



# Latitude 38

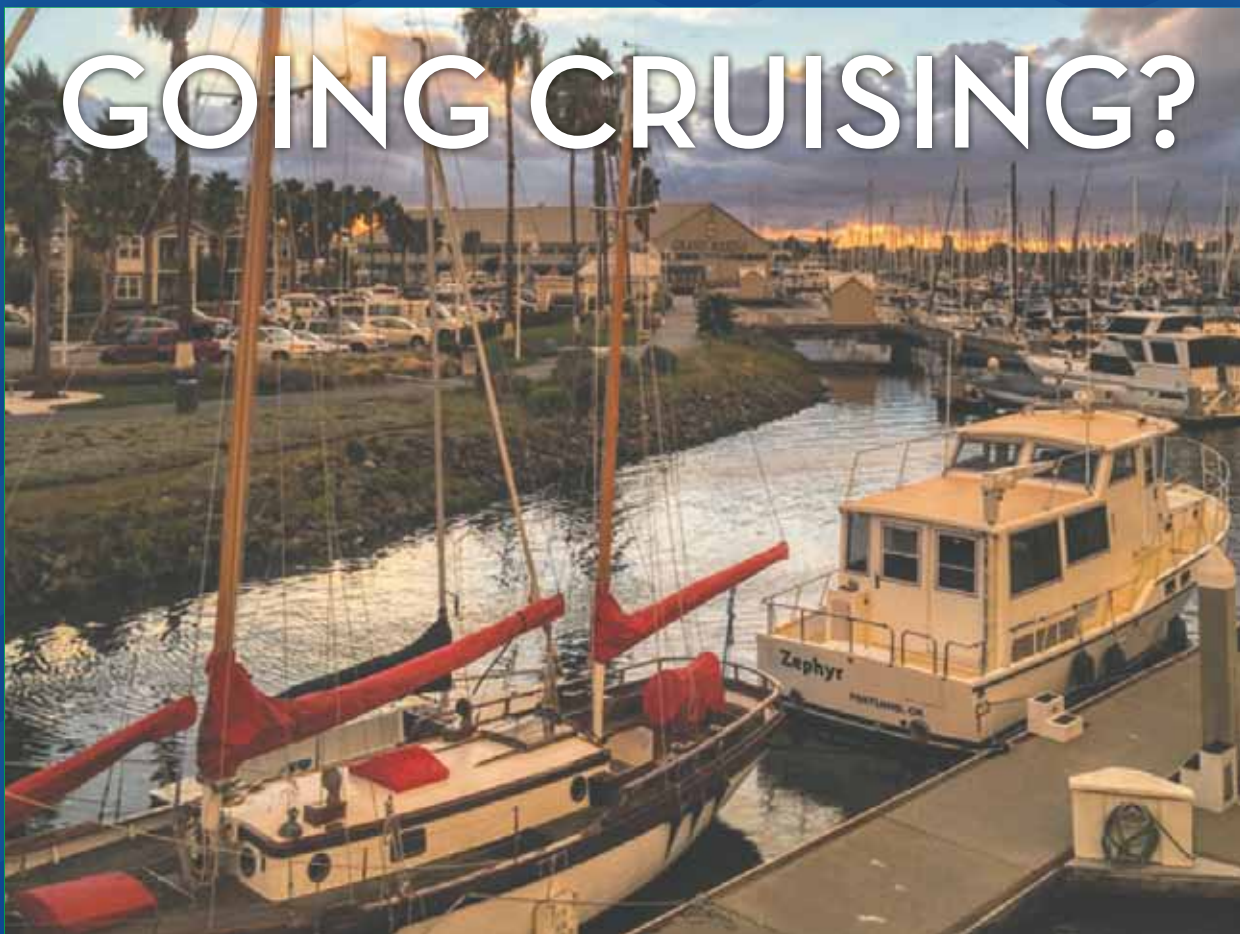
VOLUME 496 October 2018

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Cover:

San Francisco Bay provided ideal sailing conditions for a competitive, colorful Rolex Big Boat Series, hosted by St. Francis Yacht Club.

Photo: Daniel Forster / Rolex

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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).





See the newest models at our docks



Oceanis 55.1



Oceanis 35.1



Oceanis 38.1

## New brokerage listings at our docks



2006 Hunter 31  
\$54,900



2008 Beneteau 37  
\$129,000



2005 Jeanneau SO 49  
\$250,000

## LIST OF BOATS

### SAIL BROKERAGE

LAGOON 450, 2016.....	\$635,000
OCEANIS 55, 2016.....	\$575,000
OCEANIS 55, 2016.....	\$549,000
JEANNEAU SO 49, 2005.....	\$250,000
FIRST 45, 2010.....	\$289,000
BENETEAU 46, 2009.....	\$237,000
BENETEAU 423, 2005.....	\$167,000

CATALINA 42, 1993.....	\$99,500
BENETEAU 393, 2003.....	SOLD
OCEANIS 38.1, 2017.....	\$249,000
SABRE.....	386, 2009 \$225,000
BENETEAU FIRST 36.7, 2005.....	\$79,000
CATALINA MKII, 1995.....	\$52,000
OCEANIS 35, 2015.....	\$169,000
CATALINA 34 MKII, 2005.....	\$109,000

FIGARO BENETEAU 2, 2004.....	\$80,000
HUNTER 31, 2006.....	\$54,950

### POWER

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

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# Latitude 38

*we go where the wind blows*

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2012 Beneteau Sense 43 \$320,000

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45'5" Catalina 445 3-cabin, 2018.....	315,670
42.5' Catalina 425 3-cabin, 2018 .....	283,356
38' Catalina 385, 2018 .....	232,162
35' Catalina 355, 2018 .....	195,066
31' Catalina 315, 2018 .....	137,566

### Pre-Owned Catalina Yachts

42' Catalina, 1993 .....	125,000
36' Catalina, 1987 .....	COMING SOON
34' Catalina, 1988 .....	35,000
32' Catalina 320, 2000 .....	53,900
30' Catalina 30, 1986 .....	SOLD

### Pre-Owned Sailing Yachts

43' Beneteau Sense 43, 2012 .....	320,000
41' Wauquiez 41, 2006 .....	195,000
32' Freedom, 1984 .....	28,000
20' Schock Harbor 20, 2012 .....	25,900

### Pre-Owned Power Yachts

26' Cutwater 26, 2012 .....	SOLD
-----------------------------	------



1070 Marina Village Parkway, Alameda, CA 94501  
(510) 523-6730

# CALENDAR

## Non-Race

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

**Oct. 3-31** — 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).

**Oct. 5, 6, 7, 20, 27, Nov. 3, 10** — Sailing on 1891 scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

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

**Oct. 6-27** — 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).

**Oct. 7-28** — 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).

**Oct. 8-26** — Fab Lab, Spaulding Marine Center, Sausalito. Every Friday night, 6:30-8:30 p.m. Instructor: Brooke Marino. \$50. Info, (415) 332-3721 or [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Oct. 11, 18, 25** — Women and Woodworking, Spaulding Marine Center, Sausalito. Info, (415) 332-3721 or [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Oct. 11, Nov. 8** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, [www.singlesailors.org](http://www.singlesailors.org).

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

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

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

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

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

**Oct. 13** — Float the Boat(Shop), Gig Harbor Marina, WA, 5 p.m. Celebration of Gig Harbor BoatShop's 10th anniversary. Dinner, drinks, dancing, storytelling. \$40. RSVP by 10/5, [www.gigharborboatshop.org](http://www.gigharborboatshop.org).

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

**Oct. 13-Jan. 15** — Tall ships *Lady Washington* and *Hawaiian Chieftain* return to California. 10/13-14: Jack London Square, Oakland. 10/16-11/1: Antioch. 10/24-11/6: LW, Half Moon Bay. 11/7-11/26: LW, Monterey. 11/1-11/24: HC, Sacramento. Dockside tours, \$5; ticketed sails. Info, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

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

**Oct. 14, Nov. 11** — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. CSC, [www.cal-sailing.org](http://www.cal-sailing.org).

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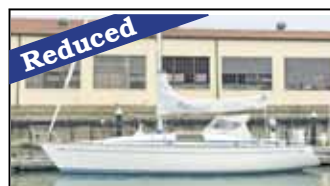


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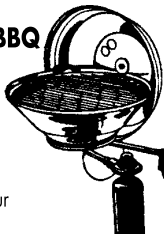
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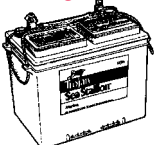
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## CALENDAR

status by the International Yacht Racing Union, the forerunner of the International Sailing Federation (ISAF), now known as World Sailing.

**Oct. 20** — Welcome Cruisers Potluck BBQ, Downwind Marine, San Diego. Vendor fair, all-day storewide sale. Info, [www.downwindmarine.com/links/events.html](http://www.downwindmarine.com/links/events.html).

**Oct. 20** — State Boaters Card class, Elkhorn YC, Moss Landing, 9 a.m.-12:30 p.m. Free. Followed by an Advanced Coastal Cruising class, 1-2:30 p.m. Wayne, (831) 724-3875 or [waynekelly@aladdinchararters.com](mailto:waynekelly@aladdinchararters.com).

**Oct. 20, 27** — Haunted Tales, aboard *Star of India*, San Diego Maritime Museum. Storytelling tours start every 15 minutes, 6-9:15 p.m. \$8-\$18. Info, [www.sdmaritime.org](http://www.sdmaritime.org).

**Oct. 22** — SailMail Communications workshop, Point Loma Assembly Hall, San Diego, 8:30 a.m.-4 p.m. Presented by Jim & Sue Corenman. \$50/person or \$75/couple cash or check at the door. Info/RVSP, [www.saildocs.com/seminars](http://www.saildocs.com/seminars).

**Oct. 22** — On Cruising Mexico seminar with Dick Markie of Paradise Village. At Downwind Marine, San Diego, 6-8 p.m. Mexican prizes. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 23** — Damage Control/How to Deal with Boat Issues at Sea seminar with Bruce Brown, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 24** — Insurance Needs for Boat and Health seminar with Deanne Amancio and Arno Chrispeels, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 24** — Full moon on a Wednesday.

**Oct. 25** — Current Offshore Communications for Cruising seminar with Ret. Cmdr. Terry Sparks, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 26** — Icom M802 Operation seminar presented by Ret. Cmdr. Terry Sparks, Point Loma Assembly Hall, San Diego, 9 a.m.-noon. \$38/first member of vessel; \$25/additional crew. Info, [www.made-simple-for-cruisers.com/training-help](http://www.made-simple-for-cruisers.com/training-help).

**Oct. 26** — What's New for Cruising Mexico seminar with Capt. Pat Rains, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 27** — Pacific Puddle Jump Seminar, West Marine, San Diego, 5-7 p.m. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**Oct. 28** — Baja Ha-Ha Kick-Off Halloween Costume Party and BBQ, West Marine parking lot, San Diego. Co-hosted by West Marine and Mexico Tourism. Skipper and first mate get T-shirts, hats, tote bags, souvenirs and a free Mexican 'tune-up' dinner. Dinner/drinks for additional crew: \$10 each. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 29** — Parade to the start of the Baja Ha-Ha Cruising Rally, Harbor Island/Shelter Island, San Diego, 9-11 a.m. Info, [www.baja-haha.com/parade.html](http://www.baja-haha.com/parade.html).

**Oct. 29** — Suddenly in Command! Contingency Plans for the Crew, with Dianna Jones Simons, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 29-Nov. 10** — Silver Anniversary Baja Ha-Ha Cruising Rally, San Diego to Cabo San Lucas, with stops in Turtle Bay and Bahia Santa Maria. \$345-\$395 per boat. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 30** — Update of Current Charts & Passage Making seminar with Capt. Ann Kinner, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 31** — Halloween.

**Nov. 1** — Maintaining Your Outboard while Cruising Mexico seminar with Tom Teevin, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 1, 1978** — Tom Tenny wrote this letter, published in the November 1978 issue of *Latitude 38*:

I have a suggestion. When writing about a boat in your let-



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## CALENDAR

ters from sailors and your regular articles, why not ALWAYS mention the (make) name and size of boat. Example: Vol. 7, October,—What make and size of boat is the Kachina?

Tom — *Fine idea. Kachina is a Alberg 35 by Pearson.*

**Nov. 2** — Provisioning and Food Preservation for Cruising seminar with chef Melanie Cady, Downwind Marine, San Diego, 6-8 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 4** — Fall back one hour for Standard Time.

**Nov. 10** — Blue Room Lecture Series presents Mariners and the Eastern Pacific: the Cycle of Seafaring from Sail to Steam, San Francisco Maritime Museum, 1 p.m. Free. Info, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Nov. 11** — Take a veteran sailing.

**Nov. 11** — Hausmann Quartet classical music concert, aboard *Berkeley*, San Diego Maritime Museum, 4 p.m. \$10-\$50. Info/tickets, (619) 432-2314 or [www.sdmaritime.org](http://www.sdmaritime.org).

### Racing

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

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

**Oct. 5-7** — Wylie Wabbit Nationals, including a distance race. RYC, [www.richmondyc.org](http://www.richmondyc.org).

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

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

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

**Oct. 6, Nov. 3** — Fall Races. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

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

**Oct. 7** — El Toro Stampede. RYC, [www.richmondyc.org](http://www.richmondyc.org).

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

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

**Oct. 7, 14, 21, 28, Nov. 4** — Chowder Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 7, 21, Nov. 4** — Coronado 15 Sailing and Racing. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

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

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

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

**Oct. 13** — Joan Storer Memorial Regatta for women and coed crews. TYC, [www.tyc.org](http://www.tyc.org).

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

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

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

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

**Oct. 18-19** — Kilroy Realty Pro/Am Invitational. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 18-21** — Extreme Sailing Series returns to San Diego, with a race village and spectating on Harbor Island. Info, [www.extremesailingseries.com](http://www.extremesailingseries.com).

**Oct. 19-21** — International Masters Regatta in San Diego. Info, [www.sdyf.org](http://www.sdyf.org).

**Oct. 20** — Mercury Homecoming Regatta. Moved from Sausalito due to lack of a hoist. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 20** — San Francisco Pelican Races hosted by HMBYC. Info, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Oct. 20** — Perkins Challenge, hosted by StFYC. Corporate teams will sail in J/22s. Info, [www.leukemicup.org/sf](http://www.leukemicup.org/sf).

**Oct. 20** — Jessica Cup for classic boats over 30-ft LOD,





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## CALENDAR

Birds and a Spirit of Tradition class. StFYC, [www.stfyc.com](http://www.stfyc.com).  
**Oct. 20** — Red Bra Regatta women's regatta. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Oct. 20** — Fall One Design #3. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 20** — Championship Series. CYC, [www.cyc.org](http://www.cyc.org).

**Oct. 20-21** — Vallejo 1-2, the final races of the SSS season. Skippers' meeting 10/17 at IYC. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Oct. 21** — Leukemia Cup Regatta, hosted by CYC. Info, [www.leukemiacup.org/sf](http://www.leukemiacup.org/sf).

**Oct. 21** — Fall PHRF 4 & 5. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 26-28** — San Diego's 104th Sir Thomas Lipton Challenge Cup, with 12 races for 12 teams in a rotation of J/105s. Host SDYC is the defender. Info, [www.sdy.org](http://www.sdy.org).

**Oct. 27** — Red Rock Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 27** — Pumpkin Roundup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Oct. 27** — Commodore's Cup. KBSC, [www.kbsail.org](http://www.kbsail.org).

**Oct. 27** — Round the Island. SFYC, [www.sfy.org](http://www.sfy.org).

**Oct. 27-28** — Great Pumpkin Regatta, with buoy racing and a Día de los Muertos-themed Halloween party on Saturday, and a pursuit race Sunday. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 27-28** — Fall Dinghy Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 27-28** — Rum Runner Race. SDYC, [www.sdy.org](http://www.sdy.org).

**Oct. 28** — Crew's Revenge. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 3** — Midwinter #1. GGYC, [www.ggyc.org](http://www.ggyc.org).

**Nov. 3** — Jack Frost Midwinters. EYC, [www.encinal.org](http://www.encinal.org).

**Nov. 3** — Tiny Robbins Midwinter Series begins. VYC, [www.vyc.org](http://www.vyc.org).

**Nov. 3** — Winter #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Nov. 3** — Frostbite #1. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Nov. 3** — Last Gasp Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 3** — Commodore's Cup. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Nov. 3** — Turkey Shoot. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Nov. 3** — San Francisco Pelican Races in Benicia. Info, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Nov. 3** — Hot Rum Series begins. Info, [www.sdy.org](http://www.sdy.org).

**Nov. 3-4** — Cal 20 Round Robin. CYC, [www.cyc.org](http://www.cyc.org).

**Nov. 3-4** — NorCal #3 & 4 High School Regatta. EYC, [www.encinal.org](http://www.encinal.org).

**Nov. 3-4** — Perry Cup/Kelp Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 3-4** — Butler Cup match racing in Catalina 37s. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Nov. 4** — Chili Midwinter Series begins in Sausalito. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Nov. 4** — Jill & Jack + 1 triplehanded women skippers race. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 4** — Amazing Grace Cheney Cup women's regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 4, 11, 18, 25** — J/22 Fall Series races. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 10** — RegattaPRO Winter One Design Invitational #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Nov. 10** — Harvest Youth Regatta for C420s, CFJs (non-spinnaker), Optis and El Toros. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 10-11** — Midwinters. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Nov. 10-11** — Fall One Design Regatta in San Pedro. Cabrillo Beach YC, [www.cbyc.org](http://www.cbyc.org).

**Nov. 11** — Laser/Byte Short Course Regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 11** — Island Days #1. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 13** — The Big Sail, Cal vs. Stanford. StFYC, [www.stfyc.com](http://www.stfyc.com).

### Remaining Beer Can Series

**BAY VIEW BC** — Fall Monday Night Madness: 10/8 Champion of Champions. Info, [www.bayviewboatclub.org](http://www.bayviewboatclub.org).





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599,000 Contact: Alameda



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115,000 Contact: Seattle



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209,000 Contact: Alameda



46' HATTERAS Sportfisher 1977  
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45' HANSE 455 2017  
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# CALENDAR

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

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

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

**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.

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

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

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

## October Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
10/06Sat	0337/-0.1	1032/5.6	1601/1.4	2213/6.0
10/07Sun	0422/0.0	1110/5.9	1649/0.9	2309/5.9
10/08Mon	0505/0.3	1146/6.1	1736/0.5	
	HIGH	LOW	HIGH	LOW
10/13Sat	0343/4.8	0840/2.6	1447/5.6	2130/0.3
10/14Sun	0449/4.6	0938/3.0	1531/5.3	2226/0.5
	LOW	HIGH	LOW	HIGH
10/20Sat	0306/0.7	1001/5.2	1546/1.8	2138/4.9
10/21Sun	0344/0.8	1028/5.3	1621/1.4	2225/5.0
	HIGH	LOW	HIGH	LOW
10/27Sat	0226/4.9	0716/2.4	1332/6.1	2008/-0.5
10/28Sun	0325/4.8	0803/2.7	1415/6.0	2100/-0.4

## October Weekend Currents

date/day	slack	max	slack	max
10/06Sat		0136/2.2E	0524	0830/3.7F
	1148 2342	1430/2.1E	1748	2042/3.2F
10/07Sun		0236/2.3E	0612	0918/3.9F
	1224	1506/2.4E	1842	2136/3.5F
10/08Mon		0324/2.3E	0654	1000/4.0F
	0042 1306	1548/2.6E	1930	2230/3.6F
10/13Sat		0148/2.9F	0530	0742/1.3E
	1012 2324	1330/2.6F	1618	1906/2.0E
10/14Sun		0248/2.6F	0636	0842/1.0E
	1106	1418/2.1F	1712	1948/1.7E
10/20Sat		0118/1.3E	0442	0806/2.9F
	1130 2318	1354/1.6E	1712	2006/2.0F
10/21Sun		0200/1.4E	0512	0836/3.0F
	1154	1430/1.8E	1754	2054/2.3F
10/27Sat		0024/3.0F	0348	0606/1.2E
	0842 2136	1224/3.1F	1454	1742/2.8E
10/28Sun		0118/3.0F	0448	0706/1.0E
	0930 2224	1312/2.8F	1542	1824/2.7E



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## LETTERS

### ↑↓ THIS IS WHY I'M A 'FORMER' READER

I recently found a copy of the January 2017 *Latitude* 38 in a cantina in Salinas, Ecuador, and leafing through it reminded me why I quit reading your magazine, after loving it for so many years. The cover picture (Alyssa on the bow of *Quixotic*, a Voyager 43 cat) says it all. Remember when cruising stories were exciting, about sailors who understood navigation, weather prediction, and seamanship? Now we get puff articles about yuppies crossing oceans in their multihull condos, with every possible whiz-bang convenience, safety item, and instant worldwide communication. Seems they want to spend the least possible amount of time at sea, keep in constant contact with their besties, and face no danger bigger than a crapped-out icemaker. But they still write it up as if they had a grand adventure. Luckily, I found the article about Roy Starkey and *Sea Loon* in the back pages, so there was that one redeeming feature. I'd sure like to see more about the likes of him, and less of *Quixotic* (and *Profligate*).

This should also help answer your oft-asked question of why young people aren't drawn to sailing. Young people want adventure and excitement — not the junior sailing program at the yacht club. And they can't afford all the crap that your correspondents would have them believe are necessities.

Sam Kasperzack  
Salome, Cheoy Lee 36  
Planet Not Latitude

Sam — As you mentioned, in that same issue of *Latitude*, you found a story about someone who floated your boat. In fact, in that same issue, we wrote about David Thoreson, a nature photographer who was on an expedition on a sailboat near the Bering Strait. We had a remembrance of dinghy-sailing master Paul Evlstrom and rainy-day projects for DIY sailors, and you must have missed the story about a younger, local Santana 22 sailor cruising in the Philippines in a rudimentary, locally built 26-ft trimaran without engine or electronics.

If you're a West Coaster sailing on any type of boat, anywhere in the world, you're in our club. Gadgets or no gadgets, catamaran or monohull, yuppie or blue collar, young or old, we think you're all right. We do not discriminate between sailors. If you're on a sailboat, you're doing something right.

As far as what will draw the next generation to sailing, we don't think that young people are a monolith and attracted to a single type of sailing. We think they're as diverse as the stories in our magazine.

### ↑↓ ONE LAST KALAERIN LETTER

I read the story about the Careys in the German *Yacht Magazin* a few days ago, and it was really touching. I thought about them, their feelings after their huge loss, and even the luck they had in getting rescued. Now I couldn't believe that the yacht has come back to them again. This is a wonderful piece of life-fairness. Congratulations — I feel very happy with them and that they can find many individual things they expected to be lost forever!

Wolfgang Preuss  
Barlovento, Jeanneau 42i  
Oldenburg, Germany

### ↑↓ SMALL CATS RULE

I just thought it worth pointing out that two small catamarans ruled the two recent singlehanded races to Hawaii. *Rainbow*, a Crowther 10M sailed by Clifford Shaw, would have won on corrected time if scored with the monohulls in the Singlehanded TransPac. My boat, *Island Time*, a 2001





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## LETTERS



LARRY ROBERTSON

**Larry Robertson, shortly before leaving Marina del Rey in the inaugural Shaka Challenge.**

[Pacific Singlehanded Sailing Association] hope more sailors from Southern California will take note and join us for the second edition in 2020.

Larry Robertson  
Island Time, Seawind 1000  
Dana Point  
2010 Baja Ha-Ha alumnus

Seawind 1000, not only would have won the Shaka Challenge on corrected time, but was also first to finish. I just think it's cool that two cats did so well.

It's true that the inaugural running of the Shaka Challenge in July only had four boats, but it's a start. The Shaka is a race for doublehanders as well as singlehanders, and races from Marina del Rey to Diamond Head. We at the PSSA

### ↑↓ A FLARING ISSUE

So happy to see the "flare topic" brought up. The Coast Guard told us to take them to the Fire Department. The Fire Department told us to take them to the Hazardous Materials Recycling Center. The Hazardous Materials Recycling Center said they won't take explosives. We tried to donate them to sail/boating instruction groups and the Sea Scouts, who all stated they had more than enough for their training.

We have built up a bunch of flares/smokes, and expired flares were our only ding during our last Coast Guard Auxiliary inspection. Our neighbor, who boats on a lake way far away from the Bay Area, took some old flares "for practice" (I didn't ask). The chandleries that sell the flares don't have an answer. My friends at Weems and Plath are happy to replace my combustible flares with electronic flares . . . leaving us still with the problem of old flares.

A uniform, 50-state solution needs to be achieved. That sounds to me like a job for the US Coast Guard. Perhaps a USCG/USCG Auxiliary partnership of accepting the expired flares from boaters during annual inspections would help boater safety preparation and compliance with boating-related laws and regulations, and provide boaters with a safe means to get rid of expired combustible signaling devices. The local USCG Auxiliary could contract for safe local destruction. We could pay a nominal fee (\$5?) to assist with the cost of this service. Just an idea.

Marty  
Planet Earth

### ↑↓ WHAT WE DO WITH FLARES IN SOCAL

I can confirm the challenge of properly disposing of date-expired flares and signaling pyrotechnics.

Our local Harbor Department doesn't accept them, Newport City Fire Department doesn't accept them, Orange County Hazardous Waste depot (two that I contacted) won't accept them, West Marine won't accept them, and the USCG won't accept them, even on behalf of Auxiliary-sponsored safety seminars.



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## LETTERS



A collection of flares off a Bay Area racer/cruiser. Some are current, some expired.

erly dispose of expired pyrotechnical signaling devices from its clients as part of their service policy.

For *Latitude* readers located in SoCal, have your liferaft and marine safety equipment serviced by Avalon Rafts in order to support Avalon's very generous disposal of expired safety pyrotechnics. For *Latitude* readers located outside SoCal, contact your local marine liferaft service company to inquire if the firm accepts expired pyrotechnics. One may get lucky, as I did with Avalon.

Marcus Crahan  
Dauntless, Hinckley Sou'wester 52  
Newport Beach

### ↑↓ JUST GET RID OF 'EM

Do what I did two years ago: Forget unfriendly pyrotechnic flares and carry a single Weems & Plath SOS electronic flare instead.

Bill Crowley  
Erewhon, Newport 30  
Glen Cove Marina

### ↑↓ BURNING OLD FLARES?

Burning old flares sounds like something crazy bad for the environment. Soaking them in water sounds good to me.

Lonnie Spencer  
Palo Alto

### ↑↓ A FLARE SEND-OFF

Back when we were S.F. Bay sailors we contacted USCG Sector San Francisco and asked if we could shoot off some 12-gauge flares from our boat as part of a 'crew training' exercise. They were happy to oblige, asking only that we contact them just prior to our 'training' with our exact location. We called, gave them our location, just inside the Golden Gate Bridge, and we celebrated the passing of a dear friend with a joyous 'training exercise'.

Paul Ferrera  
Malolo, Newport 33  
Sausalito

### ↑↓ BE CAREFUL IF YOU TAKE YOUR FLARES TO THE BOMB SQUAD. LIKE, REALLY CAREFUL.

I've discovered that many HAZMAT disposal sites won't accept 'pyrotechnics'. I've actually contacted the USCG and Alameda FD and PD in the past and asked how to dispose of old flares and they had no answer either. It is definitely a problem. What I've ended up doing is bringing them back to



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# LETTERS

Tahoe and donating them to the local bomb squad for training through our local fire department where my husband used to be the assistant fire chief. Many departments won't do this, however, so a phone call first would be in order. Oh, and if you do show up at the fire department with a box/bag of old flares, be considerate of how you phrase what you have for them. The last time I did this a young firefighter who didn't know me answered the door and I said I had a package for the bomb squad. The poor guy almost panicked before I could explain they were old flares, but luckily the battalion chief in the next office did know me and told him it was OK.

Candy Morganson  
Infidel, Swan 44  
Alameda

## THE FLARE ROUTE

I've been down this flare route before. I called the local fire department and they referred me to the sheriff's department. The sheriff's department referred me to the Coast Guard. The Coast Guard referred me to the local hazardous waste agency. The run-around was about two years ago. So given all the time on the phone trying to find out how to dispose of out-of-date flares, I was really disappointed in local knowledge on how to dispose of flares. Easier to just sink them in the ocean. Eventually I heard of a safety at sea course sponsored by a local yacht club. I called the people organizing the safety seminar, and they took the flares because they needed flares for practice. That's how I disposed of mine. Maybe I got lucky but I cannot believe there is not a proper way to communicate to boaters about flare retirement. I am surprised flare disposal is not covered in our state or federal boating regulations and that even the Coast Guard is not knowledgeable in flare disposition.

Myron Eisenzimmer  
Mykonos, Swan 44  
San Francisco

## WELL THEY TAKE 'EM HERE

I have taken flares to the local fire and rescue departments. They use them in training exercises.

Steve Crane  
J touché J/80  
Malletts Bay, Colchester, VT

## KEEP 'EM!

My theory on what to do with expired flares: Keep them. Keep them in a separate plastic box away from the "good" flares. Here's my experience.

In 2000, when my Morgan 45 *Painkiller* was sinking in the Caribbean, I went through 18 flare shells, many of which came from my out-of-date storage container. They all worked perfectly. They saved my life.

Ron Landmann  
Carson City, NV

## DON'T KEEP 'EM?

I had four aerial flares that I kept with me any time I adventured in the ocean by Bodega Bay or Monterey Bay aboard my Nacra 5.8 catamaran. Luckily, I never had to use them and always kept them dry in a sealed Ziploc bag inside my PFD pocket while underway, and stored in the dry trailer box when not sailing.

Two years ago, we were having a bonfire at Pyramid Lake, Nevada, and people were shooting fireworks, so I decided it was the opportune time to fire those four expired aerial flares



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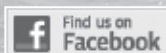
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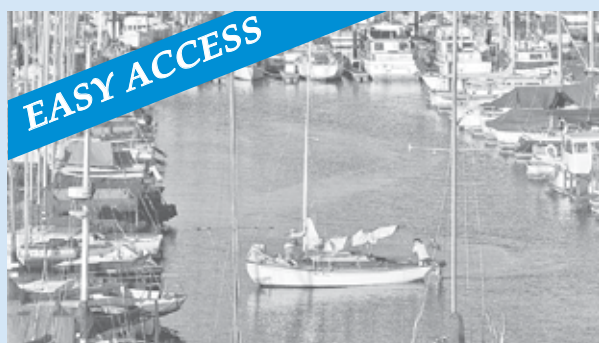


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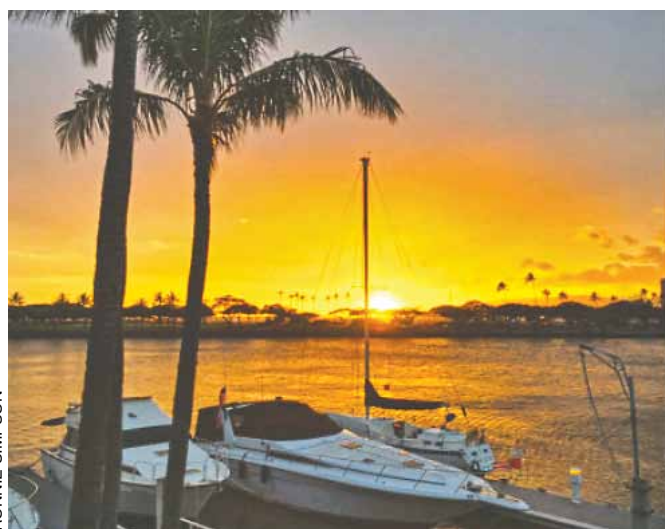
## LETTERS

without causing any rescue panic. The first one did not work. Neither did the other three. We were all very disappointed and very concerned about the outcome. I decided to build a fire by the water, surrounded by rocks for our safety, and carefully placed the four flares to shoot toward the water.

We were even more disappointed by the fact that absolutely nothing happened, not even a small fizzle or pop. The plastic housing just melted and burned. No red flashes, no noise, nothing. It almost seemed as if there was no explosive powder at all inside there (I can't believe that after expiration, the powder just vanishes or turns to ashes). Needless to say, I question the efficacy of such (Orion Skyblazer II aerial) flares. I would have expected that the ignition system could possibly fail (it's a chain pull) after expiration, but the explosive powder was still there to launch the flare.

Has anyone else experienced something like that? I honestly won't trust even fresh ones now. In stark contrast, I have used expired, and sometimes wet, plain old road flares to start a bonfire, and never experienced a faulty one. They seem to always work. And for those expired flares, maybe they do not pose any risk whatsoever? Still a mystery to me.

Marco Vailetti  
Nacra Inter 20  
Planet Water



RONNIE SIMPSON

*A scene from the Hawaii Yacht Club (which sits in Ala Wai Harbor), just before Hurricane Lane brushed against the islands. Don't be fooled by the scenic view; Ala Wai has its share of controversy.*

### ↑↓ THOUGHTS ON ALA WAI HARBOR

The Ala Wai Harbor is a disgrace and should be condemned as unsafe. The state of Hawaii uses all money from slip fees to apply to the general fund, which is being poured into building the RAIL, a boondoggle of unimaginable proportions now well over budget by hundreds of millions of dollars and outdated by the time it is scheduled to be up and going.

Leaving the small-boat harbors in disrepair and understaffed with incompetent harbor agents, the shenanigans that occur at all the state-run harbors leaves the yacht clubs and private marinas the preferable place to keep one's boat.

[Name Lost at Sea]  
MOM, Cal 29  
Koloa, HI

### ↑↓ A REPLY TO A QUERY

I'm replying to Roger Neiley on *SoLunaMare* [in June's *Let-*



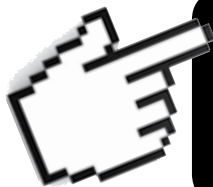
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## LETTERS

ters, where Roger was asking for water systems and autopilot tips in preparation for cruising in Mexico and the Pacific Puddle Jump]. I think it is important to have a windvane and a watermaker. The windvane will save wear and tear on your autopilot and will probably work forever, which is not guaranteed for autopilots (more like the opposite). One of the last things you want to do is be hand-steering across an ocean.

As for water availability, in Mexico, most marinas don't recommend drinking the water — although we often do. The marina staff's recommendations against can be conservative, a protection against blowback if someone gets sick. But if you ask longtime residents, they often tell you they've been drinking it for years. In La Cruz, we drank the water for three years, but tired of the bad taste and heavy mineral load. Now we drink bottled water. In some places, if it's really not safe or doubtful, we treat it with chlorine bleach.

A bigger problem is that there are few marinas or towns where you can get water. We used to commute across the Sea of Cortez (up north) once a month to fill our tanks. Your 130 gallons (assuming it's standard on the Saga 43) should get you about three weeks if you really conserve, including washing dishes in salt water and only rinsing in fresh. There will be little opportunity to collect water from rain. Even in summer, we get our tanks filled with rain water only a few times a season, and we have a huge rain collector (it takes 2 inches of rain to fill our 140-gallon system). In the winter, never.

Collecting rainwater at sea is also problematic because canvas rain catchers often get the rain blown out of them by wind and you need a big system to capture the water when it's possible. Our system cannot be used under sail because it goes over the boom, where the mainsail lives. One possibility I've considered is catching water in the footshelf of the mainsail. In rain squalls the water just pours out of the main onto our heads or into the sea.

We like freshwater showers, and on cruises we allow ourselves one navy-style freshwater shower every three days. Using our small, ancient PUR 35 watermaker (whenever the engine is running), we can get all of our drinking water that way. So then, all up, our usage, for two people, is about five gallons a day. Our 140-gallon tankage lasts just short of a month. Given that, we'd love to have a 5- to 8-gal/hr 12v watermaker, and if the PUR 35 ever fails I'll build one.

Again, I'd work on how you can have a windvane and a watermaker.

Fred Roswold  
Wings, Serendipity 43  
La Cruz, Mexico

### ↑↓ STAYING GROUNDED (FROM OUR FACEBOOK THREAD)

Groundings are going to be happening a lot more around the San Rafael Canal soon too. We need a dredge in several areas quite badly now!

Ian Patrick Hughes

We had an area in Redwood City/Redwood Creek called "Comedy Corner" where people got stuck all the time coming in and out to get to the Bay. Never happened to the regulars, but newcomers hit it every time. A secret sandbar!

Janel M. Chrestenson

What really sucks is that in Petaluma after 6 p.m., boaters need to give the drawbridge operator 24 hours notice. With high tide at after 7 p.m., the boat that ran aground here might





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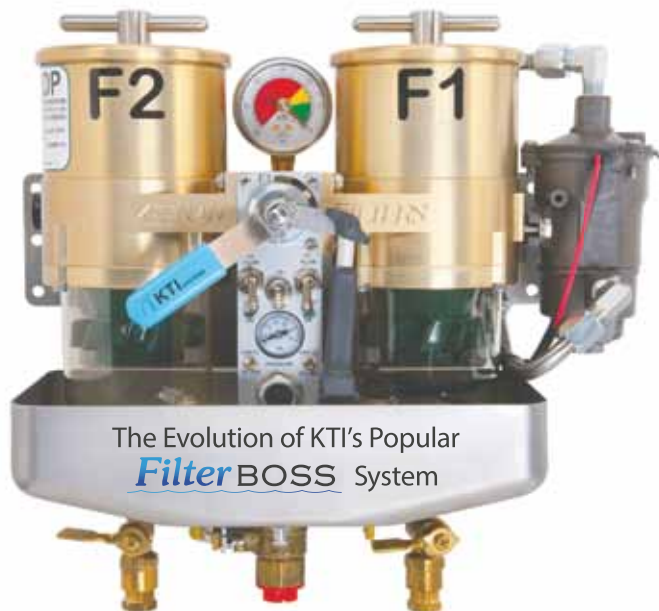
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## LETTERS



GARY RYAN

*"This is a picture from a few weeks ago [late July, in Petaluma]," wrote Gary Ryan. "Really sad to see this. Spending the weekend here was always a great time and beautiful sail."*

need to wait there an extra day.

I believe it has been 14 years since the basin has been dredged. I measured the depth at the docks not long ago at 1-ft at zero tide.

Since Petaluma apparently has no interest in maintaining the waterway, and it is in my opinion not safely navigable, they need to demo the drawbridge and widen the road to alleviate traffic. At a minimum, post some signs near the marina warning boaters not to proceed. No chart correctly states the



THOMAS BENVENUTO

depth, and there's been major silting in the past two years. Only local knowledge will tell you that. It really should be closed, or at least warning signs put up.

Warren Holybee

So sad. I used to love to cruise up there with my sailboat (with a 7-ft draft). It is the Army Corps that is responsible, if I am not mistaken?

Douglas R. Thorne

***A scene from Petaluma in early August that sparked some healthy discussion. Note the other keel tracks in the sand bar.***

It is but Congress won't fund them. We sailed in Petaluma two years ago and it was fine. Know your boat. Know your charts. Be a good seaman. Stop whining.

Erik D. Jones

We are broke, due to corporate tax cuts.

Douglas Thorne

One of the reasons the dredging will not be funded is the almost complete loss of commercial traffic. Congress has little interest in funding recreational projects, sadly, and ignores the effect on communities that once thrived on their water transportation facilities. Same thing happened with the rail lines up here when traffic was insufficient to support maintenance.

John McNeill

I like middle ground under the Benicia Bridge; you can





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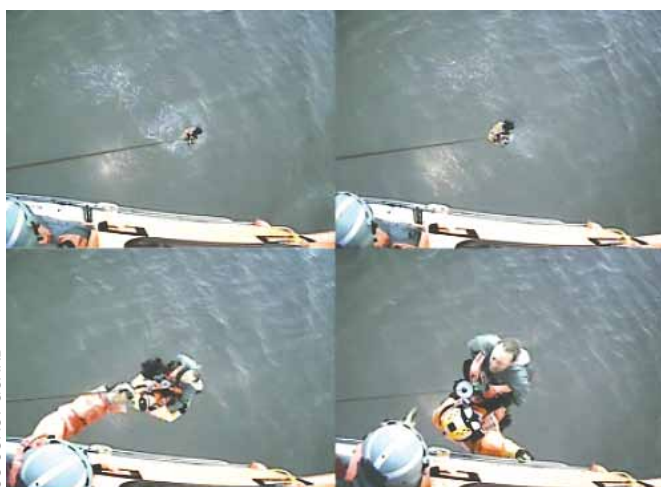
## LETTERS

walk around the boat.

Peter Veasey

*Readers — Yes, dredging is federally funded, and the money is appropriated by Congress. Yes, commercial, deep-channel traffic will always receive first priority (and yes, there's been a reduction in commercial traffic). Interestingly, the Army Corps of Engineers is actually being funded at a level higher than what the president requested. In other words, there's enough money in the kitty, but the process for when and where that money gets allocated is another matter.*

*We completely agree that Petaluma, San Rafael, and other silted-in small-boat channels are in urgent need of a dredge, but for now, we agree with the following sentiment: Know your boat, read the charts, play the tides, and proceed carefully.*



US COAST GUARD

**Scenes from Coast Guard rescue on San Pablo Bay on August 1, after a 31-ft sailboat ran aground.**

### ↑↓ A DIFFERENT TYPE OF GROUNDED

Let's not assume the sailors are "morons." However if it's a sailboat, you should have the competence to quickly raise a sail even when you're motoring. They state the engine died, and anyone who has experience in this area (we call it "San Diablow" Bay) knows how quickly something can go wrong and you find yourself in the shallow water. So grateful for our USCG!

Gennyfer Santel

I never had the *cojones* to go up there even with a 4-ft shoal draft. Glad they're safe.

Peter Paul Garcia

Isn't this the second time in the past month or two a sailboat ran aground and needed rescue by the Coast Guard (the last time in Suisun Bay)? I don't think the current implementation of the Boater Card will do anything to help, but it's still amazing to me that just anyone can buy and skipper a boat with nothing more than a checkbook.

Erik D. Jones

*Erik — Every accident prompts the question, "What could/should be done to prevent this from happening again?" After some evaluation of the scale of the problem and cost to society, there are times when changes are called for, such as licenses for auto drivers, among whom there are more than 35,000*





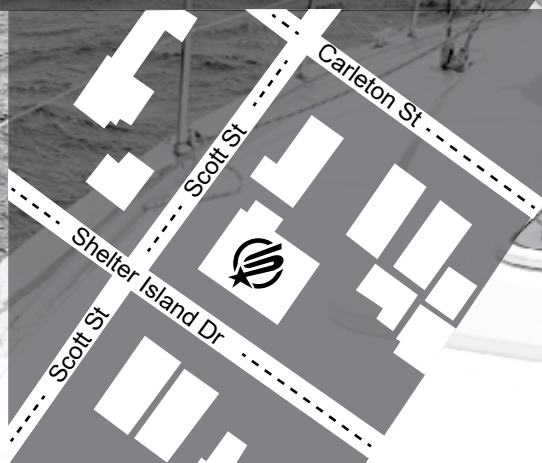
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## LETTERS

deaths per year. Annual deaths for bicycles are fewer than 1,000, and no licenses are required. Same for skateboards. Looking at sailboat deaths, there appear to be fewer than 10 per year: [www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2016.pdf](http://www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2016.pdf). There are about 35,000 gun deaths per year, but no training or licensing is required. Sometimes we hear that 200,000 acres have burned up because someone's backyard BBQ or campfire got out of control. In the end, we can't protect everyone from themselves, but we should prevent harm to others.

We're all thankful the Coast Guard is there when the worst happens, just as we appreciate forest rangers who find lost campers and police officers and firefighters who come to our aid. But one thing that always seems different for sailing — when a sailor gets rescued by the Coast Guard, there are often cries that the sailor should pay for the "government rescue." We're not sure we've ever heard people say a homeowner should pay for the firemen when their house burns down, or a driver should pay for the EMT and the police who show up when they've driven off the road. Is that because we have 'yachts'?

### ↑↓ A TIP OF THE HAT TO THE PRO

Those of us who race need to appreciate the efforts of the many principal race officers and race committee members who allow us to race. These folks give up their day so we can have our fun. We need to do our part to make their job as easy as possible.

Organizers of races in Northern California are required to obtain a permit from the US Coast Guard for every race. That permit states: "It is imperative that your organization maintain 100% accountability for every event participant; at any time during your event, if there is not full accountability of each participant, immediately notify the Coast Guard Command Center."

Several times this year on offshore and Bay races we have had boats drop out and not notify the race committee. This



LATITUDE / CHRIS

**The March sun had already set when this boat, and many others, returned to the Bay from BAMA's Doublehanded Farallones Race.**

causes a great deal of work and stress for the race committee. When contact info is available they have to start calling you or your crew to find out where you are. They will call your emergency contact to see if they know where you are and inform them you are missing. Try explaining that one to your spouse! They have to have somebody look in your slip to see if your boat made it back. If this comes up empty they have





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## LETTERS

to notify the Coast Guard, who will then initiate a search and rescue.

It is very simple. If you check in, by radio or by crossing the start line, the race committee is responsible for you until you cross the finish line or call them telling them you are withdrawing from the race. It is not just common courtesy, it is required in the Sailing Instructions for all YRA races, all SSS races, and most others. Please remember to check out with the race committee every time you race.

Andy Newell  
OYRA President

Yacht Racing Association of San Francisco Bay

*Andy — Having served on race committees where, in the middle of the night, we were trying to account for one or two missing sailors who failed to finish or to 'check out' of an ocean race, we hear you, and we hope our readers do too. (We tracked down one fellow at an unrelated yacht club bar — after we'd called his wife.)*

*Racers — Contact info for dropping out can be found in the Sailing Instructions, and can usually be as simple as a hail on the assigned VHF channel. But be aware that you may be out of range; as with checking in, you aren't 'checked out' until you've received an acknowledgment from the race committee.*

### ⇅ QUESTIONS ABOUT TAXES

Have any of your seasoned sailors ever had to purchase a new engine while sailing far from home, and then had to claim the "repower" as a taxable purchase when clearing back into US Customs? And in the same line of taxation questions, if your boat is part of a nonprofit, are import tariffs going to be assessed if an engine/anchor/sail/etc. is purchased in Fiji (or wherever) and returned to US home ports?

P.S. Thanks for the delivery of *Latitudes* each month, for our graduating sailors and dock mates.

Todd Frye  
Bella Vie, Catalina 27  
Springville, UT

### ⇅ LIVE FREE OR DIE

These must be way old and grumbled-about issues from well in the past, but I've seen nothing in recent years, in *Latitude 38* or other boating periodicals, discussing them.

However long ago, the State of California ordered counties to start collecting property taxes on boats berthed, stored, or anchored within their respective jurisdictions. I have heard that airplane owners are taxed similarly, but have not researched that issue; perhaps an airplane owner could enlighten us.

My boat is berthed in Solano County and my residence is in El Dorado County. I pay full property taxes in El Dorado County, and similar taxes in Solano County, solely because I berth my boat there. I believe that I have some obligation to support schools and other local services in my home county, and on occasion use some El Dorado County services. In addition, at least Solano County has dreamed up this "Possessory Interest Tax" on my berth, another hundred bucks per year. I use absolutely zero Solano County services, as I drive down Hwy. 50/80, exit onto State 37, then onto Vallejo city streets to my berth. When returning home, I do the reverse. By the way, none of this applies to liveaboards, whose boat/residence is within a given county.

I stopped by the Solano County Tax Assessor's office and inquired about various details, including property taxes on such items as RVs and expensive sports cars. The answer:



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**Tuesday, Oct. 23: Bruce Brown,**  
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Damage Control - How to Deal with Boat Issues at Sea

**Wednesday, Oct. 24: DeAnne Amancio (Rowcliffe's Ins.)**  
**& Arno Chrispeels (Health Ins. Int'l)**  
Protecting Your Most Valuable Assets Outside  
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**Thursday, Oct. 25: Cmdr. Terry Sparks, USN Ret.,**  
**Made Simple for Cruisers Books**  
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**Friday, Oct. 26: Capt. Pat Rains, USCG Master,**  
**Guide Author & Owner, PL Publishing**  
Baja Southbound: What to Avoid, What to Savor

**Monday, Oct. 29: Dianna Jones Simons,**  
**Coast Guard Auxiliary & Power Squadron**  
Suddenly in Command! Contingency Plans for Crew

**Tuesday, Oct. 30: Capt. Ann Kinner,**  
**USCG Master & Owner, SeaBreeze Ltd.**  
Update on Current Nautical Charts & New Look at Mexico Charts

**Wednesday, Oct. 31: Happy Halloween!**  
No seminar currently scheduled

**Thursday, Nov. 1: Tom Teevin,**  
**Outboard Service Mechanic & Educator**  
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## LETTERS

"No, we don't tax such things." Because of a problem with last year's taxes, I started writing to the tax assessor and received various statute information back. One of the statements was that the State of California exempted vehicles from this tax, so that you can own a \$100,000 or \$500,000 motorhome, and/or sportscar and not have to pay property taxes on them.

Obviously, I'm confused about what's going on. Although various individuals within the Tax Department sent me information, no one answered my queries as to whether those county employees who have reserved spaces in their parking areas are paying Possessory Interest taxes on same. I concluded that those folks are evading taxes and didn't want to stir the pot by addressing the question.

I believe that this double taxation is unconstitutional. I'm wondering if the crowd of boaters is too complacent or too comfortably numb to want to fight this thing. Rather, I think the crowd of boaters needs to take this taxation through the federal court system. I have not the wherewithal to start such an undertaking, but would certainly be glad to contribute some funds, and certainly some time, in taking a lawsuit forward.

Jerrold Klatt  
Ramblin' Rose, Beneteau 34  
Vallejo

### ⇅ REVERSAL OF FORTUNES IN SAN RAFAEL

Two things: First, I was out to China Camp the other day, and stopped in at Loch Lomond to see the changes. You might want to check this scene out. The condo development is discouragingly yuppie, but the fate of Marine Mechanical, and Gil and Ron, deserves some attention. Granted, their forte is largely servicing stinkpots, not sailboats, yet my kicker needed refurbishing, and these guys worked miracles. Gil is in his 80s but punches the clock daily. And Ron, a big guy, deftly finagles the intricacies of the smallest outboards. I asked him how he does it, 'cause even my hands seem too big, and he says he sharpens his fingers, regularly.

Their workplace is to the nautical side of the 'marina', and the Loch Lomond developers have erected a 10-ft-tall cinderblock wall masking off that end of the property. Sad, yet more of the same disregard of maritime services you folks at *Latitude* have been documenting, depressingly, in Alameda, and down at Redwood City, etc. One more ugly example of how money talks. And it is obscenely profane, too often.

Secondly: I am way behind on my *Latitude* 38s, and the other day became puzzled reading the March piece on Sunfish (pages 68-69). For the record, that is how I learned everything about sailing — just a teenager and a Sunfish (#5212) — 50 years ago. The big photo proved distracting, and it wasn't till I held it up to the bathroom mirror did it become clear the Boston Whaler with the lateen rig was named *Tranquility*. Did anyone else give you a hard time about reversing the photo?

Hobart Bartshire  
Chrysler 22, in need of a haul-out  
Near Montecito

*Hobart — First thing: Latitude's new editor moved just a few blocks above Loch Lomond Marina about a year and a half ago, and walks around the jetty there nearly every night. He certainly benefits from the fact that he hasn't had to watch the marina change (the same cannot be said for his native North County San Diego, where, every time he visits, he's compelled to announce: "Back in my day, none of this was here"). The new condos at Loch Lomond were already there, and while they certainly seem a little cookie-cutter-ish, gentrified and yuppie-*

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## LETTERS

ish, all in all, the entire marina (and the new Andy's Market) is an incredibly pleasant and well-used facility, both on land and in the water. But a recent conversation with some San Rafael locals revealed that there was once a low-key, do-it-yourself kind of boatyard at Loch Lomond where there are now condos. Even though we didn't directly witness the change, that is a shame indeed.

Second thing: No, no one else has given us a hard time about reversing photos, which is something we do from time to time for layout purposes; we do occasionally wonder who might notice the subtleties. You may, reader, have noticed something in the wrong place, like the ramp for Hwy. 101 along Crissy Field and leading up to the Golden Gate going the wrong way.

Well spotted, Hobart. Thanks for being such a dedicated reader.



DANA DUPAR

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

I'm reading today's [August 7] *San Francisco Chronicle*, which quotes Jonathan Cox, battalion chief for Cal Fire. He says, "Over half of the most deadly and destructive and large fires in California have occurred over the past 10 years. We're looking at long-term trends . . ." The same issue reports that there are unprecedented wildfires in Sweden. This is happening all around the world, and it's due to long-term drought, as well as warmer weather.

That's why it is so shocking to me that people can still deny that there is a serious problem with climate disruption/global warming. No, there is no scientific controversy. I once researched the background of the "scientists" who were denying human-caused global warming. Every single one of them was either paid by the oil industry or was tied to a political ideology that demands that the government not regulate anything. The followers of these scientists have a political position and then they fit the "facts" to their ideology. Instead, what we should be doing is looking at the facts and then figuring out our ideas based on those facts.

Among real scientists, there is as much controversy over human-caused global warming as there is controversy among real historians over the Holocaust. My father was German and had to flee that country when Hitler rose to power. In the 1960s, many young people rose up and turned on their parents to ask them, "What were you doing at that time? What did you do to stop it?" The coming younger generation will be entitled to ask the same question of their parents. How will the denialists be able to look this younger generation in the face?

John Reimann  
Y-Knot?, Catalina 36  
Oakland

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## LETTERS

### ↑↓ THERE ARE JUST TOO MANY PEOPLE

There have been both brilliant and imbecilic comments about global warming and the many other consequences of pollution, but very few of them mention the greatest and most obvious cause of all.

My youth was spent in the '40s and '50s when roads were never crowded, and smog was a thing to be talked about later. Granted, per capita pollution of all sorts was more than it has become, but there were only 3 billion people on this planet at the time. Not only was total man-made pollution less, but we were not tripping over each other with the resulting resentment. There was less competition for housing, food and water. Perhaps related: There was less per capita crime, since each person was more highly regarded and valued by the others. Granted, population growth is of great financial benefit to a few with greedy shortsightedness to foster it, but with well over twice the total population density, the consequences of the sum of all our antisocial acts are greatly multiplied, including our increased contribution to global warming.

Mike Foss  
Planet Earth

### ↑↓ YEAH BUT, SCIENTISTS HAVE BEEN WRONG BEFORE

I enjoyed reading the letters in the August issue of *Latitude* regarding climate change. It appears there are as many theories as there are people. In the 1970s, one of my daughters brought home a textbook that dealt with "Global Cooling," which stated that we were heading into a new ice age. It quoted scientific studies, renowned scientists and indisputable facts supporting the cooling theory. Now, the theory is a warming trend.

One logical theory on global warming I heard years ago was that the vast majority of volcanoes, which are underwater in the ocean, are becoming more active and causing oceans to warm. Because two thirds of the planet is ocean, as the oceans go, so goes the planet. In the mid-1970s a coworker predicted global warming was going to happen because we are paving over tens of thousands of square miles of ground with roads and parking lots and not letting the Earth "breathe;" the heat radiates into the atmosphere and is not being absorbed by the soil as nature had intended.

Animal rights groups blame it on methane gas produced by the meatpacking industry. I haven't heard the anti-smokers chime in yet, but I'm sure they'd like to blame the smokers. Some other scientists say global warming is a natural adjustment the Earth has been doing since its origin. Those scientists have facts and figures on their side. I haven't mentioned Al Gore (the inventor of the Internet) or other politicians constantly spewing hot air.

So, where do you stand? Government, please save us from ourselves, and we will pay whatever taxes it costs — or buy more sunscreen and enjoy?

John Mullany  
Megalina, Beneteau 31  
Point Richmond

*John — First of all, we're not sure what books you're reading or what friend's scientific theories you're listening to. The global cooling "scare" of the '70s was mostly a denier myth, though some popular magazine got the public's attention on what was a minor hypothesis, with only seven published research papers. During the same time frame, there were more than 40 papers on anthropogenic global warming (AGW), and never anything resembling a consensus on cooling.*

*Are you saying that if one of your friends (who we presume*



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## LETTERS

is not a scientist) has a hypothesis that turns out to be untrue, that calls into question the entire area of research? We have a lot of friends out there with wacky hypotheses too, but the existence of a bad idea does not negate the veracity of a good one. In this strange age of climate denialism that we live in, many people profess that they're not scientists but, at the same time, feel completely comfortable casting doubt on the entire scientific community.

We're not sure that any scientists say that "global warming is a natural adjustment Earth has been doing since its origin." While it is certainly a fact that our planet has experienced changes in its long-term weather, "saying that the climate changed before tells us zero about whether humans are now warming the planet," wrote reader Richard Mercer last month.

You actually did mention Al Gore, and we're not sure why. He is among the many nonsensical talking points used by deniers to . . . to what? Claim victory? Is the point that Al Gore used to live in a house that used a lot of electricity (and was wrongly accused of claiming to invent the Internet), so, obviously, climate change is fake? That logic is mind-boggling, and reflects the insanely polarized, tribal nature of this debate — although we don't believe it's a debate at all. As was pointed out in previous letters over previous months, the science of climate change is not "new," not even close, and a nonpartisan consensus on humanity's "suicide pact with fossil fuels" was established almost 30 years ago. But despite this, the issue has become yet another wedge to pit people against each other at a time when collective action and responsibility are needed.

In some cases, there are people actually experiencing climate change and saying that it's something else. Take Tangier Island, Virginia, which lies in Chesapeake Bay, and has seen sea levels rise dramatically in the last few years. But many residents there, who are overwhelmingly evangelical Christians, cannot deny that Tangier's shores are disappearing — though they insist it's the result of "wave erosion," and emphatically deny the existence of climate change.

Will people still be in denial when they're up to their knees in seawater and every forest around them is on fire?

### ↑↓ BECAUSE WE HAVEN'T TALKED ABOUT THE BCDC IN A WHILE

I am not a sailor. I attend the always-fun event at Golden Gate Yacht Club and crew around the Bay once a year. I am a semi-retired civil engineer and can now freely comment on BCDC, Regional Water Quality Control Board (RWQCB) and Fish and Game without risking my job.

Trying to get anything done while working with these agencies was pure hell. There is a law of expanding bureaucracies. Originally, they start out idealistic and with good purpose, but as time passes they expand and start doing things beyond their original scope thereby becoming part of the problem. I think Jefferson understood this over 240 years ago.

I worked with BCDC on Brickyard Cove over 10 years ago. The developer was forced to dig out asbestos over 30 feet below ground level, thereby creating an airborne asbestos problem.

RWQCB now has a book of rules and regulations as thick as the phone book for the City of Oakland. The environment is now being micromanaged beyond the basics at a very high cost. One of our clients, an individual homebuilder, was not allowed by Fish and Game to construct a bridge with a center pier over a stream. But the stream was completely dry most of the year and obviously had no fish. A redesigned bridge without the pier was also unacceptable because of the temporary construction work for the abutments.

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## LETTERS

and the owner of the duck pond in Suisun Bay, and congratulate *Latitude 38* on their fine work in exposing BCDC.

Wayne Huber, P.E.  
Planet Earth

### BCDC, PLEASE FOCUS ON RICHARDSON BAY

The BCDC should enforce the Richardson Bay laws. The anchorage is out of control with poop floating around, hypodermic needles and dead bodies on the beach. The BCDC should enforce the anchor outlaws — that's where they should start.

Anonymous  
Planet Earth

### WHAT THE BCDC CONSIDERS "BAY FILL"

Perhaps BCDC can be replaced by the Coastal Commission. I wrote to BCDC years ago trying to support the outer harbor of Pete's being saved. The response I received is that the BCDC considers marinas "fill."

Francesca Fambrough  
Gypsy Girlie, Tollycraft  
Redwood City Yacht Club, Westpoint Harbor

### ENFORCE THE LAWS ON RICHARDSON BAY.

Regarding your recent Richardson Bay article, the years of inaction on the issue bring to mind the advice cited in the CIA's organizational sabotage manual:

— Make "speeches." Talk as frequently as possible and at great length. Illustrate your "points" with long anecdotes and accounts of personal experiences.

— When possible, refer all matters to committees, for "further study and consideration." Attempt to make the committee as large as possible — never fewer than five.

— Bring up irrelevant issues as frequently as possible.

— Haggle over precise wordings of communications, minutes, resolutions.

— Refer back to matters decided upon at the last meeting and attempt to re-open the question of the advisability of that decision.

— Advocate "caution." Be "reasonable" and urge your fellow-conferees to be "reasonable" and avoid haste that might result in embarrassments or difficulties later on.

It is for this reason that I applaud Sausalito's bold exit from the ineffectual Richardson Bay Regional Authority. If Mill Valley, Tiburon and Belvedere followed Sausalito's lead



JOHN HENRY

There are a variety of boats on Richardson Bay. Some are less ship-shape than others.



# LETTERS

and actually started enforcing the laws (and then demanded the same from the county, state and national representatives) positive change would more likely happen.

The political reality is that when landlubbers in power look out from the shore and are outraged at what they see (just read the local Marin newspaper editorials or see attached photos) they will eventually act by a) enforcing the laws on the books themselves, and b) passing increasingly restrictive new laws designed to deter a small minority of irresponsible individuals who unfortunately impact all boaters. Those who defend the abusers (cue the whataboutists, relativists and obstructionists) are merely abetting and accelerating these new pending restrictions that harm the vast majority of responsible boaters.

John Henry  
Planet Latitude



LATITUDE / JOHN

*The tranquil, scenic side of Richardson Bay, where you will find every type of boat imaginable, from high-end to low-tech.*

## ↑↓ FROM OUR FACEBOOK THREAD ABOUT RICHARDSON BAY

Anchor-outs have always been a tremendous help to the floating-homes community and to people involved with watersports like sailing, kayaking and paddleboarding on Richardson Bay. They have good water skills and their lifestyle is not easy. I personally have anchor-outs to thank for coming to assist me in on-the-water rescues of boaters in trouble over the years. I have seen them run errands — like food shopping and boat repairs — for many elderly floating-homes folks. I think they are a valued asset on Richardson Bay; they have skills and are always on watch and ready to help out.

Jan Pehrson

I agree. One of them pulled us off the mud almost 20 years ago, but I still remember and appreciate that guy!

Heidi Calvert Taylor

I personally had items stolen off my boat when I anchored in Richardson Bay briefly. There were also some shady characters — myself and my son did not feel safe when we were anchored out there, on and off, in summer 2013. Maybe it has changed, but it seemed there was a thriving meth-addicted population living in the anchorage there at the time.

Jennifer Tallon

Lotta poop out there. There's a pump-out boat, but then



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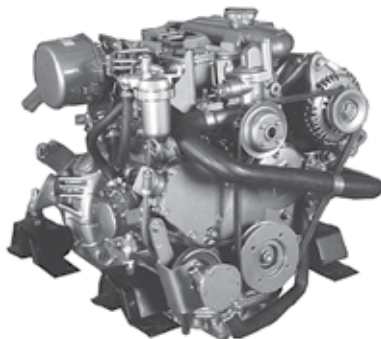
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## LETTERS

that assumes a holding tank exists (fine print). The need is more like several dumpsters for all the line, old wood, metal, plastic, paint and glue, rotten foam and old boat cushions. The anchorage is a good thing, but the pollution enforcement isn't happening.

Kit Stycket

There have been a few news stories that featured some 'residents' and their debris, discharge and other pollution. But this isn't unique to Richardson Bay. Spend any length of time in any marina, and you'll smell and sometimes see discharge from other boats illegally dumping. The cities affected have their hands tied. No one wants to enforce their jurisdiction.

Erik D. Jones

In concept, the free anchorage is great, but in reality it doesn't work all that well. Yes, there are and have been wonderful people living on the hook, but it can't possibly evolve to a better place without some level of personal responsibility by everyone on the anchorage. Finding just the right people seems like too much of a high bar to cross. Back in the '80s, there were many good people who worked to keep the anchorage free from the likes of the Aramburu family through their connection to the BCDC and Marin County politics. But there are times I personally wonder if we did the right thing, given the direction things have gone. There are way too many derelicts and too few of the amazing floating art forms that once populated the area. It's proof that this social experiment has basic problems.

Dave Wilhite

I remember the fight in the 1970s. I think that as long as it doesn't get too crowded and people respect the environment, I am all for it. Maybe there should be a nominal monthly fee.

Sue Mazer

I anchored there for six months in 1983 while on my way from Seattle/Alaska to the South Pacific, and really appreciated being able to do so.

David Bailey

I say they should be allowed. Open water belongs to everyone, but all laws regarding sanitation and other environmental concerns should be followed.

Greg Clausen

In the old days I remember it was a federal free anchorage. Did that change and if so how?

Arthur D. Saftlas

I know that I loved anchoring out, and missed it when we moved. Bill Price was super-helpful, installed a mooring ball, and set some basic, not too oppressive ground rules: proof of utilizing a pump-out service, boat must remain clutter-free, seaworthy and shipshape (like no gardens, etc.). The fee was super-reasonable, and everyone around us was great. We had a child and I was pregnant. There were a handful of other families out there. What a godsend it was and it was So. Much. Fun. We loved having no electricity and being bedded down with some candles when it got dark. We farted around in our dinghy in the Bay making friends, checking out the animals. Hope to do it again.

I think it is really important to keep this community alive. If it dies, Sausalito could have the same fate as the rest of Marin, and become ponderous, snooty, boring and full of



## LETTERS

nonsense, restaurants, money, stores and roads. Yawn.  
Ma Huesera

*Readers — There are so many competing (some would say mutually exclusive) interests on Richardson Bay that 'solving' the problem likely means that there will be winners and losers, which is just fine with some people. And let's be honest, there are boats anchored out on Richardson Bay right now that simply should not be there.*

*Don't get us wrong — we feel for people who are either looking to live off the grid or are struggling to make ends meet. We recognize that there's more to the culture of a community than wealth and conformity, and we recognize that making and enforcing more rules will inexorably change Richardson Bay forever. We'd like to get rid of the of the negative and unsafe impacts but keep the culture and characters.*



JOHN HENRY

**While we support almost all boaters in all forms, we would never condone vessels that aren't seaworthy.**

*With that said, we'd like to repeat ourselves: There are boats on Richardson Bay right now that simply should not be there because they're a danger to other sailors and the environment.*

*But we also want to be careful not to lump all anchor-outs into the same category, or to suggest that we would support any action on Richardson Bay that did not allow for a vibrant, safe and active anchor-out community.*

*Let's not forget that there's a fleet of boats out there that live to "higher standards than the Coast Guard requires," according to one sailor. There are also many young, adventurous and capable sailors who don't have a lot of money, but are making a go of it. We think there should be a place for these people, too.*

*The waters off Southern Marin have managed to exist in a strange bubble for decades (some would say over a century). We hope that the community comes into the modern age, while maintaining some of its salty traditions.*

*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.*

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## LOOSE LIPS

We've never had a Caption Contest(!) inspire so many song-lyric suggestions as this shot of (the aptly named) *Don't Panic* in last year's Big Boat Series. One reader Facebooked us a link to *Hang on Sloopy* by the McCoys, and another quoted *Tubthumping* by Chumbawamba ("I get knocked down, but I get up again; you are never gonna keep me down"). Annnnnnnnnnd the winner is:



LATITUDE / CHRIS

**Attacked by the great white squid, the crew pondered the ramifications of all that calamari they'd ordered. — D. Weyant**

"Oh, I thought you said you wanted a broach for your lapel!" — Michael Bender

"More rail meat and *fast*!" — Sabine Faulhaber

"Skipper *insists* on having clean sails." — Mike Turner

"You said you wanted the chute down. It's down!" — Tod Beebe

"Put that pillow away. This is no time for a nap!" — Kent Carter

"Rehearsing our Halloween costume." — Pat Broderick

"We should be able to clear the bridge now." — Alan Johnson

"I am so tired. Time to take a nap." — Michele Stone

"Secret manufacturer testing new gimballed drink holder." — Tom Wa

"The seals want a blanket?" — Elle E'Clair

While we were having drinks at a beachside restaurant in San Diego, the entire dining room was watching the sun in its final moments above the horizon. We looked away for split second, before the restaurant erupted in a collective *WHOA!* We missed it. We've never seen the green flash.

Like a prism, the Earth's atmosphere causes light to refract, showing different colors as the planet's angle changes relative to the sun. At sunset, the sun's rays have "more atmosphere to go through," which causes a wider range of colors to scatter. "Usually, most colors are 'refracted,' or bent away from our eyes, with the exception of warm colors such as red and orange," said *weather.com*. "Typically, greens and blues are bent away from our eyes as the sun sets. But for just a quick moment, a small bit of green light survives its trek through the atmosphere to our eyes."

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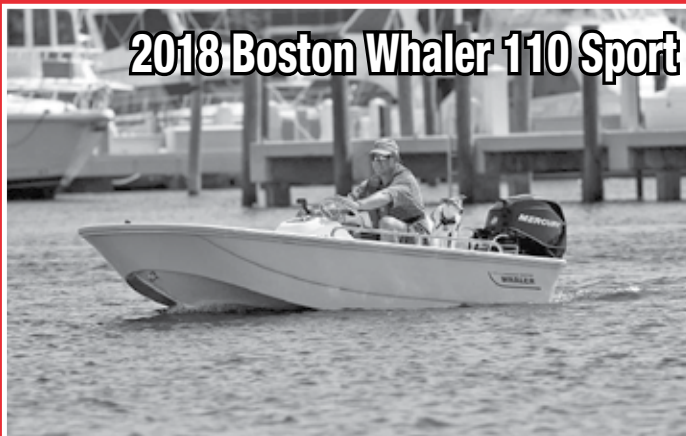
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# SIGHTINGS

## row the wind southerly

Kayakers fishing, paddleboarders, tourists on the pier . . . everyone watches as I pull my stripy ocean rowboat into the mouth of Santa Barbara Harbor. I imagine their thoughts: "What is that? Where has she come from?" My eyes blur. I swallow the lump in my throat. If only they knew. Is a 4-knot current enough to help me row into 18 knots of wind?

Twelve and a half days earlier, I round the Marin headland at 2:30 a.m. and for a moment feel very unsure. I break into a sweat rowing away from the rocks, as the tide carries me sideways under the Golden Gate. By Point Diablo, I am able to bring the bow around. Past Point Bonita I row at 6.5 knots. Soon, I am out into open ocean. The sea is flat, and 10 miles from the lighthouse, the adrenaline starts to wear off. I deploy my sea anchor at the edge of the 'Potato Patch' essentially anchoring my boat to the bottom.

The morning is gray, the clouds low and drizzly, but around me are birds and whales and boats. As I row through the fishing fleet, there are cheers, jokes and stares. By the end of the day, I have to make a decision. Abort? Head south? If I head south, I am committing to a nonstop five-hour row, past the San Francisco Sea Buoy, to the bottom of the ring demarcating the traffic separation scheme.

I set off.

My depthsounder charts my progress, until below me the ocean floor is too deep to measure — I am off the continental shelf.

For the next four days I row 50-mile days, surfing at 3, 4, 5 knots down wobbly, wet mountains that tower behind my stern. The rowing is glorious, bordering on the sublime. I imagine I am a downhill skier, shoving off with my feet on a blast of speed, the oars my ski poles pushing hard off the snow. These are halcyon days.

Then, in an instant, the high-speed rowing is over. The marine layer smothers the sun and the wind shifts and blows out of the south. In the evenings, when the wind drops, I row past shoals of sardines fluttering on the surface. I row past long ears of sea grass and, as the ocean turns shades of opal, silence. The only sounds are my oars ruffling through the water, the occasional burp of a whale in the distance, or the splash of a sunfish rolling over, realizing that the day's sun is gone.

There were, in total, five close encounters with ships. The first was with a car carrier moving at 18 knots. When I saw the boat loom out of the dawn, my whole body began to shake, which has never happened before. I lunge into the cabin for the radio:

"Big ship, big ship, this is rowboat," which sounded ridiculous even as I said it. Nothing. No reply. Back at the oars, I pick up the pace. Flares, I thought? Rocket flare? They might think I want rescuing. Red handheld flare will do. I try the radio one more time.

"Big ship, BLUE HULL, this is rowboat. We are on COLLISION COURSE." The response is immediate. The ship does a 30-degree turn to port. "I don't see you, are we clear?" asks a sleepy sounding Indian voice. "Yes, thank you." I reply. A few minutes later I stop shaking and gulp down some breakfast.

My fifth close encounter wasn't with a container ship at all. There's spray flying around, I'm rowing hard and so don't notice until the last minute that a powerboat has crept up on me from the southeast. I'm excited to see people — it's been almost two weeks! The powerboat

continued on outside column of next sightings page

## impact of settlement

In late June, a settlement was reached in one of three wrongful-death suits resulting from an unusually strong storm in 2015 that overcame the Dauphin Island Race in progress on Mobile Bay, Alabama. The race was 18 miles of upwind sailing. The storm, for which a warning had been posted, struck with sudden ferocity. Nine boats were capsized or sunk, and six sailors lost their lives that day. The family of Robert Lonnell Thomas sued Fairhope Yacht Club over his death; this was the case that was settled out of court. The



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CHRISTIAN AGHA



## in racing deaths

other cases are expected to be tried in June 2019, if they make it that far.

We wondered if the settlement, for an undisclosed dollar figure, would have any impact on how races are run here on San Francisco Bay. Storms don't generally appear out of nowhere here, but we do get gale-force conditions and challenging sea states. We asked the Yacht Racing Association for their take on the matter.

"I have been following this story for the last couple of years partly due to my

*continued in middle column of next sightings page*

## row lia — continued

rounds my bow adeptly and comes along my starboard side. I expect the vessel to slow down, someone to appear outside, open a window; hang out of a door. No one comes outside.

Through the window I can see that there is no one in the wheelhouse at all. My boat is two boat lengths from ploughing into the boat's stern. I quickly dump my steering line and bear away. "Wow," is all I can say. The boat's name is *The Sand Dollar*. On autopilot, the owner/operator will never know how close we came.

At Point Conception, the wind fills in. "If I can just get past the first oil rig, I might get some protection from Point Arguello," I tell myself. The seas are building fast. I am rowing perpendicular to the wave train; a horrible direction to go, as the odd wave threatens to dump me out

*continued on outside column of next sightings page*



*How do you train to become the first woman to row across the North Pacific? You row . . . and row and row. Lia Ditton has been putting in time at the oars in preparation for her world-record attempt to row from Japan to San Francisco. Inset: Lia "on deck" and navigating the freak Santa Anas off Point Conception.*

# SIGHTINGS

## row lia

of my boat. "If I can just reach the second rig, maybe conditions will improve." By the second rig, the wind is gusting 25 and I feel a rising sense of panic. If I can't get east fast, I'll have to bear off under the Channel Islands and start rationing. I row and row and row. Slowly the wind direction wraps around the land. Slowly the wind strength ebbs.

After the Point, the waves become short and steep and the rowing utterly thrilling. Then 25 knots becomes 30 knots of wind and my clothes are plastered to my body. The waves begin to break and rise in height and my speed runs hit 7 knots with less control. "Conditions: wild bordering on dangerous," I text my shore contact.

Suddenly the wind dies completely and the waves become agitated. A moment later, the wind is coming off the land and I am standing, staring into an apocalyptic blast: 30 knots of 100-degree heat. So begins one of the most harrowing nights at sea in my 17 years of experience.

Sheltering in the cabin from the wind, I take stock: I'm in 30+ knots

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## impact of settlement

involvement with the US Sailing Safety at Sea committee," responded Andy Newell, president of OYRA and skipper of the Santana 35 *Ahi*. "I notice this is a settlement rather than a court ruling. We live in a country where anybody can sue anybody for anything, and sometimes settling is the cheap option. We have yet to see what the courts might do in this sort of situation. Getting sued, even in a case that has no merit, is certainly not a picnic. It takes many hours of people's time and thousands(?) of dollars for lawyers to defend you. If any race officers are personally hit in all this, good luck getting anybody to do race committee.



*It seemed that there would be no second act for the foiling cats of the last two Cups, but bazillionaire Larry Ellison may breathe new life into the class.*



## — continued

"I think we do a reasonable job of getting the skippers to sign a release of liability, but in local races the crew is rarely involved. That may need to change. A liability release won't prevent a lawsuit, but it will make one harder to win. We probably need to keep watching these cases and make sure we have adequately covered our ass.

"We canceled the OYRA Farallones race this year [June 9] due to a poor weather forecast — actually several forecasts," says Andy. "We got fewer negative comments than I expected, although there are those who say we should always run a race and let the skipper decide (Rule 4).



GILLES MARTIN-RAGET / ACEA

## row — continued

of wind, 2.5 miles upwind of an oil rig, on sea anchor, desperately tired, and I've lost my anchor retrieval line. And I've run out of toilet paper!

The situation gets worse. My sea anchor has hooked into a west-bound current and is dragging me upwind and up waves back toward Point Conception. Sleep is out of the question as my boat is tossed around like a tomato in a salad. I start hearing voices — people outside? There are no people outside.

I try relocating the sea anchor deployment line to the other side of the boat. Soon I have lost all protection from Point Conception. Waves in sets of two or three begin roaring toward me like an oncoming train and ramming the stern like a car crash. The noise, the anticipation and the impact are terrifying. Waves, one after the other, break over the cabin, swamping the deck. I need to get off sea anchor as fast as possible. Hand over hand, I haul in the anchor retrieval line. The sea anchor resists the push of a large wave and the wave crashes over me, knocking me painfully to my knees. I yelp and glance forward. A small hand is pressed against the inside of the window, trying to open the forward hatch from the inside. "That's not real!" I tell myself.

Finally the boat is free to drift and I sit in the cockpit, soaked and hanging my head. In that moment, I am truly broken. After an hour and a half of sleep and the boat left to drift, I get back on the oars, my mind clear and my body remarkably OK. "I can't continue," I text Dr. Aenor Sawyer, my doctor. And yet I do. I have only one day left of food. The wind shifts; the waves are less and I settle in to row the final 30 miles to Santa Barbara.

*Lia Ditton set off from Sausalito on Monday June 25 and arrived in Santa Barbara on Saturday, July 7, 2018. She rowed 450 miles over 12.5 days. Follow Lia at RowLiaRow.com or better still, become one of her community of 'Believers' on Patreon.com/rowliarow.*

## short sightings

**Clipper Cove Celebrates Itself** — Get-togethers are a business-as-usual occurrence on Treasure Island, but in mid-September, Save Clipper Cove and the Treasure Island Sailing Center had a celebratory BBQ to commemorate the death of a campaign that would have turned the majority of Clipper Cove into a private luxury mega-marina.

"The marina proposal put forward by real estate developers and the Treasure Island Development Authority (TIDA) has been formally rejected," wrote Hunter Cutting, who founded Save Clipper Cove. The developers and TIDA had proposed to take two thirds of the Cove behind the proposed seawall for a new luxury mega marina. The final development plan approved by the San Francisco Board of Supervisors dramatically limits marina redevelopment."

**Couple Rescued Off Half Moon Bay** — A couple was airlifted by the Coast Guard from their 37-ft sailboat approximately 80 miles off the coast of Half Moon Bay on September 23. The Coast Guard said that the couple's boat had sustained damage during multiple storms, and they were suffering from minor injuries.

**Will 'The Larry Cup' Really Happen?** — Almost a year ago, we reported that Larry Ellison was considering starting his own world sailing circuit using the now-extinct AC45 foiling cats. The event was unofficially dubbed the "Larry Cup." Now there are reports that English entrepreneur Sir Keith Mills is planning on running the British leg of an international sailing tournament next year — which will be funded by Ellison. "The sailing industry has been abuzz with speculation for months about Mr. Ellison's plans for a competition that will effectively act as a rival to the America's Cup," *Sky News* reported. "Next year's series is expected to comprise races in five countries, with the number doubling in 2020. A launch event has been scheduled for a venue on the River Thames early next month."

# SIGHTINGS

## the ha-ha is for the birds

... And for fish, and sailors, and all the wildlife along the way. The 2018 Baja Ha-Ha will offer participants a chance to volunteer as citizen scientists by recording marine wildlife and marine debris found along the 750-mile route from San Diego to Cabo San Lucas. The initiative has been spearheaded by Bay Area sailor Tim Dick, who will be doing his first-ever Ha-Ha aboard his Lagoon 42 *Malolo*.

Several thousand sailors have made the pilgrimage with the Ha-Ha fleet in the last 24 years as a collective great escape to Mexico,

embracing the cruising life and immersing themselves in the rich wildlife found along the way. Whales, birds and dolphins have long been a featured attraction of the voyage, while the abundant fish have been on the menu.

One of many allures of Baja California's coast is its remote emptiness. This same seclusion also means that there's been a lack of data collected of both sea life and marine debris in the current age of plastics. Dick — a venture capitalist who's been involved in ocean ecology for many years — saw an opportunity for one of the

world's largest cruiser's rallies to help make a dent in the data as the fleet of more than 160 boats meanders south.

To be a part of the effort, all Ha-Ha participants need to do is pick up one of the 100 packets available at the San Diego Kick-Off Party that includes two wildlife guides — one for sea life and one for birds — and download the tracking apps, which are: iNaturalist from the California Academy of Sciences ([www.inaturalist.org/projects/bajahaha-2018](http://www.inaturalist.org/projects/bajahaha-2018)) and the Marine Debris Tracker from NOAA ([www.marinedebris.engr.uga.edu](http://www.marinedebris.engr.uga.edu)). Once properly tech-ed up, Ha-Ha sailors need only keep a weather eye for what they see along the way, or what they reel in on their fishing lines.

Sailing with the right fishing gear and diligently tending lines can land some cruisers' best meals of the entire trip. Sailors regularly catch yellowfin tuna, amberjack, wahoo, sharks and more. (For those of you wondering if you can still eat sushi, Dick recommends another app: Monterey Bay Aquarium's Seafood Watch, which can be found at [www.seafoodwatch.org/seafood-recommendations/ourapp](http://www.seafoodwatch.org/seafood-recommendations/ourapp).) Whales are also plentiful in these waters and are often sighted — one famously sank a Ha-Ha boat back in 2009, the only such incident in 24 years. All crew were able to get into the liferaft and activate the EPIRB, and were safely rescued by the Coast Guard. Even though this was an incredibly freak accident, we'll repeat a useful rule of thumb: It's best to observe whales from a distance. If you spot a pod, steer away and not toward them.

Tim Dick grew up sailing prams with his father and grandfather and then moved on to Lasers, Hobies, a Catalina 34 and the Beneteau 42s7 *Eau de Vie*, which has graced the pages of *Latitude* with many of her past racing exploits in the Hawaiian Islands. He discovered iNaturalist through the California Academy of Sciences, where Kim Le, one of his crew, used to work. "It's a fantastic little app that has revolutionized and 'scaled' citizen science and observation of natural phenomena. New species have been discovered through this app," Dick said.

As we've reported in *'Lectronic Latitude*, citizen science and aggregated data collecting by flotillas of cruisers is an increasingly popular

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## impact of settlement

Obviously I don't agree. Almost all of the feedback I got from OYRA skippers was positive."

The OYRA did not require crewmembers to sign waivers in 2018, but they're considering it for 2019. The Singlehanded Sailing Society did institute crew waivers for their 2018 doublehanded ocean races — the Drake's Bay Race in August and the Half Moon Bay Race in September. Skippers fill in several fields about their crew while registering on Jibaset; Jibaset then automatically generates an email to



TIM DICK

**Tim Dick has taken the helm of a citizen science initiative for this year's Baja Ha-Ha.**



LATITUDE / ANDY



## — continued

the crewperson, who in turn 'signs' the waiver online.

The Baja Ha-Ha cruising rally has long required extensive two-page crew waivers (on paper) from every person sailing on each boat registered.

— chris

*Note: Lost in the tragic Dauphin Island Race were Robert Delaney, age 72; Kris Beall, 27; Robert Lonnell Thomas, 50; Glenn Massey, 67; Adam Clark, 17; and Jimmie Charles 'J.C.' Brown, 71.*

## birds — continued

trend. Organizations like the Ocean Research Project have citizen science programs that allow "recreational mariners" (aka cruisers) to use fish-detection equipment. "This exciting project, in partnership with the Smithsonian Environmental Research Center, has the potential to uncover valuable data that will aid in conservation and management efforts," the OPR website said.

After sailing the Ha-Ha on *Malolo* (which means "flying fish" in Hawaiian), Dick plans to commuter-cruise out of Puerto Vallarta and said he looks forward to doing the Banderas Bay Blast and Banderas Bay Race Week. For the first time there are more than 20 multihulls signed up for the Baja Ha-Ha, so he'll have plenty of company in the multihull division.

— john



*Spread: It's spinnakers and empty headlands once you head south of the border. Above: Fish, it's what's for dinner when you're on the Ha-Ha.*

# SIGHTINGS

## a chat with malcolm page

In the months since he moved to the Bay Area, US Sailing's chief of Olympic sailing, Malcolm Page, hasn't been home all that much. Most recently, Page breezed in and out between the Olympic-class Combined World Championships in Denmark and the Olympic Test Event in Japan. It's a blistering pace for a man with a young family, but the team leader and two-time gold medalist made time to talk to a group of Project Pipeline kids on the Cityfront. The event was an Olympic Development Program (ODP) clinic that ran all three days of Labor Day Weekend. And what is Project Pipeline? Think Olympic-level coaching for promising youth. On behalf of *Latitude 38*, Kimball Livingston sat down with Page to ask about the plan to rejuvenate US Olympic results, guide youth development, and wrap all of it into the

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**odp from**

"There's always something you can take away from an ODP weekend," Nick Sessions says, about the US Sailing Olympic Development Program.

Sarah Young adds, "The coaching focus over Labor Day was special. Caleb Paine had coached us before, so he knew us, and he paid attention to each of us."

Nick, Sarah and Caleb Yoslov are three of San Francisco Yacht Club's Laser Radial sailors who sailed well in 2018, and are getting a boost from ODP. At an earlier clinic at Treasure Island, Yoslov



SAO 17  
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AMORY ROSS / US SAILING



## the kids' pov

was introduced to the US Sailing Team's electronic hiking bench, equipped with sensors to measure the torque a sailor exerts while hiking. The coaches take a reading of a sailor's 20-second maximum effort, and that becomes baseline for a five-minute reading to see how long an athlete can maintain max performance. Yoslov's report: "I hit 92 percent of max for five minutes."

— kimball livingston



**Spread:** Daven and Jagan Subbiah of Sequoia YC foiling Nacra 15s on San Francisco Bay. **Inset, left:** Malcolm Page. **Above:** Sarah Young, Nick Sessions and Caleb Yoslov. **Below:** Will Foox going to weather with Sarah Young. Foox says, "I used to think speed was all about size, but there was an ODP where I got to sail against Paige Railey, and it showed me it's really how hard you work."



## malcolm page — continued

vision of a new Treasure Island Sailing Center and the first-ever year-round training base for US Olympic Sailing. The Facility for Advanced Sailing and Technology, FAST, is coming on a multi-year timeline of temporary structures, then permanent structures fronting Clipper Cove. The conversation has been edited for length and clarity.

**Latitude 38:** It's not widely known that the AmericaOne Foundation that supported Paul Cayard's America's Cup campaign in 2000 never folded its tent and has since worked quietly in the background to make good things happen. Labor Day provided three days of a Project Pipeline event on San Francisco Bay. That was the West Coast Labor Day ODP clinic for 2018, and it had its special moments. Can you take us back to where Project Pipeline started and walk us forward from there?

**Malcolm Page:** From a US Sailing standpoint, this started with the pressure that AmericaOne put on us after the London 2012 Olympic Games, when the USA did not win a single sailing medal. That was a first, and AmericaOne came to us and asked, "What's the problem?" It didn't take a tremendous amount of analysis to determine that the area crying for focus and funding was youth development. There were talented kids all around the country, but with a lack of cohesion, a lack of direction. There were strong programs on Long Island Sound, on the Gulf Coast of Texas, and in Florida. There was a Nacra 15 catamaran fleet developing on the West Coast. There were individual clubs doing good work, but . . .

A while back I had an opportunity to ask a member of the British Olympic team, a person responsible for their technology development, what the factors were in the UK's Olympic success in sailing. He didn't say a word about technology. He told me the top reason for Britain's success was setting up its base in Weymouth and creating a perfect place for everyone to come together — their science team, motorboats, physical therapists, trainers, psychologists and coaches, and of course the sailors. Their best youth talent was having breakfast alongside Ben Ainslie and Ian Percy and having casual conversations with the likes of Paul Goodison. Through osmosis they absorbed the work ethic, the spirit, the culture of elite competitors. The kids saw their way forward. They saw that with determination and effort — and perhaps a touch of obsession — they could do what these people had done. They believed. That's the beautiful thing that's happening now in the US with the Olympic Development Program and its collaboration with the US Sailing Team.

**L38:** In what way?

**MP:** The best young American sailors are receiving Olympic-level coaching at ODP events around the country. That's Project Pipeline. When we can, we mix the kids with members of the US Sailing Team. Now, four years out from when we started, our 2018 US Youth Worlds team, in nine events, took four gold medals and one silver medal. They also won the Nations Trophy for best national team, a first for the USA and the strongest national showing ever. If you believe in the value of a unified training base, well, that's what we're aiming for here on San Francisco Bay.

**L38:** I believe the long-term vision for Treasure Island and FAST is to make it more comprehensive than the base in Miami?

**MP:** There's long been a training center in Miami. Here, what matters first of all is the water. With the Bay's microclimates, you have multiple training conditions within short sailing distances and a single training day. Also, we're an equipment-heavy sport. Technology can't be an end in itself, but in today's sport it's critical, and the Bay Area is the epicenter. Autodesk is our technology partner, and one feature I can talk about, because we know that other teams have developed their own versions, is our electronic hiking bench. It's equipped with sensors to show how hard you're hiking and how long you're sustaining peak output. From that you can make data-driven

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## malcolm page — continued

training decisions. In other areas, having data instead of gut impressions allows you to make informed decisions about the equipment you use and how to shift modes. Science will never replace the talent and willpower required to sail well, but if we can accelerate a young believer's learning curve, we've accomplished something.

**L38:** You're on a schedule, so, anything else?

**MP:** A lot. US Sailing can't do everything on its own. That is why the leadership shown by your local organizations is meaningful. FAST represents a partnership between US Sailing, the Treasure Island Sailing Center and the St. Francis Sailing Foundation. That foundation, plus the Belvedere Cove Foundation, sponsored the Labor Day ODP. It takes all of us.

— kimball livingston

## tales of the transbac

"When the sky cleared there was a full moon and a canopy of stars, the Milky Way, the water reflecting it, and phosphorescence," said Clifford Shaw. "I couldn't tell where the horizon was. It was like being suspended between sea and sky. Truly glorious. A real high. You forget about the days that are too hot and muggy." Cliff was reporting on this summer's delivery of his Crowther 10M catamaran *Rainbow* from Hanalei Bay to San Francisco Bay.

Skippers who race to Hawaii need to figure out what to do with their boats after the finish. A few are sold in the islands, some (smaller, trailerable ones) are shipped back to the Mainland, but most are sailed back to the West Coast on their own bottoms.

When you're a singlehander, an extra factor of difficulty is added in. At a Singlehanded Sailing Society meeting in late August, a group of Singlehanded TransPac finishers shared their delivery stories.

While some singlehanders take on crew for the trip back, Cliff Shaw was among those who returned solo — he couldn't find insurance and didn't want to be liable for a crew. The experienced sailor "had the fastest return by a day or so, with some light wind but never flat, glassy calm." His 18-day delivery included three days of motoring. He targeted a wind line, and got to it right when the weatherfax said he would. "It was a fast reach from there." His course took him as far north as 40°. "We didn't have to go dead north, so we saw less garbage than before." He also saw very little sealife. "I passed a whale I hoped was just sleeping; it was blowing but not moving."

One evening Carliane Johnson and her two-man crew on the Freedom 38 *Kyntanna* saw a pod of 40 or 50 short-beaked common dolphins, "which were quite beautiful to watch as they jumped through the water in twos and threes and twirled under *Kyntanna*, probably chasing fish; they were much smaller — and different in behavior — than the more familiar bottlenose dolphin." The sailors also saw debris floating past — including an overturned boat.

"Cliff Shaw was overtaking us around the fourth night outside of Kauai. We were in communication with him and knew he was just about 15 miles off our stern. We couldn't see him, so he turned on his strobe light. OMG! I am now a true believer in the power of the strobe light if you want to get someone's attention offshore. It also points out how fallible crew ears and eyes can be only a short distance away."

*Kyntanna* had a tear in the main from the race, so Carliane took out the lower slug. "The lower mast track was coming out. I knew the rivets were old, and I should have fixed them all when the mast was down two years ago. I'm really kicking myself now for not following my instincts on that issue. I think the angled strain on the mast track because of the lower slug on the sail being removed was what finally put too much strain on those ancient rivets. I had to drill them out. I broke the bit. I was swinging on the mast cussin' up a storm." They put the main in first-reef position and were stuck with it there.

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## a dramatic rescue

On Friday, September 21, the Golden Globe fleet was hit by a violent storm in the South Indian Ocean. Bad weather in this part of the world — widely known as the Roaring 40s — is not uncommon, but this storm was different. Seventy-knot gusts and nearly 50-ft seas swallowed three singlehanded sailors: Dutchman Mark Slats took two major knockdowns, while Gregor McGuckin of Ireland and Abhilash Tomy of India were both rolled and dismasted.

McGuckin and Slats both reported that they were OK, and McGuckin quickly began the work of setting up his jury rig. But a short, cryptic message came from Tomy: "SEVERE BACK INJURY. CANNOT GET UP." There was a long, uncomfortable silence before Tomy messaged again.

*This page: The South Tower of the Golden Gate Bridge at 2 a.m. on August 6. Right page, top row: 'Rainbow' and 'Kyntanna' departing Hanalei. Right page, bottom: Singlehanded TransPac sailors at Island YC in Alameda on August 29, left to right, Charlie Casey, Philippe Jamotte, Mike Cunningham, Greg Ashby, Cliff Shaw, Carliane Johnson, Lee Johnson, Chris Case. The trophies made it back safely too.*



KYNTANNA



## in the golden globe

In the meantime, race officials began to coordinate rescue efforts through the Australian Maritime Rescue Co-ordination Center (MRCC), which told ships in the area to be on alert — but the sailors were some 1,900 miles southwest of Perth, Australia, in one of the most remote corners of the planet. A French MRCC base on Réunion Island started sourcing vessels in the area, including a French Fisheries Protection ship.

On Saturday, September 22, there was another message from Tomy: "ACTIVATED EPIRB. CANT WALK. MIGHT NEED STRETCHER. CAN MOVE TOES. FEEL NUMB. CAN'T EAT OR DRINK. TOUGH 2 REACH GRAB BAG."

On Sunday, three aircraft spotted

continued in middle column of next sightings page

## transbac — continued

Carliane heard a squealing in prop shaft. She checked on it and found that the shaft seal was spewing water and overheating. Hose clamps and duct tape solved the problem. "Don't overlook things making noise... You can manage offshore; most of the time you've got all you need."

Carliane had found her crew, from Alberta and Fairbanks, on Cruisers Forum. They had five days of motoring and did not get above 38°N. They arrived at the fogged-in Golden Gate Bridge at 2 a.m. after 21 days at sea. "We could not see channel marks or the bridge lights until about half to three quarters of a mile away. We had earlier taken a path between Noon Day Rock and North Farallon. I'd never been through there before, and it was super nerve-wracking to be navigating by instruments in the fog at night."

"A shout-out to Cliff Shaw and David Herrigel, who met us just past the R8 ship channel buoy. I can't say enough for the support of the sailors in the SSS. (And our honorary SSS-stalker, Dennis, too.)"

Look for more 'Tales of the Transbac' in *Lectronic Latitude* during October.

— chris



BOTH PHOTOS GREG ASHBY



LATITUDE / CHRIS

# SIGHTINGS

## make cal 40s cool again

It's hard to understate the impact Cal 40s have made on modern sailboat racing. Debuting in 1963, the Bill Lapworth-Bob Griffith collaboration was the first 'big boat' with detached rudders, the first big boat that was affordable to the average guy (due to less expensive fiberglass construction), and the first big boat that could really surf for long periods. What's equally amazing is that 50-something years later, they're still cool and active, and the fleet seems to be growing in size. In this crazy era of carbon-foiling-strutting-canting everything, Cal 40s are the aging rock stars of sailboat racing — a tad gray around the temples, but still out there putting on a hell of a show.

The latest '40 to embark on a racing 'comeback tour' is hull #103. She's the latest *Viva* to join a long line of boats owned by Belvedere's Don Jesberg, who knows a thing or two about sailboat racing. *Viva* is currently undergoing a rebuild in preparation for the 2019 Transpac.

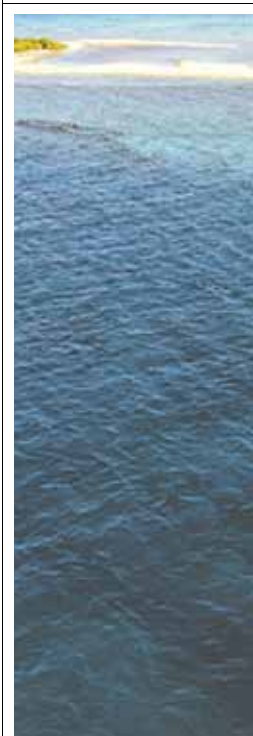
## golden globe

Tomy's boat *Thuriya* (a 32-ft replica of Sir Robin Knox-Johnston's *Suhaili*). He sent another message: "LUGGED CANS OF ICE TEA. HAVING THAT. VOMITTING CONTINUINGLY. CHEST BURNING."

Meanwhile, Gregor McGuckin was sailing under jury rig toward Tomy at a measly three knots.

Not long after, the French fisheries patrol vessel *Osiris* reached Tomy's yacht and began to administer first aid. McGuckin — whose fuel was contaminated when his boat capsized, rendering his engine inoperable — decided to abandon

There have been some high-profile reboots of Cal 40s over the years. Clockwise from left: Stan Honey's *'Illusion'* — seen here with an all-female crew in one of our all-time favorite photos — surfs down a wave in the 2001 Lightship Race; Don Jesberg's *'Viva'* before her makeover; Captain Liz Clark's *'Swell'* somewhere in the South Pacific.





## — continued

ship and catch a ride on *Osiris*.

Tomy, a pilot in the Indian Navy with the rank of commander, is said to be in fair condition, according to a statement from the Golden Globe. X-rays have shown minor damage to his back. As of this writing, the *Osiris* was about to reach Amsterdam Isle, a remote island in the Indian Ocean, from where Tomy will be flown to Maritius or India. When it was all said and done, it was a quick, rescue with a positive outcome, but not before some scary, dramatic moments at sea.

— tim



DON JESBERG



CAPTAIN LIZ CLARK

## cool cals — continued

"What better way to celebrate the 50th running of the Transpac than with a 50-year-old boat?" is Don's mantra these days.

Jesberg has been a familiar figure on the local and extended racing scene since he started sailing *El Toros* in Belvedere at age 7. He's owned 25 boats since then, with the last eight — including several Melges 24s, a Melges 32 and many Etchells — all named *Viva*.

Jesberg did the first of seven Transpacs aboard his father's Cal 33, *Vicarious*. (The 'V's in the family boat names honor his mother, Violet.) He also did four Transpacs on SC70s, and the 2005 'Centennial Celebration' Transpac on Davis Pillsbury's Cal 40 *Ralphie*. He really enjoyed the tour-de-force of 14 Cal 40s on that one — especially the part where *Ralphie* finished almost 11 hours ahead of the second Cal 40, and got fourth overall. And that's after light breezes at the start off San Pedro made for a first day's run of exactly 36 miles.

Don is hoping the 50th running will attract another big fleet of 40s. Five are currently signed up, but the word is out and interest is there. The race could easily see another dozen boats come out to play, including several other Bay Area '40s — hint hint, wink wink. (A bit of clarification: The 'centennial' Transpac of 2005 marked the 100th anniversary of this biennial classic, but only the 43rd running. Because several races were canceled during the war years, that 50-race mark doesn't happen until 2019).

The decision to go on his own '40 was the easy part. The hard part was "finding one that we thought was worth rebuilding." Fortunately, Cal 40 guru Fin Beven (of *Radiant*) got on the case, and they soon located a nice one in Seattle. Hull 103 was built in 1969 and named *Warpath* by her first owner, an Ohioan who sailed her exclusively in the Great Lakes. She never touched saltwater until 2010, when her second owner had her trucked to the Bay and renamed her *Spirit*. When he later moved to Seattle in 2013, the boat went with him.

Don purchased the boat last November and she was immediately trucked to the Southern California yard of Doug Grant. Doug is not only the inventor/manufacturer of Vangmaster pneumatic boom vang (inspired by a squeaky, inefficient old-style vang on a Cal 40 on a race to Mexico in the '80s), he is a diehard fan of Cal 40s and has restored a dozen of them. And when Don said "rebuilding," he wasn't kidding. As of this writing, the boat has been stripped of pretty much everything — all deck fittings, all thru-hulls, wiring, even most of the interior. Starting pretty much from a bare hull and deck, she will be rebuilt better than new: new mast, rigging, sails, rudder, winches. Everything, even the color, which will change from light blue to white. The original timeline estimate was for relaunch last month. Now Don is hoping for the big splashdown "as a Christmas present."

Team *Viva* will do the early sea trials in SoCal, then come north after the first of the year to fine-tune in the Bay. The first Transpac start is off Point Fermin next July 10.

— jr

*Readers — The buzz is on that the 2019 Transpac could attract one of the biggest fleets ever. Early last month, the Transpacific YC received its "50th entry to next year's 50th running" (that was Longboard, Peter Salusbury's Vancouver-based Riptide 35). It marks the first time this many boats have entered this far in advance. For more on the 2019 race, including an online entry form, go to [2019.transpacyc.com](http://2019.transpacyc.com).*



Don Jesberg and his mother Violet.

# ROLEX BIG BOAT SERIES —

The 54th St. Francis Yacht Club Big Boat Series was blessed with plenty of breeze — more or less — and flat water.

The less came on Friday, the one overcast day, but postponements were brief and once the racing began the wind held. The more came on Saturday, when a brisk westerly wind of 20+ knots greeted race committee members and competitors as soon as they hit the water in the morning.

The flat seas had a drawback. Since they were caused by unremitting flood current, the upwind legs took twice as long as the runs. But what runs they were!

The 76 entries were sorted into four one-design classes and three ORR divisions on two starting areas — fewer entries, fewer classes and fewer racing areas than the last couple of years. We'll take a look at each of the seven divisions, starting with this year's first-time one-design class.

## J/88

Last year marked the debut of the new big-boat grand prix Pac52 class at Rolex Big Boat Series. This year the boat with the first-time one-design class was a bit smaller. J/88s are 29 feet and marketed as a 'family speedster'. The first J/88s were launched in 2013, and the series-winning boat is just three years old.

"This is the first time we've had a one-design start at Rolex Big Boat Series," said Gary Panariello of the Sausalito-



**Gary Panariello.**

based *Courageous*. "That made it really exciting — not to be racing a bunch of different boats. We're all together on the water, and we're actually all together here at the docks. We're in fleet-building mode. It's a great fleet, and it's just super-fun.

"The conditions were wonderful, the race committee did a great job getting racing off, and the racing was super-tight. We finished overlapped with *M Squared* in about three or four different races. We were tied with *M Squared* all the way until Saturday night, when we

broke the tie. Then *Benny* and *M Squared* were tied for second place Sunday morning going into the last race. Very tight racing."

His favorite day was big-breeze Sat-



DANIEL FORSTER / ROLEX

## 'Courageous'.

urday. "It was blowing about a million miles an hour. We really like it when the wind's on. Heavy air is good for us. The 88s love to go fast downwind; our crew just has a ton of fun when we're going a million miles an hour and the water's blasting over the top of the boat."

The *Courageous* crew were Ryan Barnett, Alex Berg, Jeffrey Jordan, Blaine Soohoo, Harrison Turner and Elizabeth Weiler.

## J/105

The pretty blue J/105 *Mojo* just seemed to have all the right moves in the regatta this year and lived up to her name in the highly competitive 28-boat class. All of the top-10 boats were *Mojo's* rivals.

"It's a lot closer racing than the points show," claimed *Mojo's* skipper, Jeff Littfin. "We just sailed really consistently, and that was the ticket."

Littfin said they did well on Saturday. "It was really windy down low. It was one of those days when things could break, and that's what you had to watch

ALL PHOTOS LATITUDE / CHRIS  
EXCEPT AS NOTED

out for. It's hard to sail conservatively when you're in the mix; we didn't, but we sailed smart. We lost our primary winches (they're old), so we had to use our cabintop winches upwind."

He said that Sunday was a good day. "We had a gap, and we were in second, so we were celebrating pretty much the whole race."



**Adam Borchering, Evan Diola and Jeff Littfin.**

Jeff Littfin has owned *Mojo* for about eight years. The crew's sailed with him for about two to five years. Evan Diola, Adam Borchering and Andreas Kral, of Diola's reigning Santa Cruz 27 National champion *Mistress Quickly*, were on the team; Matt Nestor rounded out the crew.



# NEVER A DULL MOMENT



Kim Stuart and Mark Dowdy.

## Express 37

Last year, Mark Dowdy, a two-boat owner, sold his Express 37 *Eclipse* to Sandy Andersen Wertanen. Part of the deal was that he would helm *Eclipse* in the Rolex Big Boat Series. He did, and they won. This year he borrowed Bob Harford's *Stewball* and... won again! Like last year, Kim Stuart served as Dowdy's tactician. Stuart said, "It's always been a fast boat."

*Stewball* had been in the yard, and the pickup crew only had one day to practice before the regatta.

"We took the bow person, Kim and me from *Eclipse* when we won last year, and then we filled in with people who sail with me on *Hana Ho* and people Kim knew from Southern California and put

'Mojo'.



the mix together," said Dowdy.

"Honestly, they really, really gelled," said Stuart.

The crew list included Chris Chapman, John Kernot, Lewis Lanier, Robbie Louie-Chelman, Dominic Marchal, Scott Meyer, Matt Osborn, Mike Reed and Jenny Thompson.

"At least a couple hadn't sailed an Express 37 before, and one person had never sailed in Big Boat Series before. He didn't know what he was getting into!" said Dowdy.

"We had the best recoveries ever," said

**'Stewball', to windward of four other Expresses.**

Stuart. "We had a lot of mistakes and a lot of issues, but everybody stayed calm and worked their way through it, and that was probably our strongest point."

"It really took us a while to dial in and get the boat up to speed," added Dowdy. "The first couple of days Kame hammered us, and we were thinking we were in deep trouble. But our crew work was excellent and our tactician did a fabulous job." Kame Richards' *Golden Moon* had won the first three races. "We managed to rock it the last couple of races; it was great."

"We had some good luck yesterday though," Kim reminded Mark.

"On Saturday, sailing through the J/105s provided a little bit of contention. They hit Kame harder than they hit us; that really helped us in the middle of that long race. The best thing is we had a really good time."

*"It was blowing about a million miles an hour."*

*Stewball* and *Golden Moon* went into the final race tied on points. "It was very intense," observed Mark.

"Let's call it nerve-wracking," interjected Kim.

"It gave us a little incentive to engage pre-start and all that. We've always had a really fun time racing against Kame. We love to engage with them, and he's always at the top of his game, so it's a fun thing for both our teams." Duels like this one ramp up the level of sailing excellence. "Kame always knows where to go and how to make this boat go fast, so if you can be in the zone you're doing



DANIEL FORSTER / ROLEX



# ROLEX BIG BOAT SERIES —



good."

During our interview with Mark and Kim, crewmembers of *Golden Moon* kept coming up to congratulate them. It was a congenial group.

## Pac52

*Beau Geste* (last year's Pac52 winner) and *Fox* didn't make it this year, but Austin and Gwen Fragomen brought the Jamestown, RI-based *Interlodge IV* to join three California boats, *Invisible Hand*, *Rio* and *BadPak*. Last year's winning tactician, Kiwi Gavin Brady, sailed aboard Frank Sloodman's *Invisible Hand*.

Thursday was a toss-up between the *Hand* and *BadPak* for the lead — each had won one and lost one race. On Friday, *Rio* lost a protest and scored a 'DSQ', never a good thing for the point tally in a no-throw-out regatta. *Invisible Hand* won both races that day and one more on Saturday to take the series. Going into Saturday's racing, Gavin Brady commented: "I don't think that anyone can say that they have sailed a great race in the Pac52 class."

That shows you how tough the Bay can be. At most other regattas you spend the first day or two getting a feel for who is fast, but in the Pac52 class it's all guns blazing from the start. *Invisible Hand* and *BadPak* are more optimized for downwind, whereas *Interlodge* and *Rio* are more optimized for upwind sailing. It's subtle. We even know each other's tactics."

Joining Sloodman and Brady on the team were James Baxter, Norman Berge, David Brooke, Robert Bunce, Chris Cowan, Ian Darby, Ruben Gabriel, Jamie Gale, Matt Kelway, Robert Salthouse, David Swete and Ruairidh Wright.

**The men of 'Invisible Hand' with StFYC commodore Theresa Brandner and regatta chair Susan Ruhne (in the red dress).**

The same four Pac52s were signed up for the Pac52 Cup on September 28-30, also at StFYC, to complete their 2018 series.

## ORR A

A rivalry between two dark blue-hulled Santa Cruz 52s grabbed the headlines in ORR A. Skip and Stacey Ely's Santa Cruz-based *Elyxir* and Dave MacEwen's *Lucky Duck* hogged most of the ones and twos during the series. At StFYC's Aldo Alessio/Phyllis Kleinman

DANIEL FORSTER / ROLEX

'Invisible Hand.'





# NEVER A DULL MOMENT



**The SC52 'Elyxir'.**

Swiftsure Regatta three weeks prior to RBBS, *Lucky Duck* took top honors, but *Elyxir's* crew, decked out as 'duck hunters' in red and black plaid shirts and matching flannel caps, took home the 'best dressed' trophy. But the look originated as something else. Skip Ely explains: "The duck-hunter look actu-

**David Janinis climbs the very large broken mast of 'Bodacious+' on Friday afternoon.**



**Skip and Stacey Ely, Norman Davant and Boris Baggerman.**

just an awesome week. These are two of my best friends to go sailing with."

Also sailing with them were John Andrew, Scotty Doyle, Gregory Felton, Jotham Fisher-Smith, Chad Howard, Evelyn Hull, Ian Klitza, Matt Merchant, Victor Piltch, Nick Turney, Matthew Veccione and Michael Wood.

*Blue* wasn't the only casualty in the ORR A fleet. Near the end of Thursday's second race, John Clauser's 1D48 *Bodacious+* blew up a kite and put up a jib for the downwind finish. That was not the end of their troubles. "In the second race on Friday, the tip of the mast broke, trapping all the halyards," reports *Bo's* navigator, Bobbi Tosse. "We were on the tight reach from North Tower buoy #3 to a buoy called "FM" not far from Fort Mason. Halfway along this leg, we got the anticipated wind shift and John determined that we could carry the kite. That proved to be not quite correct. After a couple of broaches and snappy re-fills of the kite, the tip of the mast snapped.

"No one was hurt. We 'sailed' downwind and got in the lee of Yerba Buena. We were able to get the jib down, secure the kite around the mast with sail ties, and horse the boom across, and, with a 'reefed' main, we motored up to KKMI. We were unable to lower the remaining two sails, but fortunately, there was very little wind at the boatyard. (That fact and the fact that KKMI has a crane was why we went there.) One of the crew's wives and Uber were utilized to get all the crew back where they needed to be.

"Saturday morning, the guys at KKMI got the crane operator out in a basket, and he was able to lower the main and spinny down to the deck. No wires, rods or halyards were broken. The sails are all fine, even the poor kite that Colombo had repaired the night before! Even the masthead instruments are mostly OK."

ally came about because our son grew a massive beard, and he said, 'I look like a lumberjack so we should all do a lumberjack uniform.' And it turns out we also look like duck hunters."

The two SC52s were joined by two SC50s plus two other boats. "The miscellaneous other boats became not a factor," said Skip.

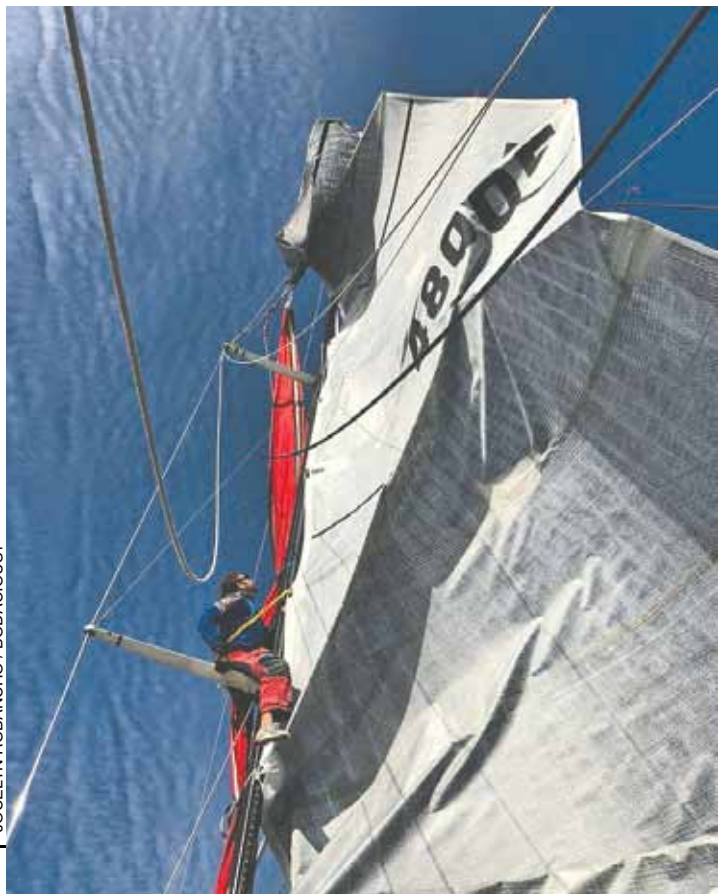
"The best boat was *Blue*," said Boris Baggerman, he of the luxe beard. Another dark blue boat, Ray Paul's Swan 53-2 got a first and second on Thursday. "Then they damaged their centerboard getting out of here Friday. That was a bummer, because we were going to have a real good tussle with them."

"It was going to be a three-way battle between the *Duck*, *Elyxir* and *Blue*," added Skip.

Norman Davant served as the Elys' tactician. "I've been sailing with *Elyxir* for 20 years, on and off," he said.

"Whenever he's on, we win," said Stacey.

"I've known the family forever and they asked me to come aboard for this event," said Davant. "It's been old home week —



JOCELYN ROBANCHO / BODACIOUS+



# ROLEX BIG BOAT SERIES —



**Dorian McKelvy and Jimmy Zaky.**

## ORR B

"We're excited to be here and doing well." Dorian McKelvy of the J/111 *MadMen* told us when we spotted him just before the awards ceremony. About racing in an ORR division instead of one-design he said, "We have three J/111s. We figure out how much time we owe the other boats, and where everybody is. But I'm not sure I like it as much because there's some really big boats we had to mess with. I'm still getting comfortable with the J/111 fleet, and when we find ourselves with some J/125s that come stormin' through pretty fast — and then we get around a mark just coming in from Point Diablo and the Pac52s come through — I really like it better when I'm hangin' with the guys my own size 'cause it's a little freaky when people go screamin' by at speeds like that. It's different, but we're adapting. Gotta race."

"What do I know about weather? It was supposed to be cooling, and I thought the temperature was going to go down. I woke up on Saturday, and it was blowing 25, whitecaps on the Bay, and it was the windiest race I have ever been in. Puckered up, really happy — I got through that, but you realize who the real pros are. Being around Jeff Thorpe, Scott Easom and the guys who really know what's going on helps me get my comfort level where it needs to be. It was pretty intense. It went great — we pulled it off! Jeff Thorpe was on my boat, and Jimmy Zaky has sailed with me since my first Catalina 25 in 1983. It's a long way from a Catalina 25 to this thing, but it's been a great journey, and we had a chance to align ourselves with some people



DANIEL FORSTER / ROLEX

## The J/111 'MadMen'.

who've been really kind, tolerant, patient, and helped us out a lot."

Sailing with them were Hogan Beatie, Ryan Mazzella, Ian Paice, Kelsey Tosten-son and Patrick Whitmarsh.

## ORR C

Would you believe...

Last year, we introduced the J/120 class with the comment: "Can you believe a four-peat? *Peregrine* pulled off just such a feat." With no J/120 class this year (three of them raced in ORR C), *Peregrine* managed a nearly unbelievable

five-peat!

About being in an ORR fleet instead of a one-design class, *Peregrine's* skipper Michael O'Callaghan said, "It meant you had to pay attention to a lot of different boats at the starting line that have different boatspeeds and behave differently, many of which you haven't had the chance to race against, so you don't know what they're going to do and how they're going to perform. That was a concern. Getting used to the different sail selection and restrictions on rig tune were an issue for us that we hadn't confronted before. Optimizing the boat for the new handi-

**The J/120 'Peregrine' to windward of sistership 'Mr. Magoo' on the way out the Gate to the Point Diablo mark.**



DANIEL FORSTER / ROLEX



**Mike O'Callaghan**





## NEVER A DULL MOMENT

a couple of fast races, and that's what it took."

About Saturday's conditions, O'Callaghan said, "I don't want to say we found it challenging, but it tested us. We're used to sailing in big breeze, but it's not easy. Nothing's simple about it. It's easy to get the boat off its feet and sailing in the wrong direction in a heartbeat. You get the bow pointed down, it starts accelerating, and you try to maneuver the boat, and you don't have much choice, so starts can be difficult."

*Peregrine* sailed with her usual crew. "The only new person is Matt Frymier, who did tactics for us. Randy Smith did strategy." Rounding out the complement were Chris Davison, Steve Fentress, Tad Lacey, Valerie Mader, Mark Maymar, Denis Mulligan, EJ Rowland, Michael Thornton and John Verdoia. Owner David Halliwill lives in Manhattan and was absent.

"We have some activity in the fleet," O'Callaghan said about the future of the J/120 class. "We hope to get a one-design start again next year. We've got another new boat that came in this year,

**A jibe to the finish on the exciting new Bay Area boat 'Velvet Hammer' (ex-'Resolute'), one of three J/125s in the series.**

cap rule was different from optimizing it for one design.

"But we were well prepared; we had



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# ROLEX BIG BOAT SERIES

and we're hoping to get some of the local boats active, so it's very optimistic for next year." They plan on doing the RegattaPRO Winter One Design series again this year.

As usual, the final race of each day had a downwind finish in front of the St. Francis clubhouse, much to the delight of spectators, friends and family members cheering for their favorite teams. But some new courses were added to the mix this year, including some first races of the day finishing upwind in front of the club in order to facilitate competitors' returning for the start of the second race.

Another change was moving the awards celebration outdoors to the East Lawn, where a tent was set up. The awards party in recent years had maxed out the capacity of StFYC's indoor spaces.

For more of our Rolex Big Boat Series coverage, see *Electronic Latitude* at [www.latitude38.com](http://www.latitude38.com) and our Facebook page at [www.facebook.com/Latitude38](https://www.facebook.com/Latitude38).

We don't know about you, but visions

## Perpetual Trophies

Atlantic Perpetual Trophy (the ship's bell from the 1905 Transatlantic-record-breaking schooner *Atlantic*) — **Stewball**

City of San Francisco Trophy (one of the golden spades used during the 1933 ground-breaking ceremony for the Golden Gate Bridge) — **MadMen\***

StFYC Commodore's Cup — **Mojo\***

Keefe-Kilborn Trophy (established in 1976 to honor late StFYC members Harold Keefe and Ray Kilborn) — **Peregrine\***

Richard Rheem Perpetual Trophy (honors the owner and crew of *Morning Star*, Transpac record-breaker in 1949 and 1953) — **Courageous\***

St. Francis Perpetual Trophy (first awarded at the 1964 inaugural Big Boat Series) — **Elyxir\***

\*Recipients of Rolex Submariner Date watches.

of the next Rolex Big Boat Series are already dancing in our heads. Mark your calendars for September 11-15, 2019.

— **latitude/chris**

StFYC ROLEX BIG BOAT SERIES, 9/12-16 (7r, 0t)

ORR A — 1) **Elyxir**, SC52, Skip Ely, 9 points; 2) **Lucky Duck**, SC52, Dave MacEwen, 15; 3)

**Oaxaca**, SC50, Michael Moradzadeh, 27. (6 boats)

ORR B — 1) **MadMen**, J/111, Dorian McKelvy, 10 points; 2) **Kuai**, Melges 32, Daniel Thielman, 23; 3) **Velvet Hammer**, Zachery Anderson, J/125, 31. (13 boats)

ORR C — 1) **Peregrine**, J/120, David Halliwill, 13 points; 2) **Chance**, J/120, Barry Lewis, 20; 3) **Elusive**, Swan 42, Thomas Furlong, 21. (10 boats)

PAC52 — 1) **Invisible Hand**, Frank Sloodman, 12 points; 2) **Rio**, Manouch Moshayedi, 16; 3) **BadPak**, Tom Holthus, 21. (4 boats)

EXPRESS 37 — 1) **Stewball**, Mark Dowdy, 12 points; 2) **Golden Moon**, Kame Richards, 13; 3) **Escapade**, Nick Schmidt, 28. (8 boats)

J/105 — 1) **Mojo**, Jeff Littfin, 20 points; 2) **Ne\*Ne**, Tim Russell, 26; 3) **Blackhawk**, Ryan Simmons, 34; 4) **Good Timin'**, Chris & Phil Perkins, 37; 5) **Maverick**, Ian Charles, 43; 6) **Jam Session**, Adam Spiegel, 48; 7) **Godot**, Phillip Laby, 52. (28 boats)

J/88 — 1) **Courageous**, Gary Panariello, 11 points; 2) **M Squared**, Marc McMorris, 15; 3) **Ben-ny**, Aya Yamanouchi, 16. (7 boats)

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

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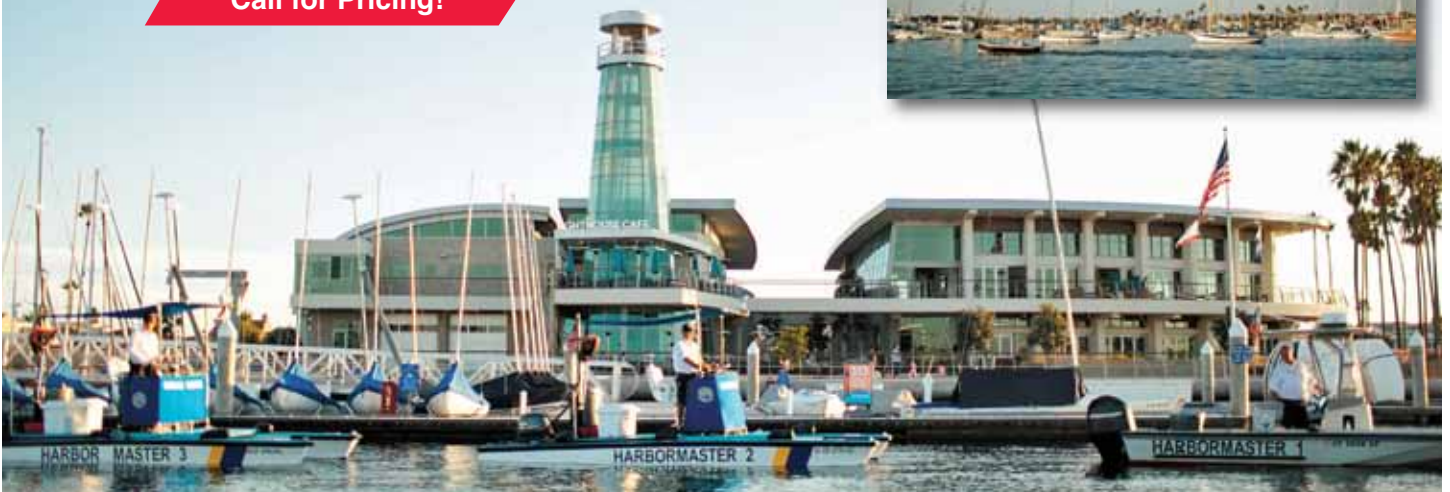
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# DELTA DOO DAH X —

The 10th Delta Doo Dah cruising rally started out much like the 9th, with a kickoff party and seminar at Richmond Yacht Club the day before Mother's Day. Breakout sessions this year tackled the topics of anchoring, itineraries and the Bay Bash (thanks to veteran basher Tom Lueck of Stockton Sailing Club for leading that discussion). Door prizes were awarded, RYC provided a buffet of hors d'oeuvres, and fleet members had the opportunity to meet one another.

The next official event on the DDDX schedule didn't go quite according to plan. June 2's Delta Ditch Run from RYC to SSC attracted 126 entries, including 16 from the Doo Dah, of which Bob Harford's Express 37 *Stewball* was the only one to finish within the time limit (a total of just six boats sailed across the finish line before the 1 a.m. deadline). An early heat wave had set in and shut down the usual Delta breezes. Many of the sailors — with or without their boats — did make it to SSC in time to enjoy a party that went on into the wee hours, and more DDD door prizes were bestowed the following day at the race's awards ceremony. For a complete list of door prizes and winners, see our Facebook page, [www.facebook.com/deltadoodah](http://www.facebook.com/deltadoodah).

Two weeks later, Owl Harbor invited DDD boats to join in their pre-Father's Day BBQ, complete this year with a pie-eating contest. For this event, the Delta breezes kept the temperatures pleasant and added an extra level of challenge to games like the goldfish toss, rubber chicken toss and ring toss.

It was on July 1 that things got weird. Sitting in a slip in Owl Harbor, we watched a long, thick, ominous plume of smoke drift toward us. It was an early start to the fire season and day 1 of the County Fire in Yolo County. The Mendocino Complex Fire, Redding's Carr Fire and several other devastating named fires — from as far away as British Columbia — would send smoke streaming out over the region for more than two months.

On August 11, under hot, smoky skies, we headed down the San Joaquin River to Bradford Island and an event new to the DDD itinerary. San Francisco's Bay View Boat Club invited a small flotilla of DDD boats to join them for their annual BBQ at their primitive Delta property. BVBC's commodore, Larry White, with his wife Kathy and O'Day 37 *Namaste*, is a DDD recidivist.

Four of our fleet's boats anchored off the tule berm adjacent to BVBC's dinghy dock and joined clubmembers for a great party with a dance band and

copious amounts of hearty food. The guitars, amps and lights were powered by a Honda generator in the back of a pickup truck, and most of the clubmembers camped on the island.

And what were the DIY'ers up to this summer? Read on for the tale of one couple's excursion.

**Sonrisa — 1980 Baba 40**  
**Greg & Kristin Torok, Emery Cove**  
The Doo Dah will always be special

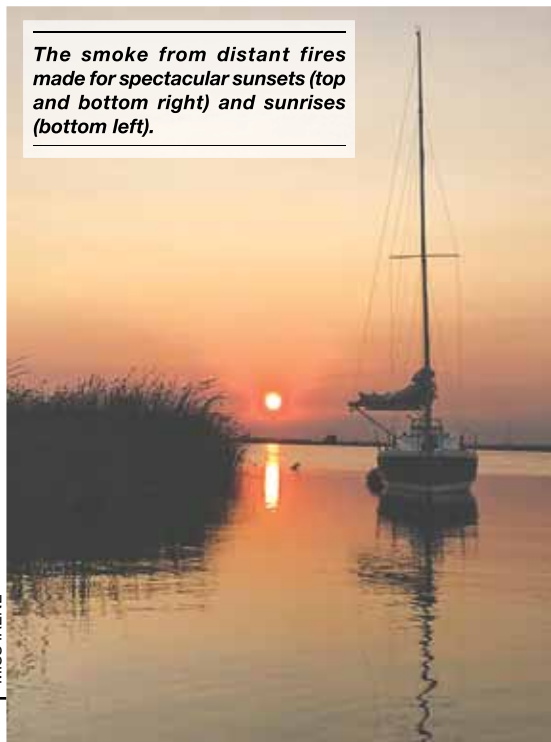
for us. Our first Doo Dah was in 2012 on our Venture Newport 23, and it was on this trip when we really caught the cruising bug. It was also on this trip (in the middle of Suisun Bay, actually) when we decided we needed to get a bigger boat for cruising. The following year we returned to the Delta on our Baba 40 bluewater cruiser *Sonrisa*, and we try to get back up there every year.

We'd been intending to get up to the Delta all summer, but it wasn't until

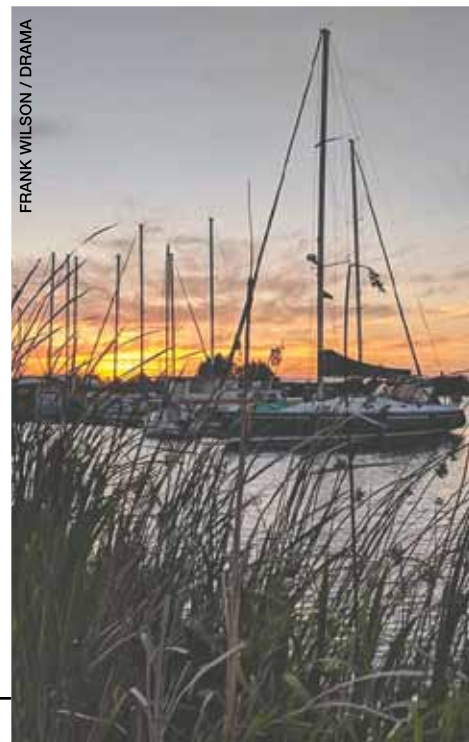


LATITUDE / DOODETTE CHRIS

*The smoke from distant fires made for spectacular sunsets (top and bottom right) and sunrises (bottom left).*



MISS IRENE



FRANK WILSON / DRAMA



# WHEN SMOKE GETS IN YOUR EYES

Labor Day Weekend that we made a last-call run up to Potato Slough for a last (or first!) taste of summer weather for the season. After topping up the water tanks and emptying out the holding tank, we departed from Emery Cove at 9:30 on Saturday destined for the twisty shallow sloughs of the Delta aboard *Sonrisa*.

The Bay was breezy with a surprising amount of southerly wind angle, and we slid past the Berkeley Pier and up beyond the Richmond Bridge under full sail on

our initial tack. The favorable winds continued across the unusually flat San Pablo Bay, making for idyllic sailing.

As we neared the Vallejo bridge, I checked behind me to find the entire Jazz Cup fleet chasing us down. Kristin started snapping photos of the dozens of spinnakers behind us, as the leaders caught and passed us just under the bridge. We continued through the straits with the fleet, doing our best to stay out of everyone's way to Benicia, where we

gave their final mark a wide berth as we made the turn north toward Suisun Bay.

The ideal sailing conditions continued all day, as we lazily sailed over flat waters at 6-7 knots all day long. Kristin was checking out the reviews of Delta anchorages on Active Captain and decided we should hang a left at Pittsburg up the Sacramento River and anchor at Decker Island well before sunset, then take the Threemile Slough 'shortcut' back over to the San Joaquin River for the short run up to Potato Slough the next morning. Firing up the engine for the first time



LATITUDE / ANNIE



DRAMA

AZURE



DRAMA



FUZZY LOGIC

Clockwise from top left: Craig Perez demos his anchoring technique at RYC; Greg, Wanda and Frank Wilson of 'Drama' watch an owl at Owl Harbor; Greg, his mom Gloria and kids Wanda and Frankie demonstrate the usefulness of water toys; 'Fuzzy Logic' flies her colors while sailing to Potato Slough; Delta Doo Dah fleet members enjoy Owl Harbor's BBQ on June 16; the Threemile Slough Bridge lifts to allow 'Sonrisa' to cross from the Sacramento River to the San Joaquin.



SONRISA



LATITUDE / DOODETTE CHRIS

# DELTA DOO DAH X —

## Delta Doo Dah X Fleet

Andiamo	Islander 32	Paula & Russell Sunn	Owl Harbor
Annie	33-ft custom cutter	Jeff & Annie Cook	Richmond
Aphrodite	Islander 28	Dean Hupp & Jackie Boor	Owl Harbor
Bravo Zulu	Downeaster 33	Conrad & Majel Arnold	Suisun City
Cali	Islander 36	Kerry & Jennifer Scott	Vallejo
Casita	Hans Christian 33	Devon Quinn & Rowan Madix	Alameda
Cielo	Catalina 380	Jennifer Mengel & Doug Jarmer	Alameda
Circe	Islander Freeport 36	Dave & Kelly Kendall	Richmond
Cosmic Voyager	Merit 22	Michelle & Allan Meyer	Campbell
Drama	Beneteau 440	Gregory & Bob Wilson	Sausalito
Duende	Cal 40	Philip Lavelle	Pittsburg
Dura Mater	Cal 2-27	Jackie Philpott	Berkeley
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since Emery Cove, we dropped anchor in 12 feet of water, accompanied by only three other boats in the lee of Decker Island in an easy anchorage.

On Sunday morning we weighed anchor and called for a bridge opening at Threemile Slough. As always, the bridge attendant was very accommodating and had the bridge open at exactly the right moment as we approached.

By the time we arrived in Potato Slough on Sunday, the typical Bedroom locations were a bit crowded with multiple raft-ups of all types of vessels from kayaks and paddleboards to jet skis and ski boats all the way up to large cabin cruisers. We opted for a quieter spot with a couple of other sailboats on the southwest side of the tule island that dominates Bedroom 2. We found good holding in 13 feet of water close to the tules that made up for the mediocre wind protection. We spent the day soaking up the wonderfully warm sun, swimming laps around the boat, lounging on deck, and enjoying each other's company in the quiet remoteness away from the TV, Internet and cell towers.

As the sun went down the wind picked up, and it was surprisingly windy most of the night. At one point I tried to let another 30 feet of chain out for extra insurance against the leeward tules. No joy — with just a bit more scope the depth went from 13 to 9 feet, and we'd lose another 2.5 feet before low tide. Too close for comfort, so I settled for the original 4:1 scope. With the anchor alarm set, *Sonrisa* didn't budge all night and we slept very well.

On Monday boats started clearing out of the Bedrooms, so we took advantage of that and relocated to the leeward side of the tule island for better wind protection and a different view. When raising the anchor I found that I had nothing to worry about the night before; the Rocna Vulcan was firmly glued to the bottom, and it took some patience to work it loose from the mud.

After similarly setting the anchor in our new location, we broke out the dinghy and outboard for some exploring. First we zoomed over to Korth's Pirate's Lair for a late breakfast and to walk around a bit. Korth's is one of our favorite stops as it has that authentic '50s kitsch vibe. There's a café, fuel dock and gift shop, all family-run and all seemingly unchanged from the 1950s. While we were there we read the story about how the place got its name. In 1931, Albine and Josephine Korth bought the prop-



# WHEN SMOKE GETS IN YOUR EYES



SONRISA



SKAL

erty to start an asparagus farm. For the first few days Albine tried to have some fuel and hay for his horses delivered to the property. Each time something was delivered, it would be stolen by the next day. Josephine exclaimed, "Why we've bought a pirates' lair — that's all it is — a pirates' lair!" In the years that followed the couple started renting sailboats, and soon the place developed into a marina and resort and has been a family operation ever since.

We returned to *Sonrisa* for some boat

**Left: A gourmet clam dinner aboard 'Sonrisa' at anchor in the lee of Decker Island. Right: the scene at BVBC's BBQ on Bradford Island. We liked the casual, friendly mix of sailors, campers, musicians and dancers adorned in tie-dye and cowboy hats and boots, tattoos and '40s-style dresses.**

projects (true to the claim that the definition of cruising is working on your boat in exotic places). I couldn't resist taking advantage of the 80°+ temperature to put one last coat of varnish on the butterfly hatch. I told Kristin, "It's amazing how much better this stuff flows up here. It's like glue down in the Bay."

As the afternoon sun started really heating up, we made another dinghy

excursion. The old outboard performed remarkably well on the trip to Korth's, so we decided to venture farther into the Delta and check out Terminous, which lies at the junction of Little Potato Slough and the South Mokelumne River. Kristin stocked up on some fancy local olive oils at the Tower Park store, and I got ice cream at Sunset Sweets.

While in Little Potato Slough we en-

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# DELTA DOO DAH X

SONRISA



**On Labor Day Weekend, the warm, dry Delta air offered the opportunity to add a coat of varnish to 'Sonrisa's beautiful butterfly hatch.**

countered everything from ski boats to strange three-hulled pontoon boats with massive outboards dragging kids around the slough at impressive speeds on what looked like inflatable couches. The boats would roar and carve tight turns in the water while the kids squealed. Since we were in a mere 10-ft inflatable, we gave

the ski boats a wide berth.

Being on the water below the levees shields you from the surrounding signs of civilization, and after a long stretch of seeing nothing but levee walls and tule berms, you'll turn a corner and be completely surprised by something new, be it an abandoned barn, a vacation house, an old pier or some beautiful waterfowl that seems to want to pose for your camera if you could only get close enough. It's a magical place with many moods: the carnival ride to the zen garden.

The next morning we were up at sunrise for the 60-mile motorsail home to Emery Cove. We left Potato Slough just before 7 a.m. and motorsailed nearly the entire way back. The return trip was surprisingly windy, with a consistent 15-20 knots directly on the nose the entire way. It wasn't until Richmond that we could

raise the staysail, shut off the engine, and enjoy a spirited sail across the Slot back to Emery Cove. We arrived back at our dock at 6 p.m.

Although it was a relatively short cruise, it was immensely satisfying and reminds us of that feeling of freedom we get while cruising.

As you can see, we've run out of space for additional stories from the Delta Doo Dah sailors, but we'll have more firsthand reports from cruisers in next month's issue.

You'll also find many more photos from Doo Dah'ers in our SmugMug gallery online at [www.latitude38events.smugmug.com](http://www.latitude38events.smugmug.com). Official fleet members are still welcome to upload more there.

If the Delta is on your checklist for next year's sailing destinations, be sure to check in on [www.deltadoodah.com](http://www.deltadoodah.com) around March, when we hope to 'turn it up to 11' for the 2019 Delta Doo Dah.

— **latitude** /doodette chris

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# OFFSHORE COMMS —

**F**ifty years ago, during the very first solo, nonstop 'round-the-world race, legendary French voyager Bernard Moitessier rejected the idea of carrying a long-range radio aboard his 40-ft ketch, *Joshua*. Instead, he chose to communicate with the race committee by placing handwritten notes inside 35mm film canisters, and launching them onto the decks of passing ships with his slingshot.

Needless to say, offshore 'comms' have come a long way since that pivotal race — the Golden Globe — was staged in 1968. But these days, along with the ever-expanding assortment of communications devices designed for offshore sailing, comes the dilemma of deciding which ones belong on your 'must-have' list, and which ones you can live without — especially if you're on a limited budget. With that in mind, we'll share some tips and insights here that we hope will reduce your befuddlement.

## VHF Radios

With a range of roughly 25 miles, the VHF installed in your nav station will serve as your basic everyday communications tool while cruising, allowing you to hail other vessels along your route; call marinas, port captains and service providers ashore; participate in local cruiser nets; and call nearby help in emergencies.

Newer models have some enticing functions, such as built-in GPS, digital selective (group) calling (DSC), access to marine weather, and a 'mayday' button that transmits distress calls using DSC that uniquely identifies your boat and its location, even when local conditions compromise voice transmissions.

If you're happy with your current VHF and reluctant to replace it, consider buying a new, full-featured handheld as a backup. It can serve as an emergency replacement for the radio in your nav station if, God forbid, your boat gets dismantled or you are forced to abandon ship. They are also extremely useful for keeping in touch with shore parties when cell service is not available. And these

*There is nothing more comforting on a lonely night in mid-ocean than having a real-time conversation.*

days, many handhelds come with all the features of a hard-wired unit, and more. Many are waterproof, float, and can be charged with a portable solar charger. In this age of waterproof electronics, a number of wind- and kitesurfers are now carrying VHF's.

## High Frequency Radios

For many sailors who are fitting out boats to go cruising, one of the biggest head-scratchers is whether to invest in a "high frequency" single sideband (SSB) or ham radio for long-distance offshore communications.

Why the debate? Not too many years ago, the majority of world cruisers considered it a basic necessity to have an SSB or ham unit aboard, as it put them in touch with their neighbors out on the open ocean, gave them the ability

to make international phone calls via special marine operators, provided a means to reach rescue resources during emergencies, and, in recent years, facilitated sending and receiving email via special modems and software.

But these days a variety of satellite communication devices compete with HF radios for most offshore communication needs, including direct international voice calling, emailing, text messaging, and sending out mayday signals. Plus, as you'll read below, many such devices are portable enough to throw into your ditch bag and take in a liferaft.

All that being said, plenty of world voyagers would tell you there is nothing more comforting on a lonely night in mid-ocean than having a real-time conversation with like-minded fellow sailors, be they following in your wake or located 2,000 miles away. So it's not surprising that both SSB and ham nets are still active in the Pacific, Atlantic and elsewhere, providing both camaraderie and a small measure of security to international voyagers.

Note, however, that boat owners are required to obtain a ship station license for these radios — easily done online — plus at least one crew member must obtain an operator's license before *legally* using either type of radio. (See: [www.fcc.gov](http://www.fcc.gov).) However, there's no restriction on unlicensed sailors simply listening to nets in order to get weather info and other news.

An additional argument for retaining or upgrading your SSB and adding a Pac-tor modem is to access email over radio



An Iridium Extreme satphone



A Standard Horizon VHF with GPS & DSC



An IridiumGO!



An Icom SSB



waves via Sailmail, a brilliantly conceived program developed by West Coast sailors Jim Corenman and Stan Honey in the 1990s, which is still used today by more than 1,500 cruising boats.

Once you pay the reasonable annual membership, messaging is free (apart from certain limitations). And because Sailmail compresses outgoing messages and processes incoming messages to rid them of graphics, viruses, html, etc., it's said to be faster than typical mail transfers via satellite devices. Consequently, an increasing number of sailors now use Sailmail over both HF radio (when propagation is good) and over a satellite device (when propagation is lousy). Downloading GRIB (weather) files is another primary use of Sailmail.

## Satellite Comms & Tracking

When GPS was developed in the 1980s it seemed almost miraculous. It was hard to believe that soldiers deep in the jungle and sailors in mid-ocean suddenly had the ability to know precisely where they were, thanks to data bounced down to them from an unseen network of satellites. Particularly for bluewater mariners, the development of GPS was a quantum leap into modernity after centuries of relying on dead reckoning and sextant fixes.

These days, the ongoing miniaturization of satellite technologies is jaw-dropping. The latest chartplotters work off built-in GPS units smaller than a hockey puck with no external antenna. Smartphones and tablets less than a half inch thick also have internal GPS — and

that's just the beginning.

Today, the expansion of satellite systems, coupled with the miniaturized communication devices, allows offshore sailors to communicate by voice, text and email, and also to browse the Internet while their boats are being tracked by automated check-in functions.

This is a huge and complex subject, of course, but we'll give you a cursory overview here of some of the most popular options on the market today.

Satellite phones have been around for years, of course, and they are still relatively expensive to buy and use. But these days more and more sailors see them as a necessary tool for keeping in touch with family, friends and/or business associates. And when interfaced with an onboard computer, they can facilitate downloading weather info and text-only email while offshore.

During an emergency, a satphone can be a tremendous asset, as it will allow you to directly communicate with rescue resources, yet it is small enough to take in a ditch bag. Plus, it can be charged by a portable solar device. Phones using the Iridium or Inmarsat satellite networks have the most reliable reception, offering connectivity virtually anywhere that typical cruisers travel.



**A 406 MHz EPIRB such as this communicates with the Cospas-Sarsat satellite system, giving pole-to-pole coverage.**

We should inject here that no boat should venture offshore without an EPIRB (Emergency Position Indicating Radio Beacon). When activated manually — or automatically, if immersed — one of these robust waterproof units will broadcast an electronic signature that's unique to your boat, and typically send out lat-long updates on your location for nearly three days.

However, unlike satphones and the text communicators we'll introduce below, EPIRBs have no way to give specific info on the nature of your emergency. And, in order to eliminate the possibility of a false

mayday — a common occurrence — a time-consuming verification protocol must be completed before rescue resources can be dispatched. By contrast, with a satphone or satellite texting device you can communicate specifics — such as, "Crewman with broken leg needs evac" — which can speed up response time dramatically.

An offshoot of the satphone that's now very popular with cruisers is the IridiumGO! Roughly the size of a deck of cards, this amazing device serves as a satellite interface for smartphones, tablets and computers, allowing you to send and receive email, download GRIB and other weather files, and make calls

*No, this isn't intended to be your Christmas shopping list — but it could be! What will they think of next?*



Inmarsat's Fleet One

A SPOT Messenger



Garmin's InReach



# OFFSHORE COMMS

directly from your smartphone's contact list. Many cruisers tell us it also works brilliantly with PredictWind routing software. (It's also *possible* to pull up a website, but impractical due to the data cost and slow transfer speed.)

Another small-but-powerful device that's immensely popular with cruisers these days is Garmin's InReach. In addition to serving as a mini-EPIRB or PLB (personal locator beacon), this handheld device allows you to send both pre-programmed text messages — i.e. "all's well on board" — and original notes pecked out on the device's internal keyboard, or — better yet — by pairing it with your smartphone or tablet. It can also receive incoming messages.

Although an InReach's screen is tiny, you can also use it to navigate in a pinch, including placing waypoints. Automating tracking (check-in) and text-based weather forecasts are two more of its many features. These impressive gadgets have worldwide coverage through the Iridium satellite system, and a variety of monthly plans are relatively affordable.

An older yet still popular device is the SPOT. It performs tracking (check-in) functions, and can send out (but not receive) both pre-programmed and custom messages by pairing with 'smart' devices.

While SPOT programs are more affordable than most competing products, it uses the older Globalstar satellite system which is not viable more than a couple of hundred miles offshore. But its coverage is adequate for coastal cruising and exploring Mexican waters.

Because most of us have become addicted to the Internet for everything from completing financial transactions to keeping track of friends and family, finding reliable Wi-Fi is one of the most frustrating aspects of the cruising lifestyle. Inmarsat now offers a solution at a price that at least some cruisers would consider affordable.

Inmarsat's Fleet One uses the same hardware as the high-end (and high-priced) FleetBroadband 150, which many serious race boats and commercial vessels employ (see sidebar). But our understanding is that it comes with firmware that only works in your local region, and it runs a bit slower than Inmarsat's top-end products. So you can't use it all over the world, but it's an excellent option for those who don't plan to sail beyond the West Coast — and want to stay connected as they travel.

Of course, much like having reliable Wi-Fi ashore, the better the signal, the

more time you or your crew are apt to spend online, which could ultimately drive your bill up to the moon.

With so many worthwhile communications gadgets on the market today, it's a challenge to decide which ones meet your needs and fit your budget — especially if you're an incorrigible gear hound. We suggest you have a closer look at the items profiled here, then follow up by doing some research of your own.

But forget about the slingshot method. Film canisters are just too darned hard to find these days.

— **latitude/andy**

## TWO APPROACHES TO OFFSHORE COMMS

We don't know many top-notch racers who enjoy laid-back cruising as much as they love sprinting across oceans in multimillion-dollar speed machines. But Bay Area tech guru and world-class navigator Stan Honey isn't your typical sailor. When he's not routing the fastest course through the Southern Ocean or tweaking television graphics techniques for the America's Cup, he and his wife Sally often enjoy poking around the sun-baked anchorages of Mexico and Central America aboard their vintage Cal 40 *Illusion* — and getting to know like-minded cruisers through local radio nets.

Since Stan has uniquely comprehensive experience with both cutting-edge and old-school communications options, we checked in with him last month to see what devices he and Sally use aboard *Illusion*, compared to the comms arrays aboard nautical rocket ships like *Rambler 88* and the 100-ft *Comanche*.

On *Illusion*, he and Sally always carry an Iridium Extreme satphone, mounted in its charging dock, and ready to grab in an emergency. They use it for calling, texting and sometimes as a means to send and receive email (via Sailmail) and import weather data — but usually only when propagation is too funky to pull in mail and GRIB files over their SSB radio.

Although Sailmail still has plenty of subscribers, Stan laments the waning use of SSB by cruisers these days. "I remember when I was in high school and college, the cruising nets were jam-packed. There were fewer cruisers

out there, but they all were checking in to the cruising nets. Now, on the international cruising nets there are only a few boats checking in. Something important is being lost."

In terms of safety, Stan's top five recommendations to would-be cruisers are 1) an EPIRB, 2) a VHF, 3) an AIS, 4) an Iridium satphone, and 5) an HF radio.

What sort of gear would you find in the navigation station of a top-notch race boat today? "Most

race boats use Inmarsat satellite devices," says Stan. "Usually the FleetBroadband 150 or the FleetBroadband 250, and they pay about \$10-\$15 per megabyte. They run fast, at about 150 or 200 kilobits per second." Translation: Smokin' fast!

But relative to their power, the domes that supply all that data are relatively tiny, "about the size of a volleyball."

"The other option is the KVH V3. This dome is somewhat bigger, about

the size of a basketball. The terminal costs about \$15,000, which is more than the Inmarsat devices. But the data is way faster and way cheaper — about a dollar per megabyte. So for any cruising boat that's big enough that the size difference between a volleyball and a basketball isn't an issue, the KVH V3 is the way to go."

As much as Stan is right at home with the latest, lightning-fast communications technology, we'd bet he misses the days, not so long ago, when every major ocean race required SSB, and the spirited chatter that came along with it.

**latitude/andy**



Master navigator Stan Honey checks the latest data aboard Jim Clark's 100-ft VPLP 'Comanche'.

CHRISTOPHE JOUANY



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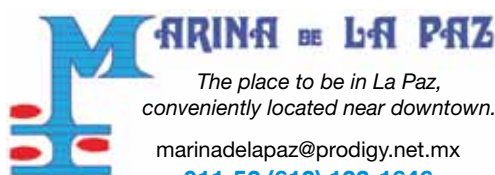
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## IMPORTANT DATES

- October 1, midnight - Entry deadline.  
October 20, noon-4 p.m. - Ha-Ha Welcome  
to San Diego Party hosted by Downwind  
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October 27, 5 p.m. - Pacific Puddle Jump  
Seminar inside West Marine, 1250  
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October 28, 10 a.m. - Skippers' meeting.  
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October 28, 1 p.m. - The Annual Ha-Ha  
Halloween Costume Party and BBQ.  
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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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# HELENA SCUTT —

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It's pretty unlikely that you haven't heard of Helena Scutt if you followed the 2016 Rio Olympic sailing events — she and Paris Henken finished in the top 10 of the 49er FX class. The 49er FX, a leading-edge skiff specifically developed for female Olympic sailors, made its debut in Rio. Helena will again break new ground in the 2020 Tokyo Olympics, competing in the mixed-class catamaran division on the foiling Nacra 17 with skipper Bora Gulari. The Olympics have never included foiling boats, and Tokyo should prove to be remarkably exciting on this front. And, if you think the 49er FX is a challenging platform, the Nacra 17 is certain to take things to a whole new level of competition with a maximum speed of somewhere in the mid-20s.

*"I was 15 and burned out of a soccer freak phase."*

Helena was born in Cheltenham, England, 26 years ago. When she was 2, her parents up and moved the family to Seattle, Washington. (It wasn't until

**Helena Scutt, with Bora Gulari, on the foiling Nacra 17 on July 31 at the Hempel Sailing World Championships in Aarhus, Denmark.**

2012 that Helena received her US citizenship, and in 2016, just days before she left for Rio, her parents too became citizens. Helena describes this as "an especially patriotic time" in her life.)

Helena was introduced to sailing at a very young age when her father would take her out on a J/24 called *Rajun Cajun* on Lake Washington. "Then he put me in summer camp at Sail Sand Point, a nonprofit community boating center in Seattle, when I was 11," she says. Her father continued taking her out on a variety of dinghies, ensuring she got time at the helm, and introduced her to flying on the trapeze. "But it wasn't until I was 15 and burned out of a soccer freak phase that I learned to race (in Lasers) and soon got hooked on the thrill of a 29er," says Helen.

Helena's 16th year was a real turning point in her racing progress. She and her sailing partner Katy Cenname campaigned their 29er with the help of coaches Ben and Jen Glass. "Within a couple of years we were on the US Sailing Development Team, and that's when my

Olympic dreams were planted. At a team training camp at the Olympic Training Center in Colorado Springs in 2010, I got to meet Olympic sailors and share the excitement with sailing friends my age, and it started to feel like something I could achieve if I worked really hard."

Studying for her degrees in biomechanical and mechanical engineering at Stanford University, Helena joined the sailing team and focused her first two summers on racing the 29er and the 49erFX. When Helena was a sophomore, the 49erFX was designated as the new women's skiff for the Rio Olympics, and Helena began thinking of an Olympic campaign because of her experience sailing the skiffs.

"The following year, Paris Henken and I teamed up at the suggestion of US Sailing Team head coach Luther Carpenter and high-performance director Charlie McKee. In 2013 and 2014 we could only race in the summers because of school, and it was hard feeling like we never got to sink our teeth into real training.

"I used to pore over a couple of books written by the US Women's Soccer Team that covered everything from mindset and attitude to specific drills and game-day routines. So those sparked my dreams of athletic excellence, with



# FOILING THE NACRA 17

the pinnacle of that being the Olympics," recalls Helena. "Fast forward several years, and the decision to go full-time sailing meant postponing my master's degree. It was an easy choice to take a chance on the longtime dream."

Her dream was realized in Rio. "Rio was life-changing, and I'm really proud of how Paris and I sailed there. Our goal was to make the medal race (top 10), which was outperforming our ranking, and we achieved that, and won a race as well, which was the icing on the cake. I embraced focusing on the process and the

result took care of itself. That is a harder mindset to practice than it sounds, and it is part of what I'm working on going into 2020. Trusting the process and giving my best to what I control... letting go of the rest. The best thing is these sailing/campaign lessons apply to life, too."

Perhaps a significant portion of her success comes from those around her whom she looked up to. Aside from Helena's father, early coaches and others who helped to motivate her along the way, she calls out specific individuals as particularly important in her quest to succeed. "Jen Glass was not only a coach but a mentor of mine throughout a few very formative years — my first couple of years racing, while I was still in high school. Anna Tunnicliffe has always represented excellence in American Olympic sailing to me. Pamela Healy became a mentor for me in the last few months before the Rio Olympics, and I'm very grateful for her support as well."

Her years-long effort to compete at this level has challenged her in many ways, and yet her motivation never seems to diminish. "I'm very competitive. At the same time I believe the saying that you don't conquer your competition, you conquer yourself. The idea of being the best in the world motivates me because it means you have opened yourself up to tremendous growth. And I have to say, the most energizing thing about an Olympic sailing campaign is watching it transform from a personal project into

a community effort. The transformation from an individual endeavor to thousands of people following along, helping and supporting you because you have inspired them, is the coolest feeling."

Helena says that she and Bora have earned significant support from the US Olympic Committee and received grants from St. Francis Sailing Foundation and Seattle Yacht Club Foundation. Their sponsors include Futuramic and Harken. "Other sponsors enable us to cover our expenses, such as equipment and travel. Support from friends and family is a big part of our budget and we couldn't do it without their generosity," she says.

*Helena sailing the Laser Pico with her father, Oliver, on Lake Washington in Seattle.*



COURTESY HELENA SCUTT



*Helena's first regatta, sailing with her dad, was the 2004 Enterprise Worlds in Cork, Ireland. Her Aunt Jane had been women's world champion helm multiple times, sailing with her Uncle Nick. "The waves were tall enough to make the boats around you disappear from view!" — photo courtesy Helena Scutt*

Some of her greatest challenges have revolved around recovery. Without the ability to train at 100%, the mental and physical challenges of competing become exponentially greater. In Helen's case the greatest is mental, which is hard to believe after you learn of her many serious injuries: "I have broken my vertebra (read broken spine) and (two) ribs, lacerated a kidney, had surgery on both hands for carpal tunnel syndrome, and fractured my right hand," she

says. The injuries, aside from her carpal tunnel, were sustained after getting hit by another boat during the 2013 49erFX World Championships.

"Each time I have fought to heal as fast as possible and get back in the saddle because I love what I do. Especially in the new foiling Nacra 17; I know it can be dangerous and scary at times. But that's part of my sport; it wouldn't be my type of racing if it was slow boats far away from each other — so I embrace it."

Other challenges include "extensive time away from home, and learning to work with a teammate under pressure."

# HELENA SCUTT

But getting through these trials, she remembers a few core principles that she's taken to heart: "To truly grow, you must be outside of your comfort zone; to accept criticism, make sure that your desire to improve is stronger than your desire to be right; and most easy things are not worth doing... as in, it's challenging because it's worthwhile."

Helena and Bora's training routine may not be that of Anna Tunnicliffe's (whose could be?), but it's intense and noteworthy. "During a training block, we sail five to six days per week for an average of three hours per day. I go to the gym for strength training or cardio three to five days per week, depending on how much we are sailing. A training day includes cooking and eating the right fuel, warming up (30 minutes of stretching, etc.), boatwork (can be four hours some days), sailing (usually three



**Helena signs autographs for kids at FAST USA/Treasure Island Sailing Center earlier this year.**

hours), recovery stretching/icing (half hour to one hour), video debrief (one hour), and campaign administration/logistics (varies)."

When Helena and Paris were training for Rio, they practiced in Long Beach in

May, "because it's fantastic for two-boat tuning." But for heavy weather they focused on sailing out of Richmond YC and also in San Diego because that was Paris's hometown. "In the near future, Bora and I look forward to some sailing out of the new base on Treasure Island organized by FAST USA."

It's not often in the sailing community (in any sporting community for that matter) to come across a young woman who has been competing for only 10 years and is poised to race in her second Olympic challenge. But from all indications — competitors beware! She and Bora are going to put up one heck of a fight. Read more about their campaign at [www.gulariscuttracing.com](http://www.gulariscuttracing.com), and see [www.teamusa.org/us-sailing/athletes/Helena-Scutt](http://www.teamusa.org/us-sailing/athletes/Helena-Scutt).

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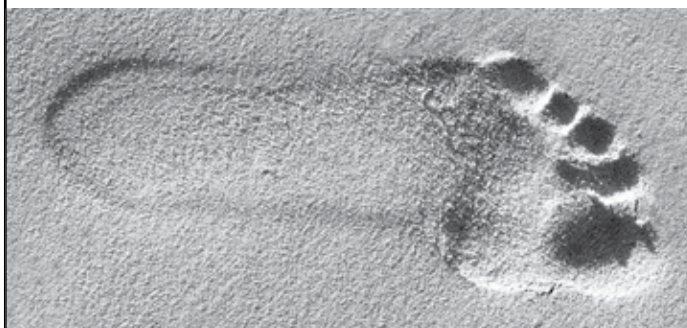


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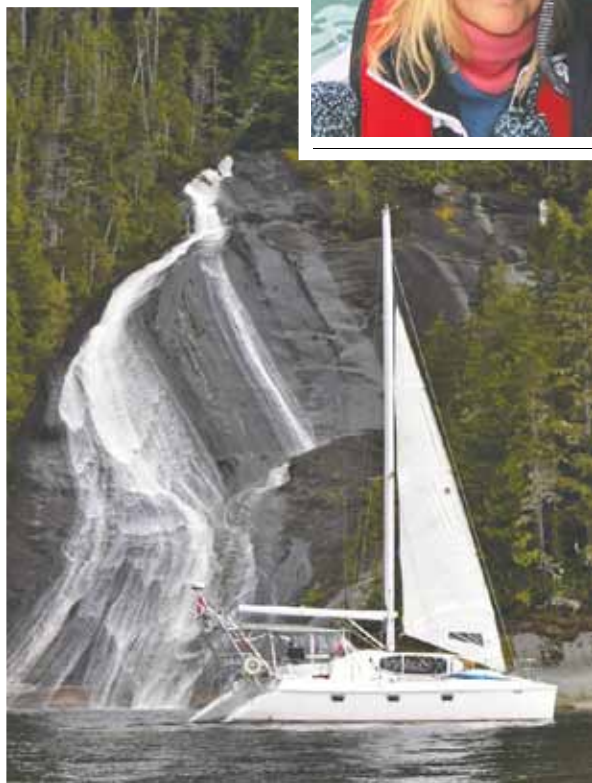
# PASSIN' THROUGH —

Like so many great West Coast migrations, this time of year sees flocks, pods and gaggles of cruisers making their way from the Pacific Northwest, passin' through the Bay Area, and heading south for warmer latitudes. No small number of these transient sailors have their eye on a late-October arrival in San Diego for the start of the Silver Anniversary Baja Ha-Ha, and no small number are catamarans — a record number this year. It's always a pleasure to catch a cruiser tied up at one of our local docks. Here are a few people we've met over the last couple of weeks.

## Salish Dragon

"In June, we quit our jobs, headed out and turned left. We don't know when we're coming back," said Steve and Tracey Dolling. We met the Vancouver couple in early September during our Crew List Party at Spaulding Marine Center in Sausalito — they were headed for Half Moon Bay the next day aboard their Manta 40 catamaran *Salish Dragon*. "It's good to be here; it's cool, though.

**Tracey and Steve Dolling take a selfie in Alaska; below: 'Salish Dragon'.**



We're waiting to get the point where we can wear shorts. We're going to figure it out as we go. We really enjoy Mexico, and may find ourselves spending three or four seasons there."

The Dollings are on their way to do their second Ha-Ha; their first was in 2009, when the couple — along with their 11-year-old son — decided to take a year off and sail south on their Catalina 34, eventually joining the cruisers' rally. "It was a great way to meet people and meet other kid boats. We have friends we met back then who've been all across the Pacific and New Zealand.

"But it was a rough year," Steve said. "I think the roughest in history." (That was the same year that the *J/120 J/World* collided with a whale, and sank). "We made our little Catalina do 12 or 14 knots," Steve said, adding that such rough conditions bred confidence for future cruising, and this next Ha-

Ha. "Because '09 had such bad weather, it kind of gives us comfort because it wasn't that bad. And this time, we get to enjoy it more. It's sort of nice knowing what to expect."

Steve and Tracey said that the cruising grounds of the Pacific Northwest are dramatically different from what they've found

on their southerly trek. "In British Columbia, there's a lot of islands close together. We would go by more anchorages within 50 miles of our marina in Vancouver than there are on the entire West Coast." The Dollings said that they were a bit taken aback by the shallow depths of the Bay Area. "When we were sailing across San Francisco Bay in 12 or 15 feet of water; that would be high and dry on a low tide where we're from. We're used to fjords that are thousands of feet deep. It's a different way of thinking here."

Last year, Steve and Tracey did a shakedown cruise in Alaska with their new cat. They said the spectacular cruising became almost mundane. "One

morning, I woke up, went out on deck, and there was a humpback whale 50 yards off the boat," said Steve. "There were also sea otters and a salmon jumping — all in one scene. But I didn't even bother to call Tracey, because there was nothing new there. It was all the time, every day." The Dollings said they especially enjoyed their time here at latitude 38. "When we first read about the entrance to the Bay, we were mildly terrified," Steve said. "We heard there was fog, wind and lots of traffic. But when we actually arrived, it was sunny and there were no ships. We sailed under the Golden Gate with the spinnaker. And we've found that wherever we go — if you're patient. It's never as bad as you think in your imagination."

The Dollings especially liked Fort Bragg. "It's the coolest port on the West Coast; the waterfront, the little buildings on the pilings, and the entrance is just spectacular," Steve said. While in Fort Bragg, the Dollings had an epiphany about the cruising life after pushing a cart full of their clothes back to the marina from the laundromat. "I tell people that we're homeless and unemployed," Tracey said. "The other way to say it is that we quit our jobs and moved onto a yacht," Steve joked.

## Big City Fish

Rick and Linda Falder's plans to sail south this fall changed — or were annoyingly delayed — when someone ran into *Big City Fish*, their Leopard 43 catamaran, while she was at the dock in Seattle. "We were gonna have the boat ready to go in the springtime, but the refit took longer than we thought. And then someone hit us." This will be the Falders' first-ever Ha-Ha.

"It seemed like a fun way to get from San Diego to Cabo San Lucas," Rick said. "I'm really curious. I've never participated in anything like this. I'm looking forward to meeting lots of people." Following the Ha-Ha, the Falders plan on cruising the Sea of Cortez, heading to La Paz for Thanksgiving, and ending up in Puerto Vallarta in February, though Rick was careful to say that they hope to





# PNW CATS HEAD TO THE HA-HA



SALISH DRAGON

**'Salish Dragon' lookin' good on the hook at magic hour in a Pacific Northwest anchorage.**

be true cruisers and go where the wind blows. "We have big plans to go to Europe someday. For now, we plan on heading south, keeping the boat somewhere in Baja the next summer, and heading farther south the following season."

Rick grew up sailing in Newport Beach, but moved to the Pacific Northwest about 25 years ago. "We've had the boat for, gosh, five years now. We bought it in the Caribbean and sailed it up here — now we're retiring and heading back at a much more leisurely pace." Rick said that until recently, the pace in Seattle — when compared to the hustle and bustle of California — was a little more laid back. "But it's going through a growth spurt; you can't drive anywhere because of the traffic." He also said that he at least occasionally enjoyed Seattle's famously inclement weather. "To be honest, there's something to be said for a storm. The occasional snowfall is exciting; it disrupts people and gets everyone out of their routine."

Windless summers are another well-known aspect of the Pacific Northwest's weather. "If I was going to stay up here, I would probably own a powerboat because the winds are so fickle. A couple of

years ago, we took our boat to Vancouver for a concert, and ended up motoring almost the whole trip; it just is what it is."

The Falders are planning on spending some time in the Bay Area on their way down to the border, but like all wise cruisers, made no hardened plans. "We'll

see when we get there," Rick said.

## **Stray Cat**

We also met Derick and Barb Sindell at the Crew Party as they were passin' through the Bay on their Lagoon 380 *Stray Cat 2*. Like the Dollings, the Sindells had since moved on to Half Moon Bay, and said they enjoyed their time in the Bay Area. "It was fun," Derick said. "We spent 10 days there: Sausalito, Emeryville, Berkeley and Pier 39. That's the nice thing about being on a boat — you can move around whenever you want to." Derick and Barb said they especially liked being so close to the action in San Francisco, and said they were lucky to be on a dock opposite the famously cantankerous sea lions. What's more, it was just \$50 a night to dock at Pier 39. "One of the things we've noticed is that the marinas are cheaper here than in the Pacific Northwest," Derick said, exclaiming for possibly the first time in history that anything in the Bay Area is cheaper than anywhere else.

This will also be the Sindells' first Ha-Ha. "We were thinking about heading down to Mexico anyhow," Derick said. "It seemed like a fun way to do it, and there's safety in numbers when you're doing it for the first time. We've been told

**Left: Derick and Barb Sindell strike the obligatory pose in front of an iceberg. Left: The obligatory shot under the Golden Gate.**



BOTH PHOTOS STRAY CAT

# PASSIN' THROUGH

it's a good way to meet other people."

The Sindells have sold everything, live full time on *Stray Cat*, and plan to spend a year or so cruising around Mexico before working their way south and making a decision "whether to make a left turn or a right turn. We're leaning toward going through the Canal and on to the Caribbean first, then going back through the Canal and heading over to the South Pacific."

Also from Vancouver, the Sindells took sailing lessons some 30 years ago, and have been chartering ever since. "We bought the boat nine years ago when she was still in the charter fleet, which helped to offset the costs. We spent a lot of time cruising the Pacific Northwest."

We asked the Sindells if our romantic image of sailing off Washington and Canada bore any resemblance to our imagination: Coves with towering pine trees, grizzly bears feasting on leaping salmon, and glaciers meandering down to deep fjords. "That's pretty much it," Derick said. "It's probably one of the world's best cruising grounds. There are lots of protected anchorages that are out of the wind and swell. There are also challenges, like 30-ft tide swings, lots of current, and narrow passages."

Derick and Barb reflected what we'd heard from Rick Falder. Yes, the Pacific Northwest is beautiful and stocked with idyllic anchorages, but there's very little wind in the summer. "When the high pressure sets in, you get that nice weather," Derick said. "But we call it stick boating; you motor everywhere, especially if you're in the Gulf Islands or San Juans. During the shoulder seasons, you spend more time sailing."

The Sindells hope to arrive in San Diego two weeks before the Ha-Ha, and look forward to gleaning some local knowledge from the rally's many veterans. "That's why we were interested. It's an easy way to step in."

## That one hopeful . . .

It's becoming something of a Ha-Ha tradition for a handful of hopefuls to go to any means necessary to find a boat. Last year, it was Cheryl and Mabelle Yutzy, who flew in from Pennsylvania to catch the Crew Party (they mistakenly flew to San Diego first, before catching a last-minute flight to the Bay). This year, Eric Specne from Portland, Oregon, sent us this dispatch: "Love *Latitude 38* and the countless informative and entertaining articles I've digested over the last 10

years — especially the ones covering the Ha-Ha. So this year I decided I was going to find a way to participate and be a part of the story first hand.

"Renew passport, check. Get the time off, check. Get permission from the admiral and first mate with the promise we could do the Ha-Ha on our own boat someday, check. All I needed to do was get to Sausalito by 6 p.m. on the 5th of September.

"I dropped off my fourth grader at school and started my personal *Canonball Run* down Interstate 5, trying to shave an hour and a half off the Google drive time. After passing a parked state trooper going 85 and not catching any lights, I thought, "This is my lucky day — I might even be a little early." But all hope faded when I was a little north of Redding and came around a corner face to face with stopped traffic and a 100-ft wall of flame blocking my way. For a moment I thought, what would Webb Chiles do? With all big dreams come setbacks. I am still looking for a boat that needs a crew member. I am athletic, laid back, hard working, and have a 25-ton inland master's if someone would like to contact me at [ericshivashelleysandy@yahoo.com](mailto:ericshivashelleysandy@yahoo.com)"

— **latitude** / **tim**



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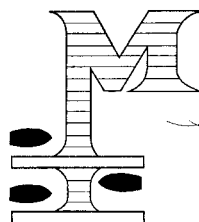
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# RANDALL REEVES

ALL PHOTOS / RANDALL REEVES

When I met up with Randall Reeves in mid-September outside KKMI, he looked beat.

After sailing out the Golden Gate in October 2017, Reeves has been around the world, though not in the way he'd intended. He was forced to make two emergency pit stops — one in Ushuaia, Argentina, and the other in Hobart, Tasmania — before finally abandoning his attempt to circumnavigate

*"There's definitely an element of wanting to be part of 'The Club.'"*

the Southern Ocean, then sail up the East Coast of the Americas, through the Northwest Passage and back to the Bay Area, a route that he dubbed the Figure 8 Voyage. Having just returned to San Francisco in July, Reeves is basically on another (albeit slightly longer) pit stop, before making another 40,000-mile, twice-around-the-world-in-one-season attempt at the end of the month for the Figure 8 Voyage 2.0.

In the days prior to meeting with me, Randall Reeves was still repairing damage sustained in the high southern latitudes aboard his 41-ft aluminum expedition vessel, *Möli*. He had just replaced a panel of switches that had been soaked after the knockdown, when breaking seas smashed a window and flooded the cabin in the Indian Ocean back in February. "I'm going to start loading the food soon," he said, implying what seemed

to be a certain milestone of readiness. In the last few days, Reeves had been taking a few shakedown cruises to test various systems.

We drove from KKMI to Point Richmond to grab a beer and some food, and after settling into a table in the loud,

crowded bar, Reeves seemed a little incongruous in a place surrounded by so much humanity. This man had spent nearly 10 months alone at sea, including four-plus cold, wet months in

the Southern Ocean — and he was about to do it all again. Reeves planned to set sail back out the Gate on September 30, after we went to press.

"It's a privilege, this opportunity I have to see the ocean," Randall said. When I first met him in April 2017, I presented him with that most trite and over-asked of questions, "Why? Why do it?" Reeves always gravitated toward concepts like the challenge and the honor of just being there, of "seeing the big, bad ocean on its own terms." Despite myself, I pressed him again, wanting to know exactly what he was "looking for." We at *Latitude* assume that sailors simply want to sail, and live by a similar "because it's there" ethos that many mountain climbers subscribe to. But rather than the mundane question of why, I was curious instead how it might feel if he completed the Figure 8. What would that mean to



him? How would he think of himself?

"I can't imagine," said Reeves. "I've been going at this project for five years, and right now all my focus is on the route. I've got no sense of what comes after. I've just circumnavigated solo in three stops, but it doesn't feel that much of an accomplishment. If I can complete the Figure 8 as planned this second time, I'll probably be telling you next year that it was easy, anyone could do it. And I'll be right. Accomplishment is a matter of setting your mind to it. The rest follows."

At a recent lecture he'd given at a conference in San Francisco, Reeves explained how rare such sailing attempts are. As many as 6,000 climbers have summited Mt. Everest; 600 astronauts have achieved at least an Earth orbit, but since Robin Knox-Johnston's first solo nonstop circumnavigation in 1969, only some 300 sailors have successfully duplicated his feat. After a few sips of beer and a little prodding, Reeves said: "There's definitely an element of wanting to be part of 'The Club.'"

Reeves had been inspired by Bernard Moitessier — whom he'd met and interviewed in the '80s while the mystical Frenchman was moored in Glen Cove

**Spread: Randall Reeves has his eyes on the prize to complete the Figure 8. Bottom: It was a bitter-sweet return to San Francisco in July for Reeves.**





# GOES AROUND AGAIN



contemplating the fate of the first Figure 8, Reeves expressed what the voyage meant to him. He considered pushing through last April, but that would have put him at Cape Horn close to winter, and would have left no margin for error in his passage up the Atlantic for an August arrival at the entrance to the Northwest Passage. "I'd proven I was good at error, and having a flawless second half cruise seemed doubtful."

Reeves also considered hanging out in Tasmania and New Zealand before continuing on to the Horn at the end of the year, but decided against that as well. "It's personal and difficult to convey," he wrote on his widely read blog. "A long stay in Hobart would have been fun, but, simply put, such an approach is not how I envisioned the Figure 8. The double loop is meant to be completed in a year. It's an Everest-type attempt, not a sightseeing tour."

**R**andall Reeves has an explorer's spirit. On his blog, he writes often about birds, sea life and remote islands. "Wild places," he said of the Crozet Islands in the Southern Ocean, as he passed south of the archipelago in February. "I didn't expect to see land, and it's an emotional shock. Exciting. Eerie. Then, suddenly the islands are swallowed by cloud. But their evidence is all around me in vastly increased bird life. I've seen my first cape petrel and first giant petrel, and then all the usual suspects, wandering albatross, black-browed albatross, white chinned

— and his prose in *The Long Way*. "He offered me coffee — black, instant, in a cup he'd just wiped out with a not-too-clean dishcloth wetted with a little spit — and he smoked his Gauloises the whole time. But reading Moitessier made me want to do something that was hard, a thing I'd thought up myself, and whose success or failure was only up to me. There's a certain 'in the footsteps of giants' aspect to the Figure 8, but when you are out there, there is no evidence anyone has gone before. It's just you and the ocean."

As we drank, the original Golden Globe came up several times. "After the next trip, I'd like to reread Moitessier and Knox-Johnston and see how they went about their routines, see how our approaches differ and how my experience will differ."

Also providing inspiration was Matt Rutherford's pioneering singlehanded nonstop voyage around the Americas in 2011. "I was returning from a two-year Pacific cruise when I heard about Rutherford. It occurred to me that you could put these two voyages together — the Southern Ocean loop and the Northwest Passage — and have a super-long, super-interesting, super-unusual en-

deavor that might be more interesting to a wider audience than just another guy going around the world via the Southern Ocean," Reeves said last year.

After being forced to make his second pit stop in Hobart, Tasmania, and while

*'Mōli' powering through big seas somewhere in the Southern Ocean.*



# RANDALL REEVES



**When you're singlehanded around the world, you get good at taking selfies. From left: Reeves provisions for the Figure 8 2.0; Reeves recently repaired electrical damage from a harrowing knockdown in February; Reeves playing peek-a-boo at sea onboard 'Möli'.**

petrels, prions, skuas. Such riches here. An exciting day."

And after ducking into the coast of Chile (on his way to Ushuaia, Argentina) in December to make repairs, Reeves marveled at his storied surroundings: "I'm well into Beagle Channel. Night is coming on. I am both fatigued and elated [Reeves had been hand-steering for a week and was awake for two solid days when he wrote this]. It's this place! Beagle Channel — the history of exploration respires from the rocks and glaciers. Just north of here Magellan was the first to discover a strait cutting through from the Atlantic to the Pacific. The bay we entered was first explored by Captain James Cook. The channel we transit was discovered by Captain Fitzroy and bears the name of his ship on which Charles Darwin was a passenger. I can almost see the *HMS Beagle* beating up day after day. South of here Drake went west looking for Spanish Gold. Somewhere near here, Slocum spread tacks on the deck of *Spray* as protection against marauding Fuegians."

During one of those "why do it" conversations last year, Reeves talked about the "non-human" world of the ocean — the utter wildness of it, in other words. He likened long ocean passages to space travel. At the bar, he gave the following example: "I was asleep in my bunk during a quiet night at sea in the doldrums; all the hatches were open. Suddenly, something hit me on my chest: A small bird, a storm petrel, had collided with a stay in the night and fallen into the boat. "I picked it up, held it in my hands, and realized that this creature, which spends 95% of its life on the wing at sea, had likely never, ever seen a human. We were equally alien to each other, and yet,

we were part of the fabric of life at sea." Reeves marveled at the encounter.

With fresh pints on the table, Randall told me about the years he'd spent working in San Francisco for a restaurant company. "I worked six days a week," he said, "and on my day off, I would get in my truck and drive straight to West Marin. I'd sleep in my truck, and then go hiking all day." It seemed as if he was talking about paying his dues — putting in the time in order to get where he wanted to be, both then and now.

Reeves' first boat was a Columbia 24 (the same as mine), but his first blue-water boat was *Murre*, a 31-ft Far East Mariner that he would eventually single-hand around the Pacific over the course of two years. He started from Mexico in 2010 and sailed to French Polynesia and Hawaii, then on to Alaska, and back to San Francisco in 2012. The on-and-off-the-water adventures of *Murre* also led to Reeves' first blog.

His dispatches from the Figure 8 have been extremely popular among our readership — and the sailing world at large. "Telling the story is almost as much fun as having the adventure," Reeves said in a recent interview with a local news station in San Diego. The exact routine of sailing alone around the world is, as it turns out, endlessly fascinating. Reeves' blog chronicles . . . well, everything: The technical aspects of sailing and navigation, sleep cycles, day-to-day maintenance, the aforementioned ornithology, and provisioning — as well as meals while one is at sea with no refrigeration (making bread seems to be Randall's specialty).

Reeves' appeal, in my opinion, is his relatability. He's humble but not self-deprecating. He talks about learning

the countless lessons the ocean has to teach without diminishing his gusto or expertise. "I was attempting to carry wind and breaking seas too close to the beam; it was a wave that caught us dead on the flank that sent us over," Reeves wrote on his blog. "I'd had plenty of warning. We'd been hit hard several times. I just didn't know how to read the signs. Do now."

Reeves also frequently discusses the rhythm and routine. "I think it was Patrick O'Brian who wrote about habit being so important to sailors. For me, the day's sun shots are at 10 a.m., noon and 2 p.m., and then I like to write at the same time every afternoon, usually between 4 and 6 p.m. And immediately after the log is sent in, I like to have my evening's one beer. Then I cook a hot dinner and start my sleep cycle almost immediately after doing dishes. That's the progression, day after day, and I don't like that to be interrupted. I guess it's a way of maintaining a sense of control in an environment I cannot control."

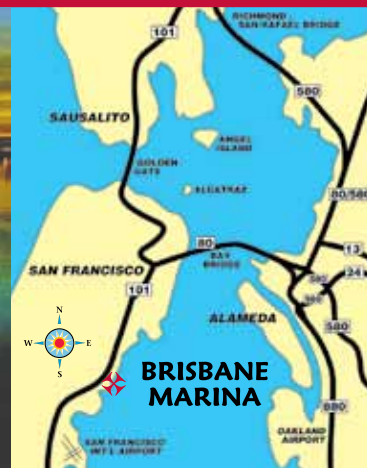
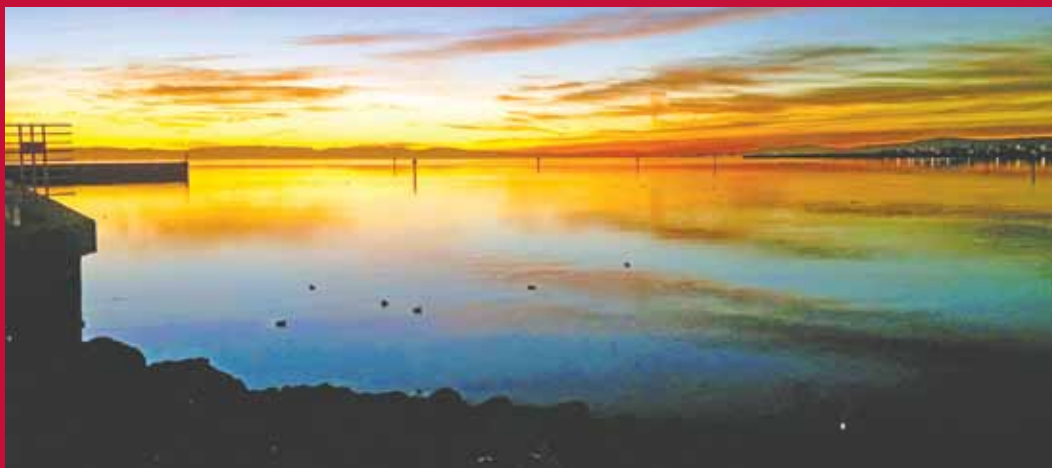
It seems like many people — myself included — assume that if you're sailing alone around the world, you'll have plenty of time on your hands. And while there certainly may be some long solitary hours where the boat is in order, Reeves said that he was remarkably busy. "There's always something to do. The boat can always go a little faster or the Monitor windvane can be tweaked to better approximate my desired course; some chafe always needs tending to. On and on. Still, there's plenty of time to simply admire one's world."

— **latitude** / *tim*

*If you're interested in helping Randall Reeves fund his blog, go to [www.gofundme.com/figure-8-voyage-20](http://www.gofundme.com/figure-8-voyage-20).*



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ALL PHOTOS / MAX EBB

"Jibe now!" Lee shouted from my windward quarter. But I was going nearly 20 knots, and a bear-off and jibe seemed like an extremely hazardous maneuver for someone with no experience at the helm of this type of craft. The last thing I wanted to do was attempt a jibe.

"Jibe now!" Lee repeated, with more urgency. "It's easy, the wind will go forward!"

*I nearly collided with a car made entirely out of marshmallows, and almost knocked over naked people on stilts.*

It was jibe now, or crash into a giant robot rhinoceros. I took a deep breath and bore off as I bounced over the rough surface of the playa at a frightfully high speed. But then a strange thing happened: The boom didn't flip across violently and throw me hopelessly off balance. Instead the sail luffed across centerline in a gentle headwind.

"Of course!" I thought to myself. "The true wind is 12 knots, I'm going at least 20, so my dead-down heading during the jibe puts the apparent wind on the nose at only eight knots."

"Don't forget to switch hands," was Lee's next instruction, which I did naturally as I ducked my head to let the sail luff across to the new tack. Then as I headed up to a reach, the wind swung aft and the rig powered up. It was backward, but it was starting to make sense. I held the boom against the new pressure with my leeward hand, keeping the windward hand on the handlebar, and heeled the bike to windward to balance the wind force.

Lee, now chasing me on the other bike, passed close to windward and I followed her course up to a close reach so we could tack upwind back to my friend's big RV.

It wasn't the sailing bicycles that attracted me to Burning Man. It wasn't the challenge of staying comfortable in the high desert with just a tent, some water and a dust mask. It was my friend with the huge RV, fitted out with a genset and a powerful air conditioner. This

land yacht was almost as spacious as his big powerboat, and the wine locker was every bit as well stocked.

I had been strolling around the immediate neighborhood, admiring the various forms of conceptual, automotive and anatomical art on display, when a squadron of truly amazing vehicles flashed by at well above the bike speed limit, leaving a cloud of dust in their wake.

The pilot at the helm of one of them executed a skidding turn to stop in her tracks. "Max!" she hailed. "Like, what's an old guy like you doing at Burning Man?"

It was Lee Helm behind the goggles and dust mask. I can't say I was surprised to find Lee at Burning Man, although she certainly didn't expect to cross tacks with me.

What did surprise me was her mode of transportation — some kind of sailing bicycle. She kicked off, sheeted in, and executed a few tight circles around me to show off the maneuverability of her creation.

"Brilliant!" I exclaimed. "Let me get a good look at how that thing is rigged," I said after she finally brought the bike up into the wind and came to a stop.

"It's like, not really my invention," admitted Lee. "Credit goes to George Patterson, known in the '60s as a designer of C-Class catamarans. It was featured in the July '74 issue of *Yacht Racing*



**A photo from the 1974 issue of *'Yacht Racing'* magazine that inspired Lee Helm to recreate the sailing bike.**

magazine."

"How did you ever find out about it?" I asked. "July '74 was long before you were born."

"Cleaning up some old files in the university sailing club's archives," she said. "They saved a copy of the magazine. According to the article, there was even a production version called the AerO-cycle. But like, it was not a commercial success."

I didn't have to ask to try it, Lee handed me her helmet and goggles, and



# ON TWO WHEELS



**Lee's version, based on an old three-speed bike, rigged with the high-wind sail. The rig is made entirely from discarded windsurfer parts. The pedal-powered drive train is left in place, handy for getting out of irons.**

I was off. Lee borrowed another bike from one of her friends, now engaged in a discussion with the creator of a walking robot.

There was a little bit of upwind work to get back to the RV anchorage, and it was a scary ride while I struggled to learn to handle this machine. I nearly collided with a car made entirely out of marshmallows, almost knocked over some naked people on stilts, and had to

yield right-of-way to a full-rigged ship on wheels that claimed their ability to maneuver was constrained by draft.

Finally back at the RV, I invited Lee and her friends inside the big land yacht to cool off, an invitation they accepted gratefully.

"We have everything we need to be comfortable here," boasted the RV owner as he passed out cold drinks. "We even have an ULPA filter on the AC, which captures particles down to a tenth of a micron. That's one-third the size of your usual three-tenths micron HEPA filter. But we neglected to bring bicycles, and this place is far too big and far too hot to see it all on foot."

"And too hot to pedal around in a conventional bike," added Lee.

"But there's usually a good breeze blowing. We just have to be careful not to get too far downwind, because not all the streets line up for good upwind angles, and short-tacking makes heavy weather of it."

"Next year we bring sailing bikes for the whole crew!" asserted the land-yacht skipper.

"Some hints for building them," Lee advised, "so you don't repeat my early mistakes."

I took careful mental notes.

"I first had the mast step attached to the front forks and handlebars," she explained. "Big mistake: The mast step

has to be attached to the frame. Otherwise there's too much coupling between the sail force and the steering. You need to use the bike's fork rake and trail distance for stability, and that works, like, independently of the balance between heeling force and righting moment. And no mainsheet, you hand-hold the boom so you can change heeling moment very quickly as you sail through turbulence. Hand-holding the boom also brings most of the righting moment through your body instead of the mast step, to keep the load on the mast step structure relatively light."

"I like the fact that you can sail on two wheels," said the RV owner. "Combining gyroscopic stability with sail control. It seems like a much more elegant solution than those three- and four-wheeled land sailers I see."

"Actually," Lee corrected, "gyroscopic stability has, like, very little to do with it. It's all in the trail distance between the ground contact point and the axis of rotation of the front forks."

*The mast has to be attached to the frame, otherwise there's too much coupling between the sail force and the steering.*

"Really?" I questioned. "What about those experiments with the bicycle wheel and the swivel chair we all did in school?"

"The gyroscopic force is there, but it's small compared to the centrifugal forces that keep the bike upright. I mean, haven't you ever wondered why a little two-wheel scooter, with a tiny front wheel that has almost no rotational inertia, is still easy to balance?"

I confessed that I had never wondered about that, even though I had logged a lot of helm time on one of those scooters in the distant past. Then Lee went on to describe an experiment whereby a counter-rotating rim was installed on an otherwise normal bike, to negate gyroscopic effect, and the bike was still perfectly rideable.

"So that's why bikers chop their bikes," added one of Lee's friends. "The increased rake angle increases the trail distance for better high-speed stability."

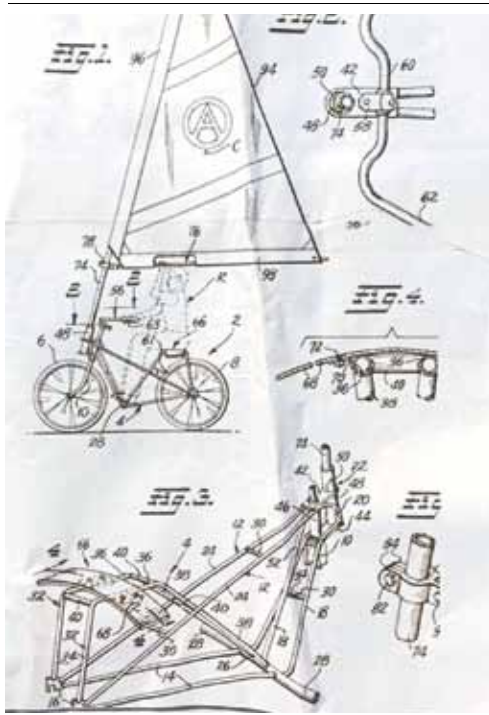
# MAX EBB

"Depending on the hub offset and the wheel diameter," Lee added.

"Could I have a bike shop weld the mast step to the headset bracket?" I asked.

"Sure, but it might distort the bearing housing, and it might prevent you from experimenting with different mast rake settings. I just used plywood brackets to keep it simple, with multiple holes for rake adjustment. One helpful mod is to turn the handlebar stem around backward, so the handlebars are aft of the stem axis instead of forward, to allow clearance for the mast step. And like, most important, you need two front brakes, or at least, two front brake handles. That's 'cause you only get to have one hand on the handlebars, and it will be on the windward side, so you need the ability to work the front brake from either side. And like, you have to watch out for overhead wires and low tree branches."

"Wouldn't it be safer," I asked, "to use the rear brake? Less chance of a pitch-pole?"



Patent drawing for the AerOcycle. More at [www.oldbike.eu](http://www.oldbike.eu)

"No, there's no braking power in the rear wheel. As soon as you start to decelerate most of the ground contact force shifts to the front wheel, so the rear wheel skids before it has much effect. You need to use the front brake, and you need two front brake levers so can work it with either hand."

Lee had more tips about where to find discarded windsurfer sails and spars. "If you can find the right combination of broken masts you can use part of an older, large-diameter mast as the mast step, and the newer small-diameter masts will slide inside."

"I used half a broken windsurfer boom for the bike's boom. The adjustable boom length is useful for different size sails. But you can, like, also build the whole rig out of broken Laser or Sunfish spars, cutting off the top half of the Laser sail and adding some clew and tack grommets."

"Let's sail over to the 747 dance party," Lee's friends suggested. "It's a reach both ways."

max ebb

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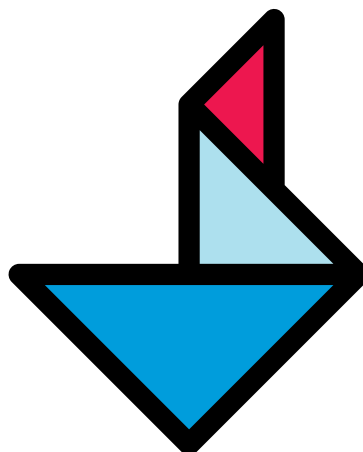
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# THE RACING

**This year's Jazz Cup was 'comme il faut', but the SSS Half Moon Bay Race got off to an uncharacteristically rough start. Plus reports on Laser regattas away from San Francisco Bay, a quick look at the ASMBYC Champion of Champions, Beer Can Box Scores and a few Race Notes.**

## A Jazz Cup Like It's Meant to Be

One of the reasons we like to race in Labor Day Weekend's Jazz Cup is that it's the last long-distance, downwind, inland race of the season. Peeling off the foul weather gear, stripping layers en route, and arriving at a warm, friendly party destination is rewarding.

Last year's race was an exception, as record-breaking triple-digit temperatures in San Francisco had racers jumping into the normally chilly waters to cool

up, we crashed, we picked him up, we got him on the boat, then set the kite again and off we went," said crew Pete Belghaus. "I think we did all right considering our slight waterskiing expedition."

Jay Hickman on Bob Harford's Express 37 *Stewball* said he took the longest time to take off his foul weather gear because he was too busy trimming the jib and the guy. They were sailing in a division with five J/105s. "At some point we decided to just race the other Express 37, *Eclipse*. They had made up a lot of ground by the time we got into Carquinez Strait. At one point we were overlapped on the same board and they could have taken us up, but there was a boat in between and we got separated. At the end, on the weather leg, we were able to re-distance ourselves. We were just happy we didn't explode another kite because there was a lot of tight reaching all day. Bob's nervous about blowing up kites because we have a pretty bad track record lately."

Mark Thomas, skipper of the Santa Cruz 37 *WildCard*, said that the wind prediction he read was 100% wrong. "It was supposed to be light and build at the end. It did the opposite. We put up the runner and we immediately headed to-

ward Berkeley because we couldn't go up. We had to reach up and drop the chute. Then we put the runner up again and it blows 20 knots at Point Pinole and we're heading toward the ship channel. We had to douse again. We put up a Code Zero. It wasn't fast. We had all the wrong sails up at the right time. We had taken the A7 off. If we'd had that — oh man! We had a day of the wrong kite up, and we learned a lesson. Our boat is so light we can't reach at all with a big kite."

Bob Walden's Cal 39 *Sea Star* pulled off a division win by two seconds over Joan Byrne on the Beneteau 38 *Mist*. "It was a beautiful day; it was a lot of fun; I want to thank Jesus and my parents; and I owe it all to drinking a little rum every morning because that keeps me on edge," quipped Bob.

Peter Baldwin on the J/105 *Big Buoys* called the conditions perfect, "the Jazz Cup as we remember it. This was less than 20 knots. It paid off to go high very early on the downwind leg and then bear away. We caught up to loads of the other boats. It got fluky at Carquinez, which always takes us by surprise, and I pick my brain: Where's the best place to be in the water?"

"This was what Jazz Cup should be about. And look," he added, pointing out the crowd in the raft-up, "it's very social."

**Mark Kennedy's Flying Tiger 10 'CentoMiglia' performed a repeat win of the Jazz Cup Trophy, a challenge between the hosting clubs, South Beach and Benicia YC. The crew — Vladimir, Victoria, Ross, Mark, Ben and Pearl — are pictured below with the coveted horn**

BOTH PHOTOS LATITUDE / CHRIS



**Greg Nelsen and Dan Alvarez doublehanded 'JetStream' to an overall monohull Jazz Cup win.**

off — not at Benicia, but in the Central San Francisco Bay! Alas, the breeze never did fill in and no one finished the 24-mile race within the time limit.


Fast-forward one year and we find plenty of breeze at the start in the Slot, a brisk, short upwind leg to the R2 buoy, the promised fast, long downwind leg to a drop mark just shy of the Benicia Bridge, and favorable flood current. Along the way was intense competition in the 95-boat fleet.

Lori Tewksbury sailed with an all-female crew on the Express 27 *Hang 20*. "Jenna, Jennifer, Angie, Anna, Lori. We got second." Other Express 27s were *Shenanigans* and *Yeti*. "I did the Drake's Bay Race with Adam from *Yeti*," said Lori. "I said, 'I'm racing against you.' *Shenanigans* had a good start and they were in front, but we passed them."

Greg Arkus, skipper of the Tartan Ten *Abba Zabba*, fell overboard near Vallejo, but hung onto the guy. "We had the kite







Two trophy winners in one shot near the Brothers in the Jazz Cup on September 1. The JS9000 'JetStream' (left) won the overall trophy, while the Flying Tiger 'CentoMiglia' won the Jazz Cup Trophy. Both boats raced in the Sportboat division. For more photos turn the page.

ERIK SIMONSON / WWW.PRESSURE-DROP.US

Mike Kastrop's Catalina 30 *Goose* has won the Jazz Cup trophy six times. "The winds were a little bit strong for us to work our magic because boats were waterlining us," he said about this one. His wife and sons didn't sail with him this time, but two thirds of the crew has sailed with him for at least 15 years. "When you have people who know what they're doing it really helps." One of the crew, Jeff, remarked: "We have an agreement. Mike says, 'Am I doing OK?' and we tell him 'Yep,' even if he's doing pretty bad. We could be an inch from death and he'd say, 'How's that feel?' And we'd say 'Pretty good. You might want to go a few inches that way.' That's why he likes us."

Andrew Lorenzen's brand-new Dehler 38 was sailing her first weekend race, having done only Friday night beer cans previously. "She still has the new boat smell," said main trimmer Halsey Richartz. "The boat's name is *Rum Line*, so you can tell what the priorities are. It is a palatial boat, and it's hard to believe it can rate the same as *Jeannette*. Downstairs it is quite like you've brought your living room along."

We caught up with Dan Alvarez of the JS9000 *JetStream* and started chatting before we realized that he and Greg Nelsen had pulled off the big win. "It was a traditional Jazz Cup," he said.

"Morally we won," broke in Ben Landon of the Thompson 650 *Flight Risk*.

"Second place."

"We're defending champions. How can that be a real boat? You need to have a keel." We pointed out that we were recording this exchange for *Latitude 38*.

"Seriously, the Jazz Cup is the best race on the Bay," said Ben. "It's the Ditch Run without the pain."

"They don't let us win the big trophy," said Dan, who is not a member of Benicia or South Beach YC.

"At least they let us win overall now," said Ben, who is not a member of a host club either. "We won it the year before last, and these guys, really, they're not the winners, because they have a funny boat. They didn't even have a keel on this year."

"We did. We put the keel on."

We got Dan away from Ben. "We set right away," he said. "We got pulled down to Richmond, so we had to douse and reach a bit to get over the fuel docks. Then we reset again and got the first boat in our fleet over by Red Rock. We were by ourselves for a while. No jibes in San Pablo Bay, We were averaging about 10-11 knots. It was dead downwind through Carquinez Strait. We sail hot angles. We did a bunch of jibes. It was nice and mellow in Carquinez; it didn't get crazy. We were the first monohull over the line, so that was very fun."

Mark Kennedy, sailing the SBYC-flagged Flying Tiger 10 *CentoMiglia*,

repeated his Jazz Cup trophy win from 2016. "We came in on a port start, flipped over pretty quickly, came up clean, killed the first beat, and were well ahead. The wind started dying down, and then Dan Alvarez started catching us up. But there was wind all the time. So it's not like you were struggling or in a hole."

"The crew did a great job and stuck with it; we had a lot of people in different positions today. We love this race."

— *latitude/chris*

#### SBYC/BENYC JAZZ CUP 9/1

T-SPINNAKER — 1) **MadMen**, J/111, Dorian McKelvy, 10 points; 2) **Velvet Hammer**, J/125, Zachery Anderson, 15; 3) **Twisted**, Farr 40, Michael Pohl, 43. (4 boats)

R-SPINNAKER — 1) **Jeannette**, Frers 40, Bob Novy; 2) **Shenanigans**, J/120, Mike Clarke; 3) **Everlong**, Beneteau First 40.7, Ken Murney. (4 boats)

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

September's racing stories included:

- Rolex Big Boat Series • Finns in SoCal
- Drama in the Golden Globe Race
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- *Eos* and *Dorade* Back East
- Volunteering for Race Committee
- Beneteau Cup • 2019 YRA Calendar
- Previews of October races, and more.



# THE RACING



PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED

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**Q-SPINNAKER** — 1) **Kuda Wuda**, C&C SR 33, Craig Page; 2) **Vuja Star**, J/105, Chris Kim; 3) **BigBuoys**, J/105, Peter Baldwin; 4) **Stewball**, Express 37, Bob Harford. (16 boats)

**O-SPORTBOAT** — 1) **JetStream**, JS9000, Daniel Alvarez; 2) **Flight Risk**, T650, Ben Landon; 3) **Rufless**, Melges 24, Rufus Sjoberg. (8 boats)

**K-SPINNAKER** — 1) **Special Edition**, Wilder-ness 30, Mike DeVries; 2) **Serenade**, Sabre Spirit 36, Hank Easom; 3) **Bloom Country**, Mancebo 31, Elliott James. (5 boats)

**John Staff's Synergy 1000 'TBD' sailing in the ASMBYC Champion of Champions Regatta.**

**Scenes from the Jazz Cup. Clockwise from top left: Aboard Mike Clarke's J/120 'Shenanigans' preparing to start; Bob Novy's Frers 40 'Jeannette' on the short first leg; fleet members enter Carquinez Strait, as seen from the Al Zampa Bridge; Dorian McKelvy's J/111 'MadMen' executes a kite peel.**

**J-SPINNAKER** — 1) **Sea Star**, Cal 39, Bob Walden; 2) **Mist**, Beneteau 38, Joan Byrne; 3) **E Ticket**, Beneteau 38 SD, Noble Griswold. (8 boats)

**H-SPINNAKER** — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Hang 20**, Express 27, Lori Tewksbury; 3) **Shenanigans**, Express 27, Bill Moore. (10 boats)

**G-SPINNAKER** — 1) **Firefly**, Moore 24, Joel

Turmel; 2) **Topper II**, Moore 24, Conrad Holbrook; 3) **Gotcha**, SC27, John Ross. (8 boats)

**F-SPINNAKER** — 1) **Feral Rooster**, J/24, Paul Van Ravenswaay; 2) **Shut Up and Drive**, J/24, Val Lulevich; 3) **Evil Octopus**, J/24, Jasper Van Vilet. (10 boats)

**E-SPINNAKER** — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Slainte**, Cal 20, Paul Sutchek; 3) **Anemone**, Santana 22, Hank Lindemann. (7 boats)

**V-MULTIHULL** — 1) **Half Moon Bay Boys & Girls Club**, D-class cat, Alan O'Driscoll; 2) **Ocealys 3**, Diamond 24, Fred Bouju; 3) **Khimaira**, F-25c, Mark Zimmer. (7 boats)

**U-MULTIHULL** — 1) **Greyhound**, F-22, Evan McDonald; 2) **Peregrine Falcon**, F-27, Bill Gardner; 3) **Wings**, F-24 Mkl, Bill & Tammy Cook. (5 boats)

**OVERALL** — 1) **Half Moon Bay Boys & Girls Club**; 2) **Ocealys 3**; 3) **Khimaira**; 4) **JetStream**; 5) **Flight Risk**; 6) **Greyhound**; 7) **Peregrine Falcon**; 8) **Rufless**; 9) **Firefly**; 10) **MadMen**. (95 boats)

**JAZZ CUP** — 1) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, SBYC; 2) **Savoir Faire**, Beneteau First 42, Paul Osborn, SBYC; 3) **Mist**, SBYC; 4) **Goose**, Catalina 30, Mike Kastrop, SBYC. (17 boats)

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



ANDY KOPETZKY





GREG ASHBY / NIGHTMARE



BOTH PHOTOS JAN ANDERSON / WWW.JANPIX.SMUGMUG.COM

### ASMBYC Champion of Champions

The old adage that the wind quits in Santa Monica Bay after Labor Day was laid to rest, at least temporarily, on Saturday, September 15. South Coast Corinthian Yacht Club and the Association of Santa Monica Bay Yacht Clubs ran a regatta that featured 12- to 18-knot breezes, 6-ft combined seas and a 5-knot current.

The sun was out all day, making it a beautiful sailing day.

Three performance and two cruising races were run around the Olympic Circle with *Maine Squeeze*, Michael McKinsey's Catalina 27, emerging the big winner.

— andy kopetzky

### SSS Half Moon Bay Race

There's a yin-yang within sailboat racing. The effects of current, wind and waves make this push-pull something we enjoy. In the Singlehanded Sailing Society's Half Moon Bay Race on September 15, the yang was high wind and steep chop in the beginning and the yin an easy breeze and light finish for the end. The starts were off the Golden Gate YC, with the first gun at 10 a.m. and a finish outside Pillar Point Harbor, passing the Colorado Reef Buoy off Montara to port.

*Top row, SSS Half Moon Bay Race on September 15: Carl Plant and Chris Kim won the doublehanded trophy with the J/105 'Vuja Star' (the singlehanded trophy is missing); Chris Case splashes out the Gate on the Wilderness 30 'Fugu'. Bottom row: All genders donned tutus while race boats sported pink flamingoes for the 18-boat first-ever Pink Boat Tacoma regatta, a fundraiser for breast cancer research, in Quartermaster Harbor on September 15. See [www.pinkboatregatta.org/tacoma](http://www.pinkboatregatta.org/tacoma).*

It was an upwind slog to the line for the boats coming from across the Bay, as the wind was already blowing 20 knots before the first warning. "Alameda is a long way from the start," said Chad Peddy on the J/24 *Irish Blessing*. "I found some new leaks and pulled into GGYC to deal with them."

Once the boats started, the race was about surviving the wind and waves in a dying ebb out the Gate. Gordie Nash and Ruth Suzuki on *Arcadia* summed it up: "This race was like life. In the beginning you're thinking, 'No way; this is crazy.' Then you get off the start line and think it's going to be OK. You get to flat water around the corner at Ocean Beach and realize you're going to make it."

Truls Myklebust, sailing singlehanded on his F-27 *Raven*, had more problems than he expected getting out the Gate: "Last weekend after I went sailing I locked the ama hatches in a vent mode, then completely forgot about them. The port ama filled up all the way with water, the starboard ama halfway. I could have capsized. So I hove to at Mile Rock

and pumped out the port ama. Then I continued racing and pumped out the starboard ama while underway."

Offshore, the wind started to fade. "I passed Ralph Morganstern on the J/30 *Geodesic* at the Colorado Reef Buoy and soon lost track of the boat as I began sailing a course for the Pillar Point #1 Entrance Buoy, the next mark on the course, about four miles away," said Pat Broderick, the overall singlehanded winner with his Wylicat 30 *Nancy*. "And that's where the wind began to get really slow, dropping below 10 knots, the boat moving along at 3 or 4 knots through the water."

"It took nearly an hour to reach Pillar Point 1 and turn in toward the G3 Entrance Buoy, which was the finish line. It was less than a mile. But it took a painful half an hour with the sail slatting and the boom banging before I reached that green buoy," added Pat.

The yin this year was a slow finish, but next year who knows? That's what makes us race.

— ncs

# THE RACING

LATITUDE / CHRIS



ROXANNE FAIRBAIRN / SFYC



**Melges 24 Nationals-winning crew at SFYC, left to right: Mark Ivey with baby Dylan, Ian Sloan, Serena Vilage and Jeff Madrigali of the Anacortes YC-flagged 'Mikey'; owner Kevin Welch had to leave early. The team won seven races in a row and sat out the eighth and final race on Sunday, September 9. 'Average White Boat', from Santa Barbara, was the first-place Corinthian team; you may remember that they won this year's Delta Ditch Run. 'AWB's Kent Pierce cited a great vibe and great mentors in the fleet. Right: leeward mark action on the Berkeley Circle.**

## SSS HALF MOON BAY RACE, 9/15

**SINGLEHANDED MONOHULL** — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Freedom**, Worth 40, Jib Martens; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch. (9 boats)

**DOUBLEHANDED MONOHULL** — 1) **VuJa Star**, J/105, Chris Kim/Carl Plant; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3)

**Outsider**, Azzura 310, Greg Nelsen. (12 boats)

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

**DOUBLEHANDED MULTIHULL** — 1) **Lookin-Good II**, Corsair 31 tri, Rafi Yahalom/David Kuetel; 2) **Rainbow**, Crowther 10M cat, Cliff Shaw/Larry Olsen. (2 boats)

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

## Lasers (at) Stampede (Reservoir)

Each September on the weekend following Labor Day, the Lake Tahoe Laser fleet hosts a regatta on Stampede Reservoir, near Truckee. "Thank you all 37 of you who signed up, showed up, rigged up, and sailed your heart out," wrote fleet captain Rick Raduziner after this year's regatta. "Ten races were scored. We had 27 Standards and 10 Radials. The fleets had separate starts.

"On Friday night about 15 boats launched. It was a terrific sunset Alpine Fun Sail with winds hovering around 10

## CYC FRIDAY NIGHT SERIES 2ND HALF (20r, 21)

**PHRF 1** — 1) **Peregrine**, J/120, David Halliwill, 9 points; 2) **Serenade**, Sabre Spirit 36, Hank Easom, 25; 3) **Mulan**, Beneteau First 10R, Michael Chammout, 26. (8 boats)

**PHRF 2** — 1) **Youngster**, IOD, Ron Young, 22 points; 2) **Orca**, Moore 24, Will Baylis/Rich Bergsund, 27; 3) **Shenanigans**, Express 27, Bill Moore, 28.5; 4) **Tequila Mockingbird**, Express 27, Matt & Kim Krostad, 30; 5) **Moonlight**, Express 27, Jim Gibbs, 32. (15 boats)

**J/105** — 1) **Masquerade**, Tom Coates, 14 points; 2) **Jose Cuervo**, Michael Stephens/Laurence Bekins, 22; 3) **Blue Ribbon**, PJ Campfield/Kurt Jordan, 29; 4) **Box of Rain**, Charles Pick, 33. (14 boats)

**SPORTBOAT 30** — 1) **Kuai**, Melges 32, Daniel Thielman, 6 points; 2) **Ragtime**, J/90, Trig Liljestrand, 10; 3) **Tiburon**, C&C 30, Steve Stroub, 10. (4 boats)

**NON-SPINNAKER 1** — 1) **Q**, Schumacher Daysailer, Glenn Isaacson, 10 points; 2) **Jarlen**, J/35, Bob Bloom, 17; 3) **Good Call**, J/124, Richard Garman, 27 points. (13 boats)

**NON-SPINNAKER 2** — 1) **Topgallant**, Tartan Ten, Carl Flemming, 10 points; 2) **QE3**, Tartan Ten, Tom Perot/George Janson, 20; 3) **Abba Zaba**, Tartan Ten, Greg Arkus, 28.5; 4) **Summer Sailstice**, Ranger 33, John Arndt, 36. (14 boats)

**NON-SPINNAKER 3** — 1) **Oriole**, Bird, Jock MacLean, 13 points; 2) **Raccoon**, Cal 20, Jim Snow, 18; 3) **Just 'Em**, Cal 20, Ted Goldbeck, 19. (10 boats)

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

## EYC SUMMER TWILIGHTS (5, 11)

**PHRF A** — 1) **Outsider**, Azzura 310, Greg

## BEER CAN BOX SCORES

Nelsen, 4 points; 2) **Good and Plenty**, Soverel 33, Mark Wagner, 12; 3) **Twisted**, Farr 40, Tony Pohl, 12. (10 boats)

**PHRF C** — 1) **Taz!!**, Express 27, George Lythcott, 7 points; 2) **Wadioactive**, Wylie Wabbit, Brendan McNally, 9; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 10. (8 boats)

**PHRF D** — 1) **Finn**, Capo 26, Larry Duke, 5 points; 2) **Osituki**, Cal 28, Rodney Pimentel, 8; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 14. (8 boats)

**COLUMBIA 5.5** — 1) **Carina**, Scott McCoy, 5 points; 2) **Roja**, Raymond McMurphy, 12; 3) **Sonic Death Monkey**, Dominic Marchal, 22. (4 boats)

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

## GGYC FRIDAY NIGHT BEER CANS (8r, 21)

**PHRF 1** — 1) **Ciaobella**, Beneteau 37, Brian Madden, 6 points; 2) **Raven**, C&C 115, Brice Dunwoodie, 11; 3) **Snafu**, CS30, Maurice Quillen, 21. (7 boats)

**PHRF 2** — 1) **Bottoms Up**, J/22, Brett Davis, 6 points; 2) **Capo Gatto**, Nonsuch 30 Ultra, Sal Balistreri, 11; 3) **Alpha III**, Cal T/4, Alex Salogub, 18. (6 boats)

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

## IYC SUMMER ISLAND NIGHTS (5r, 11)

**SPINNAKER I** — 1) **Good & Plenty**, Soverel 33, Steve Berl, 7 points; 2) **Twisted**, Farr 40, Tony Pohl, 14; 3) **Zwei Flying Fish**, San Juan 33, Jeff

Lee, 16. (9 boats)

**SPINNAKER II** — 1) **Phantom**, J/24, John Gulliford, 5 points; 2) **Faster Faster!**, Merit 25, David Ross, 6; 3) **Wuvulu**, Islander Bahama 30, John New, 13. (5 boats)

**SIZE MATTERS** — 1) **Loco2**, Mercury, Paul Mueller, 5 points; 2) **Anemone**, Santana 22, Hank Lindemann, 7; 3) **Tinker**, Wilderness 21, Matthew Beall, 9. (5 boats)

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

## OYC SWEET SIXTEEN SERIES SECOND HALF (8r, 21)

**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, 18. (5 boats)

**PHRF 150-221** — 1) **Ursa Minor**, Santana 525, Ted Keech, 8 points; 2) **Toypedo**, Ranger 26-2, David Hayward, 19; 3) **Blue Jay**, J/22, EYC Flag, 20. (4 boats)

**PHRF >221** — 1) **Slice**, Wilderness 21, Mark Rommell, 6 points; 2) **Dominatrix**, Santana 22, Ted Crum, 12; 3) **Tippy Boat**, Santana 20, Fort Felker, 15. (5 boats)

**FAT 30** — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 9 points; 2) **Wuvulu**, Islander Bahama 30, John New, 9; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 13. (3 boats)

**MERIT 25 / J24 / MOORE 24** — 1) **Bandido**, Merit 25, George Gurrola, 10 points; 2) **Double Agent**, Merit 25, Scott Ollivier, 12; 3) **Dire Straits**, J/24, Steve Bayles, 12. (4 boats)

**ISLANDER 36** — 1) **Cassiopeia**, Kit Wiegman, 6 points; 2) **Zenith**, Bill Nork, 10; 3) **Some Day**, Roy Samuelson, 16. (4 boats)

**COLUMBIA 5.5** — 1) **Carina**, Scott McCoy,





JENNIFER WHALL / SCYC

**Division winners of the 76th Windjammers Race from San Francisco to Santa Cruz on August 31. Left to right: Howard Turner won PHRO1 with the J/111 'Symmetry'; Michael Hutchison won the Cruising Division with the Jeanneau Sun Odyssey 42i 'Aquavit'; regatta chairman Chris Hoffman with PHRO2 winner Rebecca Hinden of the Express 27 'Bombara'. Edward Marez's SC70 'Buona Sera' was first to finish with an elapsed time of 7 hours, 13 minutes.**

knots. The Friday night taco feed was well attended, and the Moscow Mules were a big hit.

"On Saturday, conditions did not disappoint with fairly heavy wind (above typical), 15-19 knots with the bigger puffs hovering near 25 knots. Sudden velocity drops kept everyone moving around a lot on the rail. We scored six races, with an array of interesting course selections to keep it fun. The Saturday night BBQ was a blast. Nearly everyone camped or glamped.

"On Sunday the wind came up like

clockwork in the early afternoon. Everyone seemed to be quite happy to have lighter winds at 10-15 knots. I think everyone was a bit sore from the previous day. Four races were scored. We had one race with three consecutive recalls. This is an aggressive field. Our PRO verbally chided us and put up the dreaded Black Flag, which was quite effective.

"Nick Pullen won the tiebreaker over Hendrik Reidel to win the regatta. No competitor won more than three races.

"Laura Smit and Audrey Jacobs drove down from Washington and took first and

second in the Radial fleet. Pete Trachy flew in from Texas; Steve Aguilar brought his buddy boat for him. Paul Swan drove in from Park City and is going to try and bring his Park City fleet next year."

Raduziner adds they have "already secured our much larger humongous group campsite for the weekend" next year.

See [www.regattanetwork.com/event/17261](http://www.regattanetwork.com/event/17261) for results.

On the weekend of August 25-26, the Laser fleet sailed the NorCal Championships in Santa Cruz. Peter

10 points; 2) **Sonic Death Monkey**, Dominic Marchal, 11; 3) **Rogue**, Ryan Nelson, 12. (7 boats)

NON-SPINNAKER — 1) **Javelin**, J/100, Patrick Nolan, 8 points; 2) **Jackal**, Ranger 33, Roger Wise, 11; 3) **Blue Passion**, Tartan 3400, Al Leonard, 15. (6 boats)

MULTIHULL — 1) **Hammer**, Marstrom Seacart 30, Jonathan Hunt, 7.5; 2) **Triple Play**, F-31, Richard Keller, 11.5. (2 boats)

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

#### STFYC DEGNAN WEDNESDAY NIGHT SERIES (12r, 0t)

1) **Josephine**, Folkboat, Eric Kaiser, 89.72 points; 2) **Niuhi**, Knarr, Randy Hecht/Russ Silvestri, 69.81; 3) **Cahoots**, Knarr, Jamie Scarbrough, 64.7; 4) **Aquavit**, Knarr, Perkins brothers, 56.46; 5) **Valkyrja**, Folkboat, Mike Goebel, 56.04; 6) **Freja**, Folkboat, Tom Reed, 53.99; 7) **Youngster**, IOD, Ron Young, 53.7. (31 boats)

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

#### SBYC FRIDAY NIGHT FULL SERIES (14r, 4t)

SPINNAKER ≤89 — 1) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 17 points; 2) **Mr. Magoo**, J/120, Stephen & Tucker Madeira, 19; 3) **Tupelo Honey**, Elan 40, Gerard Sheridan, 27. (10 boats)

SPINNAKER 90-145 — 1) **Highlighter**, Islander 36, William Hackel, 15 points; 2) **Northern Light**, Santana 35, Rod Neathery, 23; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 25. (8 boats)

SPINNAKER ≥146 — 1) **Avalon**, Catalina 30, John Ford, 10 points; 2) **Huge**, Catalina 30, Peter Birch, 24; 3) **Friday's Eagle**, Catalina 30, Will Dalton, 30. (6 boats)

## BEER CAN BOX SCORES

J/105 — 1) **Russian Roulette**, Sergey Lubarsky, 10 points; 2) **Nantucket Sleighride**, Drew Hess, 26; 3) **Lightwave**, Simon James, 32. (7 boats)

NON-SPINNAKER ≤140 — 1) **Stratocaster**, J/32, Lewis Lanier, 15 points; 2) **Reality Cheque**, Beneteau 35s5, Ross Werner, 24; 3) **La Dolce Vita**, J/32, John Riley, 26. (8 boats)

NON-SPINNAKER ≥141 — 1) **Amandla**, Catalina 34, Kurt Magdanz, 10 points; 2) **Cordon Rouge**, J/30, Jim Sell, 23; 3) **Sacagawea**, Sun Odyssey 349, Ryan Floyd, 25. (9 boats)

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

#### SYC SUMMER SERIES (4r, 1t)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 6 points; 2) **Nimbus**, J/105, Neil Gibbs, 10; 3) **Escapade**, Sabre 40-2, Nick Sands, 12. (9 boats)

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 3 points; 2) **Kele**, Catalina 320, Stephan Sonnenschein, 7; 3) **Zara**, First 310, Leigh Hunt, 8. (6 boats)

NON-SPINNAKER D — 1) **Mamaluc**, J/105, Scott Lamson, 3 points; 2) **Jarlen**, J/35, Bob Bloom/Ian Ward/Greg Winters, 7; 3) **French Kiss**, Beneteau 350, David & Steve Borton, 8. (7 boats)

NON-SPINNAKER E — 1) **La Mer**, Newport 30, Randy Grenier, 5 points; 2) **Kookaburra**, Bird,

Martin Koffel, 7; 3) **Homeslice**, Ericson 27, Josh Dvorson, 9. (4 boats)

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

#### TAHOE YC SUMMER BEER CANS (13r, 2t)

PHRF 1 — 1) **August Ice**, J/125, Richard Ferris, 14 points; 2) **Wicked Sister**, Farr 36, Richard Courcier, 23; 3) **Racer X**, Farr 36, Gary Redelberger, 23. (3 boats)

PHRF 2 — 1) **Personal Puff**, Melges 24, Dan Hauserman, 15 points; 2) **Arch Angel**, Antrim 27, Bruce Griffith, 22; 3) **Blue Dream**, Melges 24, Ryan Conner, 31. (6 boats)

PHRF 3 — 1) **Moorigami**, Moore 24, John Siegel, 23.5 points; 2) **Lickety Split**, SC27, Rick Raduziner, 30; 3) **Sunshine Express**, SC27, Benjamin Tallarigo, 41. (13 boats)

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

#### TAHOE YC SUMMER LASER SERIES (16r, 3t)

LASER A — 1) Hendrik Reidel; 2) Dan Hauserman; 3) Niko Twilla; 4) Nick Pullen; 5) Todd Jackson; 6) Rick Raduziner; 7) Garry Moore; 8) Nikolas Burkhart; 9) Andrew Bourke; 10) John Siegel. (31 boats)

LASER B — 1) Oliver Fralick, 15 points; 2) Parker Roach, 27; 3) Bergen Kojane, 31. (6 boats)

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

What are your thoughts about Box Scores? Do you read them? Do you look forward to seeing your name published in them? Do you check for friends' (or frenemies') names in them? Let us know at [racing@latitude38.com](mailto:racing@latitude38.com).

# THE RACING SHEET

Phelan of SCYC won the 11-boat Standard fleet, with Hendrik Reidel and Emilio Castelli in second and third place. Sarah Alexander of USC won the Radial fleet; Toshi Takayanagi and Laird Henkel placed second and third. See full results at [www.regattanetwork.com/event/17319](http://www.regattanetwork.com/event/17319).

— latitude/chris

## Race Notes

Mercury sailors from Monterey, Carmel, San Francisco Bay and San Diego converged on Pebble Beach for **Stillwater YC's**

**Labor Day Regatta.** A substantial ocean swell hid boats and marks at times. Saturday and Sunday had completely different wind conditions and courses. On Sunday, John Ravizza commented: "I have never seen so much south. Big swell and difficult steering conditions."

Lyn Hines reports that, "The competi-



The San Diego YC crew of Tyler Sinks, Nick Martin, Max Hutcheson and Nick Kaschak won NYYC's Resolute Cup, sailed in Sonars on September 10-15. For details and results, see [www.nyyc.org/resolute-cup](http://www.nyyc.org/resolute-cup). — photo Paul Todd / [www.outsideimages.com](http://www.outsideimages.com)

tion was energetic, with a few over-early calls and penalty turns from the top contenders." Winning skipper "Doug Baird is no stranger to Stillwater, having been sailing here since age 14." For full results, see [www.mercury-sail.com](http://www.mercury-sail.com).

Bay Area teenager **Daniela Moroz** was the top female in Act 1 of the 2018

won the 49er class, while locals Neil Marcellini and Aidan Doyle won the two-boat FX class.

As she did last year, San Francisco sailor **Nathalie Criou** competed in this summer's La Solitaire Urgo le Figaro in France. See [www.lasolitaire-urgo.com](http://www.lasolitaire-urgo.com).

— latitude/chris

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# WORLD

*This month we travel to the **Pacific Northwest's Most Popular Chartering Venue**, and explore the **Monohull Versus Multihull** debate in our monthly **Charter Notes**.*

## **Bay Area Women Hone Their Skills While Sailing the San Juan Islands**

Over the years, we've reported on a variety of instructional programs open to women only. As we interviewed participants, we quickly learned that they'd chosen those particular programs not because they don't enjoy male company, but simply because many women tend to learn the nuances of sailing and seamanship better from a female instructor than from a male.

How so? Much of the success of such programs, we're told, is because female teachers typically take a gentler, more nurturing approach than their male counterparts. Also, even some strong-willed, self-sufficient women tend to defer to men when it comes to the heavy lifting. By contrast, on an all-female crew heavy tasks such as hoisting sails and grinding winches are accomplished through finesse and well-practiced techniques, rather than brute strength.

In September, 11 sailors from a group called Women Sailing of Half Moon Bay YC tested this approach to learning, with great success.

Martha Huddle reports, "Spearheaded by club member Sarah Burdge, we participated in a week-long Learn-n-Cruise course offered by San Juan Sailing in Bellingham, WA, that covered ASA 101, 103 and 104 — Basic, Keelboat, Coastal Cruising and Bareboat.

**Hands-on Instruction.** Captain Lauren Eisele coaches Ellen Clark, during her turn at the helm of the Catalina 42 'Fancy Free'.

"We boarded our three boats on Saturday, September 8, and returned to Bellingham on Friday, the 14th.

"Participants were: Lori Rhodes, Carol Hoover, Connie Malach and myself on *Wind Song*, a Bavaria 41, skippered by Captain Margaret Pommert. Sarah Burdge, Karen Allanson, Ellen Clark and Kerry Burke sailed on *Fancy Free*, a Catalina 42, with Captain Lauren Eisele. And Beccie Mendenhall, Beth Easter, Joni Mauer and Michelle Runge were on *Kallisto*, a Juneau 39, with Captain Edana Long

"San Juan Sailing school was fantastic — they were very well organized, and the boats were great. *Kallisto* had an engine issue second day out but Capt. Long was able to replace the impeller, which got us going again. The provisioning was fabulous.

"In my opinion, there is no better way to learn about cruising than to go on a cruise like this. Part of the structure of the class involved each of us rotating through different roles each day that included skipper, navigator, mechanic and deckhand. Although we had GPS navigation devices, we still used big paper charts to plot our course and measure distances.

"We learned all about living in close quarters, doing housekeeping and boating chores, navigating, weather, tides and currents, mooring, docking, anchoring, monitoring the engine — not to mention lots of sailing practice. We practiced with the Lifesling, did many crew

overboard drills, hove to, sailed all points of sail.

"Carol Hoover reflects, "On such an intense week, it's hard to pick a single highlight. My primary goal was to develop my confidence. On the last full day in my role as skipper, I did feel confident. I'm looking forward to practicing my new skills to develop them further.



ALL PHOTOS COURTESY HMBYC WOMEN SAILING

**Spread:** A typical serene anchorage in the San Juans. Inset right, left to right: Beth Easter, Beccie Mendenhall, Captain Edana Long, Joni Mauer and Michelle Runge strike a pose while poking around Friday Harbor.

"All in all, it was a wonderful, wonderful experience!"

Lori Rhodes recalls, "For me the highlight came on our last full day: We were sailing in the East Sound of Orcas Island, with 10 to 15 knots of wind, and all 'clicked' as a team while we did MOB drills, hove to, and did circles.

"Inati Bay on Lummi Island was lovely, and dinner at Downriggers in Friday Harbor on San Juan Island was memorable — seafood Cobb salad and crab tots!"

Beccie Mendenhall says, "San Juan Sailing is an excellent charter outfit! The boats were clean, organized and well equipped with a full notebook documenting engine, safety gear and nuances of each boat. And they provided excellent response to emergencies. (When our engine failed, we had no wind and lots of current.) The hands-on approach is real-





# OF CHARTERING



ly important, and having a week of focused time was even better."

"For me," recalls Karen Allanson, "the highlights of the trip were:

- transferring sailing skills from smaller boats to boats twice the size
- building confidence as a skipper and navigator; negotiating the strong currents, with whirlpools, swirling debris and logs, as well as lee shore dynamics
- gorgeous views of forested islands rising out of pristine watery landscapes, punctuated by curious seals and dolphins
- anchoring in quiet coves
- charting courses and navigating safely past reefs, lines of crab pots and commercial separation lanes
- setting foot on land briefly, only twice in seven days
- building camaraderie and a dialed-in, tightly focused crew;
- having a very supportive and effective instructor

power with our powerful auxilliary engine."

The three boats followed slightly different itineraries, but the following is *Kallisto's* route, with notations provided by crewmember Michelle Runge that will give you the flotilla's general circuit, beginning and ending at Bellingham Harbor, should you care to follow in their wake someday.

Day 1 — Bellingham Harbor to Cypress Island; Pelican Bay mooring.

Day 2 — Hiked on Cypress. Motored and sailed up to Obstruction Pass. Engine failure at Lydia Light Buoy. Towed by Lauren's boat toward Bellingham, but fixed while being

towed. Yay, Beth and Captain Edana! Thanks to Joni at helm. All crew stayed calm and capable. Motored to Rosario through Peavine Pass.

Day 3 — Rosario to Friday Harbor, sailed in sound and motored to Friday Harbor.

Day 4 — Friday Harbor course to Stuart then switched course to Sucia sailing between Waldron and Orcas. Mooring ball in Shallow Bay.

Day 5 — Sucia to Rosario down past Matia. Spotted whales off Matia and followed them down to Barnes Island. Sailed down the channel then motored through the upper channel of Obstruction Pass to Rosario Island.

Day 6 — Rosario to Blakely Island for docking practice. But docks were full so we sailed through Peavine Pass, past Strawberry Island, around Cypress, and up through the channel between Guemes and Cypress Island, toward Pleasant Harbor. Anchored there for the night.

Day 7 — Motored to Bellingham.

*Readers — San Juan Sailing has been offering these educational Cruise-n-Sail trips for years, and through them, hundreds of California sailors have been introduced to the magic of the San Juans, while improving their sailing skills.*

*The summer season has ended now, but if you like the idea of weaving a late-model sailboat through a maze of lush, forested islands, exploring national parks and picturesque waterside towns, and dining on fresh crab and salmon, we'd highly recommend locking in a reservation now for a trip next summer. Why so*

***Past club commodore Connie Malach takes her turn grilling dinner on the barbie while anchored in Prevost Harbor on Stuart Island.***



# WORLD OF CHARTERING

far in advance? Although the boats in both American and Canadian fleets are well maintained, fleet sizes are relatively small due to the short May-to-September season.

— andy

## Charter Notes

The monohull-multihull debate: If you're thinking about organizing a bareboat charter with family or friends, one of the first decisions you'll have to make is whether to book a **monohull** or a **multihull**.

Making the choice will probably have a lot to do with who will be on your crew. Here are a few points to consider. Most fundamentally, charter cats are **roomier** both above- and belowdecks, and much **more stable** while underway — so much so, in fact, that even unattended wine glasses rarely topple while sailing in protected waters. As a consequence, it's much easier to cook underway on a charter cat, and there is less likelihood that the newbie sailors on your crew will get seasick.

In the sailing press you often read



HMBYC WOMEN SAILING

*In tight anchorages such as Inati Bay on Lummi Island, it's common to run a long polyprop line ashore and tie it off to a tree.*

about cats and trimarans smashing long-held monohull records. It's true that the fundamental design aspects of multihulls make them *theoretically* faster than their monohull cousins, but in the realm of bareboating, built-for-charter cats have **minimal speed advantage** once they are loaded down with interior paneling and accessories, plus dual engines and high-capacity tankage for fuel and water.

But the biggest gripe of diehard monohullers is that helming a charter cat is **"like driving a bus,"** meaning that they aren't nearly as responsive as even the largest monohulls. Also, charter cats **don't sail to windward** nearly as well as monohulls. On a cat, if you're heading upwind, you're probably motoring.

Another aspect of the debate is that cats are generally more expensive to rent than monohulls, yet when costs are divided among three or four couples, the price difference isn't really too dramatic.

In addition to the flat ride, one of the most alluring advantages of cats is their acres of deck space while at anchor, which is a huge plus in tropical venues.

What if you don't have multihull experience? Most charter outfits will be happy to rent you a cat if you have experience on a monohull of roughly the same size. Worst case, they may require you to take on a staff skipper for the first day out.

If you're on the fence about which boat type to choose, we suggest you **charter a cat locally**, and put it through its paces in your home waters.

— andy

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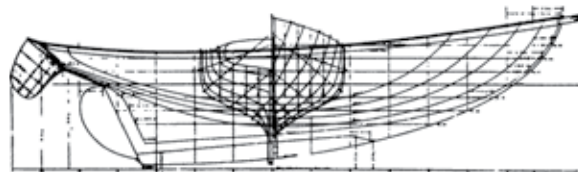
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# CHANGES

With reports this month on **Epifania's** 'iron jenny' troubles; Part II of **Avatar's** continuing adventure in French Polynesia; **Harlequin's** Pacific crossing and future plans — and footlockers full of **Cruise Notes**.

## **Epifania — Ta Chiao 54 ketch David and Allison Shuttleworth Engine Troubles San Francisco**

After working for more than two decades in emergency medicine, my husband Dave and I began to sense burnout setting in. No longer were our annual



**Allison and Dave — when life threw them curve balls, they came out swinging.**

four weeks of vacation enough to get us through the long, hard days in the inner-city ER where we both worked. We needed a change of perspective and we knew how we wanted to get it. Within three short months of having made our decision, our **The arrival of the replacement engine was cause for celebration. In this photo, the black hoses to the oil filter are hooked up right . . . we hope.**



San Francisco home was on the market and we were the proud new owners of a classic 1979 Ta Chiao 54-ft ketch. We named her *Epifania*, and prepared to outfit her for some bluewater cruising.

We'd bought her for a song, but soon discovered that the cheapest boat you buy will quickly become the most expensive boat you'll ever own.

Our house sold quickly, so we lived full-time on the boat as we replaced every major system from the thru-hulls and rigging to the electronics and black water system. We spent 11 months living on the hard at SF Boat Works while meticulously, painstakingly restoring nearly every inch of *Epifania*. Some weeks we lived without running water, others without electricity. Our family and friends were convinced we'd gone mad.

In a way, maybe we had. But having a project to focus on gave us hope, and that hope — and a shared goal — fueled our days. The spark returned to our marriage; we joked that West Marine was our new date-night hot spot, and marveled at the aphrodisiac qualities of Brite Boy.

Rain or shine, we schlepped our dog, laundry, groceries and supplies up and down a 16-ft ladder as we went about the business of everyday life amid the chaos and clutter of a major refit. The tingle of nervous excitement slowly replaced the heaviness of burnout.

We were going cruising!

We registered to join the 2017 Baja Ha-Ha. Neither of us had done any blue-water cruising; we surmised that the rally would be a good way to build community as we left the safety of our home waters behind us. So we prepared a timeline for the remaining work and set our deadline to leave the Bay: October 15, 2017. Dave mounted a blackboard with our countdown in the galley, and we ticked the days off one by one every morning. We worked furiously to finish our projects and adopted the mantra: How do you eat an elephant? We'd smile and respond in unison, "one bite at a time."

We almost made it.

In early September, the major work was done and



*Epifania* went back in the water. Seeing our girl in the water was cause for celebration, so we headed to The Ramp Restaurant, a beloved old San Francisco haunt located adjacent to the yard. The crew there had been our neighbors for months and it was only fitting to share our milestone with Monica, Joanie, Michelle, Jules and the gang. They were thrilled and gave us a round on the house.

Soon after the boat went back in the water, Dave and the yard's mechanic turned their attention to the engine. At first, the giant Ford Lehman diesel started up as usual, the low, familiar growl thundering beneath the floorboards. Within a few short minutes, though, we knew



# IN LATITUDES



*Below: 'Epifania' goes back in the water. Above left: with a white hull shortly after purchase. Above center: "Yes, those are pennies on the floor of the head," says Allison. A coat of epoxy sealed the deal. (Other unusual appointments include classic pin-up art and French-inspired furniture. "I may be a sailor, but have no intention of living uncivilized," she says.) At right: taking a break between projects at SF Boatworks.*



something was terribly, terribly wrong. The engine's growl turned into the unmistakable, nightmarish grating of metal on metal. Before we could register what had happened, in a single, gut-wrenching moment, she seized. The worst of the worst of the worst we could have possibly imagined had just happened.

There were no words. What had we done wrong? I sobbed into Dave's chest as he stood there in silence.

We soon learned that the mechanic who serviced the engine just after we purchased the boat in Southern California had mistakenly transposed the oil hoses going to and from the filter. There was no oil reaching the engine whatsoever. It was

a pure miracle we'd made it all the way from Long Beach to the Bay Area, a trip made almost entirely under power.

To say we were devastated would be a gross understatement. We mourned like it was the sudden death of a close relative. We were inconsolable.

But then, what can you do but pull yourselves together and work out a plan? So that's what we did. Turns out, Ford Lehman engines aren't so easy to come by. A search of the entire US yielded only three. And they were pricey. Dave found a nice gentleman in Connecticut who likes to rebuild engines — and who happened to have exactly what we needed. His price was right, so Dave flew to the East Coast

to have a look and make the shipping arrangements. All went relatively smoothly from that point, and within a few weeks the transplant had been made. We were back on track, though far from on schedule — the 2017 Ha-Ha fleet was already far down the coast.

We spent several more weeks in the yard installing the new engine and finishing up other projects. Finally, in the crisp days of last November, we were ready to leave the City for good.

We said our tearful goodbyes, raised the main, and set a course for the open Pacific. We sat in silence, wrapped in our layers, as the Golden Gate Bridge dissolved behind a blanket of dense fog. As though on cue, a sudden breath of wind filled our sails, lifting us mightily forward. Eager to meet the next chapter we turned our attention south, destination: Mexico.

— Allison 7/10/18

*Epifania is currently riding out hurricane season in Banderas Bay, where Allison and Dave continue checking off (and adding to) the 'to do' list. Come November, they'll head back up into the Sea of Cortez.*

## **Avatar — Kelly Peterson 44 Mike and Shelly Rickman South Seas Debrief (Pt 2) Mexico**

Last month we ran excerpts from an interview with Mike and Shelly Rickman, who are beginning their third season of cruising the South Seas aboard their Kelly Peterson 44, *Avatar*. Editor-at-large Andy Turpin caught up with the couple in Tahiti this summer for a debrief on their adventures since arriving in 2016 as part of the Pacific Puddle Jump fleet.

In Part 1 last month, they talked about the ocean crossing, the vagaries of seasonal winds, communications and local

***After two years of cruising the South Seas, Mike and Shelly may have "gone native."***



ALL PHOTOS EPIFANIA

HARLEQUIN



# CHANGES

radio nets, and even the 'art' of swimming with sharks. This month, we continue to tap into their 'local knowledge' on the subjects of anchoring, paperwork, dodging 'bommies', and more.

**Anchoring** — In most places, anchor-



AVATAR

**Mike and Shelly — looking forward to another season in paradise.**

ing is geared only toward holding the boat in place. In several areas of the South Pacific, such as the Tuamotus, there is a second important consideration: Protect the coral. If you don't do it right, anchoring can really wreak havoc on the coral.

We do it with pearl buoys, which are widely available. (Pearl buoys are foam or plastic floats used in local pearl farming.) You can also use fenders, but depending on the depth, they're prone to collapse. Most anchoring is done in 35 to 50 feet of water. You find a patch of sand, drop the hook, back up, set it, then come back forward and at 1½ times the depth; that's where we'd clip on our first pearl buoy. Then let out another 25 feet and put another one on. And then maybe a third one. You clip rather than tie them so if you need to get out in a hurry, you can. With the chain suspended, you keep from destroying the coral — plus it's easier on your chain.

**Things that Go Bump in the Night (or Day!)** — In the Tuamotus or Gambiers you have a lot of bommies. These are coral heads that come up to the surface. It could be a hundred feet deep where

**Mike and Shelly were on hand to see the circumnavigating Hawaiian canoe 'Hokulea' arrive in Tahiti in 2017.**



AVATAR

you're at and right next to you it could be zero feet. You really have to pay attention inside the atolls so you don't hit one of these things

There are several ways to avoid bommies. One is to play the sun — when you're moving around inside the reefs, try to have the sun at your back, or go at midday, when it's easier to see into the water. It's better if there's a little wind, which usually makes waves above a bommie. Of course, at low tide, some of them stick up out of the water. But not always!

Another great way is to download the GE2KAP, which you need to do at home before you leave. This is a free online program that makes Google Earth into a chart. So when we looked at the satellite pictures, we could actually watch ourselves sail by the bommies on the satellite picture on the chart. It was pretty cool.

Using all that information, there were times when we'd be sailing along, and nothing was showing on the computer and we didn't see any waves or shadows — and then one went by right close to the boat. We call these 'sneaker bommies' — and they do get your attention!

**The Locals** — Everywhere we've been, the people are very friendly. One fellow told us, "We're your family. You're part of us now." But that might have had to do with George, whose birthday was not only the same day as mine, but the same year! So maybe that's why they decided that we were part of their family. But the friendships are certainly real — and become even better when you come back the next year as we did in some places.

We also went to the Marquesas Festival down in Tahuata last year. That was the main reason we went back to the Marquesas in December, to experience this cultural festival the week before Christmas. The festival is held every two years, but it alternates between the 'small' festival and a much larger one. The one we attended was the small celebration, but there were still 1,000 people there who came over from the surrounding islands (there is no airport so the only way to get there is by boat), including crews of maybe 40 cruising boats. The big celebration will be in Ua Pou, in December 2019. The festival is just phenomenal, especially the dancing. We stayed up well past our bedtime for three days in a row.

**Favorite Dive Spots** — The best diving and snorkeling in the Marquesas is down in Tahuata. But the best diving — period — is in the Tuamotus, especially the passes at Fakarava and Makemo. You do a drift pass dive or snorkel — you position your dinghy outside the reef on an incoming tide, and you get flushed through



the pass into the lagoon. As you're coming in, the colors and fish are amazing; the sharks are chasing the groupers. It's mind-blowing.

**Pearls** — The South Seas are known for pearls, and there are many places where you can tour the pearl farms. But the best of the best in our opinion are the pearls that come out of the Gambiers. The folks out on the more remote atolls normally don't do business with sailors and tourists. But we found one guy who was pretty friendly. He showed us how you harvest a pearl, how you seed them; he went through the whole thing. And of course, we bought some pearls from him. If you put them side-by-side with pearls from other areas, the brilliance and depth of color of the Gambier pearls is more intense — just beautiful.

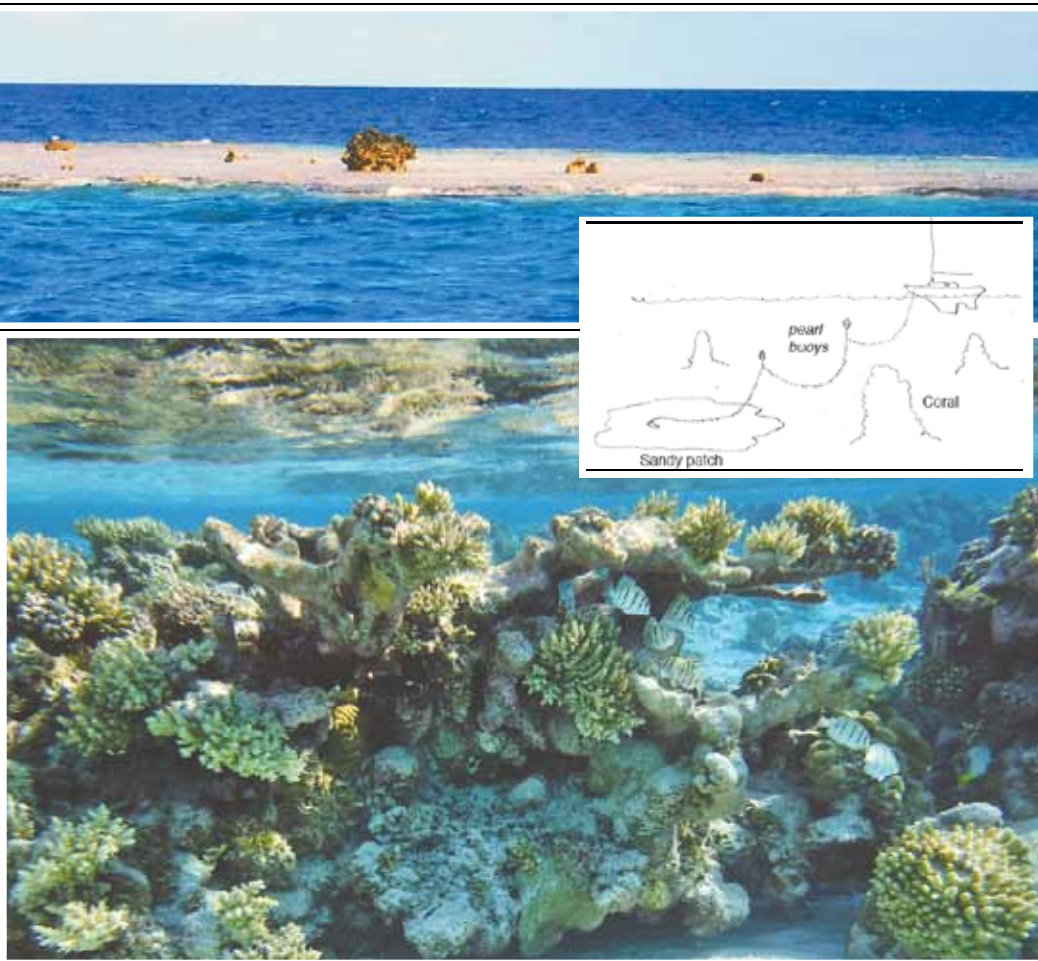
**Paperwork** — It's involved. There's no getting around that. But if you plan ahead, you can minimize the headaches.

As part of the PPJ, we signed up with Tahiti Crew Services for checking us into the country with our passport-laminated visas, which are good for 90 days.

If you want to stay longer than 90 days in French Polynesia, you must apply for a long-stay visa three months in advance of your arrival. And you're required to do



# IN LATITUDES



**Top: "Bommie to port!" Depending on the conditions and time of day, they're not always this easy to see. Left: Mike takes a turn at the tiller of 'Hokulea'. Right: a bommie underwater. Inset: the correct way to anchor in coral.**

that at the closest consulate or embassy to where you are a resident.

For me, being a Virginia resident, it meant going back to Washington, DC. For Mike, San Francisco. But the lady in San Francisco told me that since we were temporary residents of Mexico (we have lived in La Paz for 12 years) we could go to Mexico City. Mike, being a dual citizen, had to use his Mexican passport.

The timing is critical. You have to make an appointment and take all your paperwork with you three months in advance — no earlier! We needed to fill out their form and provide the following: 1) A cover letter (in French) humbly asking for permission to stay, stating specifically you will be staying on your own boat, and will only be there for tourism purposes. 2) Two standard ID head shots. 3) An original passport, plus a copy of the ID page. 4) Two copies of a "police clearance document" (go to the local police station and ask for a "statement of non-criminal activity" and have them sign it). 5) Two copies of each of your last three months' bank

statements (or brokerage statements) to show you can afford to stay there. 6) Proof of medical coverage (we use Diver Dan, but also check World Nomad Insurance or I.M. Global). 7) Original and one copy of boat documentation. 8) Approximately \$110 US/person (in exact change) for costs. 9) A request for 12 months (if you don't do this, you may only be given 6). 10) A self-addressed, stamped envelope or FedEx prepaid envelope.

Please note: *They will keep your passport!* It's sent to Papeete and then back to the embassy, and the embassy mails it back to you with this envelope.

Yes, this is a lot of work. But trust me, it is worth it! You cannot apply for this visa once you have arrived in French Polynesia.

Once you get your long-stay visa — or *carte de sejour*, as they call it in the islands — you can renew it as many times as you like at a high commissioner's office after you arrive. (Note that only North Americans need to apply for this visa; EU residents do not need one.)

But that's all for you — not your boat! Boats are allowed to stay for only three years, after which you must pay import duty. Some people sail out to the Cooks or Pitcairn to 'reset the clock' for the boat.

But they recently reduced the tax to only 7%, so if you have an old boat and want to stay longer it can be cheaper to just pay the tax.

For us, we plan to leave when our three years are up, which will be April 20, 2019.

The interisland paperwork — yes, you will need that, too — is quite simple: Just send a message to the traffic people when you leave Papeete. They will send a permission letter, which you show to the *police municipale* or *gendarmarie* when you arrive at whichever island group you are going to. Then just let those guys know which island group you're headed to next and check in with the same guys there. (Only one check-in per island group.) We think they just want to know who is out there in their big ocean space.

— AET & JR 9/7/18

*Visa regulations change with some frequency. For the most up-to-date information, check [www.pacificpuddlejumps.com/longstayvisa.html](http://www.pacificpuddlejumps.com/longstayvisa.html), the consulate in your area, or the official French or US State Department websites.*

**Harlequin — Express 37 (modified)  
Henk and Lisa Benckhuysen  
The Express Lane  
Vancouver, BC**

In August, 2016, we left Sidney, BC, sailed down the US Pacific Coast and joined the 2016 Baja Ha-Ha. We spent the next year exploring Mexico's Sea of Cortez and Gold Coast. In 2018, we made the crossing from Banderas Bay to the Marquesas in French Polynesia.

Henk, a plumber by trade — and jack of all trades — dreamed and planned for this crossing for a dozen years. We both

***Lisa and Henk of 'Harlequin' were at the right place at the right time to catch this humpback in mid-flight near Banderas Bay.***



ALL PHOTOS AVATAR

HARLEQUIN



# CHANGES

raced dinghies as kids and bought our first cruising sailboat together in 2002 to explore the protected waters of BC's West Coast and Gulf Islands. In 2006, we set off from Vancouver on that 31-ft Bene-teau with our four school-age children.



**Lisa and Henk will be heading from Tonga to New Zealand by next month.**

We had a life-changing experience, cruising for eight months, reaching the Sea of Cortez and, finally, Banderas Bay.

Returning in 2018 to do the Puddle Jump was in some ways a continuation of our earlier trip. But this time it was on a bigger boat, one Henk modified extensively.

*Harlequin* is a modified 1985 Express 37. Henk added a retracting keel (6-ft to 9-ft), walk-through transom, swim grid, deck-stepped mast, Dyneema rigging, and a retracting bowsprit to the original Carl Schumacher design. The idea was to make an older, affordable race boat into a reasonably comfortable cruising boat for a crew of two to four.

There were four of us aboard for the Pacific crossing: Henk, me, Lisa (an elementary school teacher who loves travel, people, music and languages. I do the research on where to go, what to do, and

**Outrigger racing at the Tahiti-Moorea Rendez-vous in Cook's Bay. "Truly a blast" says Lisa.**



all things bureaucratic or social); and Don Craigmyle, a retired public school principal. He has his own sailboat and has crewed on several ocean crossings on other sailboats.

Like most people on their first long ocean crossing, I was fearful and anxious about the weather before setting out. But once underway — and thanks largely to Commanders' Weather routing services, which was excellent — it was easy sailing almost the entire way.

We left Banderas Bay on March 28 with 8-12 knots for the first three days, making a short stop at the Socorro Islands to snorkel with the mantas. On departure, we once again had light to medium winds, picking up a bit of speed once we got into the northeast trades. We were averaging five knots and it was all quite comfortable.

Just north of the ITCZ, we had a day of close to 30 knots, but it was fun to hand-steer and surf the waves (our top speed was a brief 16.2-knot surf!), and we each had only one four-hour shift before it settled down. In the squalls and changeable, raw weather of the ITCZ, I felt insignificant but also awed and exhilarated. We used radar to monitor rain showers, which appeared as pink amoebae that morphed and crept across our course. We dodged some, dove through others, and I even did a couple of donuts while waiting for a squall to pass. We saw 30 knots a couple of times, as well some lightning, but it never lasted more than a half hour. Eventually we stopped changing course for squalls unless we saw lightning.

Once through the ITCZ and into the southeast trades, we averaged six knots with our fastest day's run being 179 miles. We dropped anchor in Traitors Bay near Atuona, Hiva Oa, on April 22. The crossing took 21 days (not counting the three days at anchor in the Socorros).

Everyone aboard got along well enough, although, like every cruising boat, *Harlequin* seemed to grow smaller over our three-week passage. Henk kept everything running smoothly, from the motor to the head, but that kept him from getting as much rest as Don or I. Being a fairly introverted person, he also had a tough time sharing space with two chatty extroverts, especially in the last week of the crossing. Fortunately, Don, who did the midnight to 4 a.m. watch as well as the dishes for almost every meal, was always quick with a joke. And he even went



up the mast to replace the checkstay in mid-ocean! Yeehah! We never saw him sleep for more than a few hours at a time, and he was always up on deck well before his watch started. Luckily for us, he had experience crewing in various situations and took everything in stride with grace and good humor.

I did the weather and radio check-ins, and the cooking. I really appreciated having eight hours off for a proper sleep as well as a bit of time to play guitar and



# IN LATITUDES



**Above:** Enjoying one of the many pleasures of cruising in the South Pacific. Top (l to r): Henk and Don enjoy a mid-Pacific meal; 'Harlequin' at anchor; not the usual view you'd expect under an Express 37.

do my journal in the afternoons. During my quieter night watches, I filled several pages at the back of the log with songs that fell out of the starry sky.

Perhaps the major high point, and totally unexpected, was how much we came to enjoy and value the company of other cruisers. We have met so many terrific, like-minded people, many of whom have become fast friends, that it almost

makes up for missing friends and family back home. The farther west we get, the more international the mix and the more opportunities to use French and Spanish and even a smattering of Danish, although all the Scandinavians speak excellent English. Often we cross paths with the same people time and again, and whether we spend hours or weeks together, our experi-

ence is richer for being shared.

So are our interactions with the locals we have met along the way in both Mexico and French Polynesia. With only one exception in two years, we have found the people on both sides of the Puddle to be honest, hardworking, humorous, helpful, courteous and welcoming . . . and in many ways not so different from ourselves. They have motorboats, cars, cell-phones, Internet and solar panels, and they are wrestling with the dual problems of plastic trash and climate change. It's a small world indeed.

I am writing this from American Samoa after exploring French Polynesia and Suvarrow with our daughter as crew. From here, Henk and I will go on to Western Samoa, Tonga and finally New Zealand in November. We hope to circumnavigate in some fashion over the next 5 to 10 years, and to share parts of our journey with family and friends.

Another goal is to put nothing harmful into the ocean and do a beach cleanup in every country. So far, we have done Este Ton on Isla Angel de la Guardia, Toau in the Tuamotus, and a section of beach here in Pago Pago. Every bit helps.

— Lisa 9/2/18

*Readers — The Benckhuysens used a professional marine architect and engineer for the design changes made to Harlequin. We strongly recommend anyone doing similarly extensive renovations to any boat do the same.*

## Cruise Notes

The Atlantic has the Bermuda Triangle. The Pacific has the Edinger Defiance Triangle — a place where mysterious things happen . . . but so far, only to Bill Edinger's Cross 45 trimaran **Defiance**. In late August, a week out of Hawaii on the way back to the Bay, at midnight, a forestay toggle parted and the mast almost came down — stopped at 45 degrees straight back by a halyard attached to the forward pulpit.

Though the pulpit had been mostly ripped out of the deck, it held long enough

**It's rare enough for lightning to strike twice. For Bill Edinger's 'Defiance', it struck . . . 1.5 times?**



ALL PHOTOS HARLEQUIN

# CHANGES

for Bill and crew Travis Water (a rigger at South Beach Riggers) and Kevin Clark to rig more lines and halyards — some as



DEFIANCE

**Bill and Sandy of 'Defiance.'** "She was the smart one," says Bill. "She flew home early."

and then to slowly and laboriously winch the mast back upright, which took most of the rest of the night. The incident tweaked the boom and crushed the boat's hard dodger, but amazingly, there appears to be no damage to the mast. Once Travis reattached the headstay to the forward chainplate using Spectra line, they hoisted sail and soldiered on, arriving back under the Golden Gate on Monday, September 3. It was the end of a three-month cruise of the South Pacific which began earlier this summer

as part of the Pacific Puddle Jump.

If memory serves, this is the first time we've ever heard of a partial dismasting where the crew has been able to restep the mast at sea — and it's still usable. Our hats are off to Bill, Travis and Kevin for that amazing feat of seamanship!

Oh, and that mystery part? The same thing happened to *Defiance* four years ago in the same patch of water, and the older version of the same toggle broke — only that time the mast came all the way down. Bill is researching what's going on with that toggle and how to prevent a three-peat.

Congratulations to Lewis and Alyssa Alexopulos of the Voyage 430 **Quixotic** who got married July 28 at Taveuni in Fiji. You may remember this fun young couple from past articles (and even a cover shot on the January 2017 issue). They're the ones who bought the heavily damaged *Quixotic* where she'd landed on the beach in Fiji after being driven ashore by Tropical Storm Winston in 2016 — and then spent the next year and a half and almost all their money restoring it to like-new condition. Like so many sailors, their



QUIXOTIC

**It was love at first sight for Lewis and Alyssa when he showed up to buy boat gear from Alyssa's dad a decade ago.**

dream was to make it all pay off by chartering the boat. Unlike so many sailors, they pulled it off — and are even looking to add another cat to the business! For

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the nuptials, friends and family stayed either at Taveuni's Paradise Resort or on their boats. Festivities for the five-day celebration included a regatta and fireworks — both the literal and figurative kind.

After participating in his very first Baja Ha-Ha last year, longtime sailor and *Latitude* reader ("from the first issue!") PJ Landresse headed up to La Paz for the post-rally festivities, as well as Thanksgiving with the Cruceros. Then it was back to his current home base of Paradise Village in Nueva Vallarta, where he bought **La Cuna**, a Hunter Passage 42, in 2014. He ventures out from there to places like Barre de Navidad, where "There is a French baker who not only has a shop in Navidad, but also brings all kinds of great-tasting goodies out to the boats every day, both those in the marina and at anchor."

PJ may be back for this year's Ha-Ha, most likely crewing on somebody else's boat. Until then, he is enjoying the heck out of Paradise Village and the marina. "Dick and Gena Markie and their staff are great people to work with and take exceedingly good care of the marina and

its facilities. Even the guards are fun to talk to."

Eric and Linda Oistad's lovely 59-ft cutter **Agantyr** is a lady with stories to tell. She was built of steel at Germany's renowned Abeking and Rasmussen yard in 1963-64 for James Crawford, who earned a Blue Water Medal from the Cruising Club of America for singlehanded her across the Atlantic. He ordered her unusual twin centerboards to make accidental groundings more survivable. True to his vision, that feature probably saved her from the wreckers after Hurricane Ike drove her onto the front lawn of the Houston YC in 2008. The now splendidly restored yacht was part of last year's Baja Ha-Ha. Afterwards, Eric and Linda made several extended fishing and diving trips with friends and family into the Sea of Cortez before leaving the boat in La Paz for the summer. They'll fly back down this month to get some work done before making the Baja Bash to San Di-



AGANTYR

*'Agantyr', built in Germany in the early '60s, has the unusual design feature of two centerboards. Inset, owners Eric and Linda Oistad.*

ego after Thanksgiving, where this chapter in her story will close and another will open — they recently put the boat up for



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# CHANGES

sale.

Carolyn and Philippe Marguet of the Alameda-based Spencer 1330 **Untangled** have been working their way down the Pacific Coast more slowly than most. They both work remotely during the week,



UNTANGLED

*Philippe and Carolyn of 'Untangled' have been unhurried in their cruise south.*

which means that stopovers, either at anchor or docks, are measured in weeks rather than days. Occasionally, they wind up in one place even longer than that. Such was the case with Golfito, Costa Rica. "We'd planned to stay in Golfito for only a couple weeks, but friendly locals, delicious ceviche, fast Wi-Fi, and fun land excursions kept us put for nearly two months," says Carolyn. In between working and "enjoying the breeze on the deck at Land Sea Services," the couple made getaways

to El Parque Internacional de Amistad, near Volcán, Panama, and horseback riding in Puerto Jimenez, Costa Rica. But the best of the best was a chocolate tour organized by Tropical Escapade Tours. During the tour, the father and son proprietors showed them how chocolate was made from their cacao trees, invited them to help in the process, and rewarded them with several tasty treats throughout the day. "It was intimate, authentic and delicious," says Carolyn. "Golfito may not be the cruising stop that it was 20 years ago, but we would recommend it to anyone."

Ever since last year's Ha-Ha, John and Alix Schulte of the Bay-based Hans Christian 38 **Amistad** have been enjoying the many charms of the Sea of Cortez. Highlights have included Agua Verde and Ensenada de Muertos just south of La Ventana. "Bahia de los Sueños is the name of a gem of a resort we found there...one that encourages cruisers to come ashore and enjoy its open-air restaurant, infinity pool and beaches," they say. "We knew this was a magical place because we caught our very first dorado as we were dropping the sails coming in



AMISTAD

*When John Schulte of 'Amistad' says he's hooked on cruising, he's not kidding.*

to anchor!"

The 'lowlight' so far was when John fell on his fishing gear and lodged a nice, big treble hook right through his forearm. Ouch! Bolt cutters, antiseptic and Outdoor Emergency Care training (they are both ski patrollers in Squaw Valley) kicked in, and we're happy to report the wound is healing nicely. *Amistad* will be



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back in the Sea this winter, and the Schultes are looking forward to reuniting with other Ha-Ha friends still in the area.

If there were a 'Busiest Sailor Since the Ha-Ha' award, last year's trophy would certainly go to Paul Martson of the Benetau 40 **Vanishing Girl**. After selling the *Girl* in Dana Point (for \$20K more than he'd paid three years prior — sweet!) in the past four months, he has sailed 7,000 miles as crew or delivery skipper in the Newport-Bermuda Race (and return) aboard the SC52 *Westerly*, and the Pacific Cup (and back) on *J/World's Cazan*. "My next project will be to rotate back to multihulls," he says. "I've become enamored of Wharram designs — perfect for the waters of Banderas Bay!"

After completing the 2017 Baja Ha-Ha, Bob Ritner and Joan Chen have been commuter cruising their Beneteau Oceanis 351 **Green Flash**, flying between Los Angeles and wherever they left the boat



VANISHING GIRL

**Paul Martson — 7,000 miles, 4 months, 3 countries and 2 oceans... add up to one big grin.**

last. "We enjoy a few weeks in different Mexico destinations, then a couple months back home." (The long stints in L.A. are used partially to tie up loose ends: getting the last kid to college, finishing business commitments, downsizing their residence, etc.). Come November, the next leg of their adventure begins with an extended cruise of Central America's 'forgotten coast' on the Pacific side. "To my pleasant surprise, the various inland adventures that cruising has afforded us are almost as much fun as the nautical part that I love so much," notes Bob. "The highlight thus far being our side trip to Guadalajara. Learning to navigate the public transportation system of each new place, with limited Spanish, gets us interacting with locals and costs very little. It is far more interesting for us than just jumping in a cab or a tour bus, and as long as we're not on a time schedule, can be a lot of fun!

\$21.42 per person, per day. That's

what the cost of living the cruising life has worked out to be for Jason and April Haase of the Beneteau Idyll 10.5 **Westy**.

"If someone would have told me this would be our average spending costs for the first year of cruising, I wouldn't have waited so long to cut the docklines and fulfill a lifetime dream," says Jason.

Before departing Seattle last year, the Haases tried hard to anticipate the costs of the upcoming trip, but found little information that they could apply. And when they asked veteran cruisers, "How much will it cost when we get out there?" the typical response was, "As much as



GREEN FLASH

**Bob and Joan of 'Green Flash' are downsizing at home and up-sizing on cruising.**

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# CHANGES IN LATITUDES

you have."

Today, with a year of cruising behind them, Jason says the true answer is not



WESTY

**"Westy's Jason, April and Axel Haase check out last summer's total eclipse."**

"As much as you have," but, "As much as you feel comfortable." "We found that living what we would call a middle-class lifestyle while traveling the world costs about the same as living below the poverty line back home," he observes. "Simple things like cooking most of our own food, dropping our anchor instead of tying up to a dock, or taking care of our own boat maintenance have kept our costs at a point that we can still enjoy the lifestyle without spending as much as we have."

Mark your calendars! Here's a quickie short list of Mexico cruiser events com-

ing up this season (not including the Baja Ha-Ha which is covered in depth elsewhere in this issue).

— Dates have yet to be posted for the 21st Annual Zihuatanejo **SailFest**, but as always, figure early to mid-February. As well as being loads of fun, this event is one of the biggest fundraisers for local schools and school-age kids held in Mexico, and the moneys raised have benefited more than 5,000 young scholars and led to the building or improvement of local school facilities — including the building of 14 new schools. For the latest updates and more information, see [www.zihua-sailfest.com](http://www.zihua-sailfest.com).

— The third annual Barra de Navidad Mexican Fiesta — now rebranded the **Fiesta del Veleros** — will take place February 18-25. Activities include beach parties, dinghy and 'big boat' races, a work day at the primary school, music, dancing and lots more. For more information, contact Pat McIntosh at [cruisingnotes@yahoo.com](mailto:cruisingnotes@yahoo.com).



SAILFEST

**The Parade of Sail at Z-Fest. Will you be in the lineup in 2019?**

[cruisingnotes@yahoo.com](http://cruisingnotes@yahoo.com).

— The second annual **Panama Posse** departs Marina Puerto de la Navidad on November 29. The rally has stops in seven countries: Mexico, Guatemala, El Salvador, Nicaragua, Honduras, Costa Rica and Panama, with the final destination being Marina Vista Mar near the Panama Canal on June 1, 2019. Benefits of joining the Posse include slip discounts, express check-in at the Canal, and organized group land excursions. See [www.panama-posse.com](http://www.panama-posse.com).

— Thinking of taking the Big Leap, aka the **Pacific Puddle Jump**? Dates (and enticements) for the 2019-2020 event will be announced in the future at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

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# THE TOP ELEVEN REASONS FOR DOING THE 25TH ANNUAL BAJA HA-HA!

More than 3,000 boats and 10,000 sailors have done the 750-mile cruisers rally from San Diego to Cabo San Lucas. Here are some of the main reasons. 1) It's really, really fun. 2) Superb safety record. 3) You get a Ha-Ha backpack filled with swag at the Halloween costume kick-off party. 4) You get a special welcome letter and burgee from the Mexican government. 5) To a great extent there is safety and shared knowledge in numbers.

6) Daily roll call, professional weather forecast, and net. 7) Six social events in which to make lifelong cruising friends. 8) You'll be featured in the Ha-Ha bio book. 9) Experienced leadership. Collectively, the three event leaders have transited the Baja coast more than 80 times. 10) Ha-Ha discounts can easily exceed the entry fee. 11) And the number one reason given by past entrants — it gives you an exact deadline to head south.

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**WHAT'S IN A DEADLINE?** Our Classy Classifieds Deadline is the **15th** of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within 2 to 3 days of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

## DINGHIES, LIFERAFTS AND ROWBOATS



**14-FT WHITEHALL SPIRIT & TRAILER.** 2005. Marshall. \$8,500. Single scull with new trailer. Quality Canadian glass, teak, bronze, minimally used, excellent condition. Sculling equipment unused! Unused EZ Loader trailer. New cost \$17,450 without trailer. See <http://whitehallrow.com>. Contact [jerfishersmith@gmail.com](mailto:jerfishersmith@gmail.com) or (415) 663-8336.



**8-FT PERRYWINKLE.** Rancho Palos Verdes, CA. \$2,200. Sailing dink, Bob Perry-designed Perrywinkle, North Sail, excellent condition, aluminum beach trailer, aluminum spars. (310) 548-1442 or [bborosdy@yahoo.com](mailto:bborosdy@yahoo.com).

**8-FT FATTY KNEES.** Rohnert Park, CA. \$1,500. With sail rig, great condition. Contact [pablo-anderson@hotmail.com](mailto:pablo-anderson@hotmail.com) or (707) 331-8030.



**8-FT MONTGOMERY LAPSTRAKE.** Fiberglass dinghy, 2010. Fort Bragg, CA. \$800. Like new, hardly used, positive flotation, drain plug, hoisting bridle, spruce spoon oars. Info/photos at website. See [www.dinghyco.com](http://www.dinghyco.com). Contact Stan. (707) 964-8342, (707) 357-0888 or [krishalvorsen@comcast.net](mailto:krishalvorsen@comcast.net).



**9-FT METZELER TENDER 1.** Incline Village, NV. \$2,649. Metzeler 9.6-ft inflatable w/Suzuki 5hp OB, on West Marine trailer, only 5 hrs. +/-, Lake Tahoe lic., immaculate condition, meticulously maintained. pump, oars. (775) 530-4784, (530) 412-0144 or [cbellasail@sbcglobal.net](mailto:cbellasail@sbcglobal.net).

**14-FT WHITEHALL, 1983.** Pt. Reyes Station. \$5,500. Whitehall rowboat 14-ft oak and cedar, 8ft oars, curved blades, sliding seat. In Pt. Reyes Station, includes trailer. Contact (415) 663-9440 or [lafayette1936@gmail.com](mailto:lafayette1936@gmail.com).



## 24 FEET & UNDER



**21-FT VIPER 640, 1997.** Monterey Yacht Club. \$6,500. Bennett Viper 640 #53. Race-ready, low mileage Doyle racing sails. Always covered and well taken care of. Triad trailer in good shape with new bearings and tires. (209) 986-7307 or [billandpaula@gmail.com](mailto:billandpaula@gmail.com).



**24-FT PACIFIC DOLPHIN #299, 1978.** Paradise, CA. \$13,000. Last sailed 2011 in San Juan Islands, Washington. Price Includes trailer, 8hp Suzuki motor, 2 anchors, 2 rode. Lots of extras. Includes 10-ft Achilles tender with 4hp Mercury motor. Registration current. Good condition. Selling for health reasons. Email [lulu2mcc@gmail.com](mailto:lulu2mcc@gmail.com).



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**24-FT PACIFIC DOLPHIN, 1977.** Rio Vista. \$3,200. Keel-center-boarder. New batteries, anchors and rode, 2 sails, many extras. Good shape. Dual-axle trailer also available.

## 25 TO 28 FEET

**26-FT BALBOA, 1974.** Antioch. \$6,000/obo. Project boat, 26-ft Balboa on restored trailer. New brakes, thru-hulls 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. Contact (510) 828-0242, (510) 828-1082 or williamconroy@gmail.com.



**25-FT BAHAMA.** (Cape Foulweather), 1973. Alameda Marina. \$2,000/obo. Woodworker's unfinished project. Epoxy bottom, all lines led aft, electronic OB. Custom interior needs completion. Good main, jib and genoa. See more at <http://bastress.com/bahama25> or email [woodshop@bastress.com](mailto:woodshop@bastress.com).



**25-FT LEFT COAST DART, 2013.** Honolulu, HI. \$45,000. Custom-built ultralight, based on the B25. Carbon sprit and mast. Sleeps four. Fast, fun, easy. Lifting keel and custom trailer included. Reasonable offers will be considered. (808) 349-1749 or [twyrick004@gmail.com](mailto:twyrick004@gmail.com).



**27-FT EXPRESS 27, 1984.** Stockton. \$20,000. *Swamp Donkey*, up for grabs. Here's your chance to race in the most competitive one-design fleet in the Bay Area. 3.5hp Mercury OB. Extensive sail inventory; two seasons on racing Quantum mainsail, one season on number 3 Quantum, one season on number one Doyle, two seasons on Quantum spinaker. Many other older sails. New jib sheets and spin sheets. All rigging in good condition. See <http://Express27.org>. (209) 981-5754 or [conradsdobell@gmail.com](mailto:conradsdobell@gmail.com).

**26-FT YAMAHA, 1987.** Oyster Point. \$3,000. The engine has failed and I need to sell. I can sail to desired location, but at this price that is all I am willing to do. (650) 465-1735.



**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.



**27-FT SANTA CRUZ 27, 1977.** South Lake Tahoe. \$9,000 Firm. Fresh bottom, rudder and topsides 2017 by Rufus. Build #61. Honda 2hp OB. Good sails and practice sails, on trailer. Turnkey freshwater SC 27. Contact (530) 416-7715 or [sdkatzman@yahoo.com](mailto:sdkatzman@yahoo.com).

**26-FT CONTESSA, 1978.** Santa Cruz, CA. \$7,000/obo. Research at website: <http://bluewaterboats.org>. 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. (831) 566-0442.

**27-FT EXPRESS, 1984.** Santa Cruz Harbor. \$18,000/obo. *Airtight*, Hull #73. New batteries with solar trickle charge, woodwork beautiful, rigging good, furling jib or foil, 2 OBs. Credit toward new headsail. (831) 332-0842, (831) 419-1118 or [patience.warnick@gmail.com](mailto:patience.warnick@gmail.com).

## 29 TO 31 FEET



**30-FT O'DAY, 1979.** San Rafael, CA. \$18,000/obo. The beautiful *Shi Ann*. Great man cave or family leisure boat. Transferable slip (not liveaboard). Newly installed Raymarine autopilot system. Toilet, fridge, microwave, sink with pressure, additional boating equipment. (805) 264-6950.



**30-FT SAN JUAN CLARK, 1977.** Napa. \$9,000. Will sell fast and bargain at <http://svgoldstar.com>. Set up for singlehanded, racing or a minimalist liveaboard. Ready to sail. Low mileage on inboard. On hard in Napa. Contact (530) 906-2571 or [mfr935@gmail.com](mailto:mfr935@gmail.com).



**29-FT ERICSON, 1970.** Loch Lomond Marina. \$12,000. Designed by Bruce King and built by Ericson Yachts. Spacious interior, excellent coastal cruiser. A safe, high-freeboard masthead sloop to handle SF Bay conditions. Strong Yanmar GM20F two-cylinder diesel starts easily and provides plenty of power. Harken roller furling, newer Harken self-tailing winches, boom vang and traveler, tiller-pilot, lines led aft to cockpit. New depth-sounder, VHF, batteries and dual-bank charger. Brightwork newly refinished, upholstery in good condition. Reasonable offers considered. (415) 233-0842, (415) 747-4414 or [rjonesthree@comcast.net](mailto:rjonesthree@comcast.net).



**29-FT RANGER, 1971.** Oakland. \$8,000. Great condition, good sails, A4 runs well, bottom paint 1.5 years, newer deck, roller furling, pristine interior. Can singlehand, propane stove, email for complete list of amenities. Contact (916) 716-1606 or [profesoracindy@pacbell.net](mailto:profesoracindy@pacbell.net).



**30-FT KNARR, 1962.** Tiburon. \$16,000. Knarr 114 built in Norway. Wood with fiberglass deck. New spars, rigging and sails. 2x Rocketship award winner. Full cover. OB. Professionally maintained. Excellent condition. Very competitive boat. Contact [dbthallman@comcast.net](mailto:dbthallman@comcast.net) or (415) 259-8831.



**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 more at website: <http://yankee30.net>.



**CATALINA 30, 1983.** San Francisco. \$19,500. Universal diesel with maintenance notes, wheel, dodger, pump/hitch with "princess seats." New main, 120% furling genoa, symmetric spinnaker. New: running rigging, AGM batteries, LED lighting, speakers, fridge, etc. See more info at <http://tinyurl.com/yddoxc49>. Contact (231) 287-5342 or [dktesla3@gmail.com](mailto:dktesla3@gmail.com).

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**30-FT CHEOY LEE BERMUDA 30, 1965.** Berkeley. \$3,300. Classic wood hull sloop. All teak with fiberglass/plywood deck. Sitka spruce mast. Volvo-Penta Md7b diesel in decent condition. Sails: 2 main, 1 jib, 1 storm jib in OK condition. Danforth and claw anchors, rigging in good condition (backstay needs adjuster). Ready to sail, but needs some work. Needs: bottom paint, brightwork, electrical work, some plumbing, and misc other things. Sweet boat. Contact (510) 847-9572 or pschettig@yahoo.com.



**30-FT PEARSON FLYER, 1981.** Channel Islands Harbor. \$6,500/obo. New battery and bottom paint, six good sails. Beautiful, fun and fast. Occasional racer. Reliable inboard and storage trailer. Contact John at: wildflyer30913@hotmail.com or (805) 444-2435.



**30-FT CATALINA, 1985.** San Francisco. \$18,500. Selling family boat. Well taken care of inside and outside. Spent most of her life in the Great Lakes. Was brought out to San Francisco in 2012. Hate to sell her, but my job has me moving around so difficult to keep her. So much comes with her difficult to list everything here. June 2018 completed work from certified yard in Berkeley. All new standing rigging. New VHF antenna. New jib halyard. New main halyard. New spreader boots. New lifelines. Haulout touch-up bottom paint. Full engine service completed May 2018. Heat exchanger replaced. Oil changed. Impeller, hoses and corroded clamps and fasteners replaced. Bottom painted in 2017. Contact (415) 601-9815 or kellyt72@gmail.com.



**30-FT CATALINA, 1984.** Benicia Marina, CA. \$22,500. Very clean, fit boat. Diesel 21hp. Wheel helm, Garhauer traveler, boom vang, Harken furl. Transmission upgrade, good sail inventory. Too much to list. More info and pictures available. (916) 952-4238 or ldk5@sbcglobal.net.



**31-FT WYLIE GEMINI TWINS, 1977.** Pittsburg Marina Delta. \$69,000. The famous Tom Wylie Gemini Twins are for sale together. Both restored, both with nice diesels and sails. Cold-molded with recent bottom jobs. *Encore* and *Legacy* are legendary racers built to no rule. Fast and solid with awesome PHRF ratings. See <http://tinyurl.com/yakcpqxo>. (415) 686-0907 or john@spinnerisland.com.

## 32 TO 35 FEET



**35-FT HINCKLEY PILOT, 1964.** Sausalito. \$25,000. Nice classic Hinckley Pilot 35. S&S design, 35'10", fiberglass. 4-108 diesel inboard. Sloop rig. Bottom paint 3 months old, fresh varnish on brightwork. Great boat. Contact (707) 480-0365 or Gfynn@aol.com.



**32-FT WEATHERLY, 1983.** \$42,500. Reduced Price! Gilmer DE cruising sloop, excellent condition. Ready to cruise. See website for equipment list: <http://bit.ly/2tGxn1Q>. Call (360) 316-1421.



**33-FT HUNTER, 1993.** Ballena Isle, Alameda. \$49,900. This 3-owner Hunter is in sail-away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS and radar. Contact (510) 878-1142 or amaylon44@gmail.com.



**32-FT BRISTOL KETCH, 1977.** Redwood City, Bair Island Marina. \$19,500. Very well maintained Ted Hood-designed cruising ketch. Teak/holly cabin sole, cherry wood cabinetry. Lots of storage. Galley, head, sleeps 6. Upgraded Yanmar 2GM20. Sails/standing rigging in great condition. Desirable Redwood City marina (pool, hot tub, fitness center). (510) 387-8130 or keith@mariposatrainning.com.

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



**33-FT SYNERGY 1000, 1999.** 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@jstafarchitect.com.



**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 fridge/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.



**33-FT OL 33, 1984.** Alameda, CA. \$ Open to reasonable negotiation. 33-ft Danish-built, Arne Borghegn, FG sloop built to International 1006 specs. 33'x28'WL x8'x5'4". Balsa core FG hull. Hull solid FG below waterline, iron ballasted keel, Volvo Penta Saildrive, folding prop, 4 berths with cushions, Porta-Potti, sink, alcohol stove, full instruments, 6 sails in good condition, lines led aft, much more. A perfect Bay boat, fast, stiff, easily single-handed. Everything in good condition and well cared for. Price and extra equipment open to reasonable negotiation. Email douglas-holmes@comcast.net.

**34-FT COLUMBIA, 1973.** Fortman Marina. Alameda, CA. \$39,900. Solid, ocean-ready and stunning with many upgrades including brand-new dodger, roller furling, autopilot, new fridge, newly varnished wood trim, Zodiac dinghy and much more. Full tiled head with shower, stove, oven, microwave, even a coal-burning fireplace that nicely warms the spacious cabin (beam 13', height 6'). Sleeps 6. (415) 889-0377, (415) 309-3179 or Sadolphsonrose@comcast.net.

**33-FT NOR'WEST, 1979.** Pier 39, San Francisco. \$29,000. *Catbird* has a keel-stepped mast, main with 3 reef points, 100% and 80% jibs on roller furler, GPS, tiller with autopilot, 4-person liferaft (needs to be repacked), CQR anchor with 60ft of hi-test chain and 200ft of rode, backup Danforth, 2QM20 diesel engine runs well, foot-pump water (both fresh and raw water), nice cozy interior with lots of teak. Contact (415) 735-8167 or kris@konawalik.com.



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**32-FT COLUMBIA CARBON, 2013.** Point Richmond. \$149,000. Race-ready now and fully equipped to win Big Boat, Transpac, Mac, Caribbean 600, etc. Race distance, round-the-buoys, shorthanded on grand prix Carbon Fiber Race Boat with minimal outlay and running costs - far less than Class 40 or TP52. Race with new Quantum sails, B&G electronics, and KKM racing bottom. See <http://instagram.com/sixbrothersracing>. (203) 837-7792 or 843708@gmail.com.



**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 PACIFIC SEACRAFT, 1991.** Paradise Village, MX. \$82,500. Ready for cruising in Mexico and beyond. Cutter-rigged, removable inner stay, Port Townsend sails by Carol Hasse. Solar panels (total 460W), 2 MPPT controllers, steering windvane with custom autopilot, Raymarine wheel autopilot, Icom 802 SSB, Katadyn watermaker, Muir electric windlass, Yanmar 30hp, Adler Barbour Super Cold refrigerator, 3 burner propane stove, 6hp Yamaha OB, 9ft RIB, USCG documented. (360) 757-3238 or jfg565@aol.com.



**ERICSON 32-2, 1974.** Pier 39, SF. \$9,900. Trusty and fun, great for learning cruising! Many updates: self-furling jib, diesel engine, hatches, audio system, comm radio, leather upholstery. 50-ft slip at Pier 39 for sale; ask. Contact (415) 351-4614 or dru.babcock@yahoo.com.

## 36 TO 39 FEET



**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, PYI 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@fogcity.com.

**CAL 39, 1979.** South Beach Harbor. \$39,500. 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 WYLIE MASTHEAD SLOOP, 1984.** Richmond Yacht Club, C-16. \$28,000/asking. Sweet sailing Wylie 39, Westerly build. Designed/built for day sailing and racing. Comes with offshore racing gear. (415) 383-0949.

**37-FT PACIFIC SEACRAFT, 1988.** West Coast. Long-term lease. Excellent condition, all new canvas, broadband 3G radar, full electronics, refrigeration, windvane, Lofrans windlass, Achilles tender with 9.8. Lots of stuff! Traveling, no phone, email for info: [Bootlegcharters@gmail.com](mailto:Bootlegcharters@gmail.com).

**39-FT FREYA, 1985.** Morro Bay. \$85,000/obo. Solid world cruiser, loaded. Beautiful interior. For photos, see website: <http://tinyurl.com/ydafem9g>. Reasonable offer considered. Patrick. (831) 238-5697 or svlaughter@aol.com.



**36-FT C&C, 1985.** Yacht Club. \$15,000/obo. Beta Marine 38 engine. Rod rigging replaced in 2003. Retiring from sailing.



**36-FT LAPWORTH, 1960.** San Francisco Bay. \$40,000. One owner 40 years. Extensive restoration, continuously and conscientiously maintained. All systems updated. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See website for photos of this beautiful yacht: <http://hamiltonsfo.wixsite.com/website>. Contact John Hamilton and Carol Leonard: [HamiltonSFO@gmail.com](mailto:HamiltonSFO@gmail.com) or (415) 821-4731.

**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.

**39-FT FREYA, 1978.** Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, Profurl, Monitor windvane, IC-710 SSB, new Spectra water maker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



**38-FT MORGAN RICHTON, 1987.** San Pedro, CA. \$15,000/obo. Custom built, Pacific vet. New bottom paint. Standing rig upgrade. Low-time engine. African mahogany interior. Strong and capable. For more photos and information call Bob. (562) 833-2688 or dapplegrey@mac.com.



**37-FT GULFSTAR, 1977.** Discovery Bay. \$36,000. Original owner, nice condition. Solid lead keel in encapsulated fiberglass fin keel with spade protected rudder. Perkins 50hp 4-108, reefer-freezer, teak interior, wheel steering, 45lb CQR anchor, Icom VHF, in freshwater dock. (925) 759-3406.



**36-FT SCHOCK NEW YORK 36, 1984.** Marina Bay Richmond. \$27,500/obo. This is a lot of boat for a little money. PHRF 108. Fast, easily driven with the slightest breeze, strong in a blow, comfortable dockside and at anchor. Sleeps 6. Full galley, pressurized water, settee and hanging locker, nav station and enclosed head with shower. Repowered with Volvo D-20. UK Tape-drive sails excellent, including main, #1, #2, 3 jibs, 3 spinnakers. Garmin GPS, VHF, B&G wind instruments, Harken deck gear, tiller steering with autopilot. Roll up inflatable tender included. Full canvas in great shape. Constantly upgraded and maintained. This is a great boat, needs nothing. Willing to negotiate. Ask for Sam: [samneustadt@gmail.com](mailto:samneustadt@gmail.com) or (530) 601-0412.

**CAL 36, 1966.** Puget Sound. \$22,000. Diesel, 2-8D house batteries, 1000W inverter/charger, H&C water, LPG stove/oven and BBQ, sniffer, Profurl w/140 genoa, windlass, 35# Bruce w/150' chain and 200' rode, autopilot, radar, holding tank, dodger, upgraded interior. (206) 409-0114.



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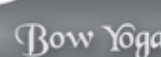
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**36-FT ISLANDER, 1975.** Sausalito Yacht Harbor. \$30,000. Excellent sailing machine, perfect for the SF Bay. Well maintained, new #2 and 3/4 main, good condition. Contact (415) 425-5352 or [sjc@bay-area-immigration.com](mailto:sjc@bay-area-immigration.com).



**36-FT FRANS MAAS - SABRINA, 1961.** Puerto Vallarta, MX. \$44,000. 36.6 Frans Maas, Sabrina design. Fully equipped. See all at website: <http://begonephotos.shutterfly.com> or [teridonm@hotmail.com](mailto:teridonm@hotmail.com).



**39-FT CATALINA 380, 2001.** Alameda. \$120,000. In-boom furling main. Recent B&G electronics including A/P. 520 hrs Yanmar. New jib. 2-year-old bottom paint. Many other recent upgrades. 10-ft RIB and OB. Excellent condition. Contact (408) 857-8675 or [sjcjm@gmail.com](mailto:sjcjim@gmail.com).



**39-FT CAL, 1972.** San Francisco Bay. \$28,000. 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.



**HANS CHRISTIAN 38 MK II, 1979.** Morro Bay. \$75,000/obo. Highly motivated seller. Universal engine: 4-cylinder, 50hp. Lots of cruising gear: watermaker, autopilot, wind generator and more. A midship double cabin and double aft cabin berths and shower. Call Sue. (661) 301-7162 or [sue@businessinitiatives.com](mailto:sue@businessinitiatives.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. Contact [rd\\_satt@yahoo.com](mailto:rd_satt@yahoo.com) or (415) 244-8109.

## 40 TO 50 FEET



**47-FT VAGABOND, 1981.** Alameda, CA. \$94,000. Bluewater ketch, Ford Lehman diesel, radar, generator, windlass, roller furler, full-batten main, autopilot. Masts rebuilt and new standing rigging on main, SS davits. See <http://s1174.photobucket.com/user/SeaForever47/library>. (510) 473-5059 or [rebtat@gmail.com](mailto:rebtat@gmail.com).



**CALKINS 40, 1970.** San Diego, CA. \$45,000/obo. Complete rebuild in 2008. Everything new, Westerbeke, SSB/VHF email, 20 GPH watermaker, 4K genset, 5 sails, dinghy/davits, freezer/fridge, autopilot, full electronics, solar. This boat is triple-planked epoxied hull with Awlgrip. Excellent condition. Offshore-ready or great coastal cruiser. (760) 434-1203, (760) 805-4329 or [joe@windsunes.com](mailto:joe@windsunes.com).



**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 wash-down. Meet RED at our website: <http://ourREDboat.com>. Contact (541) 579-7907 or [RED4Sale@ourREDboat.com](mailto:RED4Sale@ourREDboat.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@gmail.com](mailto:nautpegleg@gmail.com).



**40-FT LADY HELMSMAN, 1979.** Santa Cruz. \$35,000. Racer/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](mailto:Mavtro@hotmail.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](mailto:j-nick@sti.net).



**47-FT ALUMINUM BLUEWATER.** Cruiser, 1983. Bodega Bay, CA. \$150,000. Custom cruiser designed by the late great Gary Mull. Fast, comfortable, strong. Great cruiser for around the planet. Professionally built hull to open-ocean standards. See <http://muchogustosailing.wordpress.com>. Contact (925) 948-5613 or [ed.witts@gmail.com](mailto:ed.witts@gmail.com).



**42-FT CHEOY LEE CLIPPER.** Schooner, 1972. Jack London Square. Reasonable Offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bulletproof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. (510) 435-3819 or [tag@cpan.org](mailto:tag@cpan.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 make this a vessel that is ready to go. A list of upgrades includes: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or [denasc1234@gmail.com](mailto:denasc1234@gmail.com).



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**47-FT COLIN PHILP, 1989.** Emeryville Marina. \$79,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquiries only please, email preferred. Contact (415) 488-0218, (415) 999-2270 or [sjr90@comcast.net](mailto:sjr90@comcast.net).



**40-FT LANCER MOTORSAILER, 1984.** Sausalito. \$84,900. LOA 38'-10". Center cockpit. 61hp Volvo diesel with saildrive. Roller furler, main and headsail. Two strms, one with walk-around centerline queen bed w/new memory foam mattress. Sails like a dream and motors 9+ knots. Recent in-slip refit. New: running rigging, bimini, dodger, and boom tent, varnished sole (floor), foredeck laydown mattress, Racor 500, electric head, chartplotter. Perfect for a big family or share with two families. Partnership may be considered. Email [GrantatSail@gmail.com](mailto:GrantatSail@gmail.com).



**C&C 44, 1987.** Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail Furlboom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or [karl.wilber@sbcglobal.net](mailto:karl.wilber@sbcglobal.net).



**44-FT KELLY PETERSON, 1979.** Mazatlan, Mexico. \$112,000. Donna Rose. 7 Sails. Full list of equipment and maintenance records upon request. Located: Mazatlan, Mexico. Email [capnrick@hotmail.com](mailto:capnrick@hotmail.com).



**41-FT ISLANDER SLOOP, 1974.** Santa Cruz. \$64,500/obo. Alan Gurney design. Custom built with many upgrades over factory model. Mahogany walnut stained interior, teak & holly sole, Port Orford ceilings and overhead. Two double berths, U-shaped dinette converts to third double plus one pilot berth. 6'6" headroom. Atkins & Hoyle hatches (3). Full galley, oversized ice box. Excellent liveaboard with world-cruising capabilities. Barient winches: 32ST (2), 32 (2), 22ST (4), 10ST (3). Kenyon spars completely overhauled with new LP paint and Ballenger rigging (2016). 4 spinnakers, 3 headsails and mainsail. Westerbeke 4-107 with Martec geared folding prop. Hull has newer Sterling paint job (2009). 2014 survey available. 1-year Santa Cruz sub-lease available. Email [sanyata@msn.com](mailto:sanyata@msn.com).



**46-FT CAL 3-46, 1978.** Long Beach, CA. \$87,500. Been around the world and ready again! 85hp Perkins (rebuilt), 8kW Onan, oversized refrigerator/freezer, Simrad autopilot, full-batten main with lazy jacks and cradle, Profurl, self-tailing winches, 26" Gori propeller, windlass with 300' 3/8" chain and Delta anchor, custom stainless railings. Dodger with folding bimini, Furuno radar, chartplotter, VHF, Icom HF, 2500/130 Heart inverter, liferaft, 20gph watermaker (needs repair), new electric bilge pumps, electric heads, Samsung TV with surround, custom teak salon and cockpit tables and cabinets, stereo, built-in icemaker, washer/dryer, new oversized tankage and battery bank, 10' AB RIB with 15hp and 4hp and much more. Motivated seller! (714) 342-2482 or [jhaireman@aol.com](mailto:jhaireman@aol.com).



**40-FT PASSPORT, 1983.** Orcas, Washington. \$136,000. World-capable cutter-rigged Passport 40. Large sail inventory, VHF, GPS, Aries windvane, Dickenson heater, Forespar boom. Oversized rigging and extra 2 large cockpit winches. Sea-friendly head-forward layout. 2000-2003, new equipment; Yanmar 40hp, 3-burner stove/oven, refrig/freezer, Spectra watermaker, Autohelm autopilot, Icom HF. 2010, new Furuno radar. 2018, power train refurbished at \$23K cost; new heat exchanger, transmission, cutlass bearing, engine mounts and shaft. (360) 632-8896.



**HANS CHRISTIAN 43T KETCH.** 1982. Bradenton/St. Petersburg, FL. \$205,000. Make your cruising dream a reality on this magnificent bluewater and liveaboard world cruiser. *Calypso* is fully refurbished and ready once again to cruise the seven seas in comfort and safety. She recently underwent a complete \$100K refit replacing every mechanical, electrical, galley, safety system, including a complete refurbished robust Isuzu diesel engine, new Awlgrip paint on hull and masts, 20 GPH watermaker, A/C with heat, sanitation systems and electronics. *Calypso* is the perfect blend of traditional and contemporary design with beautiful lines, superb sailing performance and cozy, comfortable live-aboard quarters. Complete maintenance history and extensive spares are included. See <http://tinyurl.com/y7p2y6x2>. Contact (262) 781-7162, (414) 218-9781 or [yachtcalypso@aol.com](mailto:yachtcalypso@aol.com).



**42-FT ISLAND PACKET 38, 1986.** Sausalito. \$110,000. Sad to see her go. A rare find, this beautifully maintained Island Packet 38 is now available with slip in Sausalito. Reasonable offers considered. See <http://sites.google.com/view/cutterjones>. (415) 699-9875 or [cjbarc@gmail.com](mailto:cjbarc@gmail.com).

## 51 FEET & OVER



**53-FT NORSEMAN 535, 1986.** Fort Lauderdale. Best offer. Time is coming to part with her. Have one more cruise planned including the Bahamas and possibly Cuba. Best of worlds, interested new owners would crew with us to learn the vessel and buy her next year. Not a well-known brand, she compares well with a Hylas 53 or with her smaller but nearly identical sibling, the Norseman 447. Bought in the Bay Area in 2004 and sailed to Florida in 2015, she has received constant professional care. Meet here in Marin or on board in Fort Lauderdale. Fall in love with her as we did and come sailing. Cheers! Contact (415) 388-6686, (850) 643-7395 or [richardn535@gmail.com](mailto:richardn535@gmail.com).



**53-FT GIRSEA SLOOP 1982.** Living in Tahiti (French Polynesia). \$135,000 EUR. 2 cockpits, 50hp Volvo diesel, blue water boat, sailing in the world for 20 years, used 2 years, very good condition, highly continuously maintained (\$220,000), new deck, new sail, dodger, bimini, rigging checked every year, main engine 92hp 2500 hrs). Ready to go.



**52-FT TAYANA, 1989.** Port Ludlow. \$169,000. Center cockpit, cutter-rigged. Perkins engine, 3-bladed Max-Prop. Simrad autopilot, ST 60 wind, depth and speed instruments. Full queen in aft cabin. 2 heads. Roller jib and staysail. StackPack for main. Easily sailed by 2 people. Great liveaboard and family cruiser. Boat is located in Port Ludlow and offered as is. Contact Grant Colby for more information. (206) 459-3933 or [rgcsail@yahoo.com](mailto:rgcsail@yahoo.com).



**HYLAS 54 RAISED SALOON.** 2005. New Zealand. \$795,000. Start cruising the South Pacific islands with little effort. Off-shore sailing vessel fully outfitted, single owner and ready for your adventure. Located in New Zealand. Cruise NZ for their summer, then head to Fiji or Tonga in May. Seeking buyer for cruising, seller not paying sales taxes. Any reasonable offer will be considered. Early bird buyer and no agent gets a deal. See <http://sailinganilla.org/forsale> or [davebrennan@gmail.com](mailto:davebrennan@gmail.com).

## CLASSIC BOATS

**38-FT CUSTOM CUTTER-RIGGED.** Sloop, 1970. South Beach, SF. \$10,500/obo. 38-ft sloop, 17,000lbs, strip-planked mahogany on oak, perfect for coastal. 4k in a 10k breeze and 7 in 18. Beautiful and comfortable. See more information at <http://egaible.wixsite.com/anne>. Contact (415) 867-1770 or [edmond@sonic.net](mailto:edmond@sonic.net).



## MULTIHULLS



**50-FT GRAINGER 480, 2006.** Marina Palmira, La Paz, Mexico. \$475,000. *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 information at [www.catamarantaj.com](http://www.catamarantaj.com). Email [in.the.wind@icloud.com](mailto:in.the.wind@icloud.com).



**27-FT GLOBEMASTER, 1966.** San Diego. \$16,000. All fiberglass folding trimaran with trailer. It has good sails, GPS, radar, autopilot, good paint, roller furler. Sleeps 3. She is fast - 10 plus knots. Rigged for singlehanded. (619) 341-4624 or [Sinistersmile5@yahoo.com](mailto:Sinistersmile5@yahoo.com).

## POWER & HOUSEBOATS

**37-FT DUTCH CANAL BARGE, 1922.** Antioch Marina. \$85,000. Recently converted to luxury yacht. All teak interior. Mercedes OM 617 diesel. Great for liveaboard with hot and cold water, cook top, refrigeration, propane heater and shower. Hull is 1/5" steel. Recent hull, engine surveys and metal exam. Bottom painted July 2018. (925) 687-4576.



**39-FT MAINSHIP 390, 2001.** Alameda. \$105,000. *Wave Dancer*, a trawler with flybridge, waiting in the SF Bay area for fun, adventure, and living. She has a comfortable 3 cabin sleeps 4 in berths. A flat screen TV in the main salon and sound system. The galley includes a 3-burner propane stove and oven, refrigerator/freezer, microwave, and coffee maker. Yanmar 300hp diesel, autopilot, radar, chartplotters, VHF radios, bow thruster, electric windlass, shorepower and 12V, 8kW generator, Freedom 2500 inverter, HVAC, vacuum flush toilet. Contact (707) 803-8003, (510) 316-7305 or [ileik99@yahoo.com](mailto:ileik99@yahoo.com).



## PARTNERSHIPS



**40-FT LANCER CC MOTORSAILER.** 1984, Sausalito. \$44,500. 50% equity partnership. 61hp Volvo diesel. Roller furler, main and headsail. Two strms, motors 9 knots. New: running rigging, bimini and dodger, white leather seats, Racor 500, electric head, chartplotter. Email [GrantatSail@gmail.com](mailto:GrantatSail@gmail.com).

**TARTAN 30 - 1/2 SHARE.** Clipper YH, Sausalito. \$7,000. Beautiful, wheel steering, furling jib, electronics, refurbished A4, self-tailers, great Bay and coastal boat, free parking, plus 1/2 expenses. Some experience preferred by longtime owner. (415) 699-3112 or [goboot1@aol.com](mailto:goboot1@aol.com).

**PARTNERSHIPS.** Merced. \$150 month. Live on Challenger 32 sailboat weekends this winter only \$150 a month, located Alameda. Sleeps four, king-size bed, galley, bathroom. Showers at the club, where membership (\$400 year) is necessary. Email: [captjohn32@gmail.com](mailto:captjohn32@gmail.com).



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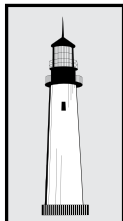
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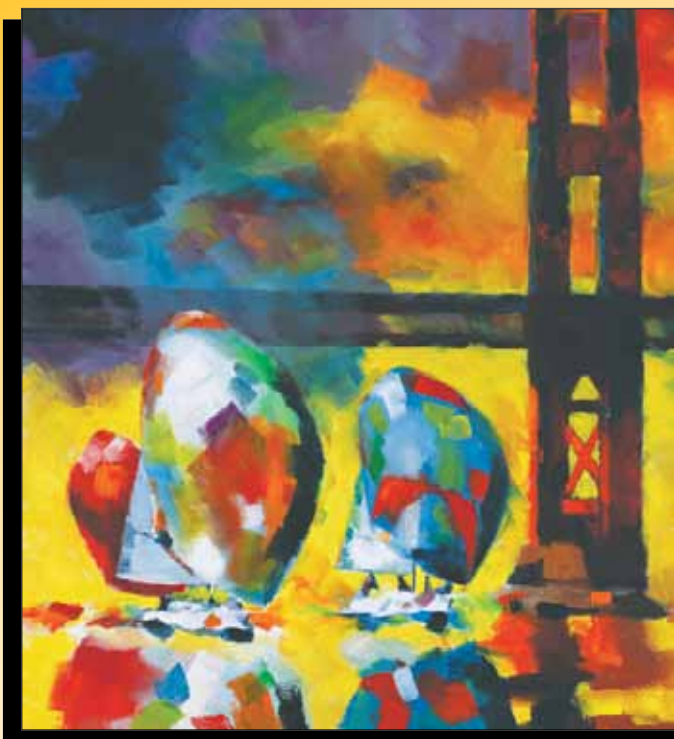
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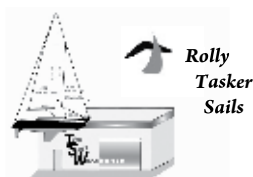
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**45' SPARKMAN & STEPHENS Masterpiece** by Olin Stephens. Magnificent & beautiful, newly refinished & recaulked. New Yanmar diesel, full galley, full boat cover, copper fastened. Impeccable provenance. *Valiant* is a rare treasure and **MUST BE SEEN!** Asking **\$94,500**



**38' ERICSON Performance Cruiser** by Bruce King. Beautiful condition, Dsl, dodger, awning, bimini, S.T. 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-found. **\$299,950 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 a spinnaker. Nice interior with stove-top and galley sink, for economical family sailing ... Asking **\$11,500**



**36' ISLANDER Slp.** 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! ... **\$18,000 Ask**



**38' NANTUCKET ISLAND Slp.** 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 & Pilothouse Helms, Heads & Showers in Fwd & Aft Staterooms, dinghy on swim platform, kayak, full galley w/4-burner range, microwave, refri/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$26,900 Ask**



**43' TRAWLER** by Kha Shing Flybridge, aft double stateroom, dual helms. Beautiful cruiser/ liveaboard. 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! **REDUCED to \$59,000 Asking Price**



**28' BAYLINER 2855 CONTESSA**, 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 **\$47,950**



**44' FELLOWS & STEWART SLOOP**, "SERENA" A West Coast classic & a thing of beauty, grace & speed in magnificent condition. Near-new diesel, gorgeous & comfortable hardwood interior below, galley, head, comfortable cockpit & below, VHF, chart plotter. Asking **\$48,000**



**45' CHRIS-CRAFT** Yacht Home. Low Hours, Twin Crusaders, Wester beke 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**



**30' (lod) ANGLEMAN** Gaff Cutter, rare classic "Wavelet" by famous Hugh Angleman, exquisitely built in Holland by Mass Bros. Estate Sale. Excl. condit. One season deferred maint. Albin Dsl, loads of detail & gear. This is a treasure being offered as a BARGAIN! Act quickly or she'll be gone ... Asking only **\$8,950**



**30' NEWPORT MKIII Sloop**. Diesel, 2 jibs, main & genoa, roller furling, boat cover, windlass, dsl 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**



**37' ENDEAVOUR Sloop**. Always painstakingly maintained, nicely upgraded & in excellent condition. Dodger & full cockpit enclosure, Lrg sail inventory, 50hp Diesel, H2O maker, full galley, and head w/shower, good electronics incl. RADAR, inflatable w/motor, solar, A/C unit, well-found w/lots of cruising gear. **\$36,950 Ask**



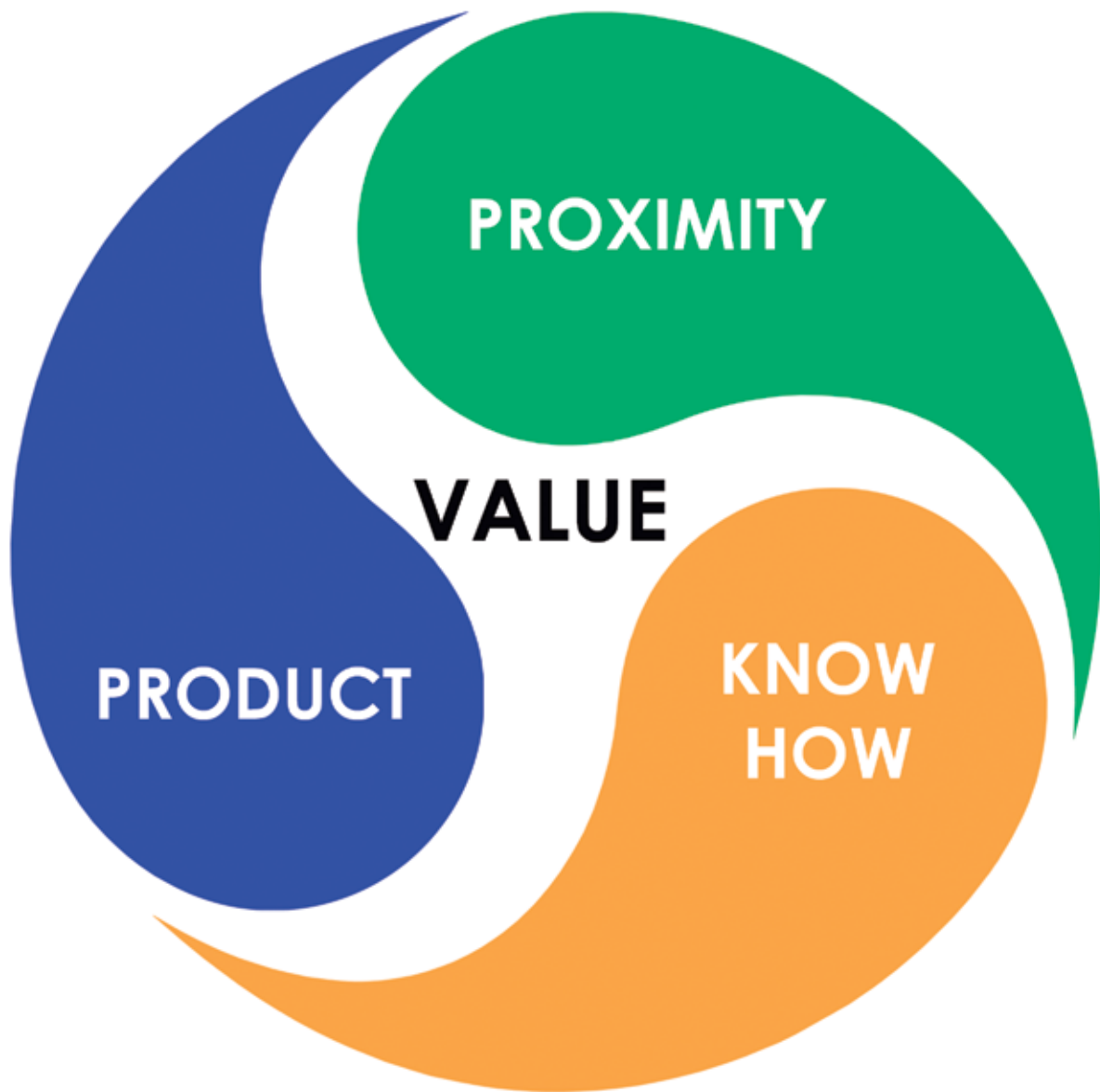
**32' UNIFLITE SPORTSMAN** Ex-Harvey's Casino custom-built Tahoe boat. Many upgrades & in great condition. Twin V-8's, Fresh Water boat. Flybridge & pilothouse helms, New full Delta canvas, swim platform, aft canopy, galley, head, 2 dbl berths, bimini, & MORE! VERY NICE! ASK **\$11,500**

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