinnaker jibe in which the sheets run forward of the spinnaker tack and the spinnaker



# MODERN NAUTICAL JARGON DICTIONARY PT. 1



*Pinocchio Boat n. sport boat with retractable bowsprit, also known as a poker n. This boat had a case of the rollies n, pl. symptom of marginal control while sailing downwind in heavy weather, characterized by rhythmic rolling through large angles, and probably could have used some rail meat n. or crew selected primarily for their weight. Not that we're judging Ludovic Milin, who was a legend for singlehandedly his J/120 'Saetta' during this year's super-breezy Westpoint Regatta.*

flies forward during the jibe. 3) n. style of rudder with low aspect ratio and bottom edge even with the hull's longitudinal keel, often found on traditional catboats.

**beak** n. spinnaker pole end fitting.

**bent** adj. headed

**blade** n. heavy-air non-overlapping jib, usually full hoist.

**bleach bottle** n. cheaply built fiberglass production sailboat, usually a design with emphasis on cabin volume.

**boat bum or boat butt** n. medical condition caused by prolonged sitting in wet gear.

**boatyard burka** n. protective paper suit for boatyard work, especially when worn by female.

**bogoknot** n. unit of speed measurement, often applied to wind speed or boat speed for the purpose of intentional or unintentional exaggeration. One bo-

goknot equals from 0.5 to 0.8 international knots.

**bounce** v. to tack on an opponent, causing them to predictably tack. Used in '13 America's Cup. "Should we bounce them again?"

**brick** v. tightly fold or flake a sail into a compact, heavy, rectangular shape.

**brick it up** v. to run aground on rocks (used by Stan Honey in Pac Cup navigation lecture, April 2012).

**broach coach** n. boat with difficult downwind handling characteristics.

**brodie** n. broach

**bubble boat** n. production cruising yacht with high freeboard and small cockpit to maximize internal volume. Best exemplified by mid-sized Beneteaus of the '90s.

**bump** v. to pull or haul briefly but vigorously, as in "bump the topping lift."

**bump and jump** v. style of recreational windsurfing, involving fast reaching and slalom-style turns in Bay chop.

**buns up** adj. condition in which all available crew are using their weight to best advantage on the windward rail. Most frequently used as a command to assume this position.

**burp** v. 1) temporary luff into the wind for the purpose of sail adjustment, "burp it up a little." 2) ease a sheet slightly, especially a heavily loaded sheet on a winch, "burp the jib out an inch."

**burn** v. to completely release a heavily loaded sheet or halyard.

**butt cleat** v. method of temporarily securing a halyard, sheet, or control line by pressing the line between one's posterior and the deck, usually unintentional.

**butting** v. tacking into a competitor's bad air.

**Casper douse** n. spinnaker douse in which large portions of the spinnaker fall on top of the crew, resembling ghost costumes. Popularized by Peter Isler during 1992 America's Cup coverage.

**cat in the hat** n. postponement flag or answering pennant.

**chase boat drop** n. spinnaker douse assisted by judges' chase boat fouling propeller in trailing spinnaker sheet (Luna Rossa during prelim).

**cheat, cheat it up** v. 1) to partially raise a sail in preparation for hoisting, as in partially raising a jib in preparation for the hoist at the leeward mark. 2) to partially raise a sail before the command to hoist is given.

**cheese knife** n. small-diameter rigging wire on trapeze dinghy.

**Chicago style** adj. anchoring more than once, or "early and often."

**chicken chute** n. undersize spinnaker for heavy air, usually narrow and flat. Also known as a "shy kite."

**chicken jibe** n. coming about instead of jibing in conditions where a jibe would be difficult or dangerous.

**clever** n. cunningham, derived from "smart pig."

**code zero** n. largest jib. Originally a masthead jib that measures as a spinnaker, for use upwind in light air on a boat with fractional jib halyards but masthead spinnaker halyards. First popularized on Whitbread 65.

**college roll** n. sharp roll to windward to increase speed, as at the end of a roll tack, and often with a hard-to-prove violation of rule RRS 42.3b (2009), speed out not to be greater than speed in.

**cowboy** 1) v. to flip the lazy spinnaker sheet over and around the active guy, or flip the sheet above the pole tip, as in "cowboy the sheet." 2) v. to straddle a



**Do you know your cleats? From left: a horn cleat; a clam cleat (which some would say can also be called a jam cleat); a cam cleat, camming.**

boom while flaking a large sail from the leech (as discussed in *Letters* section of *Latitude*, October 2012).

**concertina effect** n. the tendency of ocean racing fleets to alternately bunch up and spread out as weather systems pass (popularized by Mark Chiswell in 1997-98 Whitbread reports).

**crabbing** v. backing a sail to move sideways to windward, for the purpose of keeping clear of a leeward boat during pre-start.

**crab-crusher** n. heavy, traditional-looking cruising yacht, often double-ended, characterized by poor performance, heavy gear, and infrequency of use.

**crack** v. to ease a sheet or halyard slightly, especially one that is under heavy load.

**craniectomy** n. removal of the head  
**craniotomy** n. process of opening the head for repair or maintenance.

**Cruiserheimer's disease** n. memory loss or other impairment suffered by longtime cruisers.

**D-1** n. (also D-2, D-3, etc.) The first diagonal shroud on a multi-spreader rig.

**death zone** n. point of sail from which any change of heading will result in more heeling moment, especially applicable to fast multihulls.

**DFL** adj. Dead Last

**dangly pole** n. self-launching whisker pole (National 12 class, Scuttlebutt 1684, October 2004).

**dial-up** n. aggressive luffing maneuver, usually in pre-start.

**dillet** n. the opposite of a fillet (as seen on *Stars & Stripes* keel bulb in 1995).

**dip-pole** n. traditional spinnaker jibe technique in which the spinnaker pole remains attached to the mast and the end dips under the forestay.

**dock bear** n. non-sailing male support crew in charge of shore logistics or recreation. See **racer chaser**.

**dock bunny** n. non-sailing female support crew in charge of shore logistics or recreation. See **racer chaser**.

**dock potato** n. person who spends a lot of time at the marina or yacht club but seldom goes sailing.

**dog the main** v. to let most or all of the mainsail luff or flog ineffectively in strong wind.

**down and dirty** adj. describes condition of the helm at the initiation of a tack, replacing "hard-a-lee."

**down the mine** v. pitchpole or near-pitchpole maneuver in which the bow becomes deeply immersed. (Scuttlebutt 3315, April 2011). See **handlebar stand**

**downhill** adj. downwind

**dreadnaught bow** n. bow with reverse rake, as in 2010 and subsequent A-Cup multihulls and smaller catamarans.

**dude schooner** n. large vessel, often with only vestigial or decorative sails, used for group charter.

*"Dictionaries should be descriptive, not proscriptive."*

**elephant ass** n. spinnaker with a large vertical fold or crease along the centerline.

**end-for-end** n. spinnaker jibe technique in which the pole is detached from the mast and the mast end and afterguys ends swap functions.

**Everest knot** n. any knot finished off with an excessive number of half hitches to use up the running end, simply "because it is there."

**exciter, exciter line** n. line that extends the bowsprit on a sport boat.

**fat, sailing fat** adv. sailing slightly on the low, fast side of close-hauled, with sails closer to stalling than to luffing.

**fat tack** n. a tack that intentionally positions a boat above the layline.

**firehose reach** n. a beam reach with continuous spray on deck or in faces of sailors.

**flensing stick** n. a stick used to clear kelp or other debris from keel or rudder.

**float test** v. to deliberately throw a small, heavy object overboard.

**floater douse** n. symmetrical spinnaker takedown where pole is stowed

before douse.

**floater set** n. symmetrical spinnaker hoist in which spinnaker is set before pole is in place.

**flop** v. to come about or tack.

**foot cleat** v. method of temporarily securing a halyard, sheet, or control line by standing on it, usually unintentional.

**four-string jibe** n. classic big-boat jibe maneuver involving two sheets and two afterguys.

**fornicatorium** n. forepeak or aft cabin with double berth.

**fraculator** n. headsail halyard or other control used to pull forward rake into a loose rig for downwind sailing.

**frizzle line** n. endless loop of line with ring through which spinnaker halyards are led, for pulling crossed halyards down from masthead without sending a crew aloft (Scott Easom, at Offshore Academy, October 19, 2013).

**front porch** n. foredeck

**fun** adj. description of an unsuccessful race. "We had fun" is racer code for "We were badly beaten."

**fun meter** n. knotmeter

**furniture boat** n. race boat with cruising accommodations.

**gapping off** v. increasing distance from competitor to avoid bad air or prevent a close cover (race 19, America's Cup 2013).

**garage** n. lazarette

**garbage set** n. spinnaker set with sail rigged on wrong side, thrown into air like bag of garbage.

**gas** n. bad air downwind of another boat.

**gift-wrapped** adj. condition of forestay in which spinnaker is wrapped around it.

**girly boat** n. small keelboat, usually an older design like Cal 20 or Santana 22, often owned by women.

**glassed** adj. condition of spinnaker resembling an hourglass.

**glass-off** v. disappearance of wind in coastal waters in the evening (popularized by Stan Honey at Pacific Cup weather briefings).

**gnav** n. vang that operates from above the boom, in compression, derived from



backward spelling of vang.

**goose eggs** n. multiple zeros displayed on a knotmeter.

**gravity storm** n. dismasting

**graveyard** n. area with multiple cap-sized boats, often near jibe mark.

**grunt up** v. to exert a high or prolonged degree of physical effort (possibly of New Zealand origin).

**hand cuffs** n. spinnaker with hour-glass wrap.

**hand sailing** v. describing sailing maneuvers, usually during a post-race analysis, by using palms of hands to represent courses and heel angles.

**handlebar stand** n. semi-pitchpole maneuver, usually recoverable (popularized during 2012 AC-45 cat races).

**hard cover** v. giving constant bad air to trailing competitor.

**heavy metal** n. 1) large ship. 2) concentration of commercial shipping.

**Herbert** n. tangle or hockle in sheet or halyard tail (used by commentator during 2013 America's Cup reporting, probably on September 20).

**Hindenburg** v. to unintentionally float down to earth, from kiteboarding.

**high-low pass-back** n. (team racing) luffing maneuver forcing a competitor high while a trailing teammate passes



*The crew on the front porch trying to sort out a glass, or an hourglass, or handcuffs.*

the competitor to leeward.

**hip** n. windward quarter of a boat, referring to position of competitor, as in "on our hip."

**hipping up** v. tacking into a position to windward and astern of another boat after crossing on opposite tacks.

**hip swing** v. sharp turn to leeward to avoid contact with boat on opposite tack passing close astern.

**hit** v. tack on competitor's air to cover or force an undesirable tack (AC 1313).

**hole** n. local region of reduced wind.

**Hollywood** v. exaggeration or over-acting of course change to convince umpires that a foul has been committed by the other boat (used by commentators during 2013 America's Cup coverage, probably on September 20).

**hook** v. obtaining a leeward overlap from astern to get control of a competitor, especially in pre-start (popularized during 2013 America's Cup coverage).

**hookup** n. post-race date. "Fourteen for dinner, not including hookups."

**horizontal learning curve** n. condition in which performance of boat or crew is not improving.

**hot it up** v. to sail higher and faster on a running or reaching leg.

**hula** n. "hull appendage" to extend effective hull length without measuring as part of the hull (used by Team New Zealand in 2003 America's Cup defense).

*Readers — Next month, we'll bring you part 2 of the Etymological Dictionary of Modern Nautical Jargon. This is a new edition of Lee Helm's Modern Sailing Lexicon that was first published in March 2010.*

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# THE RACING

**With reports from the YRA Westpoint Regatta, the OYRA Half Moon Bay Race, the Plastic Classic, the Vic-Maui and the San Francisco Perpetual Cup, plus a preview of the International 14 Worlds and a light smattering of Race Notes. The mega-millions version of Box Scores includes results from Spring/First Half beer can series.**

## Windy YRA Westpoint Regatta

It was 90 degrees when we arrived at Westpoint Harbor in Redwood City on the morning of June 30, and there wasn't a breath of wind. All signs were pointing to a repeat of last year's lightish-wind Westpoint Regatta that saw decent breeze in the Central Bay before things went all San Diego-like at the Bay Bridge. But the morning glass was not at all a sign of things to come. As the 'media' boat motored north, the water developed a little bump. Not long after we got to the starting line off Treasure Island, it was nuking. Boats were bashing back and forth during the prestart sequences, and a headsail had already torn. All signs were now pointing to a rough day on the racecourse.

A killer upwind leg against the flood to Little Harding was basically one long port tack with the occasional starboard zig to get around the buoy. Once boats started cracking off the wind, the spinnakers were slow to bloom — which was understandable. The Bay was almost as white as it was green. Once parallel to Alcatraz, a few boats had the gusto to raise their kites; there were mixed (and at times catastrophic) results.

John Clauser's 1D48 *Bodacious+* got things under control in a hurry, tearing off on a nice run and leaving most of the

**'Khimaira' and 'Bodacious+' pass Alcatraz on white water, leading the way to Redwood City.**

fleet in her wake (she would go on to a second place in her class). Back around Alcatraz, it was a brutal state of affairs. Jens Jensen's Express 27 *Snowy Owl* was an early victim of the building breeze not long after the crew hoisted her kite, spinning into a broach before recovering nicely and jamming down the Central Bay on her way to a first in her 11-boat class. Other boats weren't so lucky. Bob Harford's Express 37 *Stewball* had spinnaker trouble in front of the Ferry Building; the kite eventually shredded along the foot as the crew quickly re-hoisted the jib. "Well, there goes \$3,000," said one commentator nonchalantly on the photo boat.

The rest of the divisions seemed to get their situations under control as they approached the Bay Bridge, though there was still some carnage on the racecourse. Nico Popp's Sunfast 3600 *Invictus*, which won its division last year, dropped out of the race right around Pier 24. "We had an unbelievable beat catching up with boats that started 10 minutes ahead," Nico told us. "We decided to head to the Cityfront to hoist above Alcatraz. Unfortunately, we blew the halyard cover and the chute fell halfway. We broached and tore the chute into pieces. We could have hoisted the second chute, but I thought it was time for a beer — that was enough money spent for the day! It's too bad, because we would have done well. We should have

been more conservative and stayed on white sails longer. But, 'Hell no!' we said. 'Darn the torpedoes, full speed ahead!'"

South of the Bay Bridge nearly every boat drifted to a stop, and, just like last year, the top of the South Bay became a parking lot as leads (as well as deficits) disappeared. But the traffic jam was short-lived. The wind filled in almost immediately, propelling the fleet quickly southward toward the San Mateo Bridge. David Ross's Express 34 *Traveler* was on a tear but had a few minor round-ups before blasting down the Bay.

The legend of the race was Ludovic Milin, who was singlehanded his J/120 *Saetta*, and who seemed to have the biggest chute of any boat out there. Milin had everything under control — until he didn't. He started spinning out as he was weaving through the parking lot of ships at anchor on the South Bay, and was having a harder and harder time keeping the boat under control. Eventually he lost the kite, which apparently tore where the tack meets the bowsprit. Despite having to pause to reel in the kite, Milin took second in his six-boat class. (*Saetta* has the dubious honor of being featured in this month's Caption Contest on page 60, as well as in *Max Ebb* on pages 98-99. To cringe at visuals of the race's carnage, take a look at July 2's *Lectronic Latitude* online at [www.latitude38.com](http://www.latitude38.com).)

There was no east-west split this year, where boats make the tactical decision to go around the San Mateo shoals or not. All the fleets stayed west and hugged the shore of South San Francisco on a screaming, squirrely run. Aya Yamanouchi's J/88 *Benny* had one of the more glorious runs of the day, surfing along at what looked like 100 miles per hour, while just behind her, Dan Knox's Islander 36 *Luna Sea* struggled to keep the kite under control. The contrast in carnage and glory was on display from the weather mark until the finish line.

The day's excitement continued ashore at Sequoia YC's Port of Redwood City clubhouse, the site of a post-race Island Time Party.

The Westpoint Regatta is one of the biggest Bay Area races of the year. With 86 boats circling the Bay, it was a pleasure to see the long parade of spinnakers proudly marching south. We tip our hats to everyone who braved the gale, and we look forward to next year's regatta.

— latitude/tim







An unusual sight: a major race sailing under the Bay Bridge bound for the South Bay.

LATITUDE / TM

#### YRA WESTPOINT REGATTA, TIYC/SeqYC, 6/30

PHRF 1 — 1) **CentoMiglia**, Flying Tiger 10, Mark Kennedy; 2) **Bodacious+**, 1D48, John Clauser; 3) **Freedom**, Beneteau 523, Robin Driscoll; (4 boats)

PHRF 2 — 1) **Snowy Owl**, Express 37, Jens Jensen; 2) **Benny**, J/88, Aya Yamanouchi; 3) **Punk Dolphin**, Wylie 39, Jonathan Livingston. (11 boats)

PHRF 3 — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Carmelita**, Catalina 42, Chris Lewis. (11 boats)

PHRF 4 — 1) **Tule Lost**, Olson 911S, Joan Byrne; 2) **Paradigm**, J/32, Luther Izmirian; 3) **Fric-tion Loss**, J/30, Jenny Thompson. (6 boats)

PHRF 5 — 1) **Goose**, Catalina 30, Mike Kastrop; 2) **Neja**, Dasher 28, Jim Borger; 3) **Tchoupitoulas**, Santana 22, Steven Meyers. (6 boats)

SPORTBOAT — 1) **Frequent Flyer**, Farr 30, Stan Phillips. (3 boats)

ULTRALIGHT — 1) **Special Edition**, Wilderness 30, Mike Devries; 2) **Firefly**, Moore 24, Joel Turmel; 3) **Topper II**, Moore 24, Conrad Holbrook. (4 boats)

ISLANDER 36 — 1) **Highlighter**, William Hackel; 2) **Serenity**, Eric Mueller; 3) **Zingara**, Steve & Jocelyn Swanson. (5 boats)

J/105 — 1) **Vuja Star**, Chris Kim; 2) **Russian Roulette**, Sergey Lubarsky; 3) **Akula**, Doug Bailey. (5 boats)

SHORTHANDED — 1) **Wet Corvette**, Melges 30, Broder brothers; 2) **Saetta**, J/120, Ludovic Milin; 3) **Polecat**, Wyliecat 30, Dan Doud. (6 boats)

NON-SPINNAKER — 1) **Kabunza**, Pearson

36-2, Joe Perez. (4 boats)

MULTIHULL 1 — 1) **Orion**, MOD70, Tom Siebel; 2) **Khimaira**, F-25c, Mark Zimmer; 3) **Sea Bagging**, Nacra 6.0, Aaron Phillips. (5 boats)

MULTIHULL 2 — 1) **Peregrine Falcon**, F-27, Bill Gardner; 2) **Relentless**, Corsair Dash 750 Mkl, Ben Eastwood; 3) **Wings**, F-24, William Cook. (4 boats)

F18 — 1) **#323**, Christopher Green. (3 boats)

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

Also see [www.westpointregatta.com](http://www.westpointregatta.com)

#### **OYRA Half Moon Bay Race**

OYRA racers were anxious to get back out on the ocean following the wind-driven cancellation of the Farallones Race on June 19. June 23's Half Moon Bay Race provided that opportunity for 32 crews in a one-way race from St. Francis YC to the entrance markers at Half Moon Bay. The season-long OYRA boats were once again joined by many PacCuppers practicing their spinnaker skills, checking equipment, and honing crew work.

PHRO 1 (boats rating 54 or less) sailed out to the Lightship before turning south toward Half Moon Bay for a 32-mile course, while the other fleets turned at the Main Ship Channel Buoy "R2" and sailed 28.5 miles. Several PHRO 2 boats missed the course change signal and sailed the longer course, or part of it, out to the Lightbucket before heading south.

No one complained as it was a beautiful day on the ocean.

PRO Terri Lahey got things started on time in light air. Most early starters hugged the Presidio shoreline on their way to the bridge. A few, however, jumped off quickly and headed for the middle. Later starters noted that the boats sailing toward Marin were doing as well as, if not better, than the shore-huggers, so chose the more direct route to the Golden Gate.

The strengthening ebb aided boats as they approached Lands End, and how they approached Lands End played an important part for the rest of the race. Aboard the Cal 40 *Green Buffalo*, Jim Quanci and his Pac Cup crew-in-training figured the strong ebb would push them

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

July's racing stories included:

- Pacific Cup • Shaka Challenge
- Singlehanded TransPacific Yacht Race
  - Golden Globe Race
  - Area G Sears Cup Qualifier
- SF Bay Youth Race Optis in Belgium
  - Dutch Shoe Marathon
- More Vic-Maui and Westpoint Regatta
  - Preview of Women Take the Tiller, August races, and more.



# THE RACING



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

**Plastic Classic on July 21. Clockwise from top left: The J/24 'Phantom' and Merit 25 'Hard N Fast'; Paul and Chrissy Kaplan and Scott Lamson on the Cal 20 'Sprite' won Division 2; is the race committee's Diesel Duck 'Ark' about to get sideswiped by a starter? Why yes, she is; the Santana 525s wind up for their one-design start ('Loki' was leading the 525s when 'Kokopelli' took a bite out of her transom and she began to take on water). Thirty-eight classic 'plastic' boats raced in five divisions.**

north, so they visited Seal Rocks on their way to the #2 buoy. The strategy paid off with an overall corrected first place among all the boats sailing the shorter course.

Boats following local knowledge chose the Point Bonita route and suffered. Natalie Criou, sailing her Beneteau Figaro 2 *Envolée*, ended up spending some bit of time in a wind hole near Point Bonita.

After reaching their turning mark, boats enjoyed 10-15 knots of reaching wind that transitioned into running and provided perfect training for the first few days of the Pac Cup. Asymmetrical chutes blossomed first, followed by symmetrical nylon with most boats staying several miles offshore to give the notorious Montara wind hole a wide berth.

This year the wind held as boats approached Pillar Point buoy #3 and the mythical finish line that extends from the white Pillar Point Marina Entrance through #3 to eternity. Boats took their own time, reporting it to the race committee stationed at Half Moon Bay YC.

A few boats turned and burned, motorsailing back to S.F. Bay in light wind. Most overnighted at Pillar Point, enjoy-

ing a tasty meal at HMBYC, swapping stories, and falling sleep to the tune of the ever-present foghorn blowing.

The overnighters enjoyed an unexpected bonus as they left Pillar Point for their Sunday morning delivery back up the coast. According to veteran ocean racer Skip Allan, "A weather phenomenon called a 'southern surge' or trough of low pressure on the lee (ocean) side of the Coast Range brought a tongue of southerly wind, fog bank, and shallow marine layer up the coast" from Southern California. This resulted in a comfortable spinnaker run to S.F. Bay for most boats.

— pat broderick

## OYRA ONE WAY TO HALF MOON BAY, 6/23

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Bright Hour**, Farr 40, James Bradford; 3) **Envolée**, Figaro 2, Nathalie Criou. (7 boats)

PHRO 2 — 1) **Benny**, J/88, Aya Yamanouchi; 2) **Raven**, C&C 115, Brice Dunwoodie; 3) **Escapade**, Express 37, Nick Schmidt. (10 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Hijinks**, J/92, Tom Borgstrom; 3) **Wind Speed**, J/30, Tony Castruccio. (5 boats)

SHS — 1) **Alchimiste**, Archambault 27, Steve & Amanda Kleha; 2) **Yeti**, Express 27,

Adam Mazurkiewicz/Jason Crowson 3) **Can't Touch This**, J/125, Rich Pipkin/Mary McGrath. (7 boats)

MULTIHULL — 1) **Lookin' Good II**, Corsair 31, Rafi Yahalom; 2) **Round Midnight**, Explorer 44, Richard Waltonsmith; 3) **Raven**, F-27, Truls Myklebust. (3 boats)

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

## **Plastic Classic Redeemed**

On July 21, Bay View Boat Club and the sailors of vintage fiberglass boats sought redemption from last year's shut-out in the Plastic Classic. In 2017, the race happened to fall on a windless, hot day in San Francisco — a rarity in July. That race never even got started.

Conditions this year were as perfect as could be asked for in the race area south of the Bay Bridge. With breeze in the teens and fog tumbling over San Francisco's hills, 38 boats romped around the same 10.9-mile course.

What makes this race unique — and notorious — is the weather mark. It's a boat stationed in the Mission Rock basin with volunteers on deck who attempt to distract the racers — just as they should be setting spinnakers — with risqué antics. This tight basin is tough enough to negotiate in a 'normal' race, with wind shadows created by big ships tied to Pier 50, and wind blasts inducing round-ups.

The race is followed by a big party with two bands at the clubhouse and





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**Left:** The Columbia 5.5 'Wings' was lookin' good on her way to an overall win in the Plastic Classic. **Right:** The SC40 'Kokopelli' rounds San Francisco Bay's most infamous mark. Racers must round it twice while the 'entertainment' attempts to distract them from their spinnaker sets. The sailors pass by once more to finish the race.

meandering garden next to Pier 54.

To further honor the classic yachts, a Concours d'Elegance, judged dockside, is open to race and non-race entries alike.

— latitude/chris

#### BVBC PLASTIC CLASSIC, 7/21

PHRF <160 — 1) **Tule Lost**, Olson 911SE, Joan Byrne; 2) **Savoir Faire**, Beneteau First 42, Paul Osborn; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (10 boats)

PHRF 160-190 — 1) **Wings**, Columbia 5.5, Michael Jackson; 2) **Phantom**, J/24, John Gulliford; 3) **Hard and Fast**, Merit 25, Tim Harden. (10 boats)

PHRF >190 — 1) **Sprite**, Cal 20, Paul Kaplan; 2) **Nemesis**, Pearson Commander, Jeff Sullivan; 3) **Zena**, Northstar/Farr 727, David Russell. (8 boats)

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Rascal II**, 'Kingpin' Thomas; 3) **Juno**, Steve Cossman. (5 boats)

SANTANA 525 — 1) **Liquid Kitty**, Yvette Yong; 2) **Smooth**, Tom Fedyna; 3) **Schocktail**, Mark Green. (5 boats)

OVERALL — 1) **Wings**. (38 boats)

CONCOURS D'ELEGANCE — 1) **Surprise!** Ranger 23, John Kiffmeyer.

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

#### **Summer Sailstice Laser-Style**

We had 19 Lasers on the line for Encinal YC's Summer Sailstice Regatta on June 23. The race committee did a great job of setting a really long windward-leeward course right down the middle of the Estuary. With a big fleet and only so much room, the starting line ended up being pretty congested, leading to a

general recall on the first attempt.

We eventually got a race off in a dying 6- to 8-knot westerly with some ebb running down the middle of the course. There were lots of snakes and ladders up to the first mark, with short-tacking the Alameda side paying off for the lead pack. In the downwind leg some were able to make the current relief on the Oakland shore work while others fought it out in the middle.

The race committee pulled us off the water for what was supposed to be a Coast Guard demo that never happened because they had an actual emergency to tend to. During the delay some chose to chill in the shade or wander through the festivities, and others were spotted downing giant hamburgers chased with pints of ice-cold beer. Not sure which strategy paid off.

We finally got back on the water and the race committee was eager to get more races off and set a much shorter course. They managed to fire off three more races.

In the final three races the current was not much of a factor anymore and the breeze was not quite cooperating at 4-6 knots with some puffs rolling through. With the shorter course and big fleet this made for a lot of tactical situations: We were three and four wide at the mark roundings, with lots of places being swapped.

Julian Soto took the overall victory, followed by Toshi Takayanagi and Emilio Castelli.

— ryan nelson

#### **Vic-Maui Race**

A smaller-than-usual fleet of just nine yachts took on the 2018 Vic-Maui, a 2,308-mile race from Victoria, BC, to Lahaina, Maui. Beginning on Canada Day, July 1, the competitors set off into stiff westerlies in the Strait of Juan de Fuca and good northerlies offshore before negotiating a complex light-air low-pressure area. In a challenging race from a navigational perspective, the first boats began sailing into Lahaina 13 days after departing Victoria, with Bob Strong's Seattle-based Morris 45 *Firefly* taking line honors after 12 days and 21 hours of sailing. Coming in just a few hours later but claiming the overall victory was fellow Seattle YC member John Murkowski and his crew on the J/122E *Joy Ride*.

Though the racing was incredibly close and competitive, one of the most significant occurrences was one where a competing crew suspended racing to help save marine wildlife. Doug Frazer's Swan 39 *OxoMoxo* was cruising along with a spinnaker up when they spotted a large ghost fishing net, and, upon closer inspection, realized that a sea turtle was entangled. They dropped the kite, stopped the boat, and rescued the tangled turtle.

Once arriving in Lahaina, boats are either moored off town or crammed into the small, bustling West Maui Harbor. When the awards were held on Kaanapali Beach, just north of Lahaina, Doug Frazer and the turtle saviors on *OxoMoxo* won the LYC Foundation Trophy for Outstanding Environmental Stewardship for putting their race on hold some 1,000 miles from land to go free the hawksbill turtle from 5 lbs of rope. Fittingly, *Oxo-*

# THE RACING

*Moxo* also won the GFY Turtle Trophy for last to finish.

This off-the-beaten-path race that begins in one of North America's most picturesque harbors and ends where Hawaii's ruling class chose to live is a bucket-list item for many *Latitude* readers.

— ronnie simpson

## VIC-MAUI RACE, ROYAL VANCOUVER YC/LA-HAINA YC, 7/1-21

FINISHERS OVERALL — 1) **Joy Ride**, J/122E, John Murkowski; 2) **Firefly**, Morris Ocean Series 45, Bob Strong; 3) **Salient**, Beneteau First 40.7, Christof Marti; 4) **Kraken**, Beneteau First 40.7, Mark Malecek; 5) **Turnagain**, Beneteau Oceanis 50, Travis McGregor; 6) **OxoMoxo**, Swan 39, Doug Frazer; 7) **Anjo**, Beneteau First 40, Clayton Craigie. (9 boats)

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

## The Skiff World Is Upon Us

The International 14 fleet will return to Richmond YC for the 2018 World



VANESSA RIEMAU

## 'Salient's Vic-Maui arrival celebration in Lahaina.

Championships this August, with 60+ boats from six countries competing. RYC hosted the I-14 Worlds in 1997 and last year's North American championship.

The true origin of the International 14 skiff is not entirely clear. The class goes back a century or so, evolving from the early days of small boat racing in the UK when success was literally measured

by sink or swim. A development class by definition, today's I-14 attracts the world's best tinkerers, experts on and off the water, sailors who never tire of seeking to eke out one more tenth of a knot from their boats.

"The International 14 is the oldest class recognized by World Sailing and the originator of so many things sailors take for granted: trapezes, asymmetrical spinners, bowsprits, cunninghams, foils," said Terence Gleeson, US fleet president.

## RACE TO ALASKA FINISHING TEAMS

1) **First Federal's Sail Like a Girl**, Melges 32; 2) **Lagopus**, Olson 30; 3) **Wild Card**, SC27, 4) **Ptarmigan**, F-28CC; 5) **Strait to the Pool Room**, Shaw 34; 6) **BlueFlash**, J/88; 7) **Super Friends**, Peterson 44; 8) **Sea to Sky Sailing**, Hotfoot 27; 9) **PT Watercraft**, Gougeon 32 cat; 10) **Wright Yachts**, Corsair 970 Sport; 11) **Swan Song**, Corsair 28CR; 12) **Dreamcatchers**, Olson 30; 13) **Global**, Beneteau First 34.5; 14) **Teewinot**, S2 7.9; 15) **Fashionably Late**, C&C 25; 16) **Liteboat**, Liteboat XP 19.8; 17) **LOST Boys**, F-24 MkI; 18) **Oaracle**, tandem kayak 22; 19) **TRAK Kayaks**, kayak 16; 20) **Kairos**, Angus RowCruiser 19; 21) **Ravenous**, Hobie Miracle 20.

Details at [www.r2ak.com](http://www.r2ak.com)

## TAHOE YC TRANS-TAHOE REGATTA, 6/22-23 (5r, 0t)

PHRF 1 — 1) **Wicked Sister**, Farr 36, Richard Courcier, 8 points; 2) **Racer X**, Farr 36, Gary Redelberger, 11; 3) **August Ice**, J/125, Richard Ferris, 11. (3 boats)

PHRF 2 — 1) **Nui Koa**, Esse 850, Bill Boyd, 9 points; 2) **Personal Puff**, Melges 24, Dan Hauserman, 11; 3) **For Sale**, Thompson T590, Kevin Bagg, 13. (6 boats)

PHRF 3 — 1) **Eagle**, Express 27, Ross Groelz, 6 points; 2) **Moorigami**, Moore 24, John Siegel, 17; 3) **Poopsie**, SC27, Jason Roach, 17. (13 boats)

MULTIHULLS — 1) **Slingshot**, Hobie Tiger, Matt Bansak, 5 points; 2) **Wings**, F-24 MkI, William Cook, 15. (2 boats)

Full results at [www.tahoeyc.com](http://www.tahoeyc.com)

## SIFYC WOODIES INVITATIONAL, 6/22-24

KNARR — 1) **Aquavit**, Perkins family, 23 points; 2) **No Name**, Chris Perkins, 26; 3) **Niuh**, Randy Hecht/Russ Silvestri, 26; 4) **Cahoots**, Jamie Scarbrough, 29; 5) **Benino**, Terry Anderlini/Mark Dahm, 39. (22 boats)

BEAR — 1) **Smokey**, Stephen Robertson, 4

# THE BOX SCORES

points; 2) **Panda**, Daniel Maloney, 11; 3) **Magic**, Tim Maloney, 13. (5 boats)

FOLKBOAT — 1) **Josephine**, Eric Kaiser, 8 points; 2) **Windansea**, Wilson family, 10; 3) **Freja**, Tom Reed, 13. (10 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

## ULLMAN SAILS LONG BEACH RACE WEEK, ABYC/LBYC, 6/22-24 (7r, 0t)

PAC52 — 1) **Vesper**, David Team, 14 points; 2) **Interlodge VI**, Austin & Gwen Fragomen, 17; 3) **Invisible Hand**, Frank Slooman, 17. (5 boats)

PHRF-A — 1) **Margaritaville 1.5**, Andrews 52, Jay Steinbeck, 13 points; 2) **Nimbus**, TP52, Eduardo Saenz, 14; 3) **Encore**, TP52, John McEntire, 19. (4 boats)

FARR 40 — 1) **Blade 2**, Mick Shlens, 19 points; 2) **Coquille**, Gary Ezor, 21; 3) **Viva La Vida**, Will Durant/John Carpenter, 21. (7 boats)

PHRF-B/C — 1) **Kite35**, 1D35, David Nelson, 18.5 points; 2) **Picosa**, J/111, Doug & Jack Jorgensen, 19.5; 3) **Mexican Divorce**, 1D35m, Neil Fraser, 22. (10 boats)

J/120 — 1) **Caper**, John Laun, 12 points; 2) **CC Rider**, Chuck Nichols, 16; 3) **Jim**, John Snook, 22. (5 boats)

SCHOCK 35 — 1) **Code Blue**, Robert Marcus, 8 points; 2) **Whiplash**, Thompson/Rosbach/Basadre, 17; 3) **Uncle Bob**, Larry Leveille, 25. (9 boats)

J/70 — 1) **Sox**, Argyle Campbell, 21 points; 2) **Midlife Crisis**, Bruce Golison, 22; 3) **Minor Threat**, Jeff Janov, 31; 4) **Zaguero**, Ignacio Perez, 50; 5) **3 Big Dogs**, Pat Toole, 54; 6) **Sugoi**, Chris Raab, 56. (25 boats)

PHRF-RL-D — 1) **Gator**, Custom Frers, Todd Wheatley, 4 points; 2) **Dos Amigos Dos**, C&C 110, Bob Hubbard, 5; 3) **Zephyr**, J/109, Jack Mayer, 12. (6 boats)

PHRF-RL-C — 1) **DistraXion**, Xp44, Jeffrey Coyle, 5 points; 2) **Aussie Airwaves**, Beneteau 50, Ray Roberts, 5; 3) **Relentless**, 1D35m, Marty Vogel, 12. (10 boats)

PHRF-RL-B — 1) **Elyxir**, SC52, Skip Ely, 4 points; 2) **Triumph**, SC52, Steve Sellinger, 5; 3) **Vela**, SC52, Steven Davis, 11. (6 boats)

PHRF-RL-A — 1) **Bretwalda 3**, Rogers 46, Robert Pethick, 3 points; 2) **Medicine Man**, Andrews 63, Robert Lane, 6; 3) **Carbon Footprint**, Rogers 46, James Devling, 10. (6 boats)

CATALINA 37 — 1) Kevin Brown, 19 points; 2) Shala Youngerman, 20; 3) Dave Hood, 24. (11 boats)

PHRF-D — 1) **Rival**, J/35, David Boatner, 13 points; 2) **Raptor**, J/109, Heinz Butner, 21; 3) **Ne-reid**, C&C 115, Standish Fleming, 24.5. (10 boats)

VIPER 640 — 1) **Nice ASP**, Mike Pentecost, 21 points; 2) **It's All Good**, Jay Golison, 22; 3) **Boomsiang**, Geoff Fargo, 24; 4) **Amateurs**, Mark Folkman, 32. (17 boats)

BOAT OF THE WEEK, ONE DESIGN — **Sox**.  
BOAT OF THE WEEK, PHRF — **Kite35**.  
GOLISON & KENT FAMILY TROPHY — **Elyxir**.  
FARTHEST TRAVELED — **Aussie Airwaves**.  
Full results at [www.lbrw.org](http://www.lbrw.org)

## NHYC BAXTER BOWL, 6/23-25, (6r, 1t)

STAR — 1) Eric Doyle/Payson Infelise, 6 points; 2) Paul Cayard/Charlie Buckingham, 12; 3) Jim Buckingham/Craig Moss, 14; 4) Doug Smith/Brian O'Mahony, 20. (16 boats)

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

## TYC BROTHERS & SISTERS REGATTA, 7/4

1) **Joyride**, J/105, Bill Hoehler; 2) **Highlander**, Cal 40, Bob Horton; 3) **Lion**, Olson 25, Lon Woodrum/Steve Nimz. (5 boats)

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

## IYC SILVER EAGLE RACE, 7/7

MONOHULL — 1) **Traveler**, Express 34, David Ross. (1 boat)





**The Ely family raced their Santa Cruz-based SC52 'Elyxir' in Long Beach Race Week and earned the Golison & Kent Family Trophy. For top results from the three-day regatta, see Box Scores.**

"The boat is all about innovation. The class is 100+ years old, and it's at the forefront of sailing."

The regatta will open with up to eight skiffs competing in a four-on-four round-robin team event on August 13-14 followed by individual racing August 16-24. Up to seven individual races will be held, no more than one 15-mile race

per day. The classic I-14 Worlds format was the team event; the individual event was added in 1979.

Team racing will take place outside the Richmond Harbor breakwater. Individual racing will be on the Berkeley Circle. The top boats are likely to cover the distance in approximately two hours, with the rest of the boats taking up to

one additional hour.

There will be no shortage of international talent. Australia's Mark Krstic and James Lanati, fourth in Carnac, are likely contenders for this year's top prize, as are current Australian national champions David Hayter and Trent Neighbour. From Britain, keep an eye out for Neale Jones and Edward Fitzgerald and the father/son team of Andy Partington and Tom Partington, fifth and ninth respectively in the 2016 Worlds. Georg Borkenstein and Eike Dietrich, six-time German national champions, are also likely to be among the top boats overall. Dietrich was Borkenstein's youth sailing coach; they've been sailing I-14s together since 2005.

With 17 boats, nine of which are local to the Bay Area, the US contingent hopes for a great showing on home water. The 2017 North American champ Gleeson, this year sailing with JP Barnes, along with perennial contenders Brad Ruete-

**MULTIHULL** — 1) **Greyhound**, F-22, Evan McDonald; 2) **Emma**, Dragonfly 1200, Bill Roberts; 3) **Peregrine Falcon**, F-27, Bill Gardner. (7 boats)

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

#### HART NUNES REGATTA, SFYC, 7/7 (4r, 0t)

**MERCURY** — 1) **Italian Stallion**, Chris & Jeff Lanzafame, 9 points; 2) **Fortran**, John Ravizza/Jim McGuinness, 11; 3) **Marauder**, David Bacci/Eric Strassevitch. (7 boats)

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

#### FYC HIGH SIERRA REGATTA WEEKEND 1, 7/7-8, (5r, 0t)

**SAN JUAN 21** — 1) **Jerry's Ferry**, Jerry Hansen, 10 points; 2) **The Black Pearl**, Rod Hansen, 13; 3) **Sierra Star**, Bill Parsons, 15. (10 boats)

**DAY SAILER** — 1) **Measures Up**, Neil Stapleton, 8 points; 2) **Bubba**, Mike Gillum, 9; 3) **Long Gone**, Dean Iwahashi, 24; 4) **Passin' Wind**, Bill Flock, 30. (23 boats)

**VANGUARD 15** — 1) Dan Altreuter, 12 points; 2) Cole Hatton, 13; 3) Drew Shea, 15. (9 boats)

**LIDO 14** — 1) **Short Bus**, Kevin Thomas, 10 points; 2) **Orin B.**, Mark Ryan, 14; 3) **Snafu**, Tom Jenkins, 24. (13 boats)

**BANSHEE** — 1) **Ghost**, Charles Witcher, 5 points; 2) **Cruzin**, Wayne Cassingham, 16; 3) **Sprito Voloce**, Steve Anderes, 19. (9 boats)

**LASER** — 1) Jonathan Ziskind, 15 points; 2) Packy Davis, 16; 3) Roger Herbst, 23; 4) Chris Boome, 24. (18 boats)

**LASER RADIAL** — 1) Sky Adams, 5 points; 2) Toshi Takayanagi, 10; 3) Andrew Nunn, 16. (5 boats)

**RS AERO** — 1) Catherine Gloster, 6 points; 2) Paul Gloster, 11. (2 boats)

**MOTH** — 1) Matt Struble, 5 points; 2) Brooks Reed, 11; 3) Zack Downing, 15. (9 boats)

**OPTIMIST** — 1) Blake Behrens, 5 points; 2) Crue Ziskind, 15; 3) Richard Rychlik Jr., 20. (15 boats)

## THE BOX SCORES

#### FYC HIGH SIERRA REGATTA WEEKEND 2, 7/14-15, (5r, 0t)

**PHRF A** — 1) **Hot Betty**, Olson 30, John Scarborough, 9 points; 2) **Divine Wind**, Flying Tiger 10, Robert Farmer, 12; 3) **Go Deeper II**, 11:Metre, Stephen Sherry, 15. (5 boats)

**PHRF B** — 1) **Old and in the Way**, J/24, Pat Bradley, 12 points; 2) **Slo'Mo**, Catalina 22, Francis Samson, 14; 3) **Make My Day**, Olson 25, Nathaniel Gildersleeve, 17. (10 boats)

**SPORTBOAT** — 1) **Weckless**, Wylie Wabbit, Tim Russell, 6 points; 2) **The Bar-Ba-Loot**, Wylie Wabbit, Sarah Deeds, 12; 3) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg, 12. (6 boats)

**MOORE 24** — 1) **Gruntled**, Bart Hackworth, 9 points; 2) **Mooregasm**, Stephen Bourdow, 17; 3) **Mooretician**, Peter Schoen, 18. (15 boats)

**VICTORY 21** — 1) **Mr. Goodwrench**, Donald Bonander, 6 points; 2) **#262**, Matthew Bonander, 9; 3) **Red Eye Special**, Chuck Philips, 15. (9 boats)

**ULTIMATE 20** — 1) **Peabody**, Donna Womble, 10 points; 2) **#222**, Travis Gregory, 11; 3) **Wasabi**, Ben Lakin, 13. (4 boats)

**THISTLE** — 1) **Big Red Twitch**, Mike Gillum, 7 points; 2) **#2662**, Scott Hoffmann, 12; 3) **Irie**, Dan Clark, 16. (5 boats)

**CORONADO 15** — 1) David Rumbaugh, 6 points; 2) Allison Jolly, 9; 3) Charlie Heatherly, 15; 4) Mark Brazil, 29. (18 boats)

**FIREBALL** — 1) **Infalible**, Robert Thompson, 5 points; 2) **Dewy Cheatum and Howe**, Peter Wirth, 13; 3) **Queso Suiza**, Clay Poulson, 15. (6 boats)

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

#### THE MOORINGS LASER NORTH AMERICANS, ABYC, 7/12-15 (12r, 2t)

**STANDARD** — 1) Charlie Buckingham, NHYC,

17 points; 2) Chris Barnard, NHYC/ABYC, 29; 3) Bruno Fontes, Marinha YC, 33; 4) Henry Marshall, USODP, 45; 5) Juan I. Maegli, Asovela, 50; 6) Robert Davis, Kingston YC/Royal Canadian YC, 70; 7) Andrew Lewis, Trinidad & Tobago SA, 87; 8) Ford McCann, USODP, 94; 9) Clemente Seguel, Cofradia Nautica del Pacifico YC, 111; 10) Yanic Gentry, Vallarta YC, 113. (69 boats)

**RADIAL** — 1) Brenda Bowskill, Royal Canadian YC, 13 points; 2) Sarah Douglas, Ashbridge's Bay YC, 22; 3) Joseph Hou, ABYC, 53; 4) Ricky Welch, LBYC, 79; 5) Maura Dewey, Royal Victoria YC, 86; 6) Christina Sakellaris, NoYC, 86; 7) Haddon Hughes, US Sailing, 97; 8) Connor Nelson, Davis Island YC, 100; 9) Isabella Maegli Agüero, Asovela, 103; 10) Lillian Myers, Gulf Coast Youth SA, 107. (81 boats)

**4.7** — 1) Abbie Carlson, Seattle YC, 15 points; 2) Spencer Leman, Royal Canadian YC, 19; 3) Erik Hou, ABYC, 27. (10 boats)

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

#### CGRA GORGE SKIFF REGATTA, 7/13-15 (15r, 1t)

**I-14** — 1) Evan Sjostedt/Mikey Radziejowski, 14 points; 2) Leith Shenstone/Jamie Henseler, 16; 3) Kris Henderson/Dan Kaseler, 20. (8 boats)

**29er** — 1) David Eastwood/Samuel Merson, 20 points; 2) Neil Marcellini/Jack Joslin, 26; 3) Marley Mais/Wells Drayton, 53. (12 boats)

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

#### ULTIMATE 20 PCC, FYC, 7/13-15, (8r, 1t)

1) **#222**, Travis Gregory, 13 points; 2) **Peabody**, Donna Womble, 13; 3) **Wasabi**, Ben Lakin, 19. (5 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

#### SFYC SF CLASSIC/UN CHALLENGE, 7/14-15 (5r, 1t)

**HYDROFOIL KITE** — 1) Johnny Heineken, USA, 4 points; 2) Gabriel Wicke, GER, 9; 3) William Morris, USA, 11. (12 boards)

**WINDSURF** — 1) Xavier Ferlet, GBR, 3 points;

# THE RACING

nik with James Moody and Paul Galvez with Australian Cameron McDonald, and young guns Mikey 'Polish' Radziejowski and Evan Sjostedt could post impressive finishes.

Canadian Lauren Laventure, sailing with world class president Jason Lemieux, has a good shot at being the top female.

A handful of guys have several decades of 14 sailing under their belts. Australia's Stewart Vickery, the UK's Andy Fitzgerald, part-time RYC member Andy Bates and Santa Barbara's Ron Boehm have made appearances at many Worlds over the past 30 years and will all be contenders for this year's Windmasters Trophy, presented to the highest-placing skipper or crew over 50 years of age.

If you plan to head out on the water to take pictures, make sure to bring a fast lens — I-14s can sail up to 10 knots, upwind. Downwind speeds easily double that. It goes without saying that any spectator boat should give the



**Terry Gleeson ripping it up on his International 14 off Richmond in the 2017 North Americans.**  
— photo by Jenn Virskus

racecourse a wide berth.

Conditions will be challenging, with an ebb tide and big breeze through the Slot, but this, after all, is what the 14s are coming for. These guys love a challenge. "We expect the prevailing conditions to make for exciting action from these very, very athletically demanding

high-performance skiffs," said regatta chair Tim Knowles.

RYC's bar gave up plastic straws a few months ago, and there won't be a single-use plastic water bottle in sight at Worlds. Each of the 100 RC volunteers will be issued a reusable water bottle, which they can fill up at RYC's new bottle-filling station. "Cleaning up the ocean is something we must do," said PRO Del Olsen. "The sailing community was one of the first to sound the alarm, and it's our responsibility to spread the word about the man-made mess in the ocean. We must do whatever we can to make the situation better, or at least not make it worse. I believe not using 'disposable' water bottles is that first small first step."

— jenn virskus

## StFYC Takes Back SF Perpetual Cup

Russ Silvestri and his team from St. Francis YC won the San Francisco

2) Chris Radkowski, USA, 6; 3) Eric Christianson, USA, 7. (10 boards)

### DISTANCE RACE

HYDROFOIL KITE — 1) Johnny Heineken, 25:38; 2) William Morris, 27:11; 3) Gabriel Wicke, 27:19. (13 boards)

WINDSURF — 1) Xavier Ferlet, 36:50; 2) Chris Radkowski, 37:42; 3) Al Mirrel, 43:35. (7 boards)

Full results at [www.stfyc.com](http://www.stfyc.com)

### CYC SPRING SERIES (9r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwell, 8 points; 2) **Lonestar**, Beneteau First 10R, Madeline Morey, 18; 3) **Mulan**, Beneteau First 10R, Michael Chammout, 19. (8 boats)

PHRF 2 — 1) **Youngster**, IOD, Ron Young, 18 points; 2) **Sonata**, Laser 28, Alice Shinn, 21; 3) **Shenanigans**, Express 27, Bill Moore, 24; 4) **Moonlight**, Express 27, Jim Gibbs, 26. (17 boats)

SPORTBOAT 30 — 1) **Ragtime**, J/90, Trig Liljestrang, 6 points; 2) **Big Blast**, J/111, Roland Vandermeer, 16; 3) **Swift Ness**, J/111, Nesrin Basso, 16. (5 boats)

J/105 — 1) **Masquerade**, Tom Coates, 8 points; 2) **Alchemy**, Walter Sanford, 14; 3) **Blue Ribbon**, PJ Campfield, 19. (11 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 12 points; 2) **Willow**, Wauquiez Centurion 40s, Bob Braid, 14; 3) **Good Call**, J/124, Richard Garman, 17. (13 boats)

NON-SPINNAKER 2 — 1) **Toppallant**, Tartan 10, Carl Flemming, 7 points; 2) **Summer Sails**, Ranger 33, John Arndt, 16; 3) **Abba Zaba**, Tartan Ten, Greg Arkus, 16; 4) **QE3**, Tartan Ten, Tom Perot/George Janson, 22. (15 boats)

NON-SPINNAKER 3 — 1) **Oriole**, Bird, Jock MacLean, 7 points; 2) **Just Em**, Cal 20, Ted Goldbeck, 11; 3) **Comfortably Numb**, Capri 26, Arne

## THE BOX SCORES

Morkemo, 19. (8 boats)

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

### EYC SPRING TWILIGHT SERIES (5r, 1t)

PHRF <99 — 1) **Outsider**, Azzura 310, Greg Nelsen, 5 points; 2) **Smokin'**, Melges 24, Kevin Clark, 6; 3) **Snowy Owl**, Express 37, Jens Jensen, 11. (7 boats)

PHRF 99-151 — 1) **Ruby**, Moore 24, Steve McCarthy, 9 points; 2) **Wile E Coyote**, Express 27, Dan Pruzan, 10; 3) **Ad Lib**, Aphrodite 101, Bruce Baker, 13. (13 boats)

PHRF >151 — 1) **Osituki**, Cal 28, Rodney Pimentel, 5 points; 2) **Finn**, Capo 26, Larry Duke, 11; 3) **Blue Jay**, J/22, EYC, 12. (12 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 4 points; 2) **Carina**, Scott McCoy, 8; 3) **Rogue**, Ryan Nelson, 10. (6 boats)

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

### OYC SWEET SIXTEEN FIRST HALF (8r, 2t)

PHRF 24-177 — 1) **Golden Moon**, Express 37, Kame Richards, 6 points; 2) **Mudshark**, Express 37, David Fullerton, 12; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner, 19. (5 boats)

PHRF 150-221 — 1) **Ursa Minor**, Santana 525, Ted Keech, 8 points; 2) **Loki**, Santana 525, Tim Roche, 12; 3) **Obsession**, Harbor 20, Dave Vickland, 19. (3 boats)

PHRF >221 — 1) **Dominatrix**, Santana 22, Heidi Schmidt, 11 points; 2) **Fun**, Santana 22, Chris Nicholas, 12; 3) **None As Yet**, Santana 20, Fort Felker, 19. (4 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman, 9 points; 2) **Some Day**, Roy Samuelson, 14;

3) **Zenith**, Bill Nork, 16. (4 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 9 points; 2) **Sonic Death Monkey**, Dominic Marchal, 14; 3) **Rogue**, Ryan Nelson 27. (6 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 6.5 points; 2) **Lelo Too**, Tartan 30, Emily Zugnoni, 10.5; 3) **Wuvulu**, Islander Bahama 30, John New, 16. (3 boats)

MERIT 25, J/24, MOORE 24 — 1) **Ruby**, Moore 24, Steve McCarthy, 8 points; 2) **Dire Straits**, J/24, Steven Bayles, 11; 3) **Double Agent**, Merit 25, Scott Ollivier, 14. (4 boats)

NON-SPINNAKER — 1) **Javelin**, J/100, Patrick Nolan, 7 points; 2) **Tigger**, Ericson 35-3, Julie Cheng, 14; 3) **Jackal**, Ranger 33, Roger Wise, 15. (6 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 6 points. (1 boat)

Full results at [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net)

### SYC SPRING SUNSET SERIES (4r, 1t)

SPINNAKER A — 1) **Courageous**, J/88, Gary Panariello, 4 points; 2) **Maverick**, J/105, Ian Charles, 5; 3) **Nimbus**, J/105, Neil Gibbs, 10. (9 boats)

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 3 points; 2) **Kele**, Catalina 320, Stephan Sonnenschein, 7; 3) **Roadrunner**, Ranger 23, Steve Hocking, 9; 4) **Zara**, Beneteau First 310, Leigh Hunt, 9. (5 boats)

NON-SPINNAKER D — 1) **Mamaluc**, J/105, Scott Lamson, 3 points; 2) **French Kiss**, Beneteau 350, David Borton, 5; 3) **Island Girl**, Islander 36, Frank Burkhardt, 10. (8 boats)

NON-SPINNAKER E — 1) **Eos**, Knarr, Mike Magruder, 3 points; 2) **Kookaburra**, Bird, Martin Koffel, 5; 3) **Maxine**, Yankee 30, Stephen Spoja, 8. (7 boats)

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



Perpetual Challenge **Cup** on June 30 in a two-boat match race hosted by Long Beach YC in Catalina 37s. In 2014, LBYC's Dustin Durant won the Cup on San Francisco Bay, and LBYC took the 123-year-old trophy to their club.

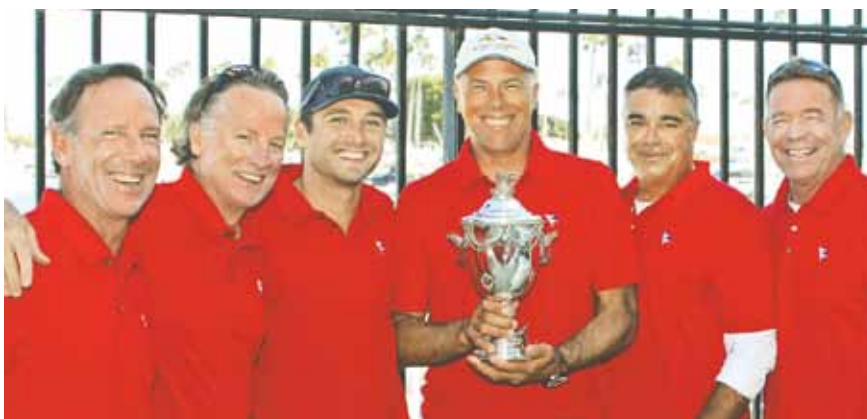
This year, Silvestri sailed against LBYC's commodore Bill Durant, father of Dustin.

Solid breezes of 10-15 knots out of the south made it challenging for those expecting the usual southwesterly right shifts common to Long Beach.

"I haven't been on these boats in quite a while," said Silvestri, "but we had Paul Cayard coaching us for practice."

Silvestri credits his team of Tom Ducharme, Phillips Perkins, Domenic Bove, John Collins and Joe McCoy with keeping him in the game.

— rick roberts



**The boys from San Francisco swooped down on Long Beach and reclaimed the SF Perpetual Cup.**  
— photo by Rick Roberts

#### Traveling Race Notes

Led by Justin Law and Mac Mace, Newport Harbor YC declared victory over the home team, Yacht Club Costa Smeralda, at the **Audi Invitational Team Racing Challenge** in Porto Cervo, Italy, on June 21-23.

Several California sailors traveled to Lake Geneva YC in Wisconsin to compete in the inaugural **Melges 14 Nationals**

on June 15-17. The top West Coaster was Daniel Thielman; Jennifer Canestra was the top woman sailor. Both hail from Corinthian YC.

The C. Thomas Clagett Jr. Memorial Regatta and **US Para Sailing Championships** were held on June 22-24 in Newport, RI. Ex-Marinite Dee Smith won the 2.4mR singlehanded class. A

past commodore of San Francisco's BAADS, Cristina Rubke competed in the RS Venture Connect class with crew Kris Scheppe.

Marcus Huttunen of San Diego won the Laser Radial class at the **US Youth Championships** hosted by Carolina YC in Wrightsville, NC, on June 24-27. Joseph Hou of Newport Beach topped the full-rig Lasers; David Eastwood of Santa Barbara and Samuel Merson of Santa Fe, CA, finished third in the 29ers.

— latitude/chris

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# WORLD

*This month we sail to the **Sparkling Waters of Greece** with members of a Bay Area sailing club, plus **Charter Notes**.*

## **A Cyclades Cruise Fueled by Meltemi Winds**

"All hands on deck," captain Rob called at 1:30 a.m. with a touch of panic in his voice. We jumped out of our berths with sleepy eyes and ran up on deck, then watched in horror as a drifting sailboat that had dragged its anchor was quickly approaching bareboat.

With the strong current in the harbor that night, we knew that a collision would be quick and devastating to both parties. Before we had time to move our port-side fenders to starboard, the drifting boat shuddered, its engine came to life, and it motored away from the harbor of Vathi on the Greek island of Sifnos. Captain Rob took a look at his crew of four, and decided that it was necessary to institute a night wind watch.

For the past seven months, he had been planning this bareboat charter trip through the Cyclades Islands of Greece for our club, the University of California at Santa Cruz Boating Center.

The club is made up of sailors of all ages, levels of experience, and backgrounds who want to develop their sailing skills. However, most of the members are day sailors who have never dealt with sustained winds above 20 knots. So dealing with the unexpectedly strong *meltemi* winds we experienced during our trip was a new and challenging experience.

In anticipation of this trip, my husband Warren, Rob's second-in-command, earned three American Sailing Association certifications, (which Rob had

***Whitewashed hillside villages are ubiquitous throughout the Greek Isles, but each one has its own unique history and charm.***

also); bareboat cruising, basic keelboat and basic coastal. As a result, our group was allowed to rent a 50-ft monohull. In total, we signed up 11 people, some of whom took part in practice sessions, especially for anchoring and Mediterranean mooring (stern to the quay).

Rusty Kingon, the boating supervisor, would remind the crew about the general rule of thumb for anchoring; the amount of anchor line or chain you put out should be five to seven times the depth of the anchorage, plus the length from the water to where the anchor attaches to the bow.

In the weeks prior to the trip, Warren would check the weather forecast for the month of June, and I often heard moans and groans from him due to predictions of poor winds.

Warren and Rob are both competent sailors with extensive experience over at least 40 years. I, on the other hand, would rather focus on provisioning the boat than crewing on deck. The combination works well — good sailing and dining. Everyone on the boat usually shares their own special expertise, whether it be mixing drinks, playing music or giving tips on snorkeling and scuba diving. The result is a wonderful time, with varied activities and the development of great friendships.

We picked up our charter boat, *Venus*, from The Moorings' base in Piraeus, the yacht harbor outside Athens. The staff there was wonderful. Kostas was our main contact, and we were very happy with his depth of knowledge.

Being a foodie, I should mention some of the reasons I loved Piraeus. There is a wonderful open market with olives, sausages, stuffed grape leaves, fruits, wines and cheese. At the local bakeries you'll find baklava and other goodies. And there is a great shop near the open market called Mandragoras where you'll find herbs, spices and soaps.

After Rob and Warren completed



SPREAD & INSET WARREN FRUSH

their technical check-out with Kostas, we set sail under light winds and headed southeast to Cape Sounion (Sounio), at the tip of the Attica Peninsula, where we enjoyed a visit to the Temple of Poseidon.

The following day there was a 10-knot breeze as we sailed southeast to the isle of Kithnos. There, we tucked into the harbor of Merichas, and were soon congratulating ourselves on executing a well-done Mediterranean moor, a technique that can be challenging when there's strong wind and current. Merichas is a lovely traditional Greek town with many good tavernas along the harbor shore.

Based on the trip plan we'd laid out with The Moorings' staff before setting out, the following day we would need to arrive at Vathi, on the isle of Sifnos — the farthest point away from the charter base during our weeklong trip. In addition to defining their proposed route ahead of time, Rob and Warren had promised to do no night sailing and no sailing in winds above 27 knots.

So off to Vathi we went the next morning. It was an exceptional sailing day with steady winds of 10 to 15 knots. All our crew had exhilarating sessions manning the helm, while hoping the wind conditions would hold for the rest of the trip.

At approximately 7:00 p.m. we sailed



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# OF CHARTERING



**The approach to Vathi was churned up when the UCSC sailors arrived, but Cynthia (inset) did a fine job of steering through it.**

into the small harbor of Vathi. Anchoring was a challenge because our anchor would not dig into the harbor bottom due to the abundance of slippery sea grass. While circling around and trying different places, we noticed a beautiful double-masted sailboat, pristine and elegant in white and navy blue. She was crewed by a staff of at least three sailors dressed in identical white and navy uniforms. This beauty must have been worth a minimum of three million euros. Since it soon after motored away to another spot in the harbor, we presumed that the crew had become nervous watching us trying to anchor.

An owner of a neighboring yacht told us with his friendly British accent that we only needed to put out 25 feet of chain to anchor. Rob felt totally uncomfortable with that suggestion, but realized that we couldn't follow the golden rule of anchoring since the harbor was too small. With strong winds or a strong current, we might smash into another boat if there was a wind change. Finally, we were able to anchor. We dropped about 40 to 50 feet of chain and prayed that it would hold the boat for the night.

Most of the crew had a wonderfully

refreshing swim in the harbor, showered and headed to town to have dinner in the tavernas. But Warren and I were leery of leaving the boat.

Rob returned from shore and retired to his berth around 10 p.m. He heard the prediction that wind conditions would increase, and told Warren to wake him if there was an upsurge in wind velocity. At midnight we heard the wind picking up and changing direction. Warren jumped out of the galley berth and shouted down the hatch to Rob's bow cabin. Rob popped up, and decided to stay up on deck to keep an eye on the wind conditions. His cautiousness soon paid off.

At 1:30 a.m. we woke up knowing something was terribly wrong and ran up on deck. We were glad to see that our crewman, Rafferty, a UCSC student, was up and wide awake, although totally in shock as he saw a sailboat dragging right at us. Luckily for all, the captain of that yacht was able to start his engines, pull up the anchor, and motor away. However, the accelerated winds were just starting and we knew that anything could happen.

At 3:30 a.m., the boat whose captain had claimed, "Mate, you only need 25 feet of chain," broke

loose and began dragging its anchor. Either the captain was still on shore in a taverna or was fast asleep, for no one started the engine and the wayward boat crashed into the blue-and-white 'beauty'.

Warren slept with his cellphone next to him running the app AnchorAlarm7, which would alert him if *Venus* began to drag. Luckily, the alarm never went off and our anchor held for the night while the winds increased.

Oddly, by morning both damaged boats had motored away. It seems that in Greece, the port police would need to log the event and detain the two vessels until a marine surveyor on the Greek registry determined that they were seaworthy — a process that might take days, and cost a yacht a minimum of 700 euros. Additionally, we learned that if negligence had caused an injury, a public prosecutor could bring up legal proceedings that could drag out for years! No wonder both boats were gone.

That morning, day four, we decided to make a run to the port of Livadi on Serifos. It was a good thing that Warren had gotten a full night's sleep, as Rob was exhausted from being awake all night. So Warren took over at the helm. The sail took us eight hours and the wind increased to 35 knots with gusts up to 50 knots. We had the mainsail on the third reef, and were careful not to become overpowered. Once again, caution ruled. Seas topped five or six feet, but Warren was able to sail consistently so that we were not overly aware of the increasing wind velocity. Very quickly our crew shaped up to handle the weather conditions.

That evening as we entered the harbor of Livardi, we heard that we'd sailed through the season's first day of a *melt-emi* wind, which would increase by the next day. We didn't bother to Med moor

**Below decks, Captain Rob spends time at the nav station scoping out the best route back to Piraeus.**



# WORLD OF CHARTERING

COURTESY THE MOORINGS



**Summer chartering in Greece is immensely popular. Booking by the cabin is a great option for singles or couples.**

since the dock was crowded with moored boats and we would have no margin for error. Instead we dropped anchor in the harbor, which was a great choice. Winds were rattling all the lines and hardware on the moored boats. There'd be less chance of being jostled all night long by other boats, less chance of a sleepless night due to the clanging and banging.

In spite of the *meltemi* winds, I loved Livardi, with its fun boutique shopping, low prices and a wonderful restaurant called Metallei, located steps from the

harbor, which is rated as one of the best in Greece.

Serifos is large enough of an island to spend a couple days exploring, by rental car or motorbike, as we did. It was a dream: amazing secluded beaches, and not too many tourists in the towns. Very chill.

The final two days on the boat were easy, as we headed north to return the boat at Piraeus. The winds had calmed down, and Med mooring was doable again. We could take a deep breath of relief and enjoy the swimming, dining and sailing.

As much as we enjoyed our trip, we

recognize that anyone considering sailing Greek waters during the summer months should anticipate the possibility of *meltemi* conditions developing. It's more the norm there than a freak occurrence. The valuable lesson we learned was that being cautious about the whims of nature saved us and our boat this time.

A final recommendation is to buy a copy of the *Greek Waters Pilot* by Rod Heikell before you go in order to study the area in advance.

— nadine frush

## Charter Notes

While we're on the subject of chartering in Greece, we should mention that **bareboating in flotillas** is extremely popular there, and along the nearby Turquoise Coast of Turkey — especially among Northern Europeans who flock to the sunny south in droves every summer. If you enjoy the camaraderie of sharing sailing chores while making new friends, consider **booking a cabin or berth** aboard one these scheduled summer cruises. They're offered all season long by **The Moorings, Sunsail, Dream Yacht Charters** and others.

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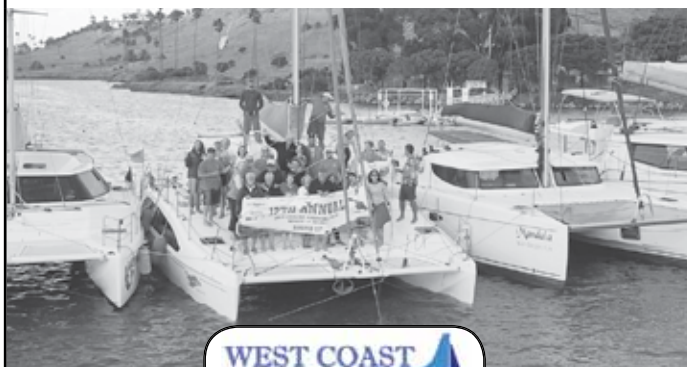


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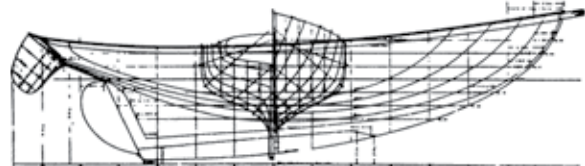
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# CHANGES

With reports this month from **Defiance's** visit to Fakarava; Bonnie and Paul's change of course for **Romany Star**; the amazing story of **Element** towing a disabled boat almost 700 miles — much of it under sail — and **Cruise Notes**.

## Defiance — Cross 45R Bill and Sandy Edinger Freaking Awesome Fakarava Sausalito

We are sitting in a blue aquarium with incredibly clear aquamarine water that reminds me of an old green-blue Coke bottle. The water is still and flat-calm.



**Sandy and Bill Edinger of 'Defiance' will be heading home this month from the South Seas.**

Even with six or seven other yachts moored nearby and some diving operations in progress, everything is perfectly quiet, as if nobody wants to break the spell.

Below the boat swim schools of fish and black-tip sharks. The white sand bottom is only 20 feet down. There are coral heads all about. It was so stunning, we all went snorkeling after our morning coffee.

**'Defiance' at Ua Pou in the Marquesas.**



Welcome to Fakarava.

We are tied to a mooring near the South Pass of the atoll and we can just hear the surf over the *motu* a few hundred yards away. Later today, Stan, Sandee and daughter Annie are set to go diving in this pass, which is considered one of the top spots in the world. When we took the dinghy near the pass yesterday, the water was cobalt blue and you could easily see the coral and fish down 50 feet or more!

We enjoyed great sailing conditions on our 533-nm passage from Nuku Hiva. Just as we thought things couldn't get any better, they did! The last 24 hours of our passage, the wind and the seas dropped. The boat felt like it was at anchor and we could open the hatches and portholes for air. We had full main and reacher, ghosting along at wind speed between 7 and 8 knots. Awesome! One of the nicest passages ever!

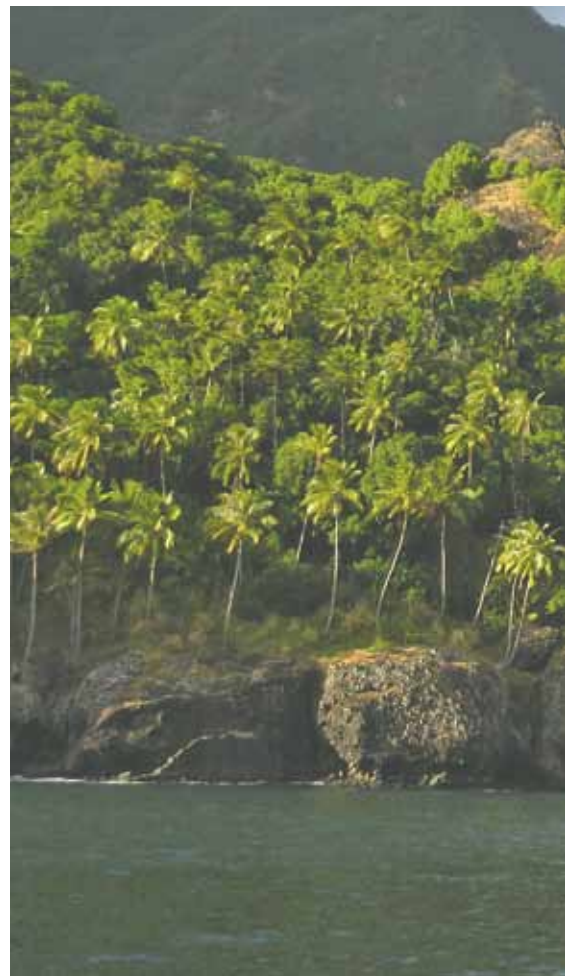
After 70 pleasant hours underway, we arrived at the North Pass around 10 a.m. and made our way to the main village of Rotoava. For those of you who haven't been to an atoll, it is interesting in many ways. First, the shore is exactly what you would imagine a South Seas isle to look like: coconut palms, large shade trees and a mixed shore of sand and rock. Low buildings, mostly homes and small stores, line the single road that runs north to south on the east side of the roughly rectangular shaped atoll.

The *motu* — the land portion — is nine square miles in area, but none of it is wider than about 1/4 of mile, so you can walk across to the ocean side in minutes. The entire atoll is about 32 miles long by 15 miles wide. The center is largely navigable and fairly deep if you don't mind dodging occasional uncharted shoals and coral heads.

We went ashore and walked around the village to get oriented. Everyone was friendly and there was very little traffic. We soon noticed that there were as many dogs as people! The dogs were all of dubious parentage but friendly and well fed. Sandy and Annie got their dog and puppy fix and we moved on before we



DEFIANCE



had a canine stowaway! The homes are modest but generally well cared for and many had large, tidy yards.

Those of you who are well traveled know that every place has its olfactory signature. Marin County has manzanita and eucalyptus. Asia is sewage and charcoal fires. In Polynesia, it's flowers.

The village has a couple of stores, a school, church, government buildings and of course a few restaurants all open at odd times and hours. There are some dive shops and an enterprising yacht services company that provides a place to access the Internet (sloooow), rent bikes, get your laundry done, and of course get boat repairs done.

DEFIANCE

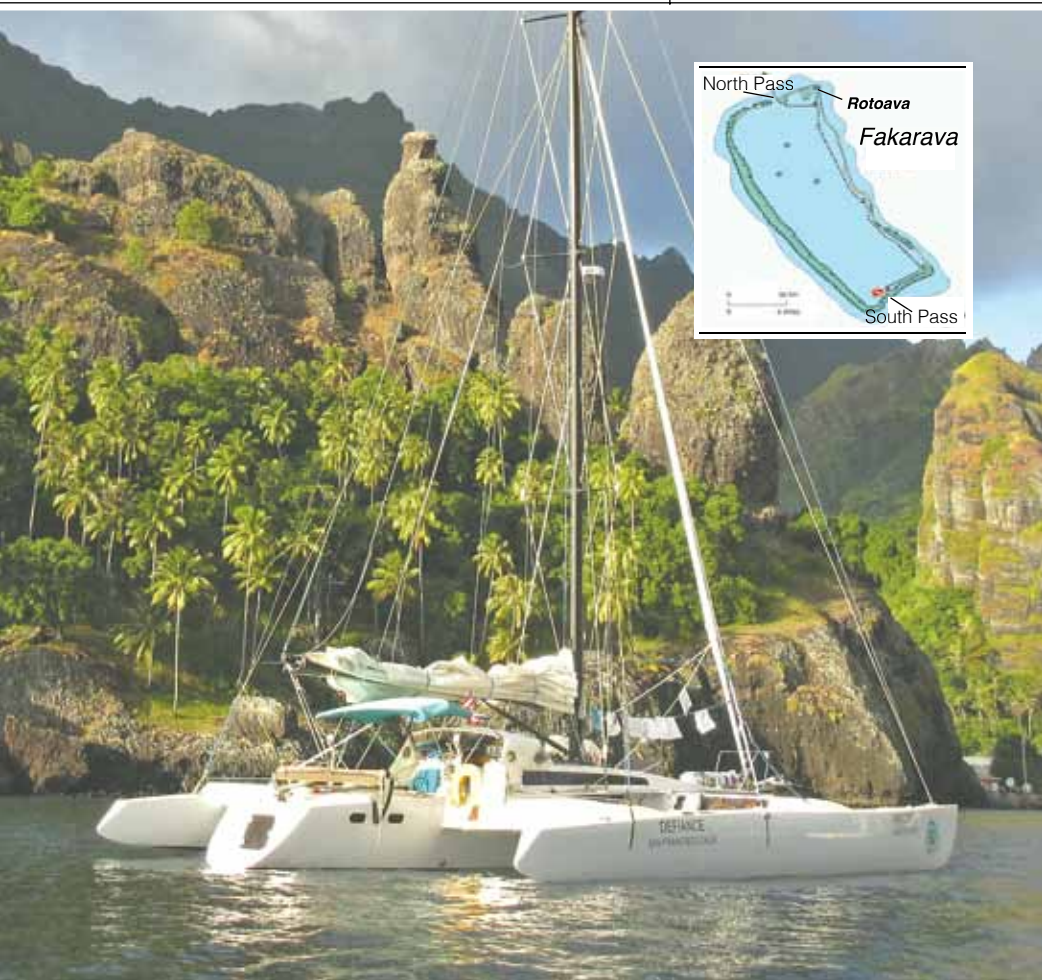


# IN LATITUDES



DEFIANCE

JULIE TURPIN



DEFIANCE

through the pass (and I stayed tethered to the dinghy, which just floated behind us).

Wow, what a ride! We drifted over a carpet of brilliant coral with multitudes of different fish, rays and sharks. It felt like flying as we zipped over the bottom with the strong current and just watched the aquatic panorama zoom by. I couldn't help reliving childhood dreams of flying like Superman!

As we had for our whole visit, we spent the evening lying in the forward nets after dinner staring at the incredibly bright Milky Way and the stars — the Southern Cross off our bow and the Big Dipper off our stern; We're too far south to see the North Star. The full moon had just passed by a day or so before.

The literal translation of Fakarava is "beautiful" or "making things superb" — both of which apply. But for us, Fakarava stands for 'freaking awesome!' It is, by a large margin, our favorite stop in our Polynesian travels.

Then again, we're not done yet. Next stop, Rangiroa.

— Bill 6/13/18

## Romany Star — Ohlson 38 sloop Bonnie Wagner and Paul Moore Change in Direction San Francisco

After 28 years, 3 Puddle Jumps and 60,000 miles of cruising *Romany Star* through the Pacific, Paul finally made it to New Zealand! Our 2017 cruising season took us from Hawaii through American Samoa and Tonga, to arrive in New Zealand on November 1, 2017. We have been here ever since.

As first-timers to New Zealand, we were a bit shocked at how nice and welcoming everyone was. We hail from touristy big cities in California, and can never imagine folks back home lending a car to freshly arrived foreign yachties! This ex-

Spread: 'Defiance' in Fatu Hiva. Inset: Fakarava is one of seven atolls classified as UNESCO Biosphere Reserves for their rich biodiversity. Top, left to right, Sandee Swanson and Stan Schlitz; enjoying the sunset; Annie's smiling face has been missed since she flew home at the end of June.

After a couple of days, we chugged 10 miles south to the Pakokota Yacht Club, which is a small Pakokota with a few bungalows and a main house. The owner has installed some free moorings and welcomes yachties ashore for food and drink. Annie and her comrades from *Sea Casa* joined a group of Puddle Jumpers for a get together and made some new friends.

We then proceeded the rest of the way south to one of the highlights of the trip — a drift scuba dive of the South Pass. Well, OK, Stan, Sandee and Annie did the drift scuba dive. Sandy and I did the

chicken version with fins and snorkels.

As the name implies, on a drift dive, swimming is optional — you're carried by the current. So first you need to make sure that it's going the right way; in this case, incoming into the lagoon. (The dive shops discovered they lost too many clients if they did it the other way.) Sandy and I jumped in about halfway

ROMANY STAR



The Nuku Hiva Pizza Party is one of a thousand memories Bonnie and Paul treasure from their nearly 30 years of cruising.



# CHANGES

treme of hospitality is partly a result of arriving in the much more rural northern part of the country, where the sheep-dotted green hills look like The Shire and everyone seems to know each other.

We rented a car to enjoy some tourist-



ROMANY STAR

**Bonnie and Paul may be settling down in Hawaii, but they'll still be part of the cruising community.**

ing, wine tasting, and a very smelly but fabulous hot spring in the Bay of Islands area.

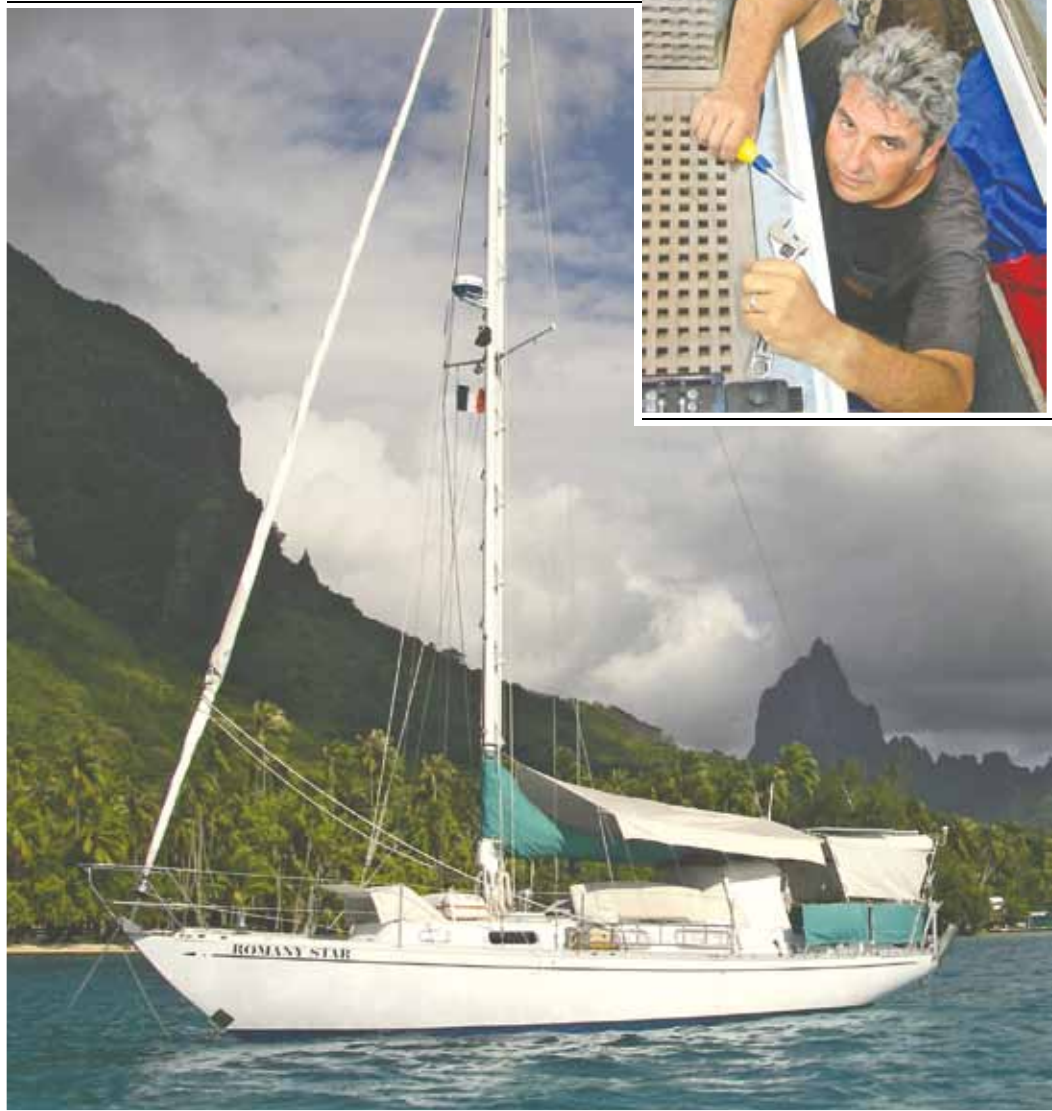
The whole country goes on summer vacation from Christmas through January, so we beat the crowds by sailing up to the lovely and less-visited Whangaroa Harbor. This large, many-lobed bay has such a tiny entrance between two bluffs that Captain Cook missed it entirely. The scenery is like Canyonlands dropped into a much wetter environment.

The farmed sweet Japanese oysters now encrust every rock. A local warned us to follow the limit by taking "only" 150

**One of the 'Star's roughest passages was this bare-poles roller coaster around Point Conception in 2009.**



ROMANY STAR



oysters per person per day!

As we sat out a weakening hurricane in that protected bay, we decided to skip our planned sail to the South Island, and fly instead — a first sign we're not as tough as we used to be.

We bused south to Wellington, which is a very fun city that is mostly small enough to be walkable. Among the highlights there were a tour of the fabulous Weta Special Effects Studios (*Lord of the Rings*, *Avatar*, etc), and experiencing the weather that earns the city its nickname, "Windy Welly".

We flew on to the

South Island and prepared for our long-planned reservation on the deservedly famous Milford Track — a four-day, 33-mile hike across some of the most scenic terrain in the world. Then disaster struck: Bonnie twisted her knee the day before our hike began. She was game to attempt the first few miles, but had to turn around and leave Paul to hike over the pass on his own. Even with the injury, our visit to this pristine area was a highlight of our time in New Zealand, and we'd recommend anyone to prioritize the Fiordland district.

We stuck with a car rental and Airbnbs for the rest of our tour of South Island, as Bonnie was not up to hiking or camping. Luckily, many of the sights, and even the glaciers, are visible from just off the road.

Paul, old motorhead that he is, really enjoyed paying homage to Burt Munro's "World's Fastest Indian" motorcycle where







**Spread: 'Romany Star' in Opunohu Bay, Moorea. Above center: There are some 'joys of cruising' Paul will miss less than others. Above right: the trailhead at Milford Track in New Zealand.**



ALL PHOTOS ROMANY STAR

it is lovingly displayed at a hardware store in Invercargill. We wished we'd allotted more time to explore Dunedin, which seemed like a really interesting city, and we wished for more budget to appreciate the best pinot noirs in Otago.

By the time we regrouped at *Romany Star*, we had some decisions to make. Bonnie's knee was not getting better, so we started the medical process to investigate that. It turns out that New Zealand has universal accident insurance, which all citizens and visitors buy into with taxes and visa fees. This arrangement paid for nearly all of Bonnie's medical care, including a surgery and physical therapy. We are extremely grateful for the foresight that prompted New Zealand to create this program, and to extend it to foreign visitors in addition to their citizens.

The surgery to repair a meniscus tear took place on May 2. It was a success — now Bonnie just needs to take it easy for

the long recovery. The medical situation kept us in Whangarei Harbor for the rest of our stay in New Zealand, as a rocking boat is not helpful to a delicate knee.

We also finished a conversation that had been brewing for a while about our greater direction in the world. Bonnie has greatly missed teaching. Last year we arranged a small project to provide new computers to a re-

remote school in northern Tonga, and this year we will deliver those computers. But Bonnie wants to feel that she's accomplishing something to make the world better every day, not just a few days a year. Paul figures nearly 30 years on the same boat is probably enough, and is ready to come along for a new adventure somewhere else.

So, shockingly, the cruising-optimized *Romany Star* is up for sale this year. The plan is to sail to Hawaii and on to Seattle, starting in mid-June. So if anyone wants to grab a kitted-out offshore cruising boat, please email [paul@romanystar.com](mailto:paul@romanystar.com). She's been good to us, and will be good to whoever falls in love with her next.

We plan to be the SSCA cruising station hosts in Hilo once we've found a non-erupting home base, so look us up when you sail in.

— Paul 5/16/18

*Readers — Things have changed since this was written. The good news is that Bonnie's knee has improved and she is off crutches. Also, she has taken a teaching job in Hawaii. The bad news is, Paul's attempt to depart New Zealand for Hawaii ended before it really started. While motor-sailing the 12 miles from Whangarei to the customs dock, Romany Star accidentally hit a steel pylon sticking out of the water. Damage to the bow is mostly cosmetic, thanks to the Rocna anchor's taking the brunt of the blow. But it will take time to fix.*

*So the plan remains the same, but the timetable has been adjusted. Paul will catch a ride on a friend's boat to deliver the donated laptops to Niuatoputapu. After that, he'll fly to Hawaii for a while, then back down to New Zealand in February or March to work on the boat. "Bon-*

*nie will join me in June to take Romany Star on a final cruise into the tradewinds, up to Hawaii and then Seattle," he says.*



**Damage to 'Romany Star's bow included a mashed toe rail, mangled bow roller/chainplate and ruined anchor — but the latter saved the day.**

## **Element — Catana 417 cat Schmidt family and friends Towing the Line Vancouver**

On March 27 — day 12 of their crossing from the Galápagos Islands to Hiva Oa — Shaun and Sherrie Schmidt's Catana 471 catamaran *Element* made a course change to the north. The diversion would mean light to no wind, which was the reason they had sailed south in the first place. But that was trumped by the universal law of the sea: They were heading 400 miles dead downwind to go to the aid of a disabled boat.

In addition to Shaun and Sherrie, the crew aboard *Element* for their Pacific Puddle Jump crossing were daughters Paige (14) and Jordan (8), as well as Manuel and Nadja, German cruisers they had met and befriended the previous year in the Med.

*Element* had been in contact (through **Though normally a dry boat underway, 'Element's crew had good reason to start enjoying sundowners during their Pacific crossing.**



ELEMENT



# CHANGES

radio patches) with the CS 36 *Vata*, owned by Canadians Tim and Karen, since the 24th. At that time, *Vata* had reported losing their rudder about 800 miles from the Marquesas, but by the next day, they had rigged a jury steering system and were

ence electrical issues with their alternator and portable genset, becoming totally dependent on solar power. With the significant drop in wind, and the ever-present swell, *Vata* rocked back and forth incessantly and had been drifting at 1.5 knots off course from the Marquesas.

In the days leading up to the rendezvous, Shaun and Manuel had discussed the setup to tow *Vata*, and had prepared it on the trampoline. It consisted of a 120-ft, 1-inch-diameter floating line used for stern tying in the Mediterranean. That was connected to two 45-ft, 3/4-inch lines that had been purchased in preparation for tropical storm Brett that brushed by Grenada. Those were configured in bridles off *Element's* twin transoms using the Catana's four oversize stern cleats.

To get the line to Tim, Shaun approached *Vata* in a large, sweeping arc while a looped, floating messenger line with a small fender at the end was deployed aft. Tim caught it with a boat hook on the second pass.

Once everything was connected, *Element* very slowly took up the slack in the towline and began to pull *Vata* along. Shaun decided to try it at low engine speed for 24 hours to test the towline and bridle system while winds and seas were light. SOG was 3.5 to 4 knots. Shaun insisted that *Vata's* sails not be used, so as not to have them inadvertently sail into *Element's* stern; and to leave the drogue in place to help keep *Vata's* stern perpendicular to the waves.

The next morning after chafe checks by both boats, *Element's* jib was unfurled and the engines shut down. *Vata* was being towed under sail, while still maintaining the 3.5 to 4 knots SOG, nearly DDW, all through day 17.

On the morning of the 18th day, the crew of *Element* began to feel the figurative as well as literal drag of the situation. After sailing at 8 and 10 knots through much of their trip, 3.5 knots wasn't cutting it. So after morning chafe checks, *Element* unfurled its second foresail and ran wing on wing with both headsails, gaining a bit over a knot in boat speed.

As the sun dipped low after another day at sea, the *Element* crew voted unani-



ELEMENT



ELEMENT

**The 'Element' crew during their Panama Canal transit. The Schmidts (Shaun in yellow, Sherrie in dark blue) are in the left foreground. Nadja and Manuel are the young couple waving on the right. The other folks are Benny and Price of S/V 'Panache', who were line handlers that day.**

making progress, albeit slowly, toward their destination. Thanks, but no assistance needed.

On the 27th, *Vata* reported that, at their current speed in the light wind conditions and with no rain in the forecast, they might run out of fresh water. Having anticipated such an eventuality, Shaun immediately changed course to intercept and provide what assistance they could, including possibly towing.

After more than 72 hours of sailing and motorsailing in mostly light winds, *Element* reached the disabled vessel. Upon their arrival, the look of relief on Karen's face said it all. She and Tim had been slowly drifting along with their jury-rigged steering and drogue for nearly a week. The boat had also begun to experi-

**'Element' in her element. All told, she towed the disabled 'Vata' 680 miles over 6 days.**



ELEMENT



mously that a sunset drink on the normally dry boat would help ease the suffering. From that night on, 14-year-old Paige took the helm as the sun set, while the adults ventured out to *Element's* trampoline for a sundowner.

By day 20, with just over 100nm remaining to Hiva Oa, the wind and sea conditions had lightened to the point that the foresails were flogging in the gentle swell. It was time to stop messing about and hoist the spinnaker.

We should say here that two spinnaker hoisting attempts earlier in the trip had not gone particularly well. Both ended in severe wraps: once around the furled headsails and another time around itself — and the skipper — as he tried to untangle it. The spinnaker would eventu-



# IN LATITUDES



**Above: Towing under sail isn't something you see every day. Top left: 'Vata' (and her crew) were looking tired when 'Element' arrived. Above right: early morning arrival at Hiva Oa.**

ally be packed away a couple days while the crew regrouped, and while *Element* broad reached with main and genoa at a little less than optimum speed.

But this time, when the spinnaker burst from its sock during the tow, it filled beautifully . . . just like we knew what we were doing. To the *Vata* crew, we're sure we must have looked like old pros, especially when we looked down at the chart-plotter and saw 6 knots. Woohoo!

. . . Wait! Is *Vata* still attached? Okay, good. . . Woohoo!

But as the day wore on, the wind continued to die down and after the day's sundowners, we dropped the spinnaker and started the engines to make the last

push to Hiva Oa.

In the early-morning twilight of day 21, the outline of the island emerged.

*Vata* 'fendered up' and *Element* shortened the tow to allow for a tighter turning radius. Shaun did a 'drive-by' survey of the anchoring situation, and then made the final approach.

There was a lot more that could go wrong than right, but again, the *Element* crew came off looking like old pros. With patience and a little luck, *Vata* dropped her tow at just the right time, and both boats were able to successfully anchor in 30 feet of water with good holding.

The following day the two crews enjoyed getting to know each other a little

better over lunch at a cruiser's hangout, with the bill taken care of by *Vata*. Later that day, *Element* gratefully accepted diesel offered from *Vata's* jerry cans followed



ELEMENT

**It wasn't all work and no play aboard 'Element'. Earlier in the crossing, Shaun landed this 50-pound wahoo.**

by a quick sundowner with Tim, before departing south for Fatu Hiva.

*Vata* has since undergone repairs, and the crew of *Element* recently met up with Tim and Karen again in Papeete, Tahiti, after spending more than a month visiting five atolls in the Tuamotus.

— Shaun 6/6/18

## Cruise Notes

By the time Mike Priest and Kellie Fennessy's Marina del Rey-based Taswell 56 **Dash** arrived in the Tuamotus, crewman Justin Connolly had steered more than 1,000 miles, six to nine hours a day, for six weeks. And he'd developed a whole new attitude about driving. "I would like to take this opportunity to apologize publicly to Bryce Benjamin, Alicia Minana and every other skipper for whom I have ever crewed as bowman," he says.

"For those who have never driven a

**Justin Connolly learned a thing or three about driving a big boat during his Pacific crossing on the Taswell 56 'Dash'.**

VATA



JUSTIN CONNOLLY

# CHANGES

30-ton sleigh before, it's a job and a half. While there is a piece of tape that lets you know when the wheel is "straight," that has zero relationship to the boat's going straight. The wheel is actually there to advise the rudder to begin making suggestions to the boat about a course it might follow if it feels like it. Introduce a 20-knot wind and 12-foot swell, and very often the boat doesn't feel like it. You then have to swear and pull with all your might. As a result, on a good day, a look at the boat tracker after one of my watches reveals a child's drawing of a twisty country lane. "So Bryce, Alicia and all other skippers, I apologize for get-



*It may have turned out a bit more, um . . . asymmetrical than planned, but we're betting 'Banyan's Equator Cake will be long remembered.*

Anne, Adelaide and Isa) of the Mason 43 **Banyan**, augmented this ceremony with special treats. None were more hard-earned than Anne's 'equator cake.' First off, some of the ingredients were buried, and it took some major excavating to find

them. Then, while whipping the eggs and oil, a wave hit the boat and dumped everything all over the counter and on top of the fridge. While cleaning that up and starting over, Anne says, "I forgot to add an ingredient, so after it was in the oven, I had to pull it out, get another bowl and pan dirty and add in the ingredient." Then she forgot to turn on the oven again. Then a heavy pan on the back of the oven caused it to over-gimbal, so when she pulled the cake out to rotate it, it had partly poured out of the pan and the rest was occupying about half the pan — at an angle. "At each disappointing stage I had a little girl at my heel telling me it was going to be okay, eagerly helping me clean up, hugging me (sometimes both at once) and displaying the best attitude of gratitude. The girls affectionately dubbed it The Wave Cake and we had a great time decorating it and celebrating our equatorial crossing."

King Neptune has been busy the last couple of months, showing up aboard Puddle Jump boats at the equator to bestow shellback status on lowly former pollywogs. Some families, like the Vawters (Cameron,

There's another one! A couple of months ago we mentioned 'reverse' commuter cruisers — folks who park a boat in the Bay and fly here from a faraway home-port. (That other mention was of the Cra-

ing a little judgy from the bow those times you zigged when victory asked for a zag. Going forward, I promise my glances back will always say, "Better you than me."

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HARIZON

**'Harizon' at the 2017 Baja Ha-Ha. Eddie and Susan are looking forward to the next one**

ven family, who live in England but sail here.) Now we've learned there's another: Eddie and Susan Harrison's Dufour 310 **Harizon**. The Harrisons live in Chicago, where they sailed the Great Lakes before heading west in 2015 to try some saltwater sailing. They sailed the Bay for a couple of years before joining last year's Baja Ha-Ha. The boat is currently back in Sausalito. Eddie and Susan fly out frequently to sail the Bay (and visit both sons and their families who live here). But come fall, they'll again join the Ha-Ha, and *Harizon* will again be crewed by friends from the Great Lakes. This time, they're planning to keep going, south to Costa Rica, then the Canal, then . . . who knows?

joyed a picnic ashore in Moorea in June. On their return to the anchorage, the wind had come up making for a choppy ride. "We were drenched in a matter of minutes, which isn't a problem as the water is warm," says Bill. "However, we couldn't see where we were going! We soon realized that putting on our masks and snorkels helped us see and breathe! We were able to carry on at full speed, hampered only by our laughter at how silly we must have looked to the locals going by in their big panga-type boats."

Like many 'noobs', Mario and Dianne Calvi of the Beneteau 43 **Bella Vita** had a terrific first Ha-Ha. They particularly enjoyed sailing in company with so many other boats. "After a number of ocean passages in relative solitude, being sur-

rounded by other boats made this one very unique and special," says Mario. "I will never forget the cluster of tiny AIS



BELLA VITA

**Mario and Dianne have been cruising for a while, but never with so many boats as in the Ha-Ha.**

icons on my plotter that constantly surrounded our boat, day after day, night after night. Boats that, in many cases, we had never seen sailed by people whom we had never met before, but who soon became familiar and comforting presences



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# CHANGES

in our lives. By the time we met them on shore and in Cabo, we felt like we had known them for decades." The original



The crews of 'Caesura' and 'Reverence' found chocolate nirvana in the hills of Ua Pau.

plan was to bash back to San Francisco in June, but the Calvis decided instead to berth the boat in Paradise Village Marina while they returned to the Bay Area for the summer. Come fall, they're looking forward to "more sailing and more margaritas!"

"While the scene had a certain charm, one couldn't help but think the 1960s

met *Apocalypse Now*," writes Kristi Ficek of the Island Packet 485 **Caesura** of their strange encounter on Ua Pau. They'd been exploring ashore with the buddy-boat crew of **Reverence** — six folks in all — when they spotted a sign reading 'Choko-Mann.' At the top of a steep road, they entered a small villa and met its owner, Manfred, a tall, mid-70s, white-haired German expat who regaled them with tall tales of his Hemingway-esque life. "Then the goods came out," says Kristi, "and we were in heaven. Small squares of dark creamy deliciousness, truffle filling served up on a communal spoon, and tin after tin of chocolate with crisped rice, nuts and coconut. Just when our taste-buds couldn't take any more, out came his crowning achievement . . . passion fruit-filled truffles aptly dubbed 'ladykillers'. Despite the OSHA violations, the man knew his chocolate and had obviously spent a lifetime perfecting the art of pleasing women. Manfred sent us off with a friendly wave and a mischievous wink at the girls."

Arizonans Stuart and Robyn Pikoff had so much fun crewing on Louis Kruk's



CIRQUE

'Cirque' ringmaster Louis Kruk befriends a local on Urraca Island in Panama's Bocas del Toro archipelago.

Beneteau 42s7 **Cirque** last spring that they rejoined 'the Circus' late last year — with a special surprise. Robyn had discovered a place online called Urraca Private Island/Monkey Island: an eco lodge that doubles as a monkey rescue facility. Lou immediately set a course from his current base in Red Frog Marina in Panama's Bocas del Toro archipelago, and they were able to wriggle their way through the reefs into the anchorage, which Louis describes as pleasant, secure and offering

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spectacular views of the Zapatillas. The visit exceeded everyone's expectations. "Thanks to Robyn's inspiration, I've been

outclassed in the company of very experienced friends. "I dove with bigger tanks, but when I came back to the surface, my

an underwater cliff on the way to Isla San Francisco. "We ate ceviche for two days," says Kurt. *Emma* got as far up as



able to share this gem with all my guests," says Louis.

A couple of friends from San Francisco and several members of the Sonoma County Sheriff's Dive Team boarded Kurt Christofferson's Deerfoot 62 *Emma* in La Paz in June. The occasion was a two-week, sailing-diving-fishing trip out to the islands. Espiritu Santo was the first stop, where they spent several days diving the wrecks of the *Fang Ming* and *NS03*.

Kurt is a certified diver but felt a bit

**'Emma's adventures. Left: Rob was 'The Man' when it came to catching fish and preparing them. Center left: getting wet. Center right: The 180-ft 'Fang Ming' and similarly sized 'NS03' were confiscated by the Mexican government in the '90s after arriving off the coast loaded with illegal Chinese immigrants. The small ships were intentionally sunk in the late '90s in about 70 feet of water as artificial reefs and are now popular dive sites. Right: Captain Kurt.**

dive buddy would still have plenty of air. Everyone else would pop up 20 or so minutes later. It was very humbling."

The hot fisherman on the boat was Rob Norton, who also did a lot of the food prep. They caught plenty of fish, too, including four nice ones as they sailed over

San Evaristo before heading back south to end the trip. Upon return to Marina Palmira, the adventure ended with a great meal and margaritas at El Molinito. From there, Kurt was picking up another crew for the sail up and across the sea to San Carlos, where he will keep the boat over

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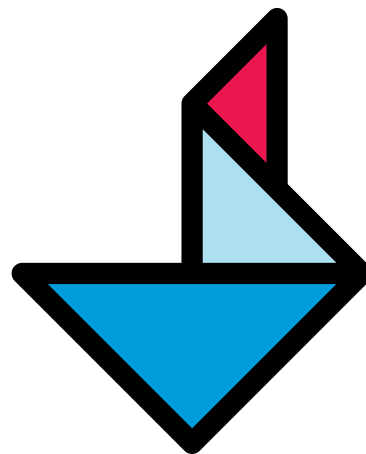
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# CHANGES IN LATITUDES

the summer months.

"Shark Drags Woman Into Crocodile Infested Waters!" screamed the headline. We don't normally get sucked into silly Internet tripe — but, well, sharks and crocs; a boat could have been involved, right? So as your faithful servants of truth and justice, we checked it out. Surprise surprise — more tripe. The young lady in question was hand-feeding nurse sharks off the back of a tour boat in Northwest Australia when one of them clamped down on her finger and dragged her in.

While it's true that the area is noted for the large saltwater crocs that live there, this girl's companions pulled her back aboard so fast we're surprised she even got wet. Nurse sharks are generally slow-moving and not aggressive (and they all scattered as soon as she hit the water), but they are sharks,



BOTH PHOTOS BRAVO

*The caption on Instagram read, "Hey 'Latitude 38', we couldn't join up for the Tahiti Rendez-vous, so we had our own!" This splash of color took place at Bora Bora aboard Melissa Mora and Andy Blakeslee's Wauquiez 35 'Bravo' and included the first annual Invitational Floaty Race. (Dang, maybe we should hire these guys to do our shindig next year.)*

they can get big, and they do have lots of teeth — albeit tiny ones. They also reportedly have a suck reflex equivalent to

an industrial Shop Vac. Her finger came out a bit the worse for wear, but it will heal. And she doubtless learned a lesson we learned (the hard way with a horse) a long time

ago: Never hand feed anything that's bigger than you.

We were really looking forward to meeting Graham and Terry McGlashan of the Vancouver-based F-41 trimaran **Jazz** at last year's Baja Ha-Ha. Alas, although they were signed up, mast issues — major ones, apparently — caused them to postpone. "The new mast should be here this month," says Graham, "which will give us a few weeks to shake down in the beautiful Pacific Northwest before heading down the coast to this year's Ha-Ha."

So once again, we can hardly wait to meet the McGlashans and check out **Jazz** — the first-ever Ha-Ha boat powered by electric motors!

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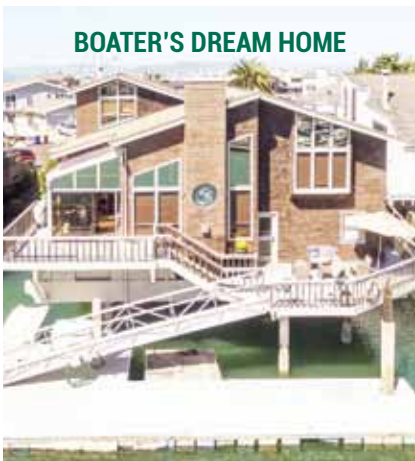
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**7-FT FATTY KNEES.** San Diego. \$1,200/obo. Lyle Hess. Any with sailing rig, rudder, tiller, oars with oar locks, sails and... **SOLD**

**11-FT AQUAPRO SMR 1101, 2009.** Alameda, CA. \$4,900. Aquapro aluminum bottom RIB, Sportmaster SMR 1101, new 2009. 20hp Yamaha OB, electric start. Lightly used, engine just serviced. Includes trailer. Email [MVPamour70@gmail.com](mailto:MVPamour70@gmail.com).

## 24 FEET & UNDER

**21-FT SEA PEARL, 2000.** Sacramento. \$10,000. Cat Ketch. 2 rowing stations, lee boards, Honda 2hp OB, boat cover, tent cover for main cockpit, trailer. EC Challenge vet. (916) 712-9898.



**24-FT BEAR BOAT POLA, 1939.** Berkeley Marina. Best offer. Bear No. 8. First hand-built Bear, second-oldest Bear on the Bay. Solid classic with racing history. Restoration at the Spaulding Wooden Boat Center. Photos and details: [www.be.net/GregoryBlackburn](http://www.be.net/GregoryBlackburn). (415) 513-3539 or [blackburnaia@gmail.com](mailto:blackburnaia@gmail.com).



**11-FT SUNFLOWER, 2016.** Napa. \$500. Snark Sunflower. In very good condition. White Dacron sail. Only sailed twice. Includes 2 paddles. Current license and title. Contact [gianlarr@juno.com](mailto:gianlarr@juno.com) or (707) 227-9610.

**18-FT JOHNSON, 1995.** Boren Bega, Clear Lake, CA. \$3,500/obo. Fun, fast sport-boat. Asymmetrical spinnaker, galvanized trailer, new custom cover. Great condition. Call or text. (650) 219-1886.



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**21-FT US YACHTS, 1982.** Paradise/Oroville, CA. \$2,800. Sailboat and trailer, in excellent condition with extra gear, full complement of sails, weighted CB. Quick and handles beautifully. See craigslist Sacto, Chico, for photos and more info. Datsun 5hp OB in good condition, an additional \$450. Contact (530) 514-8642 or [ravandenbergt1@yahoo.com](mailto:ravandenbergt1@yahoo.com).

## 25 TO 28 FEET



**27-FT CATALINA, 1985.** South Lake Tahoe. \$8,500. Well maintained boat in very good condition, pedestal steering, Universal 18 diesel, runs good, sails in great shape, (main, jib, genoa and spinnaker with pole), new cushions in salon, V-berth, and cockpit. Call for more info. (775) 220-3679.

**27-FT SANTA CRUZ, 1977.** Santa Cruz. \$11,500. Great boat. New Harken furling. New 95% jib. Honda OB. Trailer. Email [marcdkraft@gmail.com](mailto:marcdkraft@gmail.com).

**28-FT WYLIE DESIGN 1/2 TON, 1976.** Lakeshore, CA. \$18,000. Rancheria Marina, Huntington Lake. A 'Classic Plastic' IOR by the Thomas Wylie Design Group. Tandem axle trailer available. Text inquiries to: (559) 513-1382.



**27-FT CAL 2-27, 1975.** Sacramento. \$3,600. Restoration project: Sloop, 5 sails, new forestay and backstay. 9hp Farymann diesel pulled, needs repair or replacement. Boat is stored on 1986 two-axle trailer and will not be sold without trailer (needs new tires). Batteries, electronics, head and interior need updating. Sleeps 4 with 6-ft headroom. Great coastal cruiser, hippie haven or tiny house. Contact (916) 488-6274 or [fuzzy2746@gmail.com](mailto:fuzzy2746@gmail.com).

**CORONADO 25, 1969.** South Lake Tahoe. \$4,500. Plastic classic! Good condition, loved and well cared for with many upgrades. Tahoe-ready. Trail Rite dual-axle trailer. 4ever CA registration, 6hp Honda 4-stroke OB, spinnaker, main, jib, newer standing and running rigging. Ground tackle and many accessories. (530) 721-1269 or [ajohnson@cityofslt.us](mailto:ajohnson@cityofslt.us).

**26-FT BALBOA, 1974.** Antioch. \$6,000/obo. Project boat, 26-ft Balboa on restored trailer. New brakes, thruhulls removed, sealed. New bottom paint, retractable keel, pivot bolt and support replaced and stiffened, new keel cable and attachment, and keel winch, rebuilt 8hp electric start, complete set cushions, complete set sails. If interior remodeling, topsides painting and basic wiring are your skill set, safe comfortable historic Bay boat, online group support, make it be yours. (510) 828-0242, (510) 828-1082 or [williamconroy@gmail.com](mailto:williamconroy@gmail.com).



**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. (925) 831-0666, (925) 784-9686 or [oretga@comcast.net](mailto: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.



**26-FT DAWSON, 1975.** Red Bluff, CA. \$7,500. Dawson 26 swing keel center cockpit cruising ketch. Sleeps 4, propane stove, Coast Guard-legal head, Yanmar 8hp diesel, Lee cruising sails tanbark color. Forward and aft cabins. V-berth and quarter berth in main cabin, two quarter berths in aft cabin. Wheel steering, compass, VHF Radio, depth/knotmeter/log. EZ Loader trailer. Freshwater last 32 years. Great Bay and coastal cruiser. Contact (530) 949-1332, (530) 529-2326 or [bd2012douglas@gmail.com](mailto:bd2012douglas@gmail.com).



**26-FT FARR 740 SPORT, 1981.** \$9,000/obo. By Sea Nymph Boats of New Zealand (25'6"). Fully equipped for racing and cruising. Includes: Trailer, 3.5hp OB, 2 masts, 13 sails, new mainsail, safety gear. Call Jim. (530) 784-3820 or [zipbolt581@gmail.com](mailto:zipbolt581@gmail.com).

**27-FT O'DAY 272, 1987.** Marina Bay, Richmond. \$5,500. Trailerable. Roomy family boat. Race-rigged. Self-tailing winches. Newish main and jib. 135 genny. 2 sinks. 2-burner, alcohol stove. New head, Autohelm and 9.8 electric start. VHF. Stereo. 2 anchors. (510) 374-6978.



**25-FT CAL 2-25, 1978.** Stockton Sailing Club. \$10,900. Well taken care of. Yanmar diesel YSM8, roller furling jib, spinnaker with sock, GPS, radar, 12v refrigeration, new VHF, autopilot, AM/FM CD and more. Contact [davidgladden61@gmail.com](mailto:davidgladden61@gmail.com) or (209) 606-3161.

**25-FT MACGREGOR, 1981.** Riverside, CA. \$2,300/obo. Sailboat on trailer. 3 sails; main, jib, genaker. Boat, sails and rigging good condition, trailer has no rust. Cabin and deck cushions. Ready to sail! Pictures on request. (951) 751-0030 or [c6bean@att.net](mailto:c6bean@att.net).



**27-FT US YACHT, 1982.** Marina Village YH, Alameda. \$2,490/obo. Note that this is a PROJECT BOAT. It has had the interior 80% removed due to window and chain-plate leaks. It will need bulkhead and interior replacement work. The exterior is clean and sound as well as the hull. See <http://mlady723.wixsite.com/buymikesstuff>. (510) 709-8710 or [mlady723@gmail.com](mailto:mlady723@gmail.com).



**28-FT PEARSON, 1986.** Ballena Isle Marina. \$12,900, price reduced.. Pearson 28.5. New standing rigging, bottom paint (2017) 20hp Yanmar diesel, roller furler. VHF radio, wheel steering, sleeps six, ice box, and alcohol stove. Well maintained. (925) 895-9880 or [roy\\_smith711@att.net](mailto:roy_smith711@att.net).



**26-FT SOVEREL, 1975.** San Francisco Boatworks. \$12,750. *Wuda Shuda*. Great pocket cruiser, club racer, many victories, new topside paint, deck house, nonskid and bottom paint job. Great sails for racing or cruising, OB and autopilot. For questions, please call. (415) 203-6033.

## 29 TO 31 FEET

**NEWPORT 30, 1981.** San Francisco SB Harbor. \$12,000. Solid Newport 30, needs work, like-new headsail, (has a new main) could be brought up to great for about \$7K and some elbow grease. (925) 280-0328 or [miltsmith549@gmail.com](mailto:miltsmith549@gmail.com).

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**30-FT ALBIN SCAMPI, 1971.** Moss Landing, CA. \$7,000/obo. With 2018 Tohatsu 6hp OB custom mount on transom. Sailable as is. Call for itemized details. Contact hqt730@gmail.com or (831) 254-1184.



**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>. (530) 906-2571 or [mfr935@gmail.com](mailto:mfr935@gmail.com).



**30-FT KNARR, 1985.** Tiburon SFYC. \$34,500. Danish Borresen Knarr, 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See [http://sailboatdata.com/viewrecord.asp?class\\_id=160](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>.



**29-FT RANGER, 1971.** Oakland. \$8,000. Great condition, good sails, A4 runs well, bottom paint 1 year, newer deck, roller furling. Can singlehand, propane stove, email for complete list of amenities. (916) 716-1606 or [profesoracindy@pacbell.net](mailto:profesoracindy@pacbell.net).



**29-FT ERICSON, 1970.** Loch Lomond Marina. \$12,000. Designed by Bruce King and built by Ericson Yachts. Spacious interior, excellent coastal cruiser. A safe, heavy displacement masthead sloop to handle SF Bay conditions. Strong Yanmar GM20F two-cylinder diesel starts easily and provides plenty of power. Harken roller furling, newer Harken self-tailing winches, boom vang and traveler, tiller-pilot, lines led aft to cockpit. New depth sounder, VHF, batteries and dual-bank charger. Brightwork newly refinished, upholstery in good condition. Contact (415) 233-0842 or (415) 747-4414 or [rjonesthree@comcast.net](mailto:rjonesthree@comcast.net).



**RAWSON 30, 1975.** Ventura. \$26,000. A compact, sturdy cruiser. Easy to handle and economical to maintain for singlehander, couple or small family. History of cruising and liveaboard. 6'2" headroom. Yanmar diesel, new sails, Aries vane self-steering, roller furler. Reefing lines led to cockpit. Solar panels allow comfortable living aboard. Refrigeration, radar, chartplotter. All systems refurbished and ready to go. Inventory list, photos, survey available. Great value in well maintained inventory! Contact (530) 885-1424 or [Wfschell53@gmail.com](mailto:Wfschell53@gmail.com).

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## 32 TO 35 FEET



**35-FT CRUISING KETCH, 1947.** Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



**32-FT ISLANDER, 1977.** San Francisco. \$15,000. Views of the Golden Gate Bridge await the buyer of our 1977 32-ft Islander Mk II sailboat. This is an opportunity to buy a beautiful yacht and transfer the 34-ft slip into your name. Normally the waiting list for a slip in this harbor is over 10 years. The Islander 32 Mk II has an excellent reputation. She's in good condition, outfitted with a Raymarine radar and autopilot. Contact (650) 726-2633 or [info@clientbirthday.com](mailto:info@clientbirthday.com).

**OL 33, 1984.** Alameda, CA. \$10,000. Danish-built sloop 33'x28' WL x 8'x5'4" balsa core FG hull. Hull solid FG below waterline, iron ballasted keel, Volvo Penta Saildrive, folding prop, 4 berths with cushions, Porta-Potti, sink, alcohol stove, full instruments, autopilot, 5 sails in good condition, lines led aft, much more. A perfect Bay boat, fast, very stiff, easily singlehanded. Everything in very good condition and well cared-for. (510) 521-3939 or [douglas-holmes@comcast.net](mailto:douglas-holmes@comcast.net).



**32-FT ARIES GILMER SLOOP, 1974.** San Diego. \$45,000/obo. Cruising sailboat. Westerbeke 30, 1,500 watt inverter with Link 2000, 4 solar panels. Tow generator, 2-burner stove, oven, Force 10 cabin heater, Adler/Barbour frig/freezer, Pur 40 watermaker, Icom 700pro, JRC 2000 radar, Monitor windvane. Much more. To see boat, by appointment only. (928) 514-7018 or [sailseacure@frontier.com](mailto:sailseacure@frontier.com).

**33-FT DEHLER 34, 1985.** Brisbane. \$26,500. Family cruiser with a bright, roomy interior, built in Germany. Features include wheel steering, dodger, Schaefer furler, 2016 fully battened main and jib, asym spinnaker, Autohelm, and sailing instrumentation. Contact (408) 224-0152 or [rmorganstern@yahoo.com](mailto:rmorganstern@yahoo.com).



**33-FT SYNERGY 1000, 1999.** Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 2015 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or [john@jstaffarchitect.com](mailto:john@jstaffarchitect.com).

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skar 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 [nglifear@gmail.com](mailto:nglifear@gmail.com).

**ERICSON 35 MK II, 1973.** Coyote Point Marina. **SOLD** \$10,000. Price Reduced! New transmission (120 hrs), Raymarine system, radar, autopilot, roller furling jib, spares.

**HANS CHRISTIAN 33, 1982.** Honolulu, HI. \$65,000. MX and South Pacific vet NAKIA is for sale. Complete, ready cruiser. Many upgrades. Custom modifications. See pictures in the URL, one of a kind. See <http://svnokia.blogspot.com>. (808) 990-5729 or [svnokia@yahoo.com](mailto:svnokia@yahoo.com).



**ERICSON 35 MK III, 1983.** San Rafael. \$23,000. Selling as-is. Major jobs done (new paint, mast step, etc.) on board but needs additional work and TLC. Excellent sailer/cruiser for open water and Bay. Contact (415) 465-9110, (415) 299-2962 or [pbohns@yahoo.com](mailto:pbohns@yahoo.com).



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**34-FT CATALINA, 1989.** Alameda. \$42,500. Well maintained. 34' wing keel. Rigging replaced 2014. Standard main w/Lazy Mate stacking system. 110% jib. 23hp engine. LOA: 34.5, LWL: 29.83, beam 11.75'. Displacement: 12,550, clearance: 49.58, ballast 5600lb. (239) 595-9652 or pdnervo@gmail.com.



**35-FT HINCKLEY PILOT, 1964.** Sausalito. \$25,000. Nice classic Hinckley Pilot 35. S&S design, 35'10", fiberglass. 4-108 diesel inboard. Sloop rig. Bottom paint 3 months old, fresh varnish on bright work. Great boat. (707) 480-0365 or Fginn@aol.com.



**32-FT BRISTOL KETCH, 1977.** Redwood City, Bair Island Marina. \$19,500. Very well maintained Ted Hood-designed ketch. Teak/holly cabin sole, cherry wood cabinetry. Lots of storage. Galley, head, sleeps 6. Upgraded Yanmar 2GM20. Sails/standing rigging in great condition. Desirable Redwood City marina (pool, hot tub, fitness center). (510) 387-8130 or keith@mariposatrainig.com.



**CAL 34, 1977.** Glen Cove. \$15,000. Great condition, new windows, no leaks. Great condition Hood sails. 3 extra sails in good shape. Garmin GPS. New paint top and bottom. New zinc. (925) 231-5583 or patrick\_morseman@yahoo.com.

**32-FT WESTSAIL, 1972.** Stockton Sailing Club. \$35,000. She has a Kubota BV1305 motor. The Dave King modification with his supervision has been done. Also an Aqua Marine Kubota 12V genset and modular watermaker kit. Much more. Contact dukemacgill@gmail.com or (775) 544-1476.



**33-FT HUNTER, 1993.** Ballena Isle, Alameda. \$49,900. This 3-owner Hunter is in sail-away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS and radar. (510) 878-1142 or amaylon44@gmail.com.



**32-FT ARIES, 1987.** Oxnard, CA. \$38,000. Looking to sell my cherished Vita Nova due to the birth of my daughter. 2nd owner, bought in 2011. F/G hull with teak trim and cockpit. New rigging, prop shaft, epoxy bottom, all new Groco thru-hull fittings, Dyneema lifelines, solar, batteries, charger. 12V fridge, tiller pilot, Monitor windvane, alcohol stove, EPIRB, 25lb and 35lb CQR anchors with chain rode, electric windlass, dinghy with 5hp OB, Westerbeke W33A diesel, with all new hoses and heat exchanger. New asymmetrical sail, custom made for boat. New head. Boat is well loved and ready for cruising, just came back from Mexico. (415) 845-0419 or dan\_retz@yahoo.com.

**34-FT ERICSON, 1982.** Bethel Island. \$8,000. Fiberglass. Atomic 4 gasoline engine. Runs. Roller furling jib. Interior needs a lot of TLC cosmetic work. Pictures furnished upon request. (925) 329-9442 or gboltz91@gmail.com.

### 36 TO 39 FEET



**36-FT ISLANDER FREEPORT.** Plan B Interior, 1980. Marina Bay Yacht Harbor, Richmond, CA. \$55,000. This beautiful yacht has 6'5" headroom, very bright, perfect liveaboard. She is in great shape, clean and well maintained. Priced below what I paid. \$30,000 in improvements. 2017 Volvo Penta with 6 hrs. (415) 221-2653 or neahanscomb@comcast.net.



**CAL 39 MK III, 1983.** Marina Bay Yacht Harbor. \$52,500. Go offshore ocean racing or cruising. The boat has everything you need. HO alternator, charger/inverter, refrigeration, watermaker, SSB, AGM batteries, belowdeck autopilot, Cape Horn windvane, barbecue, lines led aft, Harken mast track, StackPack and lazy jacks, Harken roller furling jib, lots of sails, spinnaker poles, NFM portlights, custom mattress in the V-berth, new stove, custom water and fuel tankage, new dodger, solar panels, custom lee cloths, manuals, new bottom job, new mast wiring and lights. The list goes on. (510) 435-6104 or home@lavanaway.org.



**36-FT CAL CRUISING, 1988.** Oahu, HI. \$20,000/obo. Lapworth design. Well found, pocket cruiser. Email for more info: aeolus99@yahoo.com.

**39-FT FREYA, 1985.** Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see website: <http://tinyurl.com/ydafem9g>. Contact Patrick. (831) 238-5697 or svlaughter@aol.com.

**CAL 39, 1979.** South Beach Harbor. \$44,000. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.

**39-FT FREYA, 1978.** Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, Profurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



**36-FT LAPWORTH, 1960.** San Francisco Bay. \$40,000. One owner 40 years. Extensive restoration, continuously and conscientiously maintained. All systems updated. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See website for photos of this beautiful yacht. John Hamilton and Carol Leonard. See <http://hamiltonsfo.wixsite.com/website>. Contact (415) 821-4731 or HamiltonSFO@gmail.com.

**37-FT BENETEAU, 2013.** Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.



**38-FT ERICSON, 1986.** Emeryville. \$62,500. Meticulously maintained and upgraded. Over 30k invested in the last year including new rigging & furler by Easom Rigging, bottom painted 05/18. 1780 hrs on 32hp diesel. Includes Max-Prop, electric windlass, refrigeration, North main and jib, spinnaker. Lines run to cockpit, SS Wells arch with davits, dodger, bimini, hydraulic autopilot, 6 AGM 31 batteries, 100Amp Balmar alternator; lcom 802 SSB, lcom 602 VHF, and more. See <http://tinyurl.com/y9wyex7k>. Email TFitz@jhfoak.com.



**36-FT C&C, 1978.** Corinthian Yacht Club. \$17,500/obo. Great Bay boat. Beta Marine 38 engine installed 2009. Rod rigging replaced in 2003. Retiring from sailing. Contact [stephen@get-shipshape.com](mailto:stephen@get-shipshape.com) or (415) 847-6707.



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**CATALINA 36 MK II, 2000.** Marina Village. \$118,000. Must see! New sails this week! Previous main and jib in excellent condition. Updated: windlass, Tecma electric head, 540 amp hrs of gel batteries, radio, satellite DIRECTV, satellite radio and weather, full removable cockpit shade, custom engine OB hoist, stainless Jerry can rails, new reefer, new stuffing in cabin cushions in Ultraleather, 3500 engine service with new this month injector pump, new belt, new heat exchanger, new exhaust elbow, Max-Prop, stainless shaft, PVI dripless, E80 and ST60+ all in perfect working order, new cockpit speakers, solar power, upgraded blocks and clutches, Ample power with 60 amp charger and 2k inverter. Spinnaker rigged. Tall rig, fin keel. (415) 302-0101 or jeff@fogcty.com.



**37-FT HUNTER 376, 1997.** San Rafael. \$68,500. Well maintained. Boat of the year 1997. New chartplotter, AIS VHF, new standing rigging 2011. Electric winch, windlass. 8D batteries, inverter, bimini, new water heater and head. Other extras. Email serenisea@comcast.net.



**ALERION EXPRESS 38 YAWL, 1998.** Santa Cruz. \$139,000. Lovely 38-ft yawl, designed by Carl Schumacher, built by TPI. Classic lines above the waterline, and modern shape below. Spars by Hall, Yanmar 27hp engine, North sails. Gorgeous wood interior with berths for five. Extensive B&G electronics, Simrad autopilot, new Blue Seas electrical distribution system. Electric Jabsco head, pressure H&C water. Heart inverter/charger, feathering Gori prop. Hoyt jib boom simplifies tacks. (831) 406-9132, (831) 429-1545 or hawley.chuck@gmail.com.



**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. See <http://usedboatgear.biz>. (510) 295-9638 or isaacson\_mark@yahoo.com.



**37-FT RAFIKI, 1978.** Morro Bay. \$59,000. Very nice boat, very nice condition, very well equipped. Chartplotter, AIS, radar, autopilot, TV, microwave, heater, 2 dinghies, 2 OBs, liferaft, 3 anchors, windlass, spinnaker, extra sails, Force Ten stove, refrigerator, heater, new propane system, composting head, hull stripped and re-barrier coated, new canvas, repowered with Yanmar 38hp. A beautiful bluewater cruiser recently returned from Mexico ready to go again. Contact (760) 464-8332 or jeffcwass@gmail.com.



**36-FT CAPE DORY CUTTER, 1979.** San Mateo, CA. \$39,000. S/V *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.wgreggjohnson.com](http://www.wgreggjohnson.com). (415) 994-2886 or wgreggjohnson@gmail.com.



**CATALINA 42 MK I, 1992.** Vallejo YC. \$115,000/obo. Beautiful C42 with desirable 2-cabin floor plan and wing keel. Complete refit in 2017-18, over 60k spent. Excellent cruiser with voluminous living space below (6.5 headroom) and in the cockpit. New electronics, standing rig, running rig, frames and canvas, Doyle StackPack and jib, SSB, vang, lifelines, folding wheel and more. Email for complete refit list, pictures and info. Contact (530) 864-3586 or (530) 809-2262 or deb-michael@comcast.net.



**CAL 39 MK III, 1982.** Richmond Yacht Club. \$56,000. Mexico vet. Ready to go again. Custom features and upgrades. Newer engine. New standing rigging. Custom anchor locker and windlass. Oversized Harken furler. All sails in great shape. New dodger. Epoxy barrier coat. Hydrovane self-steering plus autopilot. Stout sea boat. Safe, comfortable cruiser. More pictures upon request. (425) 765-2456 or ebmorgan50@yahoo.com.



**39-FT CAL, 1972.** San Francisco Bay. \$30,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinnakers. Has Barent winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166.

## 40 TO 50 FEET



**44-FT F&C 44, 1979.** Morro Bay. \$59,000/obo. Frers-designed and built, beautiful, fast, go-anywhere bluewater cruiser. Fantastic interior is like fine furniture. Low hrs on rebuilt engine. Exterior needs some TLC. Sistership currently offered \$119K. (805) 235-4046 or tackorjibe@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 (831) 332-5750 or Mavtro@hotmail.com.



**SYDNEY 38, 2002.** Santa Cruz Yacht Harbor. Negotiable. Well maintained competitive sport boat in desirable Santa Cruz Harbor slip. New running rigging 2017. Partnership with all aspects negotiable, or outright sale. Let's discuss options. *Aboriginal*. Contact (831) 234-2991 or scautobody@aol.com.

**36-FT ISLANDER, 1983.** Brisbane. \$38,500. Fantastic liveaboard! Spacious interior. Great sailing. Well maintained; bottom cleaned and hauled regularly. New New Found Metals portlights, new canvas coverings, Doyle StackPack, Pathfinder diesel, extra sails, lots of miscellaneous extras. (415) 244-8109 or rd\_satt@yahoo.com.

**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.



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**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 ALUMINUM.** Bluewater Cruiser, 1983. Bodega Bay, CA. \$175,000. Custom cruiser designed by the late great Gary Mull. Fast, comfortable, strong. Great cruiser for around the planet. Professionally built hull to open ocean standards. See <http://muchogustosailing.wordpress.com>. Contact (925) 948-5613 or ed.witts@gmail.com.



**43-FT C&C SLOOP, 1973.** Sausalito, CA. \$120,000. Fully restored. 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.



**40-FT HUTTON, 1986.** Fort Bragg, CA. \$18,000/obo. Liveboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.



**42-FT TARTAN, 1981.** Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades includes: New Monitor wind-vane, 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. <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



**42-FT TAYANA VANCOUVER CC, 1984.** San Carlos, MX. \$99,800. Cutter, hard dodger and hard bimini, fully battened main, new stove, new standing/running rigging, Perkins 4-236 (85hp), Genset, autopilot, refrigeration, safety extras, perfect bluewater cruiser. (520) 955-4154 or nautpegleg@cox.net.



**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.

**46-FT KELLY PETERSON, 1982.** Ventura, CA. \$178,000/obo. Fully refitted in 2017, new standing and running rigging, mast pulled and painted, new canvas and Iglass, new stanchion lines, repainted decks, LED lights, new batteries, rebuilt winches, two new. An extensive list of rework available. Powered in-mast main. cutter-rigged. Fast sailing boat. 240 gal of water, 150 fuel. Selling due to death of wife. Add food and fuel and go do the Ha-Ha. Contact (805) 459-1909 or woodeneye53@yahoo.com.



**40-FT LANCER MOTORSAILER, 1984.** Sausalito. \$84,900. LOA 38'-10". Center cockpit. 61hp Volvo diesel with saildrive. Roller furler, main and headsail. Two strms, one with walk-around center-line queen bed w/new memory foam mattress. Sails like a dream and motors 9+ knots. Recent in-slip refit. New: running rigging, bimini, dodger, and boom tent, varnished sole (floor), foredeck laydown mattress, Racor 500, electric head, chartplotter. Perfect for a big family or share with two families. Partnership may be considered. Email GrantatSail@gmail.com.



**46-FT LYMAN MORSE, 1983.** Newport Beach, CA. \$149,000. Hull #8 of the Seguin series, designed by Sparkman & Stephens, built in Maine. A veteran blue-water cruiser that is set up to be sailed by two, but comfortable with four. Solar panels, watermaker, 160 amp alternator, oversized battery bank, 180 gal diesel, 2-20 lb. propane tanks, washer/dryer, and much more. Contact (949) 515-5150 or aitchhamilton@outlook.com.



**47-FT VAGABOND, 1981.** Alameda, CA. \$104,000. William Gardner-designed *Sea Forever* is a bluewater cruiser with a salty look. The beautiful teak interior is warm and inviting, and is spacious enough to be a liveboard. She is a full-keeled, ketch rig with all sails, electric windlass, two anchors with 300-ft chain. She has SS dinghy davits and custom boarding ladder, generator, autopilot, SSB, VHF, and Garmin marine electronics. Interior sole is teak and holly, teak bulkheads and cabinetry. Galley features 2 SS sinks, microwave, 3-burner Force10 range and oven, Norcold fridge/freezer, ice box converted to Isotherm. She has two double berths, one single berth and two heads with showers. Contact (510) 473-5059 or rebtab@gmail.com.



**47-FT COLIN PHILP, 1989.** Emeryville Marina. \$79,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new AWRigrip 2015. Exceptional serious cruiser and very comfortable liveboard. Serious inquiries only please, email preferred. Contact (415) 488-0218, (415) 999-2270 or sjr90@comcast.net.



**44-FT FINOT ALUMINUM CUTTER.** 1983. San Francisco Bay. \$85,000. 14-ft beam, 6-ft draft, fin keel, skeg rudder, flush deck. Ocean cruiser, easily handled by one or two people. Basic but functional and comfortable traditional wood interior. Many equipment updates. Diesel engine with less than 100 hrs. Low maintenance. Versatile veteran of ocean crossings, canal and Intracoastal cruising, transcontinental trucking. Email jvhx41@gmail.com.



**44-FT ISLANDER CRUISING KETCH.** 1973. Sausalito, CA. \$69,750. Designed, built and equipped for long-distance cruising. Includes Avon 310, Evinrude 15hp OB, 6-man liferaft, Benmar autopilot and Monitor vane steering. Contact (650) 766-1894 or svwisperrn@sonic.net.



**48-FT WATERLINE YACHTS.** Steel Cutter, 1997. Seattle. \$400,000. Bluewater Cruiser, designed and built by Ed Rutherford. *Red* was thoughtfully designed for cruising, a veteran of Alaska and the South Pacific, sails beautifully, comfortable, bright and roomy, fully equipped with many spares. Yanmar Diesel with excellent access, shop, watermaker, full electronics, rod rigged, Autoprop. Many cruising amenities: hard dodger, autopilot, solar, recessed anchor well with two oversize anchors and washdown. Meet RED at <http://ourREDboat.com> or RED4Sale@ourREDboat.com.



**40-FT CATALINA 400 MK II, 2001.** Marina Bay SF. \$122,000. One owner, lightly used, never raced, fin keel, Yanmar engine. 100hrs. Nice condition. Custom interior fabric. Health forces sale! NO brokers please! Contact (415) 740-2056 or Sudietoo@aol.com.



## 51 FEET & OVER

**52-FT CUSTOM DUTCH.** Statenjacht, 1986. Southern Oregon Coast. \$35,000. Modeled after a 17th-century Dutch sailing vessel. Built in Oregon by a master craftsman from Holland. Woodwork is above standard with various exotic woods, straight and curved grains. Her entire double-planked, epoxy-saturated hull was refitted by an accredited shipwright in 2013. Currently her top deck, aft strum pavilion and mast need to be replaced. The mast has been removed, but sails are stored and in good shape. 6-cylinder Perkins 135hp engine with 95hrs. Length: 52'. Beam: 16'. 18GRT/16NRT. Depth: 6'. Interior is pristine and original sketches, blueprints and documents are included. See <http://stockton.craigslist.org/boa/d/original-1986-dutch/6624375097.html>. Contact (503) 989-8998 or (541) 294-0516 or misspansypie@gmail.com.



**57-FT DUTCH KETCH MOTORSAILER.** 1962. Port Ludlow. \$295,000. Builder: Aalsmeer Yacht Inc./G.J. Dekker Design. Mid-cockpit, oceangoing, full keel, teak decks. Perkins 6-cylinder, 354 cu. generator 8KW Onan, SS refrigerator, freezer, 2 heads, full shower, watermaker, autopilot, 2-100 gal Monel fuel tanks. A/C, heating system. Aft davits for dinghy, many sails. New aft cabin built in 2014 by Cunningham and Co., Port Townsend. Inventory too extensive to list. Ultimate cruiser for Northwest waters. (360) 821-9063 or (360) 301-9002.



**56-FT JOHN ALDEN PH CUTTER, 1964.** Vancouver, BC. \$149,000 CDN. Builder Camper & Nicholson's to Lloyds specs. solid GRP, Truster dive compressor. Fuel 400gal, water 400gal plus maker. 2 heads, sleeps 8, etc., etc. Contact (778) 941-5090 or westbynorth@gmail.com.



**51-FT SPENCER, 1970.** Guaymas, MX. \$49,000. *Feel Free* (see June *Latitude 38 Changes*) has too much gear to list but all goes with the boat. For further info and photos visit website: <http://boat.us.com/cruising/feelfree/boat.asp>. Contact (778) 441-2641 or svfeelfree@gmail.com.



**54-FT CUSTOM SCHOONER, 1967.** Puget Sound. \$30,000/obo. Howard I. Chapelle-designed wooden schooner, insured, documented and registered. Sailed up the West Coast last August. New less than 400hrs on 85hp Perkins M92B motor. Must sell - contact Steve. (520) 678-0712.



**53-FT GIBSEA SLOOP, 1992.** Lying in Tahiti (French Polynesia). \$135,000 EUR. 2 cockpits, 5 cabins, serious bluewater boat, sailing around the world for 20 years, used 2 months/year, very good condition, highly continuously maintained (\$220,000 expenses last 10 years, new teak deck, new Awlgrip, new sail, dodger, bimini, rigging checked every year, main engine 92hp 2500 hrs). Ready to go. (415) 601-5001 or apatel425@icloud.com.

## CLASSIC BOATS



**37-FT ALDEN SCHOONER, 1926.** Keyport, WA. \$89,900. Beautiful and completely restored classic Alden schooner. Fast and nimble in Bristol condition. Full sail inventory and custom winter cover. Ready to cruise or race. Must see! (360) 779-6658 or rufyannemv@yahoo.com.

## MULTIHULLS



**42-FT PRIVILEGE, 1995.** Coronado. \$205,000. 25 GPH watermaker, A/C, custom hardtop, 3 berths ensuite, shaft drives, 3gm 30F(2) on-demand hot water, LEDs, sails good to excellent (4), spares and tools. Three anchors, primary 25 kg Rocna with 225 ft. 3/8 chain. New canvas. Ready to Ha-Ha or S. Pacific. 11.5 Caribe with 15hp Yamaha. See <http://Svchatbeaute.blogspot.com>. Contact (360) 624-5339 or (760) 408-5310 or Svzafarse@yahoo.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.



**50-FT GRAINGER 480, 2006.** Marina Palmira, La Paz, Mexico. \$495,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at [www.catamarantaj.com](http://www.catamarantaj.com) or email in.the.wind@icloud.com.

## POWER & HOUSEBOATS



**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](mailto:ccsedco@aol.com).

## PARTNERSHIPS



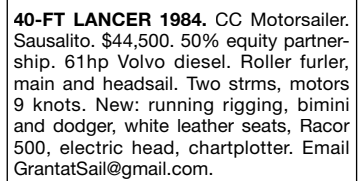
**C&C 30, 1980.** Clipper Yacht Harbor Marina. \$150/month. Non-equity partnership. Wonderful "party" boat, in excellent condition. Wheel steering, roller furling jib, refurbished 12hp Yanmar engine. New canvas work: wheel cover, dodger, main-sail cover. Electronics include autopilot, depthfinder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for melt-water. Head with shower. Posh interior. Contact (415) 459-7417, (510) 735-6953 or edcurran5@gmail.com.



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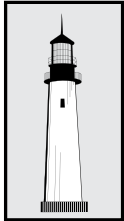
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See at: [www.marottayachts.com](http://www.marottayachts.com)



**30' PEARSON 303, 1985** Solid William Shaw-designed classic built in Bristol, RI--heavily laid up, these well built boats are perfect for the Bay; shows very nicely with numerous upgrades over the years including repower with Yanmar diesel. **\$29,800**

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**22' MARSHALL, 1987**  
Unique and stylish cat-rigged daysailer that's easy to sail and a TON of fun! Freshly detailed and well priced. **\$16,500**

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**30' CATALINA, 1979**  
Classic Plastic Catalina 30 in decent shape and very competitively priced for **\$16,000.**

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**33' TARTAN 10, 1980**  
Sparkman & Stephens-designed winning race boat with new engine (2012), hardware & standing/running rigging. Very good sail inventory. **\$9,750**



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**30' FISHER PILOTHOUSE KETCH**, diesel (low hrs), wheel steering, Shower, enclosed head, galley, settee, 7 sails, Radar, A/P, VHF, wind-lod-depth, anchor winch, CQR, solar charging, robust English construction & more! Bluewater cruiser ... Asking **\$28,950**



**50' FORCE 50 P/H Ketch** 80hp dsl, robust fiberglass const, Alum Spars, wheel on pedestal, VHF, A/P, depth, 2 heads, shower, huge salon, full galley, good sails, nav station & MORE! She's operational & shows great potential as an affordable bluewater cruiser. Asking **\$34,950**



**40' C&C SLOOP**, new integrated full RADAR & electronics, roller furling, wheel on pedestal, Dbl lifelines w/ bow & stern pulpits, Dsl, Self-tailing winches, vang, lines led aft, full galley, high-performance blue water cruiser & MUCH MORE! Asking **\$34,950**



**45' SPARKMAN & STEPHENS Masterpiece** by Olin Stephens, NA. A magnificent sloop in beautiful condition. New Yanmar diesel, full galley, full boat cover, copper fastened. Impeccable provenance. *Valiant* is a rare treasure and **MUST BE SEEN!** Asking **\$84,900**



**38' ERICSON Performance Cruiser** by Bruce King. Beautiful condition, Dsl, dodger, awning, bimini, S.I. winches, RADAR, Chart Plot, VHF, depth, Wheel, roller furling, Spinn, full galley, shower, port side aft stateroom, cabin heater, Nav Station, + MORE! Asking **\$49,900**



**30' RAWSON Ctr.** Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays'l furling, 2 mains, wind-solar-act charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A great Garden design & well set up for serious cruising. Asking **\$27,500**



**120' ADVENTURE YACHT/ RESEARCH VESSEL** w/ 12-Passenger Charter Authorization. Classic STEEL Beauty equipped for pleasure cruising or research vessel charter service. Authorized for 12 paying passengers + crew. Low-hours V-12 CAT Diesel. Diesel aux Generators, H2O-Maker, seaworthiness, comfort, crane, helipad & MORE! Well-fund. **\$299,950 Ask**



**37' AZIMUT Motor Yacht.** "PRONTO" is a Sexy Italian Beauty, twin Caterpillar Turbodiesels, 30kts, 20kts cruise, Mediterranean superyacht luxury in a compact package. Flybridge, Bimini, RADAR, GPS, autopilot, windless, 9KW Onan, inverter, A/C, microwave, refig, and MORE! Comfortable, maneuverable & SHARP! ... **\$99,000 Ask**



**28' ISLANDER BAHAMA** Nicely maintained with clean and just full-serviced Yanmar diesel 2GM, new Z-Spar bottom paint, zincs, and propeller/shaft cleaning, depth, wind, autopilot, VHF, tiller, battened main sail with cover, furling jib, and spinnaker. Nice interior with stove-top and galley sink, for economical family sailing ... Asking **\$14,950**



**36' ISLANDER Slip.** Dsl, Dodger, Roller Furl, lines led aft, wheel & inst. on pedestal, double course lifelines, bow & stern pulpits, mast steps, windlass w/rollers, enclosed head w/shower, great fast & comfortable Al Gurney design, galley, convertible settee/ship's table & MORE! ... **\$24,950 Ask**



**38' NANTUCKET ISLAND Slip.** Blue Water Cruiser, stout F/G construction, center cockpit, many upgrades, roller furling, dodger, ST winches, wheel, RADAR, GPS, plotter, autopilot, ++, full galley, encl. head w/shower, Aft Dbl Stateroom, salon, V-berth ... **\$87,950 Ask**



**34' CHB AFT CABIN TRAWLER** Diesel, Flybridge, Bimini, Helms, Heads & Showers in Fwd & Aft Staterooms, dinghy on swim platform, kayak, full galley w/4-burner range, microwave, refig/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$29,950 Ask**



**24' DANA BY PACIFIC SEACRAFT** Classic Bill Crealock design. Well-balanced, high quality, go anywhere gem. Widely respected as the ultimate pocket cruiser. DSL, beautiful tropical hardwood interior, seekindly & exquisitely crafted; this is a wonderful vessel & she is in excellent condition. Asking **\$49,950**



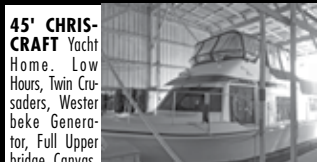
**28' BAYLINER 2855 CONESSA.** Roomy Flybridge, well-maintained, bimini, galley w/refrig, rebuilt engine comfortable, handles well, well-maintained, ready to go & loads of fun! Asking **\$12,000**



**39' SILVERTON FLYBRIDGE 34C CRUISER,** Twin Crusaders, 30 kts, in beautiful condition, full Delta Canvas, well-decorated, dinghy & O/B, RADAR on arch, Heart Interface, comfortable & well-equipped, immaculate & MORE! Asking **\$49,950**



**43' TRAWLER** by Kha Shing Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep and MORE! Asking **\$62,950**



**45' CHRIS-CRAFT** Yacht Home. Low Hours, Twin Crusaders, Westerbeke Generator, Full Upper bridge Canvas, roomy, in nice shape, open aft top deck. A great fun boat for the Bay & Delta & MORE! ... Asking **\$49,000**



**33' C&C Sloop** Famous for performance & quality, C&C built great yachts. Plotter, GPS, AP, SSB, VHF, inboard gas, good rigging & sails, Ballenger mast, chainplates, mast partners, rod rigging by Eason, all windows replaced, MORE! Really nice boat. Asking **Only \$12,950**



**30' NEWPORT MKIII Sloop.** Diesel, 2 jibs, main & genoa, roller furling, boat cover, windlass, dbl course lifelines w/ bow & stern pulpits, wheel steering, self-tailing winches, galley, enclosed head, H&C press H2O, shower, new cushions, dinghy. Asking **\$19,950**



**38' CALIFORNIAN TRAWLER.** Nice well-maintained condition, Flybridge & P/H helms, Dsl, RADAR, aft Stateroom, 2 heads, full galley up, aux genset, dinghy & O/B, bimini, heavy glass lay-up. Asking **\$60,000**



**32' UNIFLITE SPORTSMAN** Ex-Harvey's Casino custom-built Tahoe boat. Many upgrades & in great condition. Twin V-8's, Fresh Water boat. Flybridge & pilothouse helms, New full Delta canvas, swim platform, aft canopy, galley, head, 2 dbl berths, bimini, & MORE! VERY NICE! ASK **\$12,995**

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