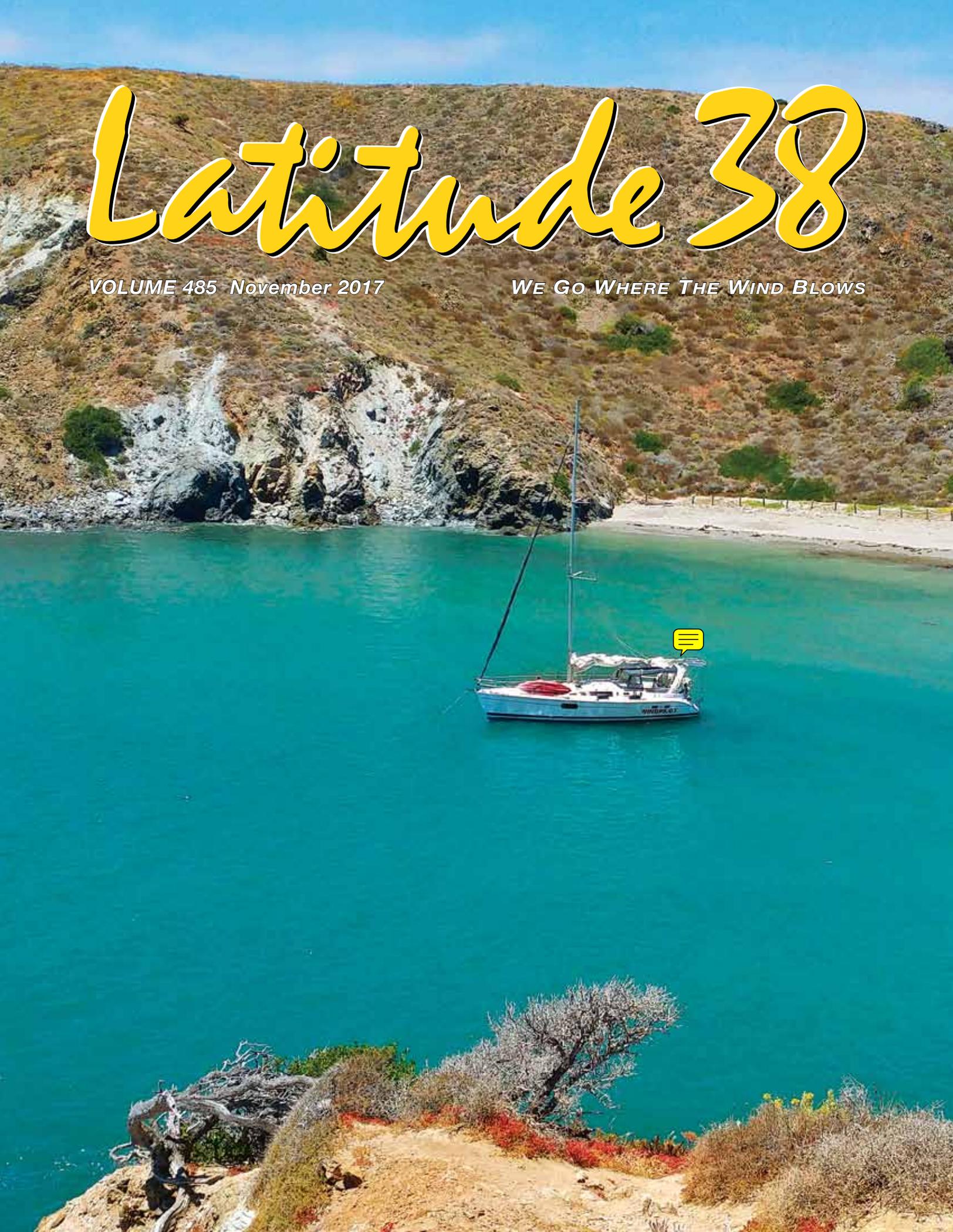


Latitude 38

VOLUME 485 November 2017

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Repeat Performance

A sailor walks into a sail loft...

That's what Kit Wiegman did to announce that "your mainsail won the Islander 36 Nationals again!" The nationals, hosted by Golden Gate Yacht Club, were sailed on San Francisco Bay last month, in light winds and warm fall weather.

The Pineapple mainsail on Kit's Islander, *Cassiopeia*, was built in 2009 and is still fast and strong.

Both the Islander 36 and Pineapple Sails have persisted since the early '70's. The Islander continues to be a good, wholesome racer-cruiser and the boats are sailed and raced by a loyal group of owners.

Pineapple Sails has continued to innovate and maintain a commitment to quality sailmaking.

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PHOTO BY RICK VAN MELL

*Cassiopeia**

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Cover: We have a winner!

Cover contest winner, Greg Kruegermann, sent this picture of his Hunter 41D *Windpilot* anchored in Little Harbor off Catalina. No wife, no phones, and just 25 miles from 20 million people.

Photo courtesy of Greg Kruegermann

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1977-2017 – 40TH ANNIVERSARY

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



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HUNTER 380, 2000	\$48,000
ERICSON 38-200, 1989	\$54,000
OCEANIS 37, 2012	\$134,500
BENETEAU 373, 2006	\$110,000
C&C 37 XL PLUS, 1990	\$45,000
HUNTER 36, 2005	\$99,500

FIRST 36.7, 2003	\$85,000
ISLANDER YACHTS 36, 1977	\$33,900
OCEANIS 35, 2016	\$165,900
FIRST 35, 2015	\$249,000
CATALINA 350, 2008	\$119,900
OCEANIS 352, 1999	\$62,900
BENETEAU 331, 2001	\$59,500
OCEANIS 31, 2014	\$117,000
OCEANIS 31, 2013	\$115,000
FIRST 20, 2017	\$55,600

POWER BROKERAGE

GRAN TURISMO 44, 2015	\$428,000
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SEA RAY 410 SUNDANCER, 2001	\$99,000
REGAL 3780, 2001	\$141,500
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Latitude 38
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1977-2017 40TH ANNIVERSARY

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34' Catalina 34 MkII, 1998.....	SOLD
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CALENDAR

Non-Race

Oct. 30-Nov. 11 — Baja Ha-Ha XXIV cruising rally, from San Diego to Cabo San Lucas with stops in Bahia Tortugas and Bahia Santa Maria. Info, www.baja-haha.com.

Nov. 1 — Downwind Sailing Gear and Techniques plus Safety Prep for Coastal Cruising with Bruce Brown of US Sailing Safety at Sea. Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Nov. 1, 1977 — From an editorial in *Latitude 38* Vol. 8, page 7: "There are a lot of you out there we owe thanks to, and we apologize for not giving you the credit you deserve. We have this habit of finishing each issue about 5:30 in the morning, and those little details always seem to slip our minds, which are pretty well blown by then anyway. From the two of us, to the all of you 'thanks', and please keep it up."

Nov. 1-29 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Nov. 1-29 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Nov. 2 — How to Perform Outboard Motor Maintenance while Cruising in Mexico. With outboard service mechanic Tom Teevin, at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Nov. 2 — Corinthian Speaker Series: Michael Moradzadeh presents Transpac and Pac Cup — Two Ways to Cross an Ocean. CYC, Tiburon, 7 p.m. Free. Info, www.cyc.org.

Nov. 3 — SoCal's Sea Turtles: How Cruisers Can Find & Help Them, with Sabrina Mashburn. Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Nov. 3 — Go for a Friday sail under the full moon.

Nov. 4, 11, 18 — Afternoon adventure sails aboard the historic scow schooner *Alma*, Hyde St. Pier, S.F. \$20-\$40. David, (415) 447-5000 or www.nps.gov/safr.

Nov. 4, Dec. 2 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Nov. 4-25 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Nov. 5 — Daylight Saving Time ends; fall back one hour.

Nov. 5-26 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Nov. 7-10 or Nov. 7-12 — International Certificate of Competence licensing course. SFYC, Belvedere. For mariners who are already competent. The ICC is required for skippers in Europe. \$150 + 45GBP licensing fee. Info, www.sfyc.org.

Nov. 8-20 — The tall ships *Hawaiian Chieftain* and *Lady Washington* visit Monterey; Battle of the Presidio, 11/18. They'll be in Morro Bay 11/23-12/12. Info, (800) 200-5239 or www.historicalseaport.org.

Nov. 9 — Single Sailors Association monthly meeting/Thanksgiving Potluck, Ballena Bay YC, Alameda. Cocktails at 6:30 p.m.; dinner, 7 p.m. Info, www.singlesailors.org.

Nov. 11 — Take a vet sailing on Veterans Day.

Nov. 11 — Sea Music Series with Penny Opry aboard *Eureka*, Hyde Street Pier, San Francisco, 8 p.m. \$12-\$14. Info, (415) 447-5000 or www.nps.gov/safr.

Nov. 15 — Behind the Bark: Saving Seals and Sea Lions in California, Spaulding Marine Center, Sausalito, 6:30-8:30 p.m. Free. Info, (415) 332-3179 or www.spauldingcenter.org.

Nov. 18, 1927 — The North American Yacht Racing Union



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CALENDAR

adopted the International Rule of Measurement for the 12-Meter class.

Nov. 19 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Nov. 21 — YRA Year-End Trophy Party at Berkeley YC. Info, www.yra.org or (415) 771-9500.

Nov. 22, 1916 — Jack London, author of *The Sea Wolf* and *The Cruise of the Snark*, died in his home near Glen Ellen, CA. His ranch became Jack London State Historic Park in 1959 and was designated a National Historic Landmark in 1963. It was closed and evacuated in October, 2017, but survived the devastating wine-country wildfires.

Nov. 23 — Thanksgiving Day.

Nov. 24 — Celebrate Black Friday with a leftovers rendezvous cruise.

Nov. 29, 1981 — Actress Natalie Wood fell overboard from the 60-ft motoryacht *Splendour*, anchored in Isthmus Cove, Two Harbors, Santa Catalina Island, and drowned.

Nov. 30 — La Paz Beach Party, La Costa Restaurant, La Paz, 4-7 p.m. Mexican folk dancing, live music, food & drinks, door prizes, more. Free for the first 50 Baja Ha-Ha XXIV participants; everyone welcome. Info, www.baja-haha.com.

Nov. 30 — Inaugural Panama Posse Cruisers Rally starts; Barra de Navidad, Mexico, through Guatemala, El Salvador, Nicaragua, Honduras and Costa Rica ending at the Panama Canal. Info, www.panamaposse.com.

Dec. 2 — Marlinspike Seamanship: Knots and Splices, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 donation. Info, (415) 332-3179 or www.spauldingcenter.org.

Dec. 2 — Lighted Yacht Parade, Oakland Estuary. The Oakland Firefighters' swift water boat, hosting Santa, will lead the parade. Info, www.lightedyachtparade.com.

Dec. 2 — Lighted Boat Parade, Santa Cruz. SCYC, www.scy.org.

Dec. 9 — Salty Swap Meet, Alameda Marina, 9:30 a.m.-4:30 p.m. Buy, sell or trade new or used boat parts. Registration deadline is 11/30. Free. Info/spaces, (510) 521-1133.

Dec. 9 — Lighted Boat Parade, Sausalito, 5 p.m. Info, www.winterfestsausalito.com.

Dec. 9 — Lighted Boat Parade, Benicia. BenYC, www.beniciayachtclub.com.

Dec. 15 — Decorated Boat Parade, San Francisco Cityfront, 6 p.m. StFYC, www.stfyc.com.

Racing

Nov. 1 — Last Wet Wednesday in Santa Cruz. SCYC, www.scy.org.

Nov. 4 — Amazing Grace Cheney Regatta for women only; no YC membership required. RYC, www.richmondyc.org.

Nov. 4 — Joan Storer Memorial Women's Regatta. Crews must be at least 50% female. (Postponed from 10/14 due to fires/smoke). TYC, www.tyc.org.

Nov. 4 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 4 — Last Gasp Regatta. HMBYC, www.hmbyc.org.

Nov. 4 — Harvest Youth Regatta with fun sail and other activities for kids. HMBYC, www.hmbyc.org/youth-sailing.

Nov. 4 — SF Bay Pelican Races in Benicia. Info, www.sfpelicanfleet1.com.

Nov. 4 — Turkey Shoot. Sailors don't have to shoot turkeys, but turkeys are the prizes. LWSC, www.lwsailing.org.

Nov. 4 — Point Fermin Inverted Start in San Pedro. Cabrillo Beach YC, www.cbyc.org.

Nov. 4, Dec. 2 — Fall Series. SSC, www.stocktonsc.org.

Nov. 4-5 — Cal 20 Round Robin. CYC, www.cyc.org.

Nov. 4-5 — Monterey Invitational/Perry Cup/Kelp Cup.

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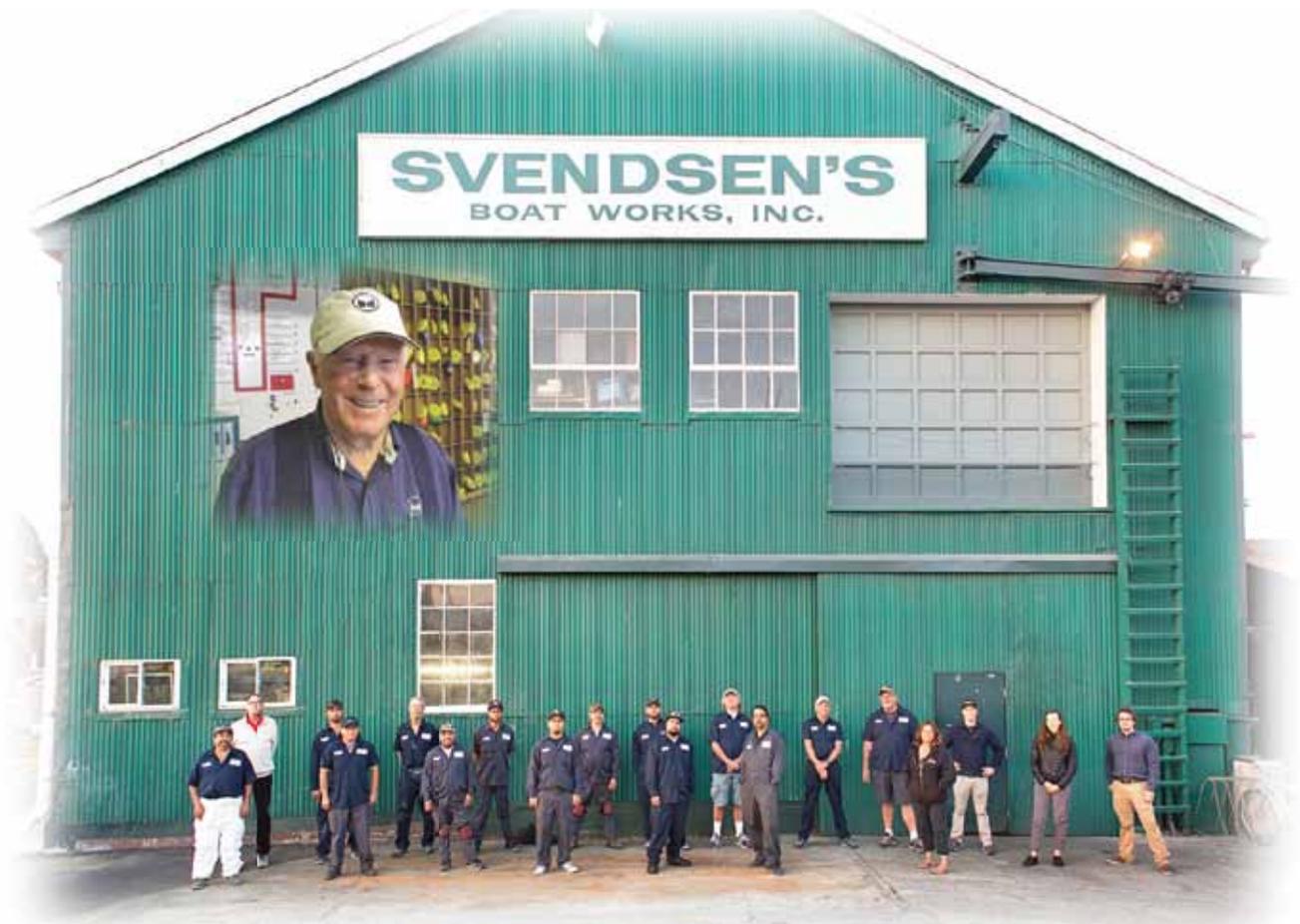


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CALENDAR

MPYC, www.mpyc.org.

Nov. 4-5 — BAYS Opti Winter #1. SFYC, www.sfyf.org.

Nov. 4-5 — BAYS HS regatta. EYC, www.encinal.org.

Nov. 4-5 — Butler Cup. World Sailing Grade 4 Match Racing in Catalina 37s. LBYC, www.lbyc.org.

Nov. 5 — Laser/Byte Short Course Regatta. RYC, www.richmondyc.org.

Nov. 5 — Jill & Jack + 1, a triplehanded coed race on the Estuary, wraps up *Latitude 38's* Unofficial Women's Circuit. IYC, www.iyc.org.

Nov. 5, 12, 19, 26 — J/22 Fall Series races. StFYC, www.stfyf.com.

Nov. 11 — Fall One Design in San Pedro. Cabrillo Beach YC, www.cbyc.org.

Nov. 11, Dec. 9 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Nov. 12 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 14 — The Big Sail, Cal vs. Stanford. Racing begins at noon. StFYC, www.stfyf.com or (415) 563-6363.

Nov. 18 — Turkey Cup, Clear Lake. KBSC, www.kbsail.org.

Nov. 18 — Intraclub Race #4, rescheduled from 10/14 due to fires/smoke. RYC, www.richmondyc.org.

Nov. 18-19 — Turkey Day Regatta in Long Beach. ABYC, www.abyc.org.

Nov. 19 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 24 — Wild Turkey Race. TYC, www.tyc.org.

Nov. 30-Dec. 3 — Extreme Sailing Series finale in Los Cabos, Baja. Info, www.extremesailingseries.com.

Dec. 2 — Die Hard Regatta. HMBYC, www.hmbyc.org.

Dec. 2-3 — BAYS Opti Winter #2. SFYC, www.sfyf.org.

Midwinter Series

BAY VIEW BOAT CLUB — Midwinter Madness: 11/11, 12/9, 1/13, 2/10, 3/10. Info, www.bvbc.org.

BENICIA YC — Frost Bite Series: 12/2, 1/13, 2/10 (Sweethearts Race), 3/3. Dan, race@beniciayachtclub.com or www.benicayachtclub.com.

BERKELEY YC — Midwinters: 11/11-12, 12/9-10, 1/13-14, 2/10-11. Info, www.berkeleyyc.org.

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

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

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

ELKHORN YC — Chowder Cup Series: 11/11, 11/25. Info, racing@elkhornyc.org or www.elkhornyc.org.

ENCINAL YC — Jack Frost Series: 11/4, 12/2, 1/6, 2/3, 3/3. Info, www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 11/4, 12/2, 1/6, 2/3, 3/3. Info, www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 11/12, 12/10, 1/14, 2/11, 3/11. John, (510) 521-2980 or www.iyc.org.

LAKE MERRITT SAILING CLUB — Robinson Midwinters: 12/9, 1/14, 2/11, 3/10. Peggy, (510) 836-1805.

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

MONTEREY PENINSULA YC — Perry Cup Midwinters: 11/4-5, 12/2, 1/6, 2/3. Info, www.mpyc.org.

REGATTAPRO — Winter One Design: 11/11, 12/9, 1/13, 2/10. SYC, www.sausalitoyachtclub.org.

RICHMOND YC — Small Boat Midwinters (Sundays): 12/3, 1/7, 2/4, 3/4. Optis & El Toro Green Fleet (Saturdays): 12/2, 1/6, 2/3, 3/3. Info, www.richmondyc.org.



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46' TARTAN 4600 2004
299,000 Contact: Alameda



41' TARTAN 4100 1996
174,000 Contact: Alameda



40' HANSE 400 2009
179,950 Contact: San Diego



38' ALERION Express 38 2006
224,950 Contact: San Diego



36' J/BOATS J/111 2012
224,000 Contact: San Diego



32' PACIFIC SEACRAFT 32 1997
110,000 Contact: Alameda



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350,000 Contact: Alameda



42' SEARAY 410 SUNDANCER 2000
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CALENDAR

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

SANTA CRUZ YC — Midwinters: 11/18, 12/16, 1/20. Info, www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 11/12, 12/10; 2018 dates TBA. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Chili Midwinters: 11/5, 12/3, 1/7, 2/4, 3/4. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 11/4, 12/2; 2018 dates TBA. Redwood Cup pursuit race series: 11/18, 12/9; 2018 dates TBA. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 11/18, 12/16, 1/20, 2/17, 3/17. Info, www.southbeachyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 11/18, 12/16; 2018 dates TBA. Info, (707) 643-1254 or www.vyc.org.

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

November Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/04Sat	0021/5.3	0530/1.6	1153/6.5	1818/-0.7
11/05Sun	0115/5.3	0514/1.9	1133/6.6	1804/-1.0
11/11Sat	0622/5.3	1158/2.4	1734/4.9	
	LOW	HIGH	LOW	HIGH
11/12Sun	0003/0.3	0714/5.6	1306/1.8	1853/4.8
11/18Sat	0433/2.3	1047/6.0	1722/-0.3	
	HIGH	LOW	HIGH	LOW
11/19Sun	0024/4.8	0510/2.6	1116/5.9	1756/-0.3
11/23Thu	0322/4.6	0800/3.3	1338/5.1	2031/0.2
11/24Fri	0411/4.6	0905/3.3	1427/4.8	2120/0.4
11/25Sat	0501/4.7	1023/3.2	1528/4.5	2213/0.6
11/26Sun	0548/4.8	1136/2.8	1641/4.3	2309/0.8

November Weekend Currents

date/day	slack	max	slack	max
11/04Sat	0142	0406/1.4E	0654	1036/3.7F
	1312	1600/3.1E	2018	2324/3.5F
11/05Sun	0136	0400/1.4E	0642	1018/3.6F
	1254	1542/3.3E	2000	2306/3.7F
11/11Sat	0012	0336/3.2F	0724	1006/1.3E
	1312	1548/2.0F	1830	2142/1.6E
11/12Sun	0118	0436/3.2F	0818	1112/1.6E
	1442	1706/2.0F	2000	2300/1.5E
11/18Sat	0112	0324/1.2E	0606	0924/3.3F
	1218	1530/2.5E	1954	2236/3.2F
11/19Sun	0200	0418/1.1E	0642	1006/3.0F
	1248	1600/2.4E	2030	2312/3.2F
11/23Th		0118/2.7F	0518	0724/0.7E
	0918	1248/1.7F	1506	1754/1.8E
	2212			
11/24Fri		0200/2.5F	0612	0818/0.7E
	1006	1336/1.4F	1548	1842/1.6E
	2248			
11/25Sat		0248/2.4F	0700	0906/0.7E
	1106	1430/1.3F	1642	1948/1.4E
	2336			
11/26Sun		0336/2.4F	0742	1000/0.9E
	1218	1530/1.2F	1754	2118/1.2E

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LETTERS

↑↓ TELL ME ABOUT LIFE IN THE UNITED STATES

I live in Baja California and am thinking about visiting the United States, but I am concerned about my personal safety. I just read a Travel Warning that states there is a high probability of a terrorist attack, and there have been threats of nuclear annihilation by North Korea. And in watching the news, it seems as if an all-out civil war could break out at any minute.

I've also grown so accustomed to living inexpensively, and the food down here is not only delicious, it's cheap. I wonder how far my limited finances will take me in the States.

I admit that sometimes I like to drive a little fast, and have heard of people getting fined as much as \$600 for speeding! And apparently there is no way to 'talk' one's self out of the ticket with a reasonable *mordida*.

I sprained my foot down here a few months ago, and, not having any health insurance, ended up paying 100% out-of-pocket for the doctor's exam and the X-rays. It came to \$12. What if I have a medical emergency in the States? I have heard of people racking up thousands of dollars a day in medical expenses, and sometimes being charged as much as \$100 for a single aspirin. Could I be life-flighted back to Baja and affordable care?

I have also grown fond of people I don't even know greeting me with a "Buenos días," or "Buenas tardes." Are people as friendly in the United States?

Does anyone else have these kinds of concerns about traveling in the US?

Chip 'Tongue in Cheek' Prather
ex-Miss Teak, Morgan 45
Dana Point

Readers — The point that Chip, who, along with his wife Katy, has gone over to the dark side of powerboating, is trying to make is that people can get ridiculously inaccurate impressions of any country by reading Travel Warnings and fear-mongering news articles.

As an example of how ridiculous it can get, last month Doña de Mallorca got a call from a gentleman who asked if the waterfront condo he'd booked from her for January was "still going to be there." When she asked what in the world he meant, he explained, "You know, the hurricanes, the earthquakes, the drug cartels." The gentleman was relieved to learn that hurricane season ends in October; that the Mexico City and other earthquakes had occurred hundreds of miles away in the mountains, and that problems with drug cartels were unlikely as long as he didn't go into competition with them.

As far as the Wanderer is concerned, the most accurate travel warning is the number of people who are fleeing any given place. We don't know of any cruisers who are fleeing Mexico because of concerns about hurricanes, earthquakes and personal safety. Naturally these are legitimate concerns anywhere in the world, but the Americans in Mexico don't think they are any greater down there than they are up here in the States. And neither do we. — rs

↑↓ THE 'CAT HOUSE' OPENING AT SANTA CRUZ ISLAND

The Wanderer recently wrote, "The Grand Poobah is thinking about opening up a floating bar and restaurant at Prisoner's Harbor at Santa Cruz Island next September. Sort of like the late *Willy T* in the British Virgins. We don't think anybody would care, do you?"

If he was saying that just to get a rise out of those of us who regularly cruise the northern Channel Islands, it worked.

Regarding the idea of a 'floating bar', yes, some people

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LETTERS

would care about it and would be opposed. Can't some things remain semi-sacred, or does everything have to be exploited? The islands are beauties to be cherished. After all, the Chumash Indians were violently removed, and their land and ways exploited. Does it have to continue on, with more white men appearing on the horizon with their boats bringing alcohol and disease? OK, that's an embellishment, but I do hope you get my point.

As for the Wanderer's desire for "Internet everywhere," as was expressed the previous month, I've received a lot of support from friends who have boats in Channel Islands Harbor, who have been cruising the outer islands for decades, who don't want Internet there. They, like me, truly enjoy the last little slice of undeveloped paradise within close proximity to a mega-population center. And we don't want it overrun because people can get Internet access there, too.

I'm starting to worry about the Wanderer. Now that he's sold the magazine, it seems as though he's got way too much time on his hands. Between keeping an eye on the Presed-enshul (sic) Administration, and now having to worry about additional exploitation of Santa Cruz Island, it's getting too much for me!

If the Wanderer wants to operate a floating bar, why not at Paradise Cove, the anchorage just past Point Dume? It already has a restaurant/beach bar ashore, and is where all the Valleys go.

Tom Varley
Spirit, Gulfstar 50
Channel Islands Harbor, Oxnard

Tom — The Wanderer is no longer thinking of just a floating bar and restaurant. 'The Cat House' — what a great name! — would be a breakfast place in the morning, an Internet cafe and hookah bar in the afternoon, and a music venue/casino/cat house once the sun went down. But we'd have doctors to check

the girls once a week to make sure the operation didn't spread disease like the irresponsible and rapacious white men who came before us. To maximize the profits, we'd offer 'California brownies' and serve underage drinkers. We'd also store fuel for unfortunate smugglers from Mexico who were running low.

And up until we got your letter, we were going to book you and your band, Tom Varley and the Sundogs, for the whole first season.

As we said, we can't imagine anyone would object. Not the DEA, the ABC, the anti-trafficking people, the Santa Cruz Island Outfitters, the Park Rangers, the Nature Conservancy — or even you and your friends once we got a chance to win you over. — rs

↑↓ RICHARD'S MESSAGES INCLUDED LAT AND LONG

In the October *Latitude* 38, it was speculated that Richard Carr, my brother, who is presumed lost at sea on the way to French Polynesia, must not have had the tracking device of his Garmin InReach turned on. That was not the case, as all of the messages Richard sent during his voyage included latitude and longitude. I used the coordinates from the In-

LATITUDE / RICHARD



The Wanderer is assuming the 'Cat House' won't have a problem with killjoy NIMBYS.



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LETTERS

Reach to track his voyage and keep his family updated on his position.

I also tracked the satellite transponder position of vessels nearest his coordinates. The Coast Guard was given all of the Garmin communications and my tracking information.

Richard also had other electronic equipment on the boat. But after three days at sea, that equipment was no longer functional.

Richard had been stranded in the doldrums after a week or more of sailing in rough and sometimes stormy seas, during which time he reported that he was unable to sleep or leave the cockpit. This was followed by several days of drifting at the whim of wind and current in the doldrums, baking or — as he put it, "being barbecued" — in the hot sun. He was still unable to get rest for fear of squalls that periodically appeared with little warning.

His messages also indicated he was probably delusional. Several mariners who responded to family requests for assistance noted they had encountered something similar, but perhaps not as severe. These delusions are most likely what led to the demise of Richard and the disappearance of *Celebration*.

The C-130 and Lear Jet searches occurred nearly a month after Richard's last message. By that time *Celebration* would have been near the Marquesas, Richard's destination. The *American Enterprise* reached *Celebration's* last reported location about three days after Richard's last message. They flew several helicopter searches in the area where *Celebration* would have drifted to, but without finding any sign of the boat or debris. Richard had secured everything from on deck in the cabin after an incident with a squall.

Richard's family is most grateful to the US Coast Guard and all of the entities involved in the search for him and *Celebration*.

Richard is missed by all who knew him. He was declared deceased as of May 28, 2017, by the California Court on September 8, 2017, based on the US Coast Guard report of the incident. Noting that miracles have happened, and the best efforts of men are sometimes not sufficient, if anyone should encounter a 36-ft sailboat named *Celebration* with green trim in port or having drifted ashore somewhere, the family would appreciate hearing of it.

John Carr
Richard's brother

John — We're terribly sorry about your and Richard's family's loss, and appreciate the correction and clarification. — rs

↑↓ IT'S (SLEDGE) HAMMER TIME!

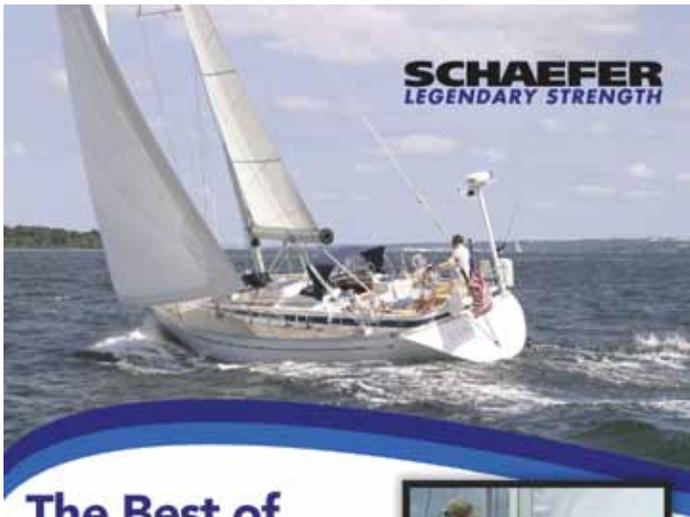


LATITUDE / RICHARD

Looking a little bit like the Communist that he's not, Fin comes to the rescue.

Reading the Wanderer's September 25 account of Fin Bevin using a sledgehammer to 'fix' the windlass motor on *Profligate* brought up a memory. I was delivering a Cal 36 back to Marina del Rey from the 1970 Acapulco Race, which was the last time that race was held, when the Signet autopilot quit.

The problem was that the little compass needle had jumped off its pin. Since it was magnetic, I thought if I had a lump of



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LETTERS

steel I could maybe convince it to get back on its pin. What's more a lump of steel than a baby sledge? So sure enough, after a couple of tries the sledge had done its job.

So I think that I can legitimately claim to be one of the few people who have fixed their autopilot with a sledgehammer.

Tony Spooner
Macha, Haskins 39 trimaran
Fiji

Tony — Delivering a Cal 36 back from Acapulco must have been bad enough. If it hadn't been for the efficacy of the sledgehammer, we imagine it would have been darn near impossible to complete that delivery.

Speaking of the Acapulco Race, we attended a presentation by Jim Kilroy, the late, great pioneer of international maxi racing. Having done most every great race in the world several times, he shocked the audience by saying that the Acapulco Race, known for extremely light winds south of Puerto Vallarta, was one of his favorites. — rs

↑↓ WAIT, ANOTHER AUTOPILOT FIXED WITH A SLEDGE!

We were southbound to the Bahamas, having just left Beaufort Inlet, when our always-faithful autopilot failed to come to life. After doing the usual checking of all connections,



GARMIN

topping off the hydraulic fluid, and trying to diagnose the problem, I resorted to the 'hit it with the big hammer' last resort. Sure enough, the autopilot seemed to understand that I was serious, and worked flawlessly for the next three years.

Based on two letters in a row, it seems autopilots live in mortal fear of the sledge.

Cam Simmons
Double-Wide,
Seawind 1160
Charleston, SC

↑↓ THE BABY SLEDGE TO THE RESCUE ONCE AGAIN

I had to remove a winch from a mast with an impact driver and baby sledge. The problem was that a nicely contoured base was welded to the mast, but the stainless screws of the winch base were seized to the aluminum plate. Many whacks released five of six. The sixth broke, but I was able to drill into the remaining portion and, using a screw extractor, remove the remnant piece. To re-install, I drilled and tapped for heli-coils put in with aluminum base anti-seize, and there was no problem.

Aloha, I forgot to mention the insulator, a phenolic fiber-reinforced plastic — the old brown FRP — between bronze winch base and aluminum winch mount.

Jim Nash
Kaneohe YC, O'ahu, HI

Readers — If you have an older boat and do some work on her, you'll no doubt develop an intimate relationship with ex-outs and heli-coils. — rs

↑↓ IT'S OK, I'M A PROFESSIONAL

There is a scene in the movie *Splash* when a character says, "I can fix it, I'm a mechanic." Then he hits the outboard with his hammer.

Folsom Phil



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LETTERS

Folsom — Well, did it fix the outboard? — rs

↑↓ ALTERNATIVES TO THE BABY SLEDGE

While the hammer is one of my favorite tools, I've also found that choice swear words are effective when I'm confronted with a problem. While swear words may not solve the problem, at least they make me feel better.



This is what happens when you spare the baby sledge.

In addition, some of the more difficult repairs usually require some bloodletting in the form of scraped knuckles, fingers and the like.

Joe Altmann
Rosie
Planet Earth

Joe — The most choice swear words are usually reserved for when the mechanic hits his fingers with . . . the baby sledge. — rs.

↑↓ HOW DO I GET AN "ODD WARM FEELING?"

Remember the old adage, "If at first it doesn't work, get a bigger hammer?" Personally, I get an odd warm feeling when I smash the crap out a piece of recalcitrant electronics.

Fast Freddy
Fury, C&C 44
Portland, OR
2013 Baja Ha-Ha

↑↓ RUST NEVER SLEEPS

If it takes a sledgehammer to get a DC motor going, it's time to replace the brushes and/or clean the commutator. Of course, the other possibility is that the hammer jogs the solenoid relay. In that case, rust or corrosion inside will be the root cause.

Paul Mathews
Whidbey Island, WA

Paul — Unfortunately, the windlass motor on Profligate lives in one of the most corrosive atmospheres known to man, so it's difficult to keep the motor case and terminals free of rust. Although the motor continued to work after 'hammer time', we've taken it to the electric motor doctor for a diagnosis and possible repair.

We were also shocked to discover that West Marine sells a replacement motor, from Lewmar, for only about \$300. That's less than we've sometimes paid to have similar motors rebuilt. — rs

↑↓ MAKE NO ASSUMPTIONS

Although we are paid entries in this year's Baja Ha-Ha with our Olson 40 *Euphoria*, my wife Lisa and I will not be able to make it. We bought the George Olson-designed boat in February and started a complete refit. Unfortunately, while the yard doing the work is fantastic on craftsmanship, they are hopeless on project management. So what has been done has been done amazingly well, but she's still on the hard in Santa Ana. The lessons we've learned:

- 1) Don't assume great craftsmen can do project management.
- 2) Don't assume great craftsmen have any business sense.
- 3) Don't assume a fixed-price bid, with a discount for pay-



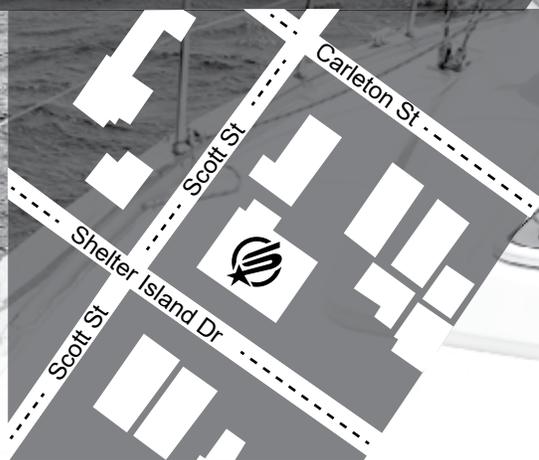
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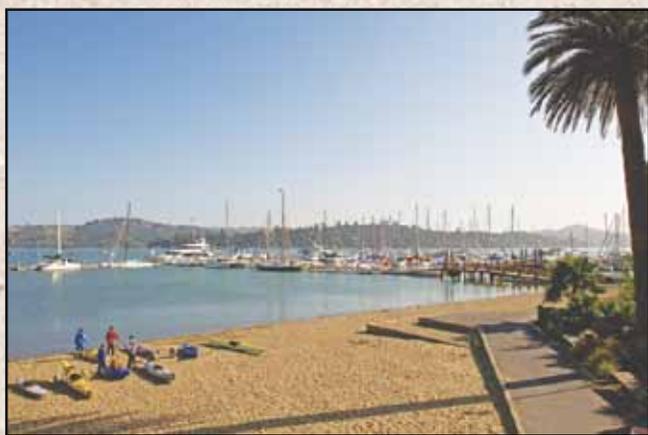
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LETTERS

ing upfront, means anything at all.

We paid, it's not done, but the owner of the yard can't make payroll to keep the work going.

Another factor is that my dad passed away on Sunday, hours after my brother Randy Smyth, catamaran great, was inducted in the National Sailing Hall of Fame. My dad had a major stroke about noon on Friday, and so he was unable to communicate except in two ways: First, he made it absolutely clear that he would not accept a feeding tube or IVs. Second, he was clearly emotionally moved to hear my brother's speech.

Lisa and I are both looking forward to the Baja Ha-Ha in 2018!

David Smyth

President, Westlawn Institute of Marine Technology
Euphoria, Olson 40
Waikiki, HI



UNKNOWN

For ultra-simple cruising, a Transpac-winning Olson 40 may be the ticket.

Ha-Ha will start on October 29, 2018.

We hope that other boat owners getting major work on their boats take heed from your experience. Just as is the case with home remodels, everything takes more time — and money — than even experienced professionals estimate. — rs

David — We're sorry to hear about the passing of your father and that your Olson 40 won't be ready in time for this year's Ha-Ha. On the bright side of things, it means you and Lisa will be doing the grand 25th Anniversary Ha-Ha, which we think will be special. The Silver

↑↓ AROUND THE WORLD BY RENEWABLE ENERGY

We are Pajo and Ava, two Seattleites who are sailing around the world fueled 100% by renewable energy. We converted our boat from diesel to an electric drive, which is powered by solar energy and regeneration under sail. We are do-it-yourselfers, who are sharing everything we learn along the way in hopes of inspiring others to become more sustainable. We can all do our part for our beautiful planet — and have some fun adventures along the way.

It all began in 2015 when Pajo was sitting in a Seattle cafe, plugging away at work and daydreaming about escaping it all. He was overwhelmed by what some might call a crazy idea. That idea was like an itch that would soon spur him into insatiably following a dream. A dream to ditch the regular script and create his own, which is to sail around the world using sustainable energy.

Since the inception of the dream, Pajo has acquired three sailboats and spent lots of time sailing around the lakes of Seattle and the pristine wilds of the Puget Sound and British Columbia.

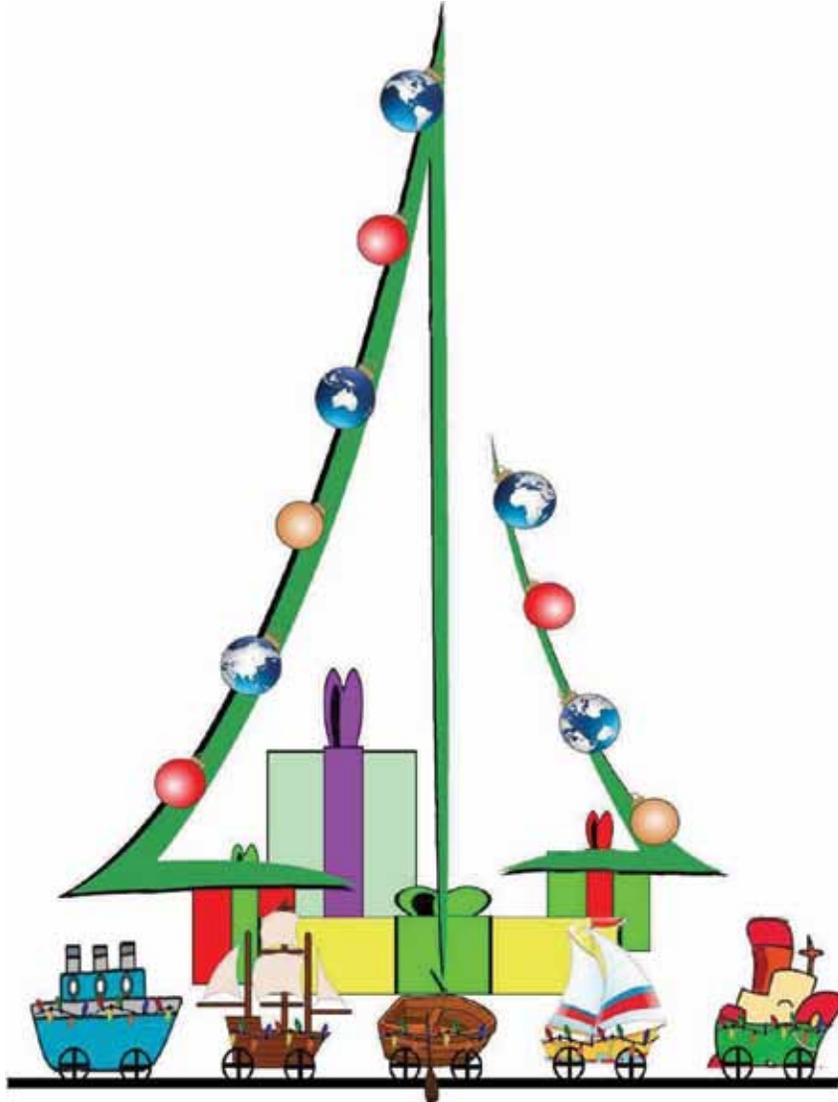
Along the way, he managed to convince a certain Jersey girl, me, to be his first mate. Turns out, I share the same itch for adventure and overwhelming desire to see the world. I'd never set foot on a sailboat before meeting Pajo, but now can't imagine the next chapter going any other way.

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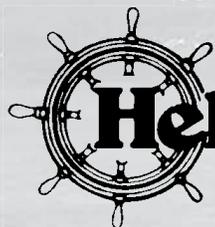
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LETTERS

Pajo and Ava — We love dreamers and hope your electric drive works out well for long-distance cruising. As you probably know, electric-powered engines in offshore boats have had limited success so far. About five years ago Lagoon equipped a bunch of their catamarans with electric engines, but eventually had to replace them all with diesels because the electrics just weren't up to the job.

But that was five years ago, and technology marches on. We hope you can help lead the march.

As everyone knows, Hurricane Maria wiped out Puerto Rico's already-hopeless electrical grid. Forward-thinking Elon Musk of Tesla, space exploration, ultra-high-speed transportation and other projects, made the suggestion to the governor of Puerto Rico that they go with renewable energy as much as possible as an alternative to the old grid.

Musk got a lot of grief for his suggestion, but we'll counter at least some of that grief with a report from longtime friend and



Warren, with his son and a friend, on his Hunter 54 'Botox Barbie'. He won a lot of races with the boat, but lost her to Irma.

sailor Warren Stryker of St. Thomas, who is originally from Sausalito. Stryker's house on the hill above Magens Bay was hit as hard as all the other houses on St. Thomas by Hurricane Irma. But unlike most other residents, Stryker came out in relatively great shape. Armed with plenty of solar panels, Stryker never lost

power for his lights, refrigeration, computers or anything else. And because he drives an electric-powered Nissan Leaf, he didn't have to waste any time standing in line for diesel like most everyone else.

It may not be a popular philosophy, and it can be difficult and/or not always feasible, but the Wanderer believes that the more people rely on themselves as opposed to the government, the better off they will be. — rs

↑↓ AND NOW, THE REST OF THE 'LOST WOMAN' STORY

Several decades ago I researched the story of 'The Lost Woman of San Nicolas Island', about whom there was a letter and long editorial response in the July issue. My research path led to the Southwest Museum in South Pasadena, where I met a truly ferocious librarian who was actually quite helpful. Strangely, the history of the 'Lost Woman' story starts with China and Russia. Specifically, how was Russia going to pay China for all the tea they wanted?

The Russians were mad for tea, but had nothing to trade for it. Except gold. During the days of the gold standard, Moscow was watching their gold reserves plummet, millions of sips of tea at a time. They cast about for some other commodity the Chinese would want in exchange for tea. They discovered *Lutra maritimus*, more commonly known as sea otter fur. Sea otter fur is the densest of any mammal fur, with up to one million hairs per square inch.

The climate in northern China features brutally cold winters, so sea otter fur was the ultimate luxury. The Chinese gladly traded tea for the pelts, so the Russians slaughtered the otters through the Aleutian Islands and farther south. In fact, they wiped out sea otters in one area after another. The operations featured a sailing ship manned by Russians, who hired native Aleuts to catch and skin the otters.

In search of more sea otter pelts, the Russians kept press-



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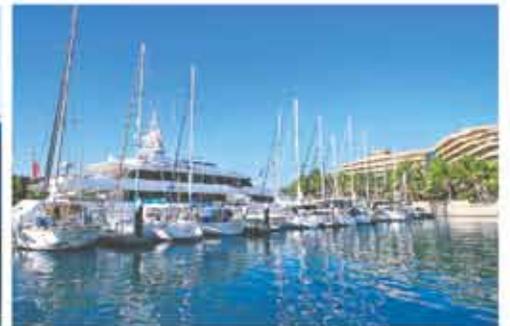
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LETTERS

ing farther south, through British Columbia, Washington, Oregon and on to California. Fort Ross, north of Bodega Bay, owes its existence to the sea otter trade.

In 1825 the Russians came sailing down from the north to the shores of San Nicolas Island. The Aleuts set to work killing and skinning the otters there. While they worked, they noticed that the island had a really nice climate. And fine-looking women. They also studied the men, and decided, "We can take these guys."

When the ship was full of otter pelts and the Russians prepared to leave, the Aleuts came up with a plan. They told the Russians that they were going to stay, so the Russians took off. Before long, the Aleuts massacred all the island men save one, took control over the women, and made San Nicolas theirs.

Several years passed before a priest from El Pueblo de Nuestra Señora la Reina de los Angeles del Río de Porciúncula, now better known as Los Angeles, decided a rescue was in order. Did he know about the massacre? I don't know. Maybe he just wanted some more converts. Anyway, a voyage was organized with the only ship on the coast deemed capable of making the trip.

Despite its size, San Nicolas really only has one anchorage. It's on the southwest side, and even it isn't very good. The priest's ship anchored there and took everyone on the island aboard — except for one woman who stayed behind in the mountains.

Two later accounts said the woman had been on the ship, but dove off and swam back to the island. But both the captain and the first mate of the ship dispute this. They say the woman was never even seen on the beach. In any event, with the weather turning bad in the poor anchorage, the captain decided they had to leave and would return another time.

As the only offshore ship on the coast at that time, it was needed in Northern California. At one point it was carrying timber from the North Coast to San Francisco and got rolled off Mile Rock. The crew made it to shore safely, but the ship, full of timber, was swept out on an ebb tide. She didn't sink and was later recovered by the Russians.

For several years it was known up and down the coast that the Lost Woman was still out at San Nicolas. Passing ships would leave a cooking pot or knives at the cove. They would shout, yell, and briefly search for her. But she would never appear. Later visitors would report that the items left had been taken.

Eventually Captain George Nidever of Santa Barbara organized a true rescue attempt. After arriving, his group began a systematic search starting at the south end of the island. After half a day, they found the woman in her camp, preparing lunch for them. Communicating as best they could, they asked her if she would have come out to meet them. "No," was the answer. Would she come away with them to the mainland? She indicated "Yes."

After a few days of hunting seals, the skins of which would pay for the trip, the rescuers and the Lost Woman set off for Santa Barbara.

As so often happens between San Nicolas and Santa Barbara in the summer, the wind came up to 35 knots, and right on their nose. It was very uncomfortable — and a bit distressing for the crew. The Lost Woman noticed their concern, and indicated she would take care of it. She went to the bow, kneeled, and engaged in some activity. It was duly noted in the ship's log that the wind and seas soon abated. They had a very pleasant sail the rest of the way to Santa Barbara.

The woman from San Nicolas was given the name Juana

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LETTERS

Maria, and lived in the home of George Nidever. By his account she was a joyful, delightful person. When guests came to visit she would do a dance of welcome. She loved fresh oranges, plums, apples and other fruit. Unfortunately, after her lifetime of living on rotting, rancid seal meat, the fruit diet proved fatal.



HOUGHTON MIFFLIN

'Island of the Blue Dolphins' won the Newbery Medal for children's literature in 1961.

Author Scott O'Dell based his novel *Island of the Blue Dolphins* on the Lost Woman's story. Mr. O'Dell's publisher insisted that he change the Juana Maria character into a male, and threatened not to publish the work. O'Dell refused. The publisher ultimately relented.

In the late 19th century a Basque shepherd, along with his sheep, took up residence on San Nicolas Island. Every year a ship would come out and trade food and wine — lots of wine — for his wool. The shepherd would tell stories about the voices he heard: screams of grieving and pain on the winds of San Nicolas Island.

Lawrence Riley
Planet Earth

↑↓ DON'T FORGET TO TIP

We think we have accomplished the impossible, which is to get the Temporary Import Permit (TIP) for our new boat *White Knuckles* using the Mexican government's online website.

Here's a few tips for getting a TIP:

1) Leave the box for "mother's maiden name" blank. If you fill it in, it will add your mom's maiden name to your name — as is done in Mexico.

2) The boat manufacturer listing is very limited, as a previous writer noted. Find "otros," meaning 'other', on the list and select that. A box will then open up with "Other Manufacturer." Type over this with your boat type.

3) Make sure you have scanned your passport, boat documentation, a letter that indicates who is in charge of the boat, as well as documentation on who owns the boat as separate files. Be sure that they are less than 1 megabyte. You might have to adjust your scanner and scan them separately. You have to scan four separate documents and you can't move forward without four documents.

4) When you finish a page of the application, it allows you to save and exit or continue. If you click "continue" and you haven't done everything correctly, the screen will gray out and you will think it is hung up. It isn't. Scroll back up to the top of the screen to find out what else to do.

5) Most of the English version is pretty good — except for "otros." When you get your notice that your application is approved, it's all in Spanish.

Adriana van der Graaf
White Knuckles

Adriana — Thanks for the great tips. Nonetheless, it's the Grand Poobah's recommendation that nobody waste their time tearing their hair out trying to decipher the online TIP application. Not when so many Baja Ha-Ha entrants have gotten their TIPs in a matter of 15 or so minutes from the helpful staff at the Mexican consulates in Los Angeles, San Bernardino, and Sacramento. Not San Diego or San Francisco.

If you're not close to a consulate where you can get a TIP for your boat — and there are others in places like Phoenix and



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LETTERS

Chicago — simply wait until you get to San Diego and take a short trip to Customs at Otay Mesa or even Tecate. Everybody we've talked to who has applied for a TIP in person at a consulate or Customs had gotten it in less than half an hour with no problems. — rs

⇅ ANOTHER CREW LIST SUCCESS STORY

I hope the two young Yutzy farmer ladies, as featured in the September 20 *Lectronic*, found a ride for the Baja Ha-Ha.

I can vouch for getting crew from the *Latitude 38* Crew List, as my wife Marina and I have used it three times now to find Ha-Ha crew. All the crew we've gotten were adventurous people who were willing to help where needed.

To all the people looking for crew, I suggest you use the Crew List — but clearly define your expectations up front. And be open to different levels of sailing experience. If so, you'll find a match.

Our Crew List crew have been really fun people and good crew — even though they didn't have the sailing skills. With good people, it will work out.

Myron Eisenzimmer
Mykonos, Swan 44
San Francisco

Myron — Based on anecdotal experience, oftentimes the least satisfactory crew aren't the least experienced sailors, but the more experienced, who frequently seem to think they have a better way of doing things. The worst? Young sailing instructors who think they know everything. "I'll never take another sailing instructor again," is a sentiment we've heard several times. — rs

⇅ HURLING DOWN THE SAILING GLOVE

To the racing sailors of Vallejo Yacht Club:

On behalf of Benicia Yacht Club, I, Dan Carnahan, Race Chair, on this 27th day of September, 2017, now do approach Vallejo Yacht Club with the following assertion:

Whereas Benicia YC and Vallejo YC are of neighboring communities, and

Whereas members and residents of Benicia regularly join in Vallejo YC's racing events, and, as well, members and residents of Vallejo regularly join in Benicia YC's racing events, and

Whereas we desire to renew a collective association together, with a regular, annual, midsummer, competitive racing event, where we come together as neighbors, as friends, in friendly competition and celebration, with beer, camaraderie, food, fun, barbecue, music, laughter, and more beer,

I do hereby officially give challenge to the sailors of Vallejo Yacht Club, signified by the ceremonial hurling of my sailing glove at the feet of your officers, to engage with Benicia Yacht Club in an epic contest of sailing skill, strategy, and daring, for the coveted prize of a grand trophy, and for the sweet satisfaction of victory and of glory.

Dan Carnahan
Race Chair
Benicia YC

Readers — This letter was written on formal Benicia YC stationery and came to us in the form of an emailed PDF. "I've attached for your amusement the speech that I read, with great drama and pompousness, to the sailors of Vallejo YC, during dinner after their very last beer can race," wrote Carnahan. "I crewed on one of their boats that night. My presentation was met with great enthusiasm from the Vallejo sailors!"

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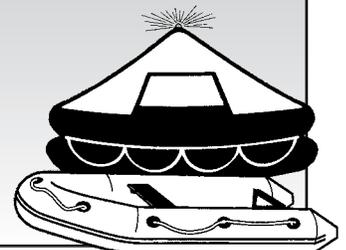


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LETTERS

"Feel free to run any or all of the letter," he added.

We're looking forward to the first challenge race between the two North Bay clubs. — cw

↑↓ **MORE DELTA DOOINGS**

It's been a great fall with some sailing and varnishing and so on at Owl Harbor. Last week I even tried sail-trolling for salmon. Didn't catch anything though.

Dock neighbors Howard and Donna related an incident that



Dave, Howard and Donna are among this group of sailing friends from Owl Harbor.

happened to them this weekend. They had just purchased the newest member of their fleet, *Annie*, a Catalina 25, and were taking some friends out for a Delta tour. They had previously gone out with the prior owner and had some familiarity with the boat and her idiosyncrasies, one of

which was that the motor needed some attention and would only run with the choke adjusted just so.

As it was, their cruise went well until they were out in the San Joaquin channel — that is the main shipping channel for Stockton — when the motor quit. For all his efforts Howard couldn't re-start it and they were adrift. Donna gave me a call on the telephone to see if I could give them a tow but I was over on the Sacramento in *Mas Tiempo* and at least an hour and half away. I then heard them on the VHF calling another sailboat on our dock and she responded that she was on her way out and could come to help them. At least they weren't going to need a tow from BoatUS or to spend a long time adrift on the water. They would be rescued. But then there's the rest of the story...

As they were floating around relaxing in the warm sunny weather and calm conditions, waiting to be rescued, they heard the five blasts of a big ship's horn and saw they were right in the path of an ocean freighter coming down the San Joaquin. The immediacy of their new position set in and they frantically began paddling to move their boat out of the way. This became apparent to the freighter, which had no recourse but to re-issue its warning and brace for what would be an unfortunate situation. Howard figured out the trajectories though and managed to paddle just far enough to be missed by the ship, by "two boatlengths," he said. Fifty feet close to a thousand tons of steel moving at 15 knots must have been exhilarating!

For some unknown reason Howard then re-tried starting his engine, only this time he re-set the choke into the run position. The motor started and ran like a clock. The foursome then made their way back to the dock and celebrated their near miss and the return to normalcy of their boat's motor. All's well that ends well.

The moral of this story is that, when in a dire situation, don't choke!

Dave Cowell
Mas Tiempo, Islander 30 MkII
Isleton

↑↓ **IS LATITUDE GOING TO WEIGH IN ON THE DELTA TUNNELS?**

I don't miss many *Latitude* issues, but I haven't seen any



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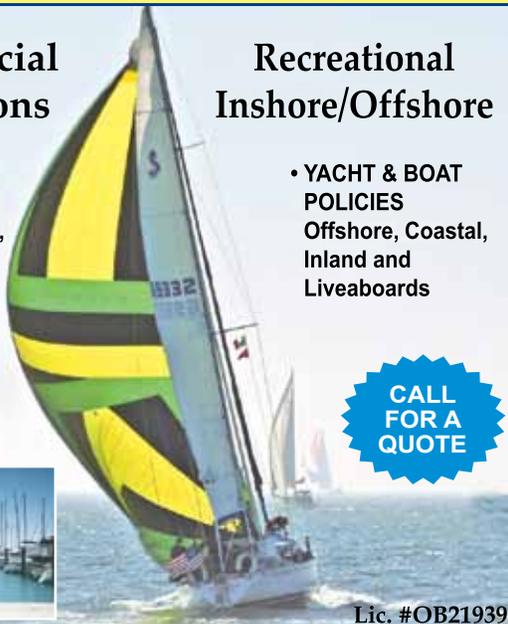
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LETTERS

comments on the proposed WaterFix Project (www.californiawaterfix.com). This is Governor Brown's proposal to build two 40-ft-diameter tunnels through the Delta. Three water intake tunnels would be built on the Sacramento River (near Hood and Courtland). The three intake tunnels would merge into a 'lake' built east of Walnut Grove and feed into the large tunnels built 125 feet below ground and running to Clifton Court Forebay (Tracy), where the water would be pumped into the existing canals running to Southern California. The tunnels are larger and longer than the Chunnel that runs from England to France. Cost estimates have run from \$15 billion to \$50 billion. All cost for planning, construction, environmental mitigation, maintenance, and operation would be paid by those persons or parties receiving the water (i.e. no taxpayer dollars).

If the WaterFix Project were to be funded and built, it would have a devastating effect on boating in the Delta. First, the tunnels would take, at times, one-third of the fresh water flow from the Sacramento River and divert it to Southern California. The result would be loss of 'flushing' flow through the Delta. Saltwater intrusion would protrude farther inland, and Delta waters would stagnate. Invasive aquatic plants (such as the water hyacinths) would not be flushed; swimming and on-water activities might be dangerously unhealthy.



LATITUDE / CHRIS

Second, the construction project is proposed to take 13 years and would probably take longer. The main construction staging area is the south end of Bouldin Island. This area is just at the north side of the Potato Slough anchorage. Large docks would be built on the waterways to land the large pieces of construction equipment, including the 40-ft-diameter tunneling machines. There would be blockage of waterways, increased barge traffic, and much dust and noise.

Third, the barge and boat traffic associated with the construction would increase dangers to boating safety. Construction is not just on Bouldin Island. The tunnels would continue under Venice, Mandeville and Bacon Islands, requiring additional large construction projects.

Fourth, there is the potential loss of the beauty of the Delta. The fish, bird and other wildlife species that have strived to exist in the Delta would be harmed to the extent of extinction in some cases.

There are great political, power and money interests at play for and against the WaterFix proposal; however, the balance does not lie in favor of boating or the Delta. Full details of the pros and cons of the project would take ten full issues of *Latitude*.

There is some ray of hope that the project will fail, at least in the near future. The Westlands Water District (Fresno, Kern County) has voted not to support the project. Thus, other water districts would have to make up the cost for the tunnels and be less willing to vote in favor of the project. Groups such as Restore the Delta (www.restorethedelta.org), California Sportfishing Protection Alliance (<http://calsport.org/dev>) and Friends of the River (www.friendsoftheriver.org)

Among other detriments to the Delta, the pounding during construction of the tunnels would likely destroy the fragile buildings of historic Locke.

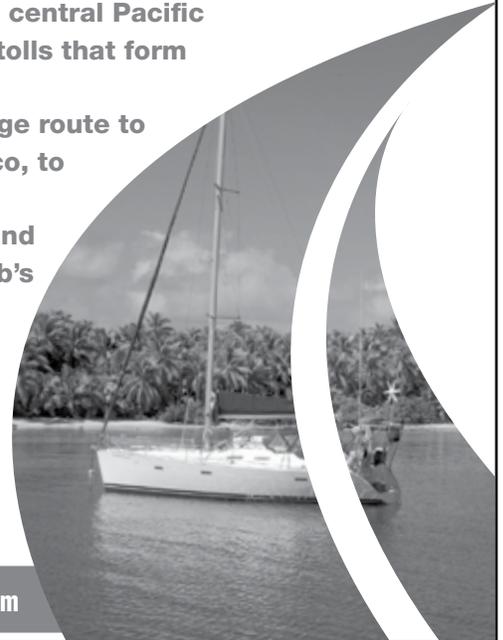


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LETTERS

are diligently fighting against the tunnel project. Sailors and boaters of all types should become informed and get involved in the fight against WaterFix.

Dave Fries
 Kievit, Cape North 43
 Stockton Sailing Club

ALAMEDA'S SHRINKING BOATYARDS

With Svendsen's in Alameda leaving for Richmond, there will be very limited options for marine repairs/haulouts in the East Bay. I know I can't haul at Grand Marina without disconnecting my forestay, nor can I stay aboard when hauled. When the chandlery closes, and it will, it's going to be a pain to drive to Richmond from Alameda to hopefully find parts

(we spent almost six months in Svendsen's yard getting a new teak deck along with a Swan 41 of the same vintage named *Nuance*.)

It's sad that the City of Alameda seems determined to erase its long maritime history and drive out marine businesses.

Candy Morganson
 Infidel, Swan 44
 Marina Village, Alameda



The end of an institution. After 54 years in Alameda, Svendsen's is closing its gates.

DIY DIESEL

I am interested in finding out about any local classes or seminars on do-it-yourself (DIY) diesel engine maintenance and troubleshooting. I am a solid wrench on gasoline/automotive and marine repair and maintenance and would like to expand my skillset to include diesel power trains.

Michael Law
 Serial boater
 San Ramon

EIGHT BELLS

Eight bells for Captain Paul Kassatkin, skipper of The Pegasus Project for over 20 years, a lifetime sailor and a genuinely nice guy. A passerby found him dead on the morning of October 5 in the water in the marina near the boat on which he lived. Speculation is that he fell overboard the previous night, may have hit his head and drowned, or may have suffered some type of unknown medical event and slipped on the deck of his boat. The crew of *Pegasus* are all devastated.

Paul's legacy will include the many thousands of kids who got to experience sailing aboard *Pegasus* under his watchful eye, and the hundreds of crew who got to share his enthusiasm, good humor and love of sailing aboard a classic wooden yacht.

Mark Caplin
 Bay Area

IT SHOULD BE COMMON SENSE

As I was drifting with sails down and engine in idle near Alcatraz waiting for the Blue Angels, all of a sudden, I saw this guy, with full sails up, coming full-speed toward me. I could not go forward because there was another boat. So I desperately tried to back up at full RPM. He barely missed



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LETTERS

me. After I showed him the finger, he yelled at me that he had the right of way.

And this guy wasn't the only one forcing his way through a crowded field of anchored and drifting boats and assuming the right of way because he was sailing and expecting everyone to move out of his way.

I realize that when the sails are down and the engine is running, you're considered a powerboat — and sailboats obviously have the right of way. But it is not clear to me what the rules are in this type of situation.

Mark Johnstone
Ragnar, Catalina 36
Sausalito

Mark — You're right, it should be common sense, as well as common decency. Technically speaking, a sailboat under sail has the right of way over a boat that's motoring (even idling), but the right-of-way boat has to give the 'burdened' boat time and opportunity to get out of the way.

Regardless, all vessels are required to avoid a collision, so even if you have right of way, you cannot (nor should you) barge into a crowd of boats and expect everyone to clear a path. — cw

FRAYING WIRE SUGGESTIONS

I saw the article in *Lectronic Latitude* about the fraying mic cord and I have a suggestion. A few years ago, I ran across this stuff called Sugru (available online and at Target stores). It's an air-curing rubber compound that has become a must-have for me. I have the same issue with lots of electronic cords. I simply mold the putty around the fray when it first shows

up, and it hardens to rubber in 12-24 hours. The life of the cord can be extended for years.

Donald McIlraith
Walnut Creek



FRAYING WIRE SUGGESTIONS

It's not just the microphones of the Icom 802 SSB that are failing. This is off an Icom CommandMic III VHF remote. Perhaps all the Icom mics share a common supplier?

Tom Keffer
Velocity, J/42 (#39)
Portland, OR

Don't be a-frayed if this happens to you.

THE LATITUDE MOVIE CLUB

I just finished watching *Captains Courageous* on TCM, (Channel 1755 in Alameda). Once you get past the first 20 minutes of Freddie Bartholomew's 'spoiled brat' there are some really great scenes of schooner sailing and life aboard the fishing vessels. Outstanding!

Frank Swift

I saw *Captains Courageous* recently — when it was a first-run picture, 80 years ago! Seems like yesterday (or was it the day before?).

Martin Goldsmith

I saw *Captains Courageous* very recently as I bought the

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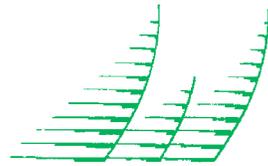
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LETTERS

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Robert Cleveland



MGM

'Captains Courageous' has many wonderful sailing scenes.

Readers and film fans — Captains Courageous was the Latitude Movie Club's third film, but without a doubt, one of the most recommended by our readers. As we sat down to re-watch it for the first time in nearly 25 years, we were worried that it would come across — like some old movies do — as horrendously dated, where you cringe at the quality of acting, the agonizing length

of the scenes, and the scratchiness of the film.

But even though it's 80 years old, Captains Courageous felt, well, modern. The dialogue was smart and witty, and the footage of Gloucester schooners sailing for all they were worth got us fired up. — th

↑↓ HOW CAN YOU HELP THE CARIBBEAN?

Many of us have seen some of our favorite cruising locations in the Caribbean hit hard by hurricanes this fall. Many places we have enjoyed, including yacht clubs, harbors, restaurants and bars — not to mention people's homes — are now just rubble.

As one example, the British Virgin Islands were devastated by Hurricanes Irma and Maria. Please support the wonderful people of the BVI as they work to recover by contributing to your favorite relief fund, a few of which are as follows:

— Virgin's *BVI Community Support Appeal* (Richard Bran-son/Virgin Unite contributes 100%, no fees).

— *VISAR YouCaring Fund*, which was created by Virgin Island Search and Rescue.

— *Cane Garden Bay Power-Rebuild* on www.YouCaring.com is a fundraiser for a well-organized rebuilding initiative for the entire community of Cane Garden Bay.

Also, there are several sites selling BVI Strong T-shirts to raise money for hurricane relief. These communities are resilient and determined to rebuild, but they need our help. Please give what you can to support recovery in your favorite places in the Caribbean so that we may all enjoy this special part of the world again!

Susan Luttrell
Planet Earth

↑↓ WHERE CAN I GET AWAY FROM IT ALL?

Any way you could publish a list of states that have similar card requirements? I'm in my 60s and a native who no longer wants to help fund this state, so I'm leaving. Can't stand Big Brother telling me what's good for me and at the same time giving rental jet skiers a pass. Probably going to berth in Mexico to avoid all of this B.S., but the list might change my mind. Been a subscriber since the dawn of time.

Curt Simpson
Arizona

Curt — As of this writing, the United States Power Squadrons says, on their website, that seven states currently do not have a mandatory boater education law: Alaska, Idaho, Wyoming, South Dakota, Arkansas, Maine and Hawaii.

However, we've heard from a reader in Hawaii who said that as of three years ago, the Aloha State has started requiring

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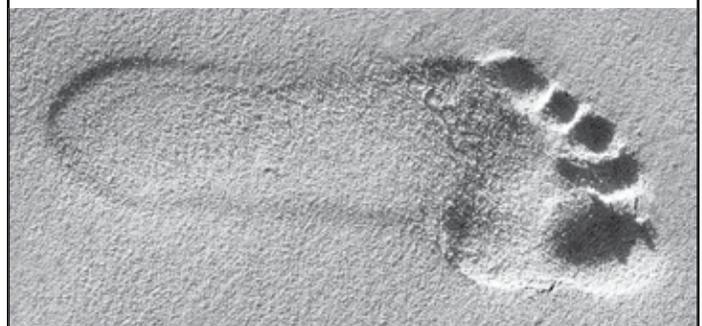
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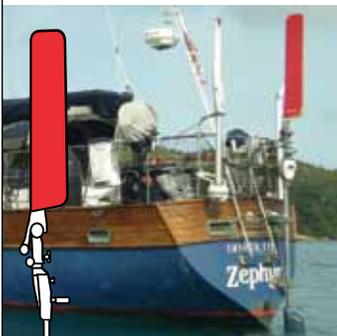
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LETTERS

boater education, and that it is far more comprehensive than California's forthcoming law (please see the next letter). — th

MANDATORY BOATER EDUCATION IN HAWAII

In 2014, every recreational boat operator in Hawaii was required to get a certificate for boating safety. I did mine online through the BoatUS Foundation. The course took me two days to wade through but it was very comprehensive — I learned a lot. I spent at least 16 hours on the course and the exam at the end. I'm required to keep a copy of the certificate on the boat to produce if asked by the Coast Guard (and I'm guessing the Department of Land and Natural Resources too).

Interestingly, a friend of mine signed up for a course given by the Coast Guard for \$80. When he showed up in the morning at 9 a.m., he saw a pile of certificates already made out in the names of the students in the class. The whole course, including the exam, took only five hours. They were taught only the questions in the exam (and the right answers to those questions). I grilled my friend the next day, and he knew next to nothing. I guessed they covered only 15% of the required material, and yet the Coast Guard gave him and everyone else a certificate of competence. I was dumbfounded. What's the point? They are giving away certificates without the education.

As for enforcement, I have not had to produce my certificate, and have not heard of anyone else either. On the other hand I do not use my boat when the Coast Guard is in Kona, I can see them from my house up the hill, the white boat with the stripes behind the bow. Often, a RIB is launched from their boat and enters our small harbor for a shakedown.

A couple of years ago, I was heading toward our boat and noticed several Coasties interviewing people moored up or in their berths. I kept on walking past our boat to the end of the pier and a Coastie asked what I was doing here. I put on my best Aussie accent and claimed to be a tourist and walked away. Lots of boats got tickets that day.

David Hume
Scotch Power, Catalina 38
Kona, HI

ROLEX BIG BOAT SERIES SUMMED UP

Thank you for your coverage of Rolex Big Boat Series — I like the combined social plus racing coverage.

The 2017 Rolex Big Boat Series was one of the most exciting, flawless and fun regattas to come out of St. Francis Yacht Club in recent years. The conditions were perfect — sunshine, challenging tides and plenty of breeze for all four days — and the competition kept things exciting. A few leaders ran away with the podium, but most fleets' winners weren't decided until the last day.

For next year, there are rumors that the Pac52 fleet could double in size, and we've talked to the Santa Cruz 52s about gathering a fleet to match them in numbers. Our general aim is always to accommodate more competitive boats, with more of the best sailors on board. Every year, my plan is to continue that trend.

Susan Ruhne
Rolex Big Boat Series Regatta Co-Chair
St. Francis Yacht Club, San Francisco

Readers — We heartily enjoyed covering September's Rolex Big Boat Series for the October issue and were grateful for the assistance we received from StFYC's staff and volunteers, and for the tolerance of the busy and tired competitors we bothered with our questions and cameras.

We asked Ruhne if she had any tips for sailors plotting

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LETTERS



LATITUDE / CHRIS

Tell your friends: Big Boats is a blast!

their approach to next year's regatta. "Sign up early, and get your friends to sign up with you," she replied. "Breaking up the fleets, selecting courses and finding berthing for 100 yachts is tough, and the earlier you can help us plan, the better we can make the regatta for you."
— cw

↑↓ **WHERE'S RIMUS?**

I was curious: What happened to Rimas Meleshyus?

Doug Jarmer
Cielo, Catalina 380
Alameda

Doug — Many of us here were fearing the worst for Rimus, but he showed up in Saipan after nearly three months (of essentially drifting) at sea. Please see 'Lectronic Latitude from October 20 for the full story. — th

↑↓ **GODSWELLSAILING IS CORRECT**

I noticed an error in your *Changes in Latitudes* section story about John Silverwood — his website is *www.godswellsailing.com*. You listed it incorrectly as just *godswell.com*.

I am both a sailor and an engineer at a company that makes prosthetics and has worked with Mr. Silverwood.

Paul Steinert Ph.D.
Freedom Innovations
Irvine

Paul — Thanks for calling our attention to that error. We referenced Silverwood's website twice in that Cruise Note on page 130 of the October issue — and got it wrong both times. The correct URL is www.godswellsailing.com.

In case you missed the item about him in last month's magazine, John Silverwood is a San Diego-based sailor who lost a leg in a sailing accident. He undertook a singlehanded voyage to Hawaii in late summer aboard the Ohlson 38 Espiritu Santo in support of GodSwell and the Challenged Athletes Foundation of San Diego. — cw

↑↓ **WORKING FOR THE US SENATE AND WEST MARINE**

Wow, how cool! Thanks for sharing the October 18 *Lectronic* story about the founders of West Marine and *Latitude 38* bumping into each other one night in San Diego. For a little-town Midwestern kid such as myself, with no connections to the West Coast, it tells a great story that shows how small the world is.

Both the Wanderer and Randy reached deep into my life — with the Wanderer informing the path I'm now on. My wife Sue and I currently have our Catalac catamaran *Angel Louise* at a dock in a state park in northern Alabama on the Tennessee River. So far we have completed 3,500 miles of the 'Great Loop' counterclockwise around Eastern North America. We have less than 1,000 miles left to go before we cross our wake in Florida, and thus become the first boat in history to complete the Great Loop of both Europe and America.

After we started living aboard in Maryland following the

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LETTERS

dream the Wanderer inspired, and while working as a counsel in the US Senate for two years, I got to work part-time at the West Marine Store in Deale, Maryland.

Years later I discovered St. Barth and the British Virgins cruising grounds that the Wanderer had touted, and met him electronically.

After crossing the North Atlantic and while cruising the Great Loop of Europe, I bumped into and met Randy Repass, along with his wonderful wife Sally-Christine and their son, in Marmaris, Turkey — where Randy unbelievably had a West Marine store. We had cocktails on his boat, which Randy had left in Marmaris during a break in his circumnavigation. Later in the Aegean, while Sue and I were navigating *Angel Louise* to safety from the path of a forecast Meltemi, we got a call from Randy while underway.

And now reading about the two of you crossing paths in San Diego proves what a small sailing world it is.

Ed and Sue Kelly
Angel Louise, Catalac 12M
Northern Alabama

Ed and Sue — It's an honor for us to feel as though we played even the most minor role in what the two of you have accomplished with your humble boat. We can't wait for the book.



LATITUDE / RICHARD

Funny you mention the West Marine store in Turkey, as that was the subject of much of our conversation with Randy at the Italian restaurant in San Diego. It's a hilarious story, not about West Marine really wanting to expand to that part of the world, but of an affluent Turk really wanting to open a store there. — rs

Doña de Mallorca with Randy Repass. The food was good but the lighting was not.

↑↓ **SMALLER THAN ON A SPACE CAPSULE**

It has always been a mystery as to where the crew's quarters are on big sailboats. Any ship really. We always see where the captain sleeps, and the guest staterooms. But the crew are the real sailors, and they often sleep in cramped spaces and have little space of their own. Sometimes a hatch on a forward deck leads to a crew space with a head for one that seems smaller than on a space capsule. I would like to see an article with photos in *Latitude 38*, or be pointed to a book or website.

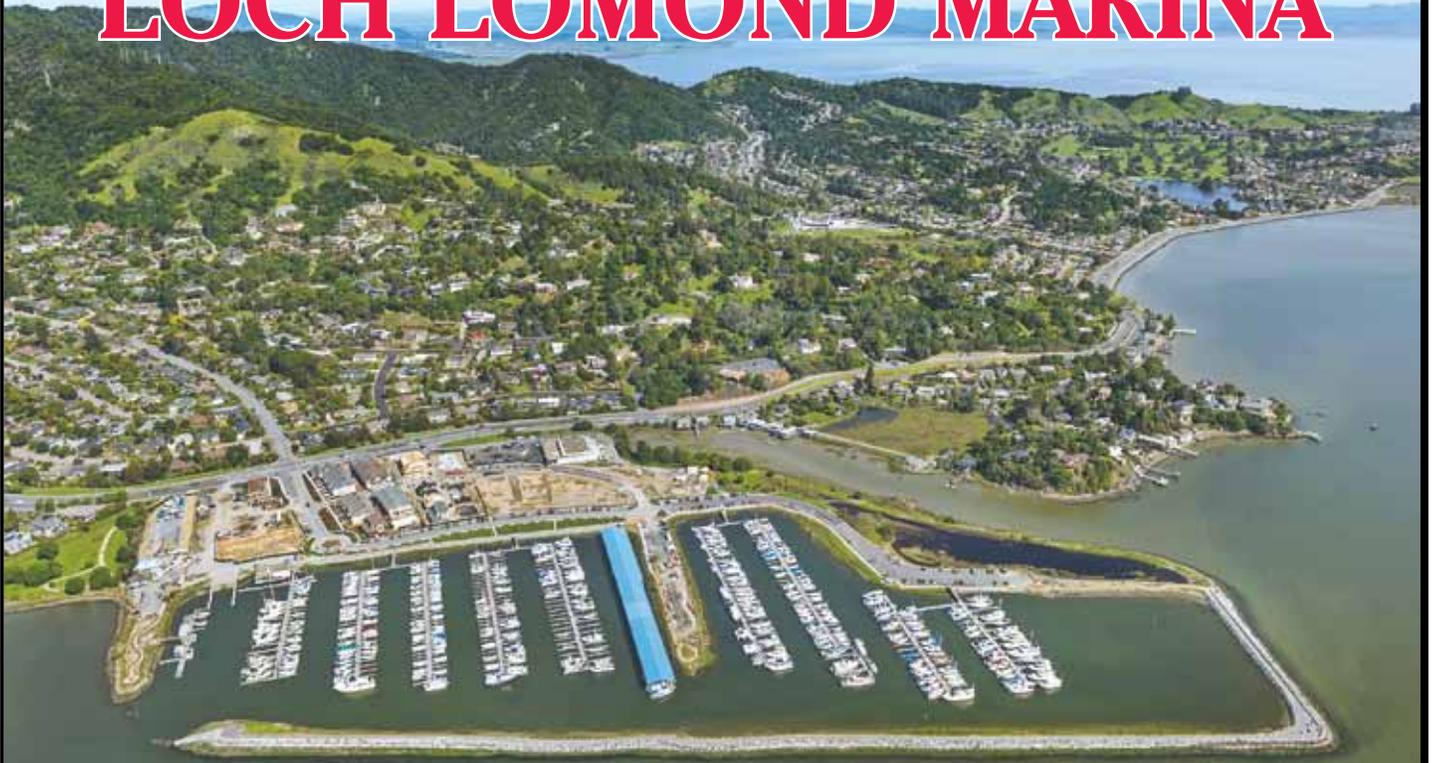
Larry Hertzler
Santa Barbara

Readers — Feel free to chime in with answers. — cw

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

The best way to send letters is to email them to editorial@latitude38.com, though the postal carrier visits daily, so you can still mail them — with your best penmanship — to Latitude 38, 15 Locust, Mill Valley, CA, 94941.

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LOOSE LIPS

Here is your October Caption Contest winner, along with, as always, the top ten entries. We're always a little reluctant to publish photos of boats without sails, but this Encinal Yacht Club Junior Program whaler 'sending it' (sometime back in 2009) was just too much to pass up. Trending this month were: "We're going to need a bigger boat," and all manner of variations on 'air bags'. As for us, we just hear Wagner's *Ride of the Valkyries* when we look at this picture. Aaaaaaaaannnd the winner is:



Help wanted for Race Committee. Motocross experience a plus. — Rick Leach

"Good thing the airbag deployed . . ." — Mark Adams

"The Fast and the Injurious." — Ben Jones

"The PRO wants it where?" — Darrell Ford

"OK kids, I'm only going to show you this once! This is how to deploy a life raft with one arm." — Steve Costanzo

"We're going to need a lot more helium than this." — Max Crittenden

"Hold that bag with all you got! Just one last mile to shore. We will wake up being rich tomorrow! Yeeehaaa!" — @tinci_tuation

"When we get to the top of this hill, set the mark." — Roger England

"That was last year's tide book." — Rich Hudnut

"Because, let's face it: All boating without a mast is just Junior Sailing." — James Peters

"The airline wouldn't allow me to check these in. Well,

I'll show them. Just need to rev the motor a bit more." — @stark_ruth



"I made this mixed media relief 'Ofrenda' [an offering] for all the SF Bay sailers who have passed away over the years. It's an altar for a Dia de los Muertos show at the Hayward Center of History and Culture."

Richard Geiger
Fox River, Freedom 28
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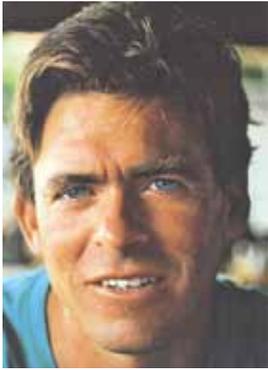
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the life and times of mike plant

In fall 1992, Mike Plant was missing. The Minnesota native was scheduled to arrive in Les Sables-d'Olonne, France, in October for the start of the second-ever Vendée Globe. Plant was short on funds and time, and his brand-new Open 60 *Coyote*, which was undeniably fast and powerful, was untested.



After realizing that an EPIRB had been activated weeks before, the Coast Guard launched a massive search. *Coyote* was eventually found capsized, the bulb on her keel gone. Plant was never found, and pronounced dead at 42.

A new documentary — directed by Plant's nephew — chronicles the unlikely rise of an unlikely hero who would become the best American singlehanded offshore sailor, a title that at the time (and even today) was practically a contradiction in terms. The documentary, called *Coyote*, premieres on November 9 as part of the Napa Film Festival. "The movie is about more than just sailing," said director Thomas Simmons, who lives in the Bay Area. "It's about a guy who went to some

dark places before he connected with his passions."

Mike Plant grew up on Lake Minnetonka, Minnesota, where he learned to sail. As a teenager, he found himself in trouble more often than not, and was eventually enrolled in Outward Bound, an education program whose founding mission was to give young people the skills to endure trying conditions through mental fortitude gained from harsh experience.

Wanting to further challenge his survival skills, Plant hitchhiked to South America. He was there for nine months, and the trip led to a 'business plan'; Plant started smuggling cocaine, and made enough money to buy a boat in Greece. Plant ran a few charters in the Greek islands, including sailing a group to Turkey who bought several kilos of hashish, a transaction that eventually forced Plant to flee the country. He came back to the States, got into construction, made a living, and reinvented himself. But there was a deeper itch.

In 1984 Plant saw a film called *The Ultimate Challenge* about the inaugural BOC in 1982-83, which was the first singlehanded around-the-world race since the famed 1968 Golden Globe. "He walked out of that theater transformed," said Mike's brother Tom in the documentary. "The lightbulb of all lightbulbs went off. Everything clicked, and everything began to make sense to him." Plant would go on to sail in two BOC challenges (winning Class II on his first attempt in 1986-87) and compete in the first Vendée Globe, where he set the record for fastest American to sail around the world alone.

The son of Mike Plant's sister Linda, Thomas Simmons has also reinvented himself over the past few years. "It's funny when people ask what I do," Simmons told *Latitude*. "I have a hard time saying I'm a filmmaker. I was in banking before and just itching to do something creative. I had a very comfortable career that I left behind because I wasn't happy. But I can honestly say these last three years have made me happy. Anyone that was close to this film knows there's a story within a story."

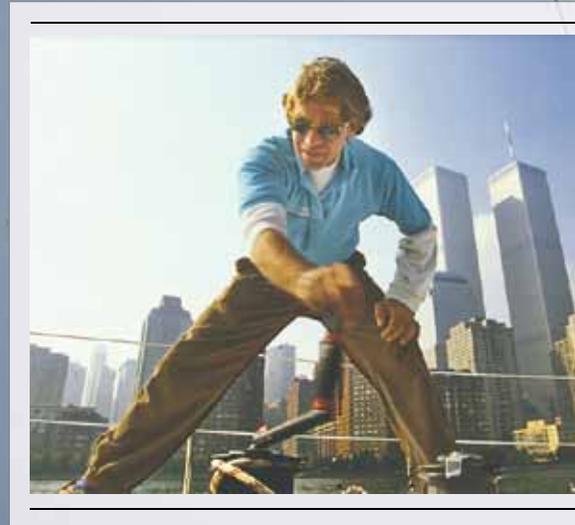
Simmons calls *Coyote* a passion project, and said that despite his lack of experience in film, he was able to surround himself with professionals — he also had a huge trove of footage to work with. *Coyote* features interviews with Ken Read, photographer Billy Black, French singlehanded sailor and founder of the Vendée Globe Philippe Jeantot, and of course, Simmons' own family. "I was acutely aware of what kind of archive we had of my uncle and the characters around his life. And we were lucky to raise a ton of money to do this right."

Simmons said it's strange how many people both have and haven't heard of Mike Plant, a loner in a solo sport essentially created and

continued on outside column of next sightings page

winter reads of

It's that time of year. Shorts going in the closet, jackets coming out, local sailing taking on a whole new character — oh, come on! Light-air winter sailing isn't that bad. It's a far cry from those poor folks on the East Coast who, right about now, are cocooning their boats on the hard somewhere until next spring. But no matter where you are, fall and winter are great times to kick back with a good book, and if you prefer those of the sailing persuasion, we might be able to help. Here are a



ALL PHOTOS BILLY BLACK

the nautical variety

few sent to our offices over the past year that we think are worth a look.

Finding Pax (Kaci Cronkite, \$18.95) — All boats have stories, and old wooden boats often have the best stories. Some lucky owners inherit these histories — carefully preserved with photos and documentation handed down from owner to owner. Most back-stories, however, are riddled with holes, vague references and speculation. And then there are boats that

continued in middle column of next sightings page

plant — continued

undeniably dominated by the French. "It just goes to show how little support American sailing gets. But there are pockets throughout the country where Mike is recognized as a hero. His face is still on the walls at bars in Newport." Simmons said that his uncle's famed perseverance was an inspiration to his own experience as a first-time filmmaker. "Without sounding like a cheese ball, we really channeled Mike's message to get to the finish line. When we were low, it was easy to remind ourselves: We can do this."

— *tim*

Coyote will be playing on Thursday, November 9, at 8:30 p.m. at the Lincoln Theater in Yountville. For more information, go to www.nvff.org/event/coyote or call (707) 944-9900.



Spread: Mike Plant on his last sail aboard his Open 60 'Coyote' in 1992. Inset: Photographer Billy Black snapped a few shots of Plant in New York City before his fateful departure for France.

SIGHTINGS

beer can challenge mostly solo

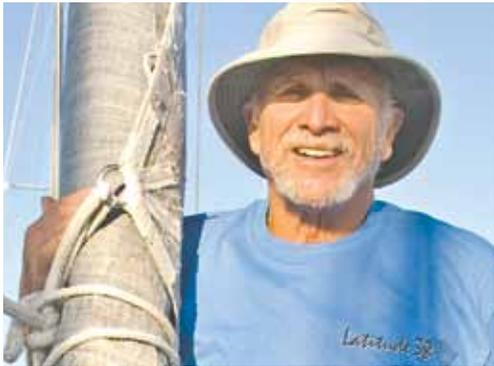
"I and my trusty steed, the Contessa 33 *WarWhoop*, did the *Latitude 38 Beer Can Challenge*," writes Chuck Hooper. The idea of the challenge is to race Monday-Friday, five evenings in a row. "It was possible to race every night of the week only two times this whole season," reports Hooper. "I thought it would be good to do both weeks and so set forth. The first possible week started on Labor Day. Due to a number of issues, I had to abandon the first attempt but did rack up four days of great sailing and many adventures in the pursuit of my dream."

Hooper's second chance came the week of September 18-23. He set forth solo from Benicia on Sunday in order to make Monday's race at Bay View Boat Club in San Francisco. He anchored his boat and paddled his SUP to the club. The members remembered him from his previous attempt and gave him a second enthusiastic welcome. "I tied the SUP to my anchor and started the race. In 20-23

continued on outside column of next sightings page

winter reading

just appear like off-course time travelers — out of the blue and with virtually nothing known of their origins. The subject of this book was one of the latter. Cronkite finds and buys *Pax*, a curvaceous, double-ended, 28-ft Danish-built Spitsgatter, in the Pacific Northwest in 2007. About all the previous owner knew was that the boat had been built in Denmark in the mid-1930s and had spent some time in both SoCal and the San Francisco Bay Area, where she had caught fire sometime in the '80s. Without much more to go on, Cronkite follows endless leads and makes a number of trips to the Bay Area, Southern California and even Denmark,



LATITUDE / CHRIS



— continued

each time uncovering another small bit of the boat's story. It is a lovely, heartwarming, sometimes frustrating, but ultimately happy journey for both Cronkite and the reader. We were sad to see it almost end — and happy to note that it hasn't! There's still a 13-year span in the genealogy — when the boat was in L.A. from the early '60s to mid-70s — that is unaccounted for. Any of you old timers out there remember a buxom little 28-footer named *Pax* — perhaps by her previous names: *Firecrest* or *Tonica*?

Yacht Were You Thinking? (Jonathan Evers, \$14) — By now, you'd think we'd

continued in middle column of next sightings page

beer can challenge — continued

knots of wind, I managed a second place, singlehanded, which I was very proud of. Dinner for five bucks was great. I slept well in a very protected anchorage with the stickiest mud you can imagine."

A leisurely solo sail on Tuesday morning took Hooper to a secure mooring at Sausalito Yacht Club. "This small but exquisite facility gave me a very nice welcome and enthusiastically allowed me to enter their Sunset Summer Series as a singlehander in the non-spinnaker division." In the five-boat division and light air, Hooper squeaked out a first place — he figured he was lighter without crew weight. He enjoyed a "great dinner, good company and an etched trophy beer glass to boot."

The adventure continued. "Wednesday morning's delivery to Vallejo saw very light air to start, providing a great opportunity to practice with my new-to-me asymmetric spinnaker. While I was crossing San Pablo Bay under skies filled with big puffy clouds, a rain squall came roaring down out of the Napa Valley. I'm flying merrily along, soaking wet, contemplating how to get the kite down: A left turn directly into the wind is in order to enter Mare Island Strait, and the turn is coming up much too fast. As the squall passed, the wind clocked around to the west and increased to 22 knots. I made the turn like magic and had an incredibly fast reach up the Napa River."

Hooper started racing at Vallejo YC in the late '70s and counts many close friends among its members. "Several of my regular crew live nearby and they joined me for the Wednesday night race. The turnout was by far the largest of my week with 18-20 boats. With a reaching start that is the norm here, we flew down the course. Helped along by a raging ebb and incredible standing waves, we surfed up behind the leaders as they rounded the leeward mark — we were almost in their cockpit! Surprised us as much as them I'm sure. We headed back up the river to collect an unofficial first place." Hooper had asked not to be officially entered so that he wouldn't upset the season standings.

"After the race I dropped off the crew and headed to my home waters of Benicia. Night set in with 30 knots of wind and a huge ebb flowing. I had a very thrilling ride, surfing at 10 knots on 4- to 5-ft standing waves under the Carquinez Bridge." Very tired but extremely happy, Hooper headed for the barn.

"Thursday night races at the Benicia YC have been part of my life for almost 40 years. The incomparable Carquinez Strait provides great weather, tricky currents, huge wind shifts and a great challenge for some very good sailors. Most of my crew could not make it, and several volunteers were pressed into service. We had fun, did not break anything or hurt anybody, and did not finish last. Dinner afterward was great — the ahi tuna salad is the best I have ever had."

In order to make it back down the Bay in time for the Berkeley YC Friday night race, Hooper had to time his solo departure from Benicia correctly. He arrived with time to spare for a much-needed pre-race nap. "With an unfortunate grounding 100 feet from the finish, I was a disappointing fourth of four. My old partner in this Beer Can Challenge, Roger Ruud, was on hand at the finish line.

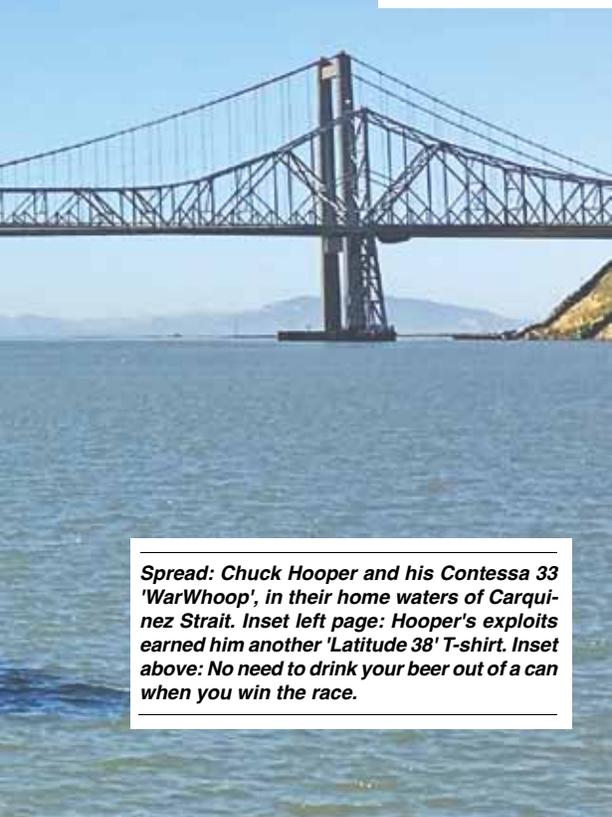
"By my calculations, with deliveries and course miles, this adventure added 140 miles to my logbook (assuming I kept one). Monday, Tuesday and Friday, and all deliveries, were singlehanded."

Hooper would love to have 10-12 boats join him next season. "Every club I visited had several members say they had always wanted to do this challenge. Most clubs would benefit financially if 10 boats and their crews showed up at the bar for dinner and drinks. The deliveries could be destination races. Maybe I could finance such a dream regatta by selling a collection of the most original excuses we as boat owners encounter. The best this season: 'I can't make it as I have to get my headlights adjusted.'" If you run out of excuses, contact us at racing@latitude38.com; we'll put you in touch with Chuck.

— chris



CHUCK HOOPER



JENNIFER THORNTON

Spread: Chuck Hooper and his *Contessa 33 'WarWhoop'*, in their home waters of Carquinez Strait. **Inset left page:** Hooper's exploits earned him another 'Latitude 38' T-shirt. **Inset above:** No need to drink your beer out of a can when you win the race.

we take the helm

Forty years ago, *Latitude 38* founding publisher Richard Spindler created a legacy for a unique, entertaining and enjoyable magazine for West Coast sailors. Embracing the rebellious spirit of California pioneers along with some surfer style and youthful mischievousness that always keeps you guessing, *Latitude 38* has provided a hub for local sailors and the myriad ways they wrap a winch or take to the sea.

The winds of change are filling the sails at *Latitude*, and it's time to bear away on a new course. As you may know already, there was a change of command last year when founder Richard Spindler sold the magazine to longtime Advertising Director John Arndt.



'Santana' in one of her many iterations. But a classic is a classic.

Richard continued to write columns and occasional articles, but that's ending with the issue in your hands. We wish Richard the fairest of winds as he becomes a true Wanderer, sailing the world's oceans on his Surfin' 63 cat *Prof ligate* in the Pacific, and the Leopard 45 'ti *Prof ligate* and Olson 30 *La Gamelle* in the Caribbean.

Like many well-known classic yachts, *Latitude 38* is continuing her passage with a new skipper and crew who will respect her original lines, but will find what other potential she has. Consider this analogy: The yacht *Santana* was built for her new owner as a schooner, even though, at the time, yawls were proving superior. A subsequent owner converted her to a yawl as the original designer, Olin Stephens, had suggested. A variety of owners enjoyed her as a yawl until Paul and Chrissy Kaplan recently took her on and converted her back to a schooner. Now back on the East Coast after yet another restoration, she's been returned to a yawl. Despite a wide variety of owners and renovations, the fine lines and heritage of *Santana* have always shown through.

The current crew at *Latitude* remains inspired by the essential qualities of the original blueprint, while adding our own touch with a few renovations and updates. As we design a new website and explore new publishing tools, we're also 'polishing the brass' on the core editorial content of a fine, West Coast sailor-focused print publication that is honored to rest in the head of any vessel.

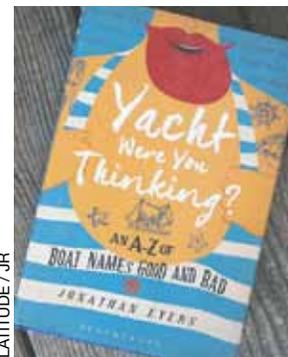
Whether that head is porcelain, carbon fiber, composting or in a bucket, it's the quality time reading about your adventures that makes *Latitude* worthwhile. We're continuing the three-times weekly blog *'Lectronic Latitude*, offering a quick, work-week sailing break for deskbound sailors. We're always adding new names to our West Coast Circumnavigators' *List* as they cross their outbound track. And we're helping sailors buy and sell boats in our *Classy Classifieds*.

We have many new contributors, including our Associate Editor Tim Henry, who's polishing up his new-to-him Columbia 24 *Esprit*, and Soren Hemmila, who's taking over the Production Department from our exceptionally talented and dedicated 29-year General Manager Colleen Young, as she retires. This evolving crew is excited to be covering our core sailing community, while adding new voices to keep us on course. And you can point to the masthead and help us see which way the wind blows . . . because that's where we go.

The 40-year history of *Latitude 38* means there are big deck shoes to fill, but we're as excited as anyone helming a classic sailboat. The current crew here was born into sailing, and don't remember or know what life would be like without it. We've been lucky to sail on J Class sloops, Styrofoam Snarks, windsurfers, Hobie cats, our Ranger 33 and literally dozens and dozens of variations on the sailing theme, which constantly remind us why life is better on a sailboat. A recent

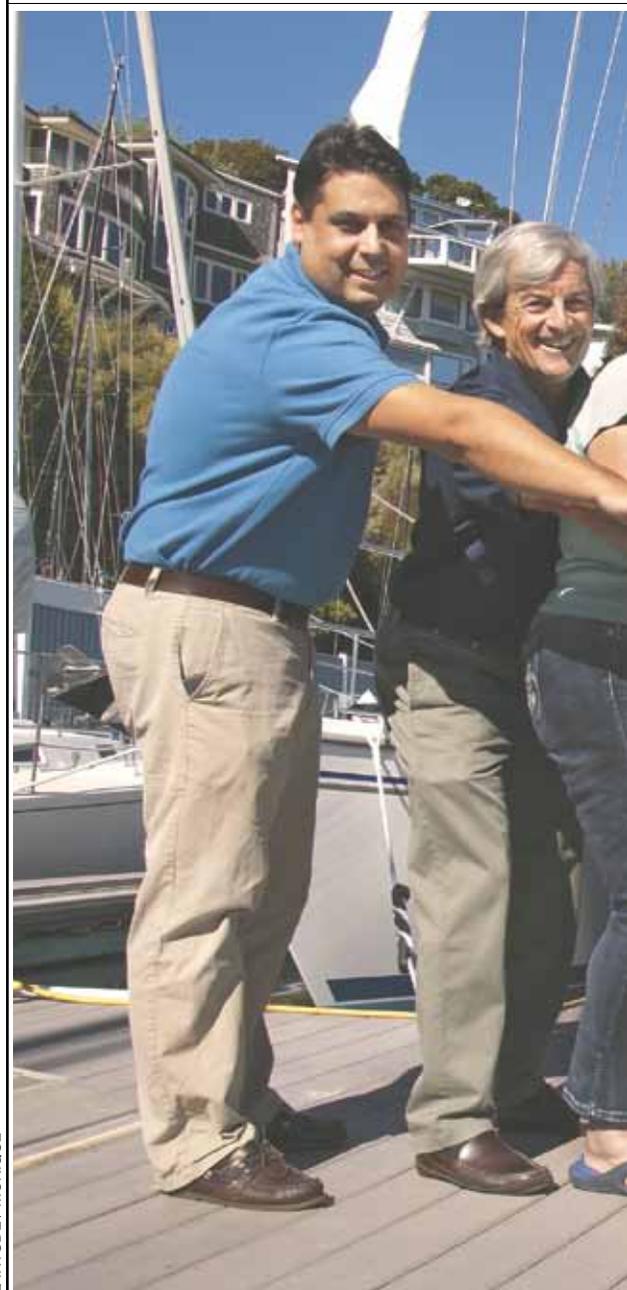
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winter reading



LATITUDE / JR

know better than to, well, judge a book by its cover. But that's just what we did — and not in a positive way — when we picked up Eyers's book. What? A book on boat



LATITUDE / MONIQUE

— continued

names? Are you friggin' kidding me? Our frown soon relaxed, followed by a smile or two, then a laugh, and, before we knew it, an hour and 50 pages had passed. Eyers has drawn from a number of sources, including the 'most popular boat names' lists for the last 20-some years, and put together hundreds of common and not-so-common boat names, whose merits (or lack thereof) he discusses in a paragraph or two. Amazing to us is how many names are misspelled, thereby altering their meanings (Example: Aeolus is the

continued in middle column of next sightings page

helm — continued

evening sail on a sleek new Melges 14 with Hannah Arndt (John's daughter) reminds us that bigger is not always better, and that sailing is an adventure on just about anything that floats.

So we'll continue to help you sort out your TIP for Mexico, why your PHRF rating isn't right, where you can anchor in San Diego or San Francisco, why that guy shouldn't have cut you off traversing the fairway entrance or the latest waterfront development dilemma. Because in the end, we're all just sailors trying to figure out where to go next, how to fix our boats, and how to spend more time on the Bay.

And please, keep sending us your stories, be them letters, photos, opinions or any number of adventures. It may just inspire and entertain our readers in the next edition of *Latitude*. Thanks for reading.

Sail on.

—john



Gooooooo Team! Your 'Latitude 38' crew, from left: Soren Hemmila, incoming Production Supervisor; John Arndt, Publisher and Editor in Chief; Colleen Young, outgoing General Manager; Mitch Perkins, Advertising Director; Annie Bates-Winship, Production/Photos; Penny Clayton, Bookkeeper; Chris Weaver, Racing Editor; Tim Henry, Associate Editor. Not pictured are our proofreaders, computer techs, interns, contributors and countless other staff that make every issue of 'Latitude' possible.

volvo ocean race

As this issue of *Latitude 38* goes to press, the 13th edition of the Volvo Ocean Race (formerly the Whitbread Race) had just begun, following an October 22 start in Alicante, Spain. The American/Danish entry Vestas/11th Hour Racing, skippered by Charlie Enright of Newport, Rhode Island, jumped out to a commanding lead right out of the gate, putting on a tactics and boatspeed clinic while running downwind through the Strait of Gibraltar during the first day of the race. Light airs have compressed the fleet as of this writing, with the boats racing toward the turning mark at Porto Santo. After rounding the tiny island in the Madeira archipelago, the seven one-design Volvo 65 monohulls should have arrived in Lisbon, Portugal, to conclude Leg 1 by the time this issue hits the docks. This first leg from Alicante to Lisbon is a 1,600-plus-mile sprint that will kick off the marathon challenge that takes teams around the world in 11 separate legs with much more Southern Ocean sailing than in recent editions.

Seven teams are on the line in this most recent edition, with just three of them being new entries to the race. Making bold predictions on pre-race favorites is an exercise in futility, as there's close to 40,000 miles of offshore racing between now and the finish line next summer in Sweden — literally anything can happen. French skipper Charles Caudrelier is back with the Chinese entry Dongfeng. Mixing top French talent, including shorthanded sailors such as Vendée Globe veteran Jeremie Beyou, with up-and-coming Chinese sailors, Dongfeng was the surprise of the last edition of the VOR and nearly stole the whole show. They will almost surely be a factor this time as well.

Another top entry is that of Dutch Team Brunel. Veteran skipper Bouwe Bekking is back with a revamped crew that includes winning America's Cup skipper and Rio gold medalist Peter Burling. He'll be aiming to become the first sailor to ever claim Olympic gold, an America's Cup victory and a VOR victory — the so-called "Triple Crown" of sailing. To do so, he'll have to beat out his 49er and AC teammate Blair Tuke, who is also aiming for the same feat as part of Spanish entry MAPFRE, which comes in with a lot of momentum after amassing the most points in Leg 0 of this edition of the VOR — essentially the pre-season of the event. MAPFRE is skippered by Spaniard Xabi Fernandez.

Vestas is back as a sponsor after their boat smashed into a reef in the Indian Ocean in the previous edition and finished last in the overall standings. This time, they've teamed up with 11th Hour Racing.

New teams include Turn the Tide on Plastic, skippered by Briton Dee Caffari — the race's only female skipper — who has competed in both the Vendée Globe and in the last VOR on the all-female Team SCA. TTOP is the youngest, least experienced team in the race, but also one of the race's biggest wild cards. Another wild card is Sun Hung Kai/Team Scallywag, skippered by Australian and VOR veteran David Witt. Officially a Hong Kong entry, but with no Hong Kong sailors on board, the team comprises mostly Australians. Finally, there is the embattled Team AkzoNobel, who have put themselves in the midst of controversy and distraction in the days and weeks leading up to the start of the race. After being dismissed for a "breach of contract," Dutch skipper Simeon Tienpont claimed the same about AkzoNobel and took the sponsor to court. Winning the court case just two days before the start, he returned to Alicante to reclaim his role as skipper, causing a major crew shake-up resulting in multiple sailors leaving and being replaced just hours before the start.

New, slightly confusing rules regarding crew stipulate that each team must carry two sailors under age 30, while also putting all-male crews at a four-body disadvantage over an all-female crew (7 vs. 11). As a result, all seven teams have chosen to sail with mixed crews (8 or 9 bodies) including one or two females, while TTOP has chosen to go with five women and five men, meaning they have the largest crew in the race.

The one-design, Farr-designed Volvo 65s have received minor

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winter reading

Greek wind god; Aeolis is an old name for a coastal area in Turkey). It's all done under the mission statement of helping boat owners choose a name wisely — or at least saving them the embarrassment and ridicule of choosing unwisely. (We agree with Eyers that you should probably give a pass to *Boaty McBoatface* and *Shoot Low They're Riding Chickens*.) Ultimately, no matter what you choose, Eyers notes, "There's always the danger it will say different things to different people."

The Essentials of Living Aboard a Boat (Mark Nicholas, \$13) Since living aboard is a subject near and dear to our hearts — and one we have covered in one way or another from our very first issue, we went into this book more hard-nosed than open minded: "Let's see what he has to say about this!" we would declare more than once — occasionally out loud. We'd flip through to that subject and . . . dang . . . that's pretty good advice. Then onto the next. Oh yeah — he's spot-on about





LATITUDE / JR

that. There were even a few "Wow, never thought of that, but it's great advice!" Pretty soon we were turning pages, nodding in agreement, and wondering if we would find anything to take issue with. We didn't. The bottom line: If you're a newbie liveaboard or just want an accurate picture of what it's really like to live aboard a boat, this book will answer pretty much any question you might have — and many you haven't even thought of yet.

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vor — continued

modifications since the last edition of the VOR, yet remain largely the same — not a bad thing. Since debuting in 2014-2015, the Volvo 65s received some criticism for their relatively conservative design and construction, yet, for all of their faults, they have proven to be a platform that promotes ultra-close racing, excellent reliability and significantly reduced costs over their 70-ft predecessors.

Visit www.volvoceanrace.com for more information and to follow the race.

— ronnie simpson

the many stories of man overboards

Two of our fairly recent *Lectronic Latitudes* have discussed Man (or Person) Overboard scenarios. In August, two 505 sailors dismasted and fetched up on the windward shore of Alcatraz on a breezy weekday evening. This was followed by a recent story from Jacquelyn M. Urbani, after she and her husband David Malmud — who were chartering out of OCSC in Berkeley Marina — were involved in the rescue of two sailors in the water after their dinghy capsized.

These stories reminded us of the challenges of not just sailing back to the people in the water, but the far greater challenge of getting them back on board. Jacquelyn's story in particular has generated many responses, asking the question: Are you ready for a man overboard? Please join the discussion at: editorial@latitude38.com or on our Facebook page. We'll publish your responses in December's *Letters*.



Leg 1 of the Volvo Ocean Race started on October 22 in Alicante, Spain, in the Mediterranean Sea, bound for Lisbon, Portugal.

PEDRO MARTINEZ / VOLVO OCEAN RACE

SIGHTINGS

eight bells: diane beeston

We were saddened to learn that Diane Beeston passed away in her adopted home of Astoria, Oregon, on June 17. She was 87.

For the younger crowd out there, Diane was once the premier sailing photographer on the Bay. Nearly three decades have passed since those days, but her work is still relevant, still breathtakingly beautiful, and remains both benchmark and inspiration for the many on-the-water photographers who have come since — ourselves included.

Diane was the real deal. Today, anybody with a GoPro and an Instagram account can call themselves a 'photographer'. Back then, it meant something quite different, especially for those who made a living at it. Photography required a continual and ever-evolving set of skills — not to mention talent — learned, literally, over a lifetime. Not only did you have to familiarize yourself with the heavy, often cantankerous cameras and lens combos of the day — which, incidentally, did not have 'automatic exposure', auto-focus lenses or automatic winders, and did not like to get wet — you had to know the

right film to use, the right settings for the camera, the vagaries of lighting, and all the stuff that went on in the dark-room — developing, enlarging, dodging, burning...

Then, if you were a sailing photographer, you also had to deal with tides, currents, winds and other weather variables while trying to compose shots of subjects that were constantly changing position — from the deck of a photoboot that was itself often bucking and rolling.

And after all that, to be any good, you had to have 'The Eye' — the ability to consider not just what was happening now, or just your main subject — but to see what was going to happen, what background you wanted, the depth of field and whatever else it took to tell the

story — then position yourself in just the right place at just the right time to capture it. Diane did this so well that her pictures weren't worth 1,000 words. They were worth 10,000 — and counting.

Honestly, we hadn't communicated with Diane in years, which increased our sense of loss. So did learning details about her life — we never thought to ask before — after she was gone.

Diane Sistaire Beeston was born on December 18, 1929, in Semarang, on the island of Java, in an area that was then still part of the Dutch East Indies. Her father was the son of a British diplomat and her mother is described as "an adventurous San Francisco woman." The family — her parents and an older brother — eventually moved back to the City, where she attended school and graduated with a degree in photography from UC Berkeley in 1950.

Her first job was photographing eyes and eye surgery for Dr. Maury Smith, head of the Ophthalmology Department at UCSF — and a member of the San Francisco Yacht Club. One day he invited Diane to go sailing. Although not exactly smitten with sailing itself, she was hooked on the dynamics and beauty of it. Sometime in the early '60s, she quit her day job, bought the first of a series of powerboats, all named *Golden Fleece*, and turned her attention to photographing sailboats for the next 20-some years.

In 1972, Diane published a book of her photos called *Of Wind, Fog and Sail*. We still consider it a mandatory book for any Bay sailor to have on their bookshelf.

She was at the height of her skills in the '70s when the first issue of a little startup called *Latitude 38* first appeared. It would not be

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MOULIN STUDIOS



Diane Beeston, as pictured on the back cover of *'Of Wind, Fog and Sail'*, published in 1972.

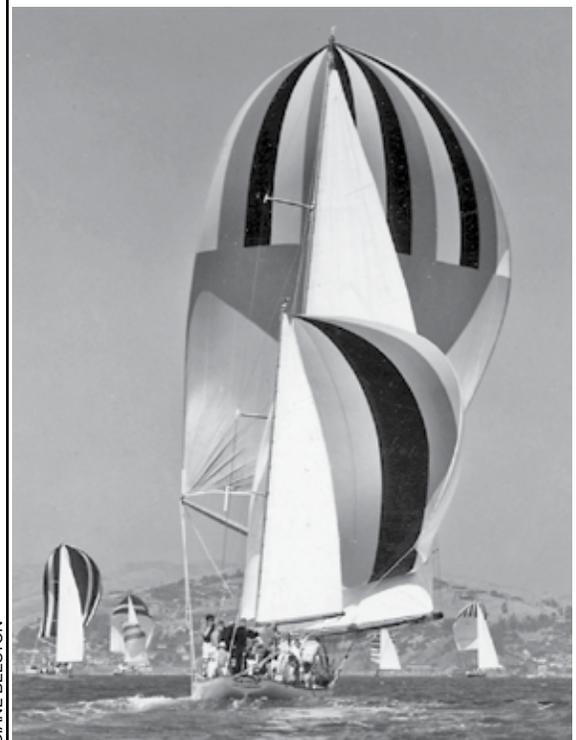
winter reading

The Bermuda Privateer (William Westbrook, \$22.95) — We don't feel comfortable — and by "we" in this case, we mean as a sailing magazine — reviewing books like this for two reasons: 1) It's not really about sailing; and 2) The Patrick O'Brian *Master and Commander* series has spoiled us for life for this genre. However, from a purely personal, non-sailor point of view, this reviewer found *The Bermuda Privateer* — set in the late 1700s — to be a rollicking enough tale of dashing captains, evil pirates, beautiful maidens and lots of swashbuckling. On the MAC-ometer (*Master and Commander* scale), we'd rate it a 7 out of 10.



Above: 'Latitude 38's well-loved and tattered office copy of Beeston's *'Of Wind, Fog and Sail'*. Right: *'Enchanta'*. Below: *'Orion'*.

LATITUDE / ANNIE



DIANE BEESTON

— continued

That rating would be higher if Westbrook hadn't made the dashing captain Nicholas Fallon's first mate a woman. (We're not being sexist; we just can't suspend our disbelief that far.) And if he hadn't written it in such a 'modern' style that the main character seemed more like Dirk Pitt or Harry Bosch caught in some kind of time warp. This book is the first in a proposed Nicholas Fallon Sea Novel series, so we expect the series will get better as the author gets more time 'in country', so to speak.

We'll continue this series of book reviews in our December issue.

— jr

beeston — continued

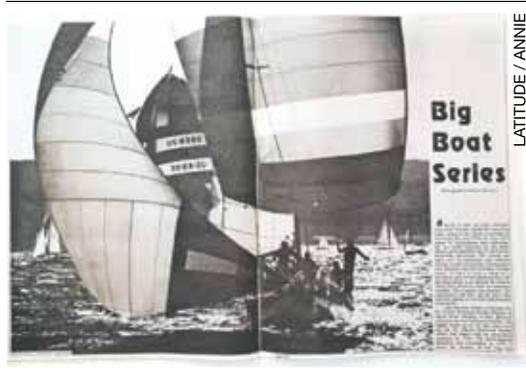
accurate to say *Latitude* never would have happened without Diane, but we can tell you her work lent our early issues a measure of quality and legitimacy that they otherwise might not have had.

Reportedly fed up with the craziness of life in the Bay Area, Diane left in the 1980s and relocated to pretty Astoria, where her creative talents turned to painting and sculpture.

We've always considered Diane 'part of the family' around here. And it's a rare year when we don't run at least one of her images in the magazine. Now we will miss her even more.

There will be an open-house remembrance of Diane and her work at SFYC on Saturday, November 11, 10 a.m.-6 p.m. Anyone wishing to share any unique Beeston pieces is encouraged to contact Ken Jesmore at beeston@sfyc.com. For more information on the open house, contact Diane Schroeder at dianschro@gmail.com.

— jr



Beeston's work was often a highlight of early issues of 'Latitude 38'. This is from Vol. 8, November 1977.

LATITUDE / ANNIE

Big Boat Series

DIANE BEESTON

THE LATITUDE 38 INTERVIEW

Dave Ullman

As Ullman Sails celebrates its 50th anniversary, we're checking in on the career of the loft's founder and namesake. Dave Ullman, now 71, says the idea that his sailing career is winding down "is in my thought process, but I wouldn't say it's happening yet." Ullman is a three-time 470 World Champion, won the Melges 24 Worlds in 2007, and is a 32-time National and North American Champion in various classes. Ullman has also coached four Olympic teams, and was an America's Cup coach in 2000 and 2003. He was inducted into the National Sailing Hall of Fame in 2016. Ullman was coaching three teams in the Etchells Worlds in September when we caught up with him at San Francisco Yacht Club (then spoke with him a week later over the phone). We asked him about his illustrious past, as well as some of the larger, existential questions about the health of the sport.

Latitude: *There's a lot of history to cover. We might as well start at the beginning. When did you start sailing?*

Dave: I was three years old. My dad [Chuck Ullman] was quite a good sailor, and we used to go to Catalina on the weekends. We had an 8-ft pram and when I was three, my dad would tie a long line to the boat, send me out, and let me sail around. Then he'd pull me back in for lunch, then send me back out again in the afternoon.

Was your father in the industry?

He owned a business called Service Afloat, and they did boat maintenance on sailboats. Their big hook was that they would go out to your boat out on a mooring and do all the work.

And my dad was quite an accomplished big-boat sailor. In 1957 he won the Transpac, and we won our class in '63 when I was with him. His family was from Chicago, but he grew up in Southern California, in Los Angeles, and I was born and raised in Newport Beach. I've been here all my life.

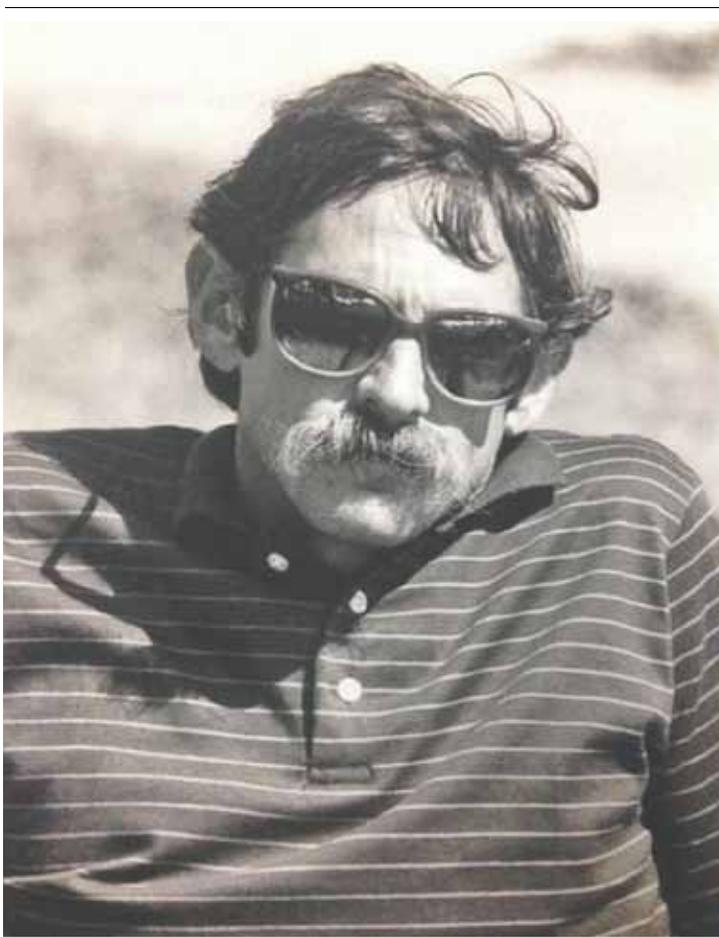
Was there a specific moment when sailing clicked for you?

Well . . . I started racing against adults when I was six, in a class called Balboa dinghies in Newport Beach. I don't remember when it clicked, because I've just always done it. As long as I can remember, I've sailed or raced.

We heard a rumor that you used to practice blindfolded.

Yeah, when I was 10 or 12, my dad would take me out and blindfold me and have me work on the other senses, rather than just eyesight.

When I went on to coach and blindfold sailors, I think it's



one of the keys to becoming a very successful skipper. It helps sailors use all of their senses, not just their eyesight. When you put the blindfold on, somebody else is in the boat, and they work as your eyes while you try to feel the boat. You feel the heel, feel the wind on your face and all the things you need to know to sail the boat properly (you can obviously do this by just closing your eyes for a little while).

What it teaches you is how to drive a boat and not just stare at the telltales, but to look at the horizon, look at the bow wake, look at the other boats and take in the whole racecourse — all the other things you should be doing rather than just concentrating on the telltales on the jib.

What were the first fleets you got into as a racer?

In Newport Beach, we started in Snowbirds, which was an Olympic singlehanded class in 1932. That was the junior fleet at the time. Everybody under 17 sailed Snowbirds. All of the top competitive people sailed them, and lots of very good people came out of the class, like the Frost brothers, who would go on to be world-champion Snipe sailors.

When I was 14, I got a Snipe, which was my first venture to upper-level sailing and out of junior sailing. I sailed Snipes for a number of years, until 1972. And then the 470 came in as an Olympic class. I changed over, and spent the next 15 years sailing 470s at an Olympic level. The 470 really blossomed in '72 when they got chosen for the '76 Olympics. And for those first four years, for that first quad, we used to get *huge* numbers, like 50 or 60 boats at local Southern California regattas — they were hugely popular.

But I never sailed in the Olympics. I never qualified. My best quad was '76 to '80, and I was three-time world champion out of four Worlds [in '77, '78 and '80], and then '80 was the boycott year.

It's amazing how you can get on a run and dominate a

class like that, and then it can go away so easily. In my case, after the boycott year came in, my crew and I took a year and a half off, came back and were never the same. As easy as it is when it's going right, there's such little difference between the 10 people in the top. So with just a little change, you're no longer there.

Is it mental? Is it physical, or is it a little bit of everything?

Yeah, it's mental. It's also whether it's a priority. For us, between '80 and '84, it became more of a business opportunity. We were selling and making 470 sails, and it was less of a priority to go to the Olympics. And then when '84 came around and it was trials time, yeah, it was a priority, but we had been fighting Steve Benjamin [who won this year's Etchells Worlds] for four years, and we couldn't quite catch him. He beat us in the last race in the trials and then went on to win a silver medal.

Again, at that level, there's very little difference between being at the top and just below the top. It's such a fine line. It's physical, it's mental, it's preparation time — it's not one thing over another.

Olympic sailing is at minimum an eight-year project, and more like a 12-year project. Never — well, rarely — in the first quad does somebody win a medal in a class that was already established. That's very rare.

"I had a family. I needed to make money. That was my motivation [for founding Ullman Sails]. I needed to make living. Like, that day."

How did you get into sailmaking?

I worked in lofts when I was a teenager at a local spot called Baxter & Cicero, which, along with North Sails, was the primary one-design small-boat loft in Southern California. And then in '67, I started my own.

Why did you want to start your own loft?

I had a family — I had a wife and a baby on the way, and I needed to make money right away. That was the primary motivation. I needed to make a living. Like, that day. It was interesting because, financially, it was actually quite easy. For the first three and a half years, I was the only employee. I did the sewing, I did the billing, I did everything. So every sail I made, I made all the profit.

But the business model had to change after a while because I was working too many hours, and sailing on the weekends. It was just getting to be too much, so I had to get employees, and that changes things because you're no longer a sailmaker, you're a businessman dealing with payroll and taxes. That changes the complexion completely. And after a while, we started having other lofts join us, and it became a licensing



Ullman's first boat was a pram his father Chuck — himself an accomplished sailor — built.

operation, and that changed it completely.

At what point did you realize the business was taking off? Did you ever see it becoming a multinational venture?

Never. In the early years, we were never looking to make this a multinational brand. That was the furthest thing from my mind.

Our success didn't happen overnight — it was very gradual. The Newport loft, which is the one that I started and was most associated with — had nice steady growth for a number of years. I can't say that there was ever a time that I opened my eyes and said, "Oh, this is not what I expected; this is something much bigger than

I thought it would be." Because it didn't happen that fast.

The licensing aspect of the business caught me totally by surprise around the mid- to late '80s. We didn't ever go out and pursue other lofts in the early days. In most cases, they were friends of ours who sailed and wanted to open a loft under the Ullman logo — they wanted to be part of something bigger, and would ask to join and use our technology and advertising as a way for them to grow. And we had a number of large lofts come in and want to do the same thing. It's just a way to be associated with a bigger entity than yourself and to utilize good designers and manufacturers.

At first it was just one or two lofts, and then it just kind of poured in. And that was totally unexpected. I did not see that coming at all.

You mentioned that some of your sailing became tied to the business.

When you're a sailmaker and own a loft, a major part of your business is promotional, especially when you go big-boat sailing. There was some 470 sailing — like '72 to '80 — that was quite good businesswise, but I did that because it was the challenge of sailing at the very top level, and seeing how good I could be at that level.

But most of the sailing I did before and after that was to promote the brand.

Once the business started to take off, did you ever see yourself in the caliber of a Lowell North or a Ted Hood?

Well, it's nice of you to put me in that caliber, but I certainly could never be spoken in the same sentence as Lowell. He's one of my absolute heroes, and was an incredibly smart engineer and sailmaker, and just a great guy. Ted Hood I don't know, so I can't say. But no, I never thought the business was going to be what it turned out to be.

How has Southern California changed in terms of sailing?

Well, a number of years ago in Costa Mesa, it was of course the manufacturing center for production boats. Cal Boats was here, all of the major manufacturers were here. So there were lots of production racing boats between, let's say, 25 and 50 feet. And also, one-design was quite popular.

But it's kind of been the trend everywhere in the country

the latitude interview:

that sailing's not as popular as it used to be. But in the '70s and '80s, there was lots of one-design racing and lots of PHRF racing in boats 25 to 45 feet, and now it's not as big as it was — but that's true all through the country.

Is there anything that sailors can do to resurrect the sport?

There are some things that can be done. In my industry, my typical customer in the '80s (and even the early '70s) was an aerospace engineer who raced a 25- to 40-ft boat with his family and his friends — it was their weekend recreation. That person almost doesn't exist in our country right now. The whole middle class can't afford to have a 40-ft sailboat and race it anymore. So that's a big part of the market gone.

The other issue is access, and this is something that can

"There are lots of community sailing centers in the United States, but there need to be many, many more."

be saved with community sailing, or non-yacht club sailing, where people can get started and potentially save our sport.

Right now, if you don't know how to sail, and you want to start, how would you do it? Where would you go? You couldn't afford to go to a yacht club and buy a boat, and you wouldn't do that if you didn't know it was something you wanted to do. But if you could go to a community sailing center and charter a boat and take lessons, this would get you into the sport, and then you could decide if you wanted to go and race and belong to a yacht club.

There are lots of community sailing centers in the United States, but there need to be many, many more. It should be the case that any port town with any size has a community sailing center.

Dave Ullman helms the Santa Cruz 70 'Blondie' during a California Coastal Race in the early '90s. "At the time, we were just a bunch of kids sailing on Peter Tong's boat," Ullman said.



What is the community sailing scene like in SoCal right now?

Not anything like San Francisco. If you go out in San Francisco for a daysail on a 'nice' summer day on the Bay, it's crowded; there are a lot of boats out there. So it's quite successful in San Francisco. In fact, it's amazing to me that people go sailing on some of the shittiest days, when it's so windy and cold. There are still families out there sailing and cruising around. And community sailing is probably responsible for that. It's not nearly as popular down here in Southern California as it needs to be.

When I was on the board of US Sailing, I know they were working on it, but communities should look at it as a service they can do for themselves with their tax dollars as an investment in recreation.

It sounds like you're saying there's a political will that's required.

Absolutely. But there's been very little decline in junior sailing. All the junior programs in Southern California are sold out. It's quite healthy, alive and still a huge sport. The Optimis,

420s and CFJs have huge numbers. It's what happens when you get out of Junior sailing, go to college and become a young, newly-married couple — that's where sailing is failing and dying out. As soon as you have to start paying for it, it gets too expensive.

Are there too many options now for young people, where there weren't as many back in the day?

Totally true. Something like soccer is obviously much less expensive, so you buy your kid a pair of shoes and take them to a game,



dave ullman



Left: Tom Linskey (top) was Ullman's primary 470 crew for years. Above, Mary Menninger (the mother of Mike Menninger) crewed for Ullman in the 1978 pre-Olympics in Estonia, where they won three of four races.

rather than go sailing for the weekend.

But there's another factor. There are more decision makers in households these days, and so there are more decisions to make. The kids have a say, both the parents have a say, and suddenly, life is more complicated than the patriarch saying, "We're going sailing."

What role do professionals play in the vitality of sailing? Are the pros forcing all the amateurs out?

It is becoming a split sport, and it needs to be split more. There is upper-level sailing, which invites professionals to sail with amateurs, and there needs to be a stronger lower level that is strictly Corinthian, which needs to be endorsed and embraced on a much higher level — because that, in the end, is the majority of people that are in the sport.

The biggest problem is that all the recognition goes to the open class, which has a mix of pros and amateurs. It should be the other way around. You need much more opportunity

"Coaching young talent is quite rewarding, especially on an Olympic level."

to have Corinthian classes get the recognition, because that's how you're going to get people in the sport, and that's how the sport is going to grow. It's not going to grow on the professional level.

The world champion should be Corinthian. That would solve the problem. The top owners — who rarely are all professional — would be putting together amateur teams and trying to win

the Corinthian world champion trophy.

When did you start coaching Olympic teams?

I did my first Olympics in '88 in Busan. At the Olympic level, I primarily did 470s, which are what I know best. I coached John Shadden and Charles McKee, who got a bronze medal in '88, and I private-coached JJ [Fetter] in two quads to a silver in the 470s. Then I coached Annie Haeger and Briana Provancha in Rio and was with them for three years solid [Haeger and Provancha took seventh place in a 20-boat fleet in 2016].

Coaching young talent is quite rewarding, especially on the Olympic level. Primarily I've been coaching girls, because it's a little easier than coaching guys.

What's it like to be at the Games, and at the highest tier of sailing? [Ullman mentioned that in addition to most America's Cup sailors' having Olympic experience, Volvo Ocean crews increasingly do as well].

I mean it is the top, it's the pyramid in one-design or any sailing. There's only a handful of people in the world who can say they've won an Olympic sailing medal.

It's quite rewarding to coach at that level, but it's certainly filled with highs and lows on a daily basis. It's so intense, and you are so associated and tied with the people you're coaching that you're living the ups and downs with them. And part of your job is to smooth out those ups and downs as much as possible.

Do you enjoy the traveling and the ceremonial aspects of the Games?

No. In a word, no. I dislike the traveling. In 2015, the year before the Games, the girls and I did almost 200 days on the road, and that's not counting travel time. I will probably continue coaching, but probably not so many days a year. I'm getting a little old to travel that much and really don't want to.

The ceremonial part I'm not a big fan of either — it's just not in my nature. But I did get to walk in the opening parade in Rio, and to me, that was a very special moment in my life. I had never walked in the opening before, because coaches generally don't get to participate in that. That was really a highlight.

But I thoroughly enjoy the coaching end, and still love sailing one-design. I'll be winding down on my offshore sailing, I don't know if I have another Transpac in me; probably not. Being 71, I like sleeping in my own bed, and I like being at home with my wife and my kids. At a certain age, you start enjoying time at home more. My wife Linda and I have started playing tennis four times a week, and we've been having a great time doing that.

We would be remiss if we didn't ask you about the America's Cup. You were a coach in 2000 for Dawn Riley's America True, and in 2003 for the first Oracle team. What do you think of the Cup now? Are you a fan?

Am I a fan? Yes. The Cup absolutely has its place. It is the . . . what would you say? What would you say without offending anybody? It is the top end of sailing from a recognition standpoint, and the Cup is basically run for non-sailors, because it's the part of the sport most recognized by non-sailors. It's not the best sailors in the world — though the best sailors in the world are involved, there's no question about that.

Non-sailors don't have any idea about the Olympics, but they know the America's Cup. The whole point of it is to publicize the sport. It basically has nothing to do with sailing, especially what you see on TV.

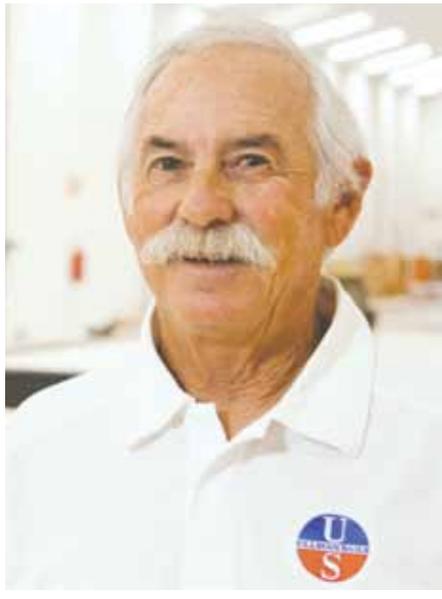
the latitude interview

So, there is a point of it, but I think it's gotten a little off-track, especially if you look at the numbers — like the number of teams in Valencia versus the number of teams in San Francisco or Bermuda. From a technology standpoint, it's incredible, but from a popularity standpoint it's not incredible. It didn't fail, but it didn't succeed.

Are you encouraged by the Kiwis' winning the Cup back, and allegedly bringing back monohulls?

Well, let's see what they're really bringing back, because we don't know. Other than the word monohull, we really don't know much about it.

But I am encouraged by the Kiwis' winning it. The two America's Cups I did in New Zealand were unbelievable. It's a place where the public — not just the sailing public — but the entire public follows yacht racing and are very knowledgeable, and that was sensational. So from the standpoint of the fans, having the Cup in New Zealand was great.



Ullman sold his company four years ago, and remains honorary president.

What excites you about sailing these days?

Certainly the foiling aspect of sailing is very exciting — both monohulls and catamarans. And the new crop of talent is pretty impressive. We just saw Mike Menninger at the Etchells Worlds, and he's typical of a top young talent. He's certainly better than we were at that age — just plain better. But there are a lot of very good people out there.

What have been some other highlights for you?

Personally, getting in the Sailing Hall of Fame was one of the best moments of my life; to get in at my age and still be active. Most of the sailors in the Hall of Fame weren't active when they were inducted. So to get in as an active sailor — I mean preferably not dead — and still sailing was a huge honor compared to anything that's happened to me in my sailing career.

It lets me wind down my career, which is in my thought process, but I wouldn't say it's happening yet. But to do it with that satisfaction and to be recognized by your peers is certainly very special.

— **latitude** / tim



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SOUTH PACIFIC STRATEGIES —

On the surface of a globe, the distance from the West Coast of the Americas to French Polynesia appears to be a relatively easy hop. But in reality, it is the longest stretch of open water that tropical-latitude circumnavigators must cross as they cruise around the planet — a distance of at least 3,000 miles with

you won't be going back there without enduring a hard beat to windward, or sailing around the world.

French Polynesia

Recent rule changes make it easier than ever to keep your boat in French Polynesia for up to three years without having to officially import it — a development that opens up several attractive options.

Visas for you and your crew, however, are a separate issue. When we North Americans arrive without prearranged visas, we are automatically given only 90 days, which is *not* extendable once we are in the islands (yes, despite the fact that our boats can remain much longer). But if you are willing to jump through

a few hoops prior to leaving the US or Mexican mainland, you and your crew can get Long Stay Visas that are good for a year (highly recommended), and are renewable in Tahiti. Many cruisers are shocked to discover that the five archipelagos of French Polynesia cover an expanse of ocean larger than Western Europe, so having only 90 days forces them to rush through the islands — and believe us when we say this is one of the last places on earth that you'd want to be in a hurry.

French Polynesia does get cyclones occasionally, but rarely if ever a major one, as these islands lie at the eastern limits of the cyclone zone. Knowing this, many cruisers simply roll the dice and leave their boats in a slip or on a mooring at Tahiti's large Marina Taina.

Another option is to put the boat on the hard in the Leeward Islands of Tahiti at either Raiatea Carenage Services or Chantier Naval des ISLV (CNI), while you fly home for a visit. (After being out of the country for at least 90 days, you can get a new 90-day visa upon your return with no prior arrangements.)

On the way to Tahiti, most cruisers make their first landfall in the Marquesas archipelago — the easternmost group of French islands. After a few weeks in those mountainous volcanic isles, almost every modern cruiser makes stops within the low-lying atolls of the Tuamotus, where snorkeling and diving

in turquoise lagoons is truly spectacular. A new boatyard called Apataki Carenage sprang up there a couple of years ago, which presents new possibilities for foreign cruisers. If you are traveling on a 90-day visa, you can island-hop at a leisurely pace through the Marquesas and Tuamotus, then leave the boat at Apataki, fly out for 90 days or more,

Of all the places they visited, they wish they'd had more time in the Marquesas.

and start the visa clock again when you return.

This fledgling yard is truly remote, but offers all basic boatyard services and is said to be much less rainy and humid during the wet season (our winter) than either Tahiti or Raiatea, because there are not tall mountains to 'catch' the rain clouds. Haulouts of both mono- and multihulls are accomplished using special hydraulic-lift trailers.

A final option for lingering in French Polynesia is probably way too ambitious for most cruisers, and requires having a Long Stay Visa. But we'd encourage you to give it some thought nonetheless.



LATITUDE / ANDY

Traditional Polynesian music and dance performances are essential elements of island life for young and old.

no possible pit stops along the way.

Perhaps even more impressive than the feat of completing this lengthy passage — which we call the Pacific Puddle Jump — is the colossal effort many would-be explorers make in order to realize their long-held dreams of South Pacific cruising. Having reported on the annual Puddle Jump migration for more than 20 years, we know that many Jumpers work toward this ambitious goal for decades before finally making the leap.

But knowing this, we're baffled by the fact that so many westbound cruisers blast all the way to New Zealand — close to 6,000 miles — in one six-month 'dry' season, primarily motivated by fear of South Pacific cyclones and short-stay visas. Don't get us wrong, we absolutely love New Zealand and think it should rank high on every cruiser's must-see list. But choosing to rush past hundreds of alluring Central South Pacific islands along the way seems crazy to us. So in this article we'll attempt to introduce you to a variety of viable options for lingering safely within this dreamy tropical paradise.

Before we get down to the nitty-gritty, though, it's important that you understand that prevailing winds and currents flow east to west in the South Pacific, so once you sail west of a particular place,



LATITUDE ARCHIVES

Above: Throughout the South Pacific Islands, ancient arts such as painting on tapa cloth are highly revered. Right: Many cruisers make their first landfall at Fatu Hiva's dreamy Bay of Virgins. Inset, right: The gin-clear waters of the Tuamotus are a wonderland of sealife.

We're talking about sailing back to the Marquesas from Tahiti or the Tuamotus and hanging out there during the cyclone season because the Marquesas are

WHAT'S THE RUSH?

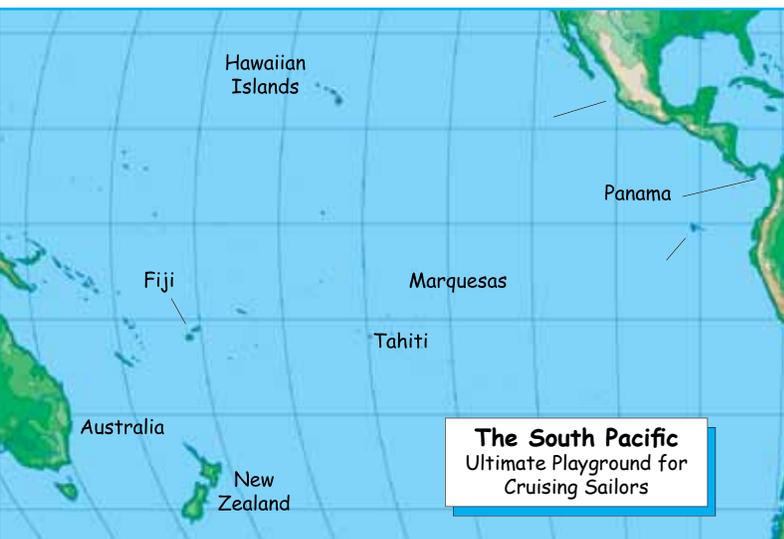
located between latitudes 8° and 10°S, where the formation of cyclones is virtually a scientific impossibility.

Although the route back to the Marquesas from Tahiti or the Tuamotus is basically upwind, here's the trick: You wait in Tahiti for the prevailing southeasterly trade winds to become southerly for a few days, which is not uncommon. That changes your sheeting angle from a beat to a beam or close reach. Your reward for returning will be sharing anchorages with only a few hardy cruisers, and having the opportunity to spend quality time within the rich Marquesan culture, where centuries-old traditions are still highly revered. Many veteran South Pacific cruisers have told us that of all the places they visited, they wish they'd had more time in the Marquesas.

It's also worth mentioning that every year a few Puddle Jump boats opt to sail up to Hawaii from French Polynesia at the end of the season (November and December). Those who jump off from the Marquesas rather than Tahiti or Bora Bora typically have a much smoother ride on this 2,000-mile passage, as they are starting from farther east (140°W), hence a more relaxed sheeting angle to the Big Island of Hawaii, which lies

at 154°W. (By contrast, Tahiti is at 149°W and Bora Bora lies at 151°W.)

Over the years we've known of a few crews who sailed up to Hawaii in December, then back down again a few months later. But read on and you'll see that there are much easier ways to ride out the cyclone season.



Tonga

Five hundred miles to the west of Tahiti's Leewards lie the well-dispersed Cook Islands archipelago. We don't know of any reliable hurricane holes there, but 800 miles farther west lie the lush green

isles of Tonga's Vava'u Group, which offers at least two excellent options.

The principal town here is Neiafu,

built along the shoreline of a natural bay that offers 360° protection from storm surge and violent winds. Over the years many international cruisers have opted to leave their boats on rented moorings or anchored here without incident — although it is always wise to dive on any mooring that you intend to trust with your most prized possession.

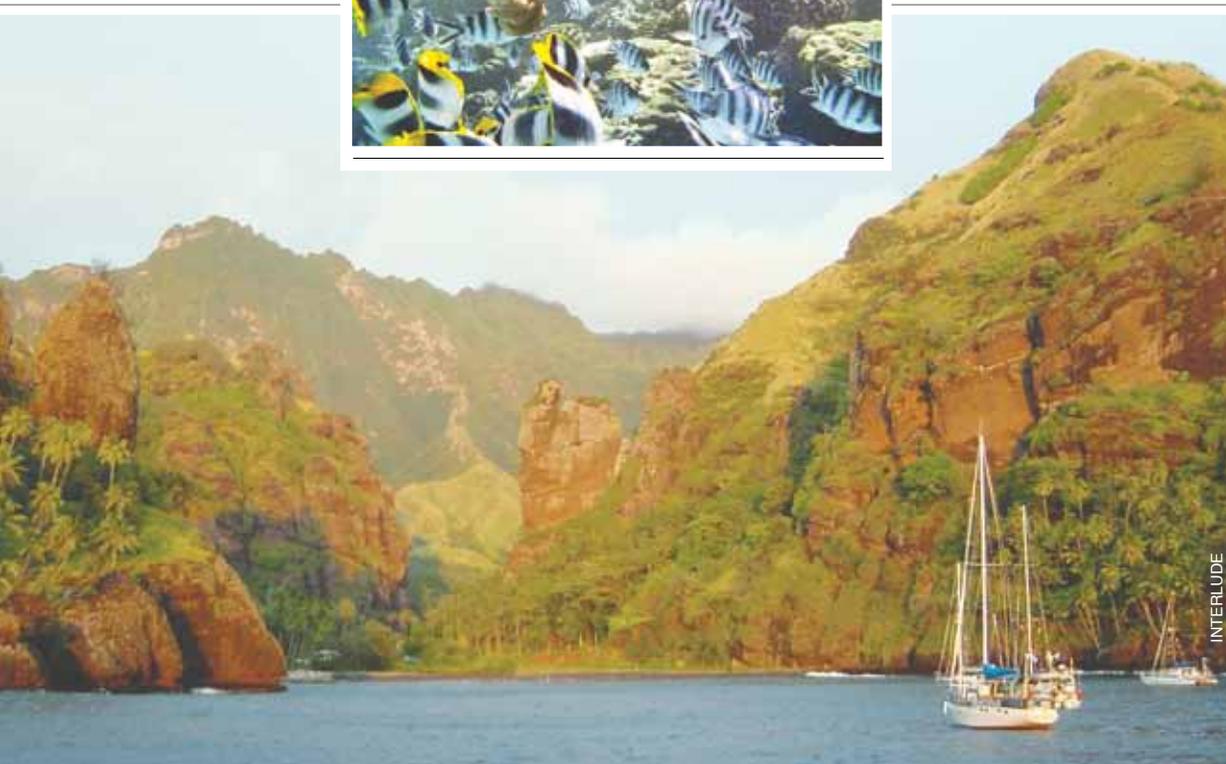
We're happy to report that last year a new option was added nearby. Carved out of a small patch of land just outside of Neiafu Harbour, The Boatyard now offers long-term storage on hard stands, as well as bottom jobs and other professional services. Although still a small operation, this yard is a great addition to the SoPac cruising scene, as there is

none other in the country, and many cruising boats need work done before making the 1,500-mile crossing to New Zealand. Other cruisers simply like the option of leaving their boats on the hard while they jet home for a break from cruising.

At the end of the wet season (around April) the cruising fleet expands again with both international cruisers and Kiwis sailing up for some tropical fun. We'll share a few insights about transiting to and from New Zealand a bit later, but for the moment, let's move another giant step to the west (400 miles) to Fiji.

Fiji

The many lush islands of Fiji are a favorite play-



INTERLUDE

SOUTH PACIFIC STRATEGIES —

APATAKI CARENAGE



MARINA TAINA



RAIATEA CARENAGE



THE BOATYARD

ground for westbound cruisers, as well as for Aussies and Kiwis who live only a week's sail away. Fiji's Melanesian islanders are said to be some of the most friendly and joyful people in the entire Pacific Basin, and they always seem proud to share their time-honored cultural traditions. Prices of goods and services are cheaper than on most other islands, and there are very liberal visa rules: Basically, when your initial six-month visa runs out, you can simply sail 300 miles northwest to the tiny cluster of French islands called Wallis and Fortuna, get your passport stamped, and return to Fiji where you'll get another six month's visa when you clear in. Boats can get a six-month cruising permit free of charge, and imported parts and other gear for yachts in transit are duty-free — which is not always the case elsewhere.

There's no denying, though, that Fiji has seen some whopper cyclones over the years, the worst being Category 5 Winston in 2016 — regarded as the most intense tropical cyclone ever recorded in the Southern Hemisphere. The power of that monster was an excellent test of the country's yachting infrastructure, which

These days cruisers needn't blast all the way to New Zealand to be safe from tropical cyclones. Consider these options. Top row, left to right: Apataki Carenage in the Tuamotus, Tahiti's Marina Taina, Tonga's Neiafu Harbour, Fiji's Vuda Point Marina. Bottom row: Raiatea Carenage, The Boatyard at Vava'u, Fiji's Musket Cove Marina, New Zealand's spectacular Bay of Islands.

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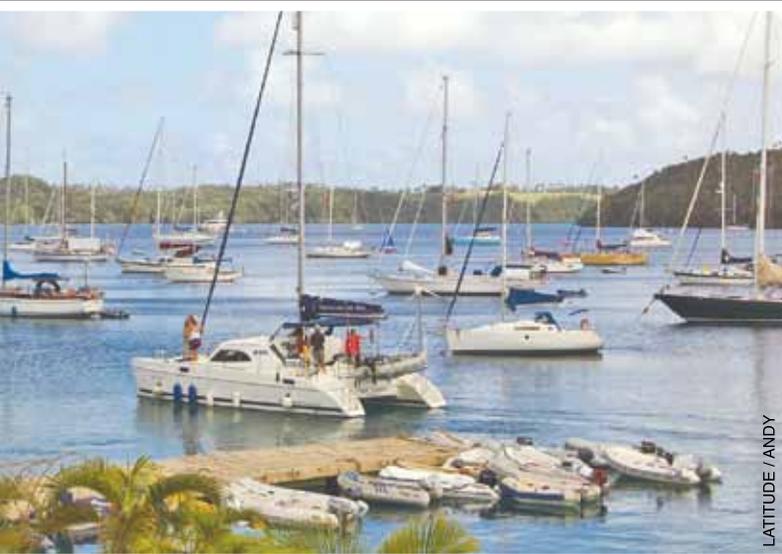
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proved to be impressive. While many homes and businesses were destroyed, there was relatively little damage to cruising yachts in several marinas. Fiji's popular Vuda Point Marina (see photo above) was built with such storms in mind, and lived up to all expectations during Winston. Vuda's dry storage yard features trenches dug into the ground that are lined with truck tires, into which the keels of cruising boats are placed. While this may sound odd, the system has proved itself on several occasions, and due to the marina's unique circular construction, boats in slips fared well there also.

Sailing North

Here's another option that may not have occurred to you: If you find yourself as far west as Fiji and the prospect of cyclones is making you nervous, consider sailing north roughly 1,500 miles to the Marshall Islands, possibly paying a visit to Tuvalu and other remote tropical isles

WHAT'S THE RUSH?



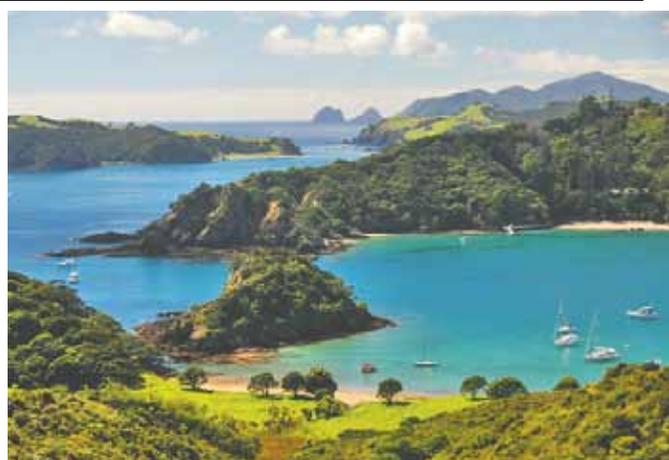
LATITUDE / ANDY



VUDA POINT MARINA



MUSKET COVE



CHRISTIANMEDITATIONNZ.ORG.NZ

along the way.

As mentioned earlier, once you get within about 10 degrees of the equator, there is virtually no chance of cyclone activity. The Marshalls, a US possession, lie at 7°N, so they are hot and humid but cyclone-safe. Although a 'sleeper' destination compared to Tahiti or Fiji, several cruisers we know loved their six-month stay in the Marshalls — especially since diving in the outer atolls is excellent and US postal services provide easy access to boat parts and other special goods from American vendors — duty-free.

Once in the Marshalls cruisers have many options, such as exploring the vast territories of Micronesia — including the divers' paradise of Palau. Or sailing south across the equator for another stint in Fiji, then perhaps west to Vanuatu and Papua New Guinea. So many great options.

Zigzagging to & from New Zealand

We can't recall ever meeting a cruiser who disliked New Zealand, which is no surprise when you consider its endless cruising possibilities — especially in the North Island's Bay of Islands region

— combined with its friendly people, excellent yacht services and seemingly endless land-touring attractions.

These days it's quite common for

cruisers with open-ended schedules to spend several years enjoying what you might call the 'best of both worlds program'. That is, enjoy tropical cruising for two or three years while heading as far west as Tonga. Then dive down to New Zealand and stay throughout the summer months until, say, April, when you sail back up to Tonga again, or a bit farther west to Fiji. At the end of the dry season there, repeat the north-south zigzag all over again. On a recent trip to the Bay of Islands we met cruisers who were on their third round-trip up to the tropics and back again.

Thousands of miles of ocean sailing can take a toll on even the best-equipped cruising yachts, so eventually every boat needs a lengthy maintenance stopover, and New Zealand is the ideal place to do it. Because sailing is one of the most popular national pastimes, it's easy to find top-notch marinas and repair facilities staffed by highly skilled workers.

In popular North Island harbors such as Opua and Whangarei — both ports of entry — you'll find sail lofts, engine experts, metal fabricators, and chandlery with standards of quality that are rare



SOUTH PACIFIC STRATEGIES



LATITUDE / ANDY

in smaller tropical destinations. Parts shipped in for yachts in transit are tax free.

Despite its stellar reputation, many cruisers worry about making the 1,200-mile passage down from Tonga. But according to several Kiwi captains we know, with today's accurate weather forecasting the five-to-seven-day trip usually isn't too tough.

A common strategy among cruisers is to sail roughly 400 miles from Tonga

Auckland, the 'city of sails', already has world-class boating infrastructure, but that will increase dramatically when AC 36 comes to town.

down to Minerva Reef — basically an uninhabited, uplifted atoll in the middle of the ocean — and wait there for a favorable weather window. "Every five to seven days a front comes through," explains one delivery skipper. So when conditions look good, you go for it."

When you arrive within the Bay of Islands' maze of lush green bays and

headlands you're likely to become awestruck by the region's unspoiled natural beauty, and it will be obvious why many world travelers consider it to be a sailor's paradise.

Actually, in our opinion, the entire South Pacific from French Polynesia to New Zealand and Australia is a sailor's paradise. So if you have the skills and opportunity to check out this vast, watery playground for yourself, we would highly urge you to do it. Not many experiences in life could ever be as special.

The vast distances and inherent challenges of sailing the South Pacific will prevent its anchorages from ever being as crowded as the Med or Caribbean. Nevertheless we'd suggest you make your move sooner than later. We're certain you won't regret it.

— **latitude/andy**

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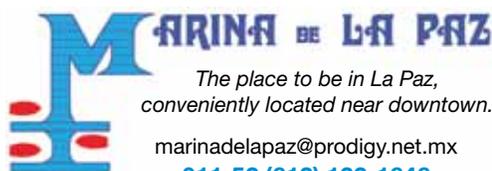
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November 7 – Beach Party at BSM.

November 8 – Start of Leg Three to Cabo.

November 9 – Dance Party at Squid Roe.

November 10 – Cabo Beach Party.

November 11 – Awards presentations hosted by Cabo Marina.

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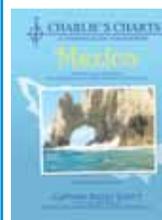


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SEASON CHAMPIONS —

Like a timid puppy visiting Ocean Beach for the first time, we're gingerly dipping our toes into the boisterous waters of the San Francisco Bay Area's 2017 fleet championships. Like that hesitant pup, we don't want to get in over our heads the first time out. So, while the fall racing season is still winding down, we'll start with a handful of one-designs whose classes wrapped up early enough for us to — safely — make it to press with our November issue.

We'll let the momentum build like an approaching set of tasty waves with the December and January issues.

November's dip in the waves takes us on visits to fleets large and small — both in terms of boat size and fleet membership — and designs old and new, starting with the newest.

Pac52 — BadPak Tom Holthus, SDYC

Six Pac52s burst upon the California sailing scene with panache, vigor and alacrity in 2017. Four of them competed in all five scheduled regattas, which ranged geographically from San Diego's Yachting Cup in May, to the One Design Offshore Championship in Newport Beach and Long Beach Race Week in June, to San Francisco for the Rolex Big Boat Series and the Pac52 Cup in September. When racing concluded on October 1, Tom Holthus's bright blue *BadPak* topped the leaderboard.

"Consistency in the team was huge — we pretty much had the same crew for all five regattas with just minor tweaks along the way," said Holthus, who sailed with 15 to 16 crew aboard. "With the same team we found that communication and expectations were improved after each race."

BadPak's tactician was Bruce Nelson; pit and boat manager was Matt Smith; bow, Brent Ruhn; mid-bow, Cody Schlub; headsail trimmers, John Hayes and Jon Gardner; mainsail, Matt Reynolds; runners, Brad Rodi; grinders, Dylan Staniec, Romeo Villarreal and Tom Parry; navigator, Artie Means; "and my son Kelly was a nipper. We would bring in one or two guys to help us on the local knowledge," added Holthus. On San Francisco Bay, Norman Davant, was that guy.

"I was involved with the original start-up of the class, having been the project manager for *Invisible Hand* through the build and launch," Davant explained. He said that the tactics are "nothing any different than one-design tactics, they just happen to be 52-ft one-design boats."

"We still have a long way to go," admit-



Tom Holthus

SPREAD AND INSET: ERIK SIMONSON / WWW.PRESSURE-DROP.US



ted Holthus. "*Beau Geste* and *Gladiator* came in late in the series and showed that they are highly competitive. We will need to get the boat moving faster and crew work done without mistakes. I also think the *Hand*, *Rio* and *Fox* will be working hard in the off-season to improve. Now is not the time to be complacent. It will take a lot of hard work to repeat."

The boat was delivered from New Zealand and arrived in San Diego on April 1. Holthus's prior boat was a Reichel/Pugh STP65. "It was a fun boat to sail, but I am certainly enjoying this boat. Mick Cookson built a fast boat; we are just trying to sail *BadPak* to the max."

Holthus has enjoyed working with the group of owners during the inaugural year of the class. "Everyone wants to keep the playing field level and not create an arms war so it gets too expensive to keep up. We think more owners will jump into the class for next year, as the boat is very exciting to race."

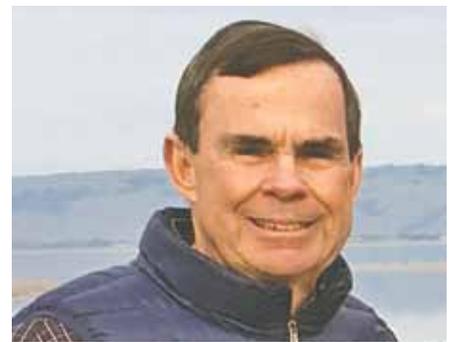
"The class has turned out to be everything we had hoped it would be," said Norman Davant, "the best big-boat racing we have seen on the West Coast

'BadPak' charges back into S.F. Bay from Point Diablo in the Pac52 Cup on October 1.

in a long time."

See www.pac52class.org.

1) **BadPak**, 85 points; 2) **Invisible Hand**, Frank Sloodman, Tahoe YC, 94 points; 3) **Beau Geste**, Karl Kwok, Royal Hong Kong YC, 120. (6 boats)



Barry Lewis

J/120 — Chance Barry Lewis, StFYC

This was the 16th year of one-design racing for J/120 Fleet 5. In 2017, the fleet championship consisted of 22 races with just three throwouts in J/Fest,

WADING INTO ONE DESIGNS

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED



June Invitational, Summer Keelboat and Rolex Big Boat Series.

"Our keys to success seem to be the same year to year," said Barry Lewis, skipper of the victorious *Chance*. "That would include great boat and sail preparation and winning tactics, but, most importantly, excellent seasoned crew members.

"Over 16 years we have maintained almost the same crew of 10 year in and year out. We have lost a few crew to moves across the country (or out of the country), but we even manage to get them back for key regattas every year. With that sort of lon-

gevity, everyone knows their job (and everyone else's job) and they are uniquely prepared to get everything right, whether it comes to key maneuvers like getting the big kite up and down, or to getting the rig and the sails dialed in just right for the conditions (and keeping them dialed in). As a result, we almost always make the fewest mistakes on the racecourse."

Crewing aboard *Chance* are: tactics, Seamus Wilmot, John Wimer and Doug Nugent; main, Scott Kozinchik; jib/spinnaker trim, Michael Redmond, Christian DiCarlo and Matt Gingo; pit, Anne Alward; mast, Aaron Elder; mid-bow, Wood Banthin, Jamal Berkeley and Matt Borasi; and bow, David Krausz and Brian Murdock.

Barry Lewis and the *Chance* gang also won the J/120 season in 2003, 2006, 2007, 2009, 2011, 2012, 2013 and 2014, making them not only the winningest Fleet 5 crew, but also, possibly — dare we say it — the winningest Bay Area one-design team in modern times.

This year *Chance* supplemented the J/120 season by participating in the Spinnaker Cup over Memorial Day Week-

end. "It is absolutely the most fun and beautiful ocean race there is," said Lewis, "beginning with the view going out the Gate and down our amazing coast, with the incredible population of humpback whales. And crossing Monterey Bay in 25 knots with boatspeeds of 15-22 knots, surfing down waves at night with the entire Bay lit up — nothing like it. Oh, and we did beat the other J/120s in the race."

Fleet 5's website, www.sfj120.com, hasn't been updated in a while.

1) **Chance**, 27 points; 2) **Peregrine**, David Halliwill, SFYC, 38; 3) **Mr. Magoo**, Steve Madeira, StFYC, 44. (5 boats)



Kristin and Ryan Simmons

J/105 — Blackhawk Ryan Simmons, SFYC

With 30 boats participating in their championship season, the '90s-era J/105 Fleet 1 remains one of the most robust one-design keelboat classes in Northern California.

"This year was a new challenge for *Blackhawk*," reports Ryan Simmons, who also won the J/105 season in 2014 and 2015, and before that as crew for his dad Scooter. "We have had a very steady crew for the past three years, and this year we turned over half of the crew. Although all members of the crew have sailed together throughout the years, it still takes time to learn the dance steps and come together as a team.

"We went into the final race of the first three regattas with a shot at first, but came up short with the regatta on the line. As the year went on we continued working to improve and were able to consistently finish in the top four of each race. The middle of the season had three regattas in five weekends; we were

sailing really well during that time and were able to post a lot of low numbers and avoid any throwouts."

Their best regatta of the year was the Phyllis Kleinman Swiftsure, hosted by StFYC on August 19-20. "It was our final tune-up leading into Big Boat Series, and we finished five races with 9 points. The regatta ended with a race from Alcatraz out to Point Bonita, finishing off the St-FYC race deck. After a two-hour race we finished overlapped and lost first place by less than half the length of a spinnaker pole."

The *Blackhawk* crew experienced some unwelcome excitement. "During a stormy regatta in the spring, our outhaul partially broke and the clew of the main slipped 18 inches down the boom. We were not surprised to be as slow as we were upwind, but we were completely unprepared for the power downwind. Our attempt to jibe led to one of the more impressive wipeouts we have been a part of in the J/105, and we only avoided a bow-to-bow collision by the exceptional seamanship of our fleet.

"We also had to haul the boat to fix a failed port-starboard duck, and I managed to hit a shipping channel mark, unprovoked."

The class sailed 46 races, with 11 throwouts, in 2017. Regattas counting toward the season championship were StFYC's Spring One Design, J/Fest, SFYC's Resin Regatta, the J/105 Series Stopover at StFYC, the June Invitational at SFYC, the Sausalito One Design Invitational, SFYC's Summer Keelboat, the Phyllis Kleinman Swiftsure and the Rolex Big Boat Series.

We wondered if crew and gear fatigue became a factor toward the end of such a heavy schedule. "We have a very talented and deep team that are a part of the *Blackhawk* program," explained Simmons. "Lindsay Browne makes sure we leave the dock with all the tools necessary to succeed and helps repair everything we manage to break. Of course, we deal with mechanical failures and breakdowns throughout the year, as do all boats, but experience and creativity keep us on the starting line. As for the crew, we have so much fun sailing and racing that we can't wait to get back at it! I am sure the crew's lower backs would disagree with me, especially after an upwind leg in ebb, but *Blackhawk* is all about having fun, not complaining."

Not complaining this year were Brent Draney, John Claude, Will Lowe, Nick Dugdale, Jon Rosen and Jessica Chase, with guest appearances from Rebecca Hinden, Scott Davidson, Carol Klammer,

SEASON CHAMPIONS —

Tom Paulling and Jeff Draney.

Looking forward to 2018, Simmons said, "We are so excited to get our rock star, Kristin Simmons, back on the boat! It's the first question I get at the dock: 'Where's Kristin?'"

See www.sjf105.org.

1) **Blackhawk**, 82 points;
2) **Arbitrage**, Bruce Stone, StFYC, 94; 3) **Godot**, Phillip Laby, NoYC, 120. (30 boats)

Santana 22 — *Alegre* Chris Klein, RYC

The oldest, and smallest, design we're profiling in this month's edition is the Santana 22. "After 15 races and six throwouts, all that was left for Chris Klein were bullets," reports the Bay Area fleet's co-captain, Deb Fehr, who sails *Meliki*. "His score was 9. He dominated the fleet this year!"

Scott Rovanpera and John Paulling sailed with Klein. "All three of us on the

racing experience too (from as far back as 1975 in MORA and YRA on the Bay and ocean). I grew up at RYC and my dad was *the Big Daddy*." The late Bob

'Chance' during the Rolex Big Boat Series.

the boat keeps on track, going fast.

"We also take our sport very seriously. We do everything we can to the boat to make it fast and we try not to be 'stupid' on the racecourse.

The last YRA CBRA race day at St. Francis was Chris's favorite of the year. "We had the three leading Santana 22s going down the Cityfront as close to shore as possible to get out of the ebb — three-abreast and close enough to pass the Grey Poupon."

The Santana 22 was designed by Gary Mull and built by W.D. Schock starting in 1966. More than 800 have been built, and the design endures as an affordable vessel that holds up to the pounding that San Francisco Bay can dish out. "The second morning of the Santana 22 Nationals was pretty windy. In those conditions even the sturdy Santana 22 gets exciting." Encinal YC hosted the Nationals off Treasure Island in July.

Klein has owned *Alegre* for 17 years. "I traded in my 505 (of nine years) for a family cruising boat to teach my girls the love of sailing. They enjoyed it but had other interests. Since I've always raced, I slowly started to convert *Alegre* from a cruising S22 to a racing one. First she got a trailer; then I removed the 35 years of bottom paint and got good sails."

Looking forward to 2018, Klein comments: "My only suggestion is to make sure the YRA race committees are aware

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John Paulling, Chris Klein and Scott Rovanpera

crew are experienced skippers with many-many years (combined about 120 years) of racing on San Francisco Bay," explained Chris Klein, the skipper of Richmond-based *Alegre*. "We're dinghy sailors first but have a lot of keelboat

Klein was called 'Big Daddy' because he so often took kids sailing; the Big Daddy Regatta is named after him.

"With us each being skippers, I can concentrate on driving while the others do the tactics," added Chris. "This way

WADING INTO ONE DESIGNS

that the little Santana 22s like long races (one hour each) too. The races we were given at the first YRA regatta were only 20 minutes long. We felt short-changed."

This year's championship series consisted of BYC's Wheeler Regatta, YRA Series #1, #2 and #4, the Nationals, and CBRA #6. See www.santana22.org.

1) **Alegre**, 9 points; 2) **Albacore**, Mike Quinn, RYC, 17 points; 3) **Meliki**, Deb Fehr, EYC, 28. (15 boats)

Express 37, *Expeditious*

Bartz Schneider, SFYC/StFYC

Bartz Schneider of Crystal Bay, Nevada, cites "Skilled and consistent crew, great sails, thorough preparation, and the absence of Kame on *Golden Moon*," as factors that returned his *Expeditious* to the top of the Express 37 fleet in 2017. (Sailmaker Kame Richards, who won the season championship in 2009, 2011, 2012, 2013, 2015 and 2016, sat out 2017 with a bum knee.)

Schneider bought the current *Expeditious* in 1995. "Before that, I owned an Express 34, also *Expeditious*, from new in 1987. I believe the current *Expeditious* was built in 1983. It had an illustrious racing history as *Blitz* with owner George Neal."

The Express 37s sailed 14 races for their Season Championship, with three throwouts. Regattas that counted toward points were RYC's Big Daddy, BYC's Rollo Wheeler, both days of the YRA Great Vallejo Race, the YRA Series Olympic Circle race, the YRA Second Half Opener and SFYC's Summer Keel.

"My favorite regatta, as it has been for years, was the SFYC Summer Keel in August," said Schneider. "SFYC always does a great job, with perfect venues for both the racing and after racing. And this year we got bullets in four out of the five races!"

All was not smooth sailing, however. "We blew up both of our first-line kites in the windy Rolex Big Boat Series. (We ended up flying a 1.5-ounce kite built by Pineapple in 1987. Did that ad just inside the front cover say their kites are long-lived? Thanks Kame!) North was



LATITUDE / CHRIS

Bartz Schneider

able to design, build, and deliver a new .75-ounce kite for the Nationals in just nine days. That too was amazing."

The biggest disappointment of *Expeditious's* season came when they rounded Point Bonita in a stiff northwesterly during the distance race in the Nationals. "We hoisted the new kite and promptly poked the pole through the foot of it. We figured that if we reached up to come

Mike 'aerospace engineer' Vergalla on the main really knows his lift and drag. Phil Jones, Bud Mehm, Aaron Staggs and Paul Caturegli performed the cockpit ballet. Elizabeth Little did the heavy lifting in the pit, while Chris Hackett was wherever whenever he was needed, basically keeping the front and the back in sync. And last but not least, my son Marshall, in his second year as tactician, called some pretty brilliant shots."

Looking forward to 2018, Schneider said, "I would hope not to be so far behind going into the last race of the Nationals, and maybe to win a watch at the Rolex Big Boat Series."

See www.express37.net.

1) **Expeditious**, 17 points; 2) **Golden Moon**, Bill Bridge, EYC, 24; 3) **Stewball**, Bob Harford, BYC/RYC, 26. (9 boats)

Many one-design classes wrap up their season championship series with Richmond YC's Great Pumpkin Regatta on the last weekend of October. We plan



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'Expeditious' (left) wins the pin in a start during the Express 37 Nationals on September 29.

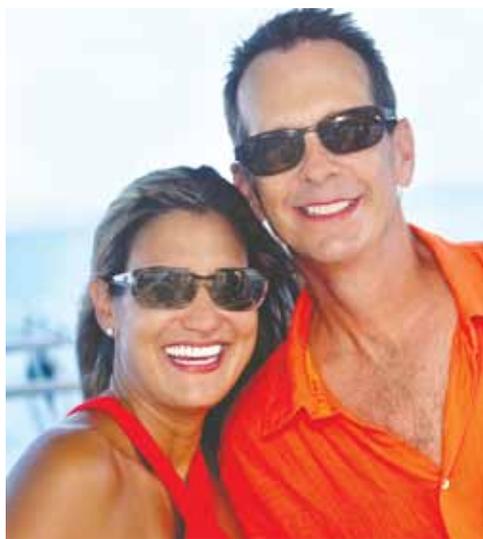
to track down reports from those fleets for the December issue. We also invite Bay Area fleet captains to be proactive and reach out to us at racing@latitude38.com.

Disclaimer: No puppies were harmed in the writing of this feature.

— latitude / chris

BAJA HA-HA XXIV, PT 2 —

If you're reading this hot off the presses, then a fleet of about 150 boats has crossed the border and is heading south. Now almost a quarter of a century old, the Baja Ha-Ha has been a staple of *Latitude 38* for half its existence. Just



'Happy Together'

think, a toddler on one of the first Ha-Has could now be a skipper.

Here's Part Two of abbreviated profiles (which have been selected at random) featuring some of the hundreds of sailors participating in the San Diego to Cabo San Lucas rally.

(The letter 'W' after the boat name indicates white sails only. The letters 'SSB' indicate that the boat has a single sideband radio. When a bold number appears at the end of the bio, it indicates a general idea of how many times those on the boat have sailed to Mexico before. An *asterisks before a boat name denotes a 'kid boat'.)

Happy Together — Leopard 48 **Randall and Lennie Smith** **Delray Beach, Florida**

Randall, 53, is a flooring contractor, while his wife Lennie is a general contractor. The couple have owned their catamaran for two and a half years, during which time they sailed from Florida through the Caribbean and along the north coast of South America, and transited the Panama Canal in order "to join the Baja Ha-Ha."

"We've been reading *Latitude 38* since childhood, and the Ha-Ha sounds like a lot of fun. After the Ha-Ha we'll sail back through the Panama Canal."

Horizon — Dufour 310 **Eddie Harrison** **Chicago, Illinois**

Eddie, a 70-year-old musician, will be sailing to Cabo with friend Tom Boucher, 56, a pilot, and another friend, Lisa Brock, an engineer.

"We sail this Dufour 310 out of Sausalito, where our sons live in the Bay Area, but home is in Chicago where we sail a 1972 Dufour Arpege."

Eddie has done four Chicago to Mackinac Races and has also sailed in Florida and done 'Solo Scrambles' on Lake Michigan. He loves the Josh Slocum quote: "I heard water rushing by, with only a thin plank between me and the depths, and I said, 'How is this?' But it was all right; it was my ship on her course, sailing as no other ship had ever sailed before in the world."

After some cruising in the Sea of Cortez, the boat will be trucked back to Sausalito.

Inspirity — **Lagoon 470** **Olivier** **Hendrikk** **Basel,** **Switzerland**

Oliver, 57, a physiotherapist, and his wife Brenda, a software executive, hail from Basel, Switzerland — where the Grand Poobah spent a little time this summer. While the couple say they are looking forward to fun and socializing, they note that theirs is an "artificial intelligence-managed boat." Don't knock it, as in the eight years they've owned the boat, they crossed the Atlantic to Brazil in 2011, did the South Pacific from Valdivia, Chile, to the Gambiers in French Polynesia in 2012, and Tahiti to Vancouver in 2016. After the Ha-Ha, they'll be continuing on to Tahiti. **SSB**

Jacquot Bateau — Irwin 38 W **Jacques and Theresa Lorch** **Long Beach**

Jacques, 71, a retired general contractor, will have a crew consisting of Don McLennan, 60, an IT consultant, Kevin Bicknell, 62, a property manager, and Laura McLennan, an attorney. Jacques has been sailing since 1953, and has owned *Jacquot Bateau* for 14

years. He's a vet of several SoCal Ta-Tas and a Ha-Ha with his boat, but has also sailed the English Channel to the North Sea, North Africa to the French Riviera, and the West Coast of North America.

"This will be my second Ha-Ha as skipper, and I also did one as crew, so I'm looking forward to seeing old and new faces. Not sure what I'm doing after the Ha-Ha." **2**

Knotty Boo — Beneteau 49 W **Jason and Julie Holloway** **San Francisco**

Jason, 47, is a tech CEO, and his wife Julie, 55, is an attorney. "Fun is our business," say the couple. "This will be our first time out, and we'll use the Ha-Ha to decide if we want to retire on our boat for the rest of our lives. The event was recommended to us by serial

Ha-Ha'er Doug Thorne of the Alameda-based *Tamara Lee Ann*." **3**

Linda Marie — Beneteau **473** **Ken and Linda Landis** **Marina del Rey**

Ken, 55, is the CEO of a credit union while Linda, his wife, is a credit union vice president.

"This will be our third Baja Ha-Ha, but the first one on our own boat," say the couple. "We did it in 2014 and 2016 aboard

No Ties. We love meeting other adventurous sailors and enjoy the camaraderie that develops along the way. The Ha-Ha will be the start of our plan to explore the world by sailboat. We plan on spending a full year in Mexico and then doing the Pacific Puddle Jump in 2018.

"I grew up sailing on San Francisco Bay, and we have no plans of returning to Marina del Rey." **4, SSB**



'Knotty Boo'



'Linda Marie'

Macushla **— Bristol** **35.5**

Evan Marks **Berkeley**

Evan, 63, a construction project manager, will be sailing south with his friend Kevin Hall, 59, a plumber.

Evan has been sailing for over half a century, and in 1980 sailed from New Zealand to Hawaii via the Cook Islands, French Polynesia, the Tuamotus and the Marquesas.

"I wanna go while I still can," says Marks, "and the Ha-Ha sets a good deadline for taking off. I plan on cruising the Sea of Cortez, mainland Mexico, and maybe doing the Puddle Jump." **SSB**

Mar Y Sol — Downeaster 38
Robert Gulmatico
Long Beach

Robert, 62, an engineer, will be sailing south with his wife Marisol Riquelme, an equipment operator. Their crew will be Mike Mullin, 38, their son-in-law engineer, Debbie, a teacher, and Darrel Sausser, a retired teacher.

"Finally!" says Robert, who has owned *Mar Y Sol* for five years "We're ready to do some cruising on our own boat. We'd previously sailed from Long Beach to the Marquesas on someone else's boat. We did a lot of work getting this classic ready to go, but she really is ready. After we get some cruising under our belts, we'll decide what to do next." **2**

Meriwether — Seawind 1900 Sport
Steven Price

Lake Sakakawea, North Dakota

Steven, 68, a retired HVAC mechanic, will be Ha-Ha-ing with Stanley Brown, 71, retired from real estate; Kurt Jerman, 64, who sells yachts; and Mark Pillsbury, 63, an editor.

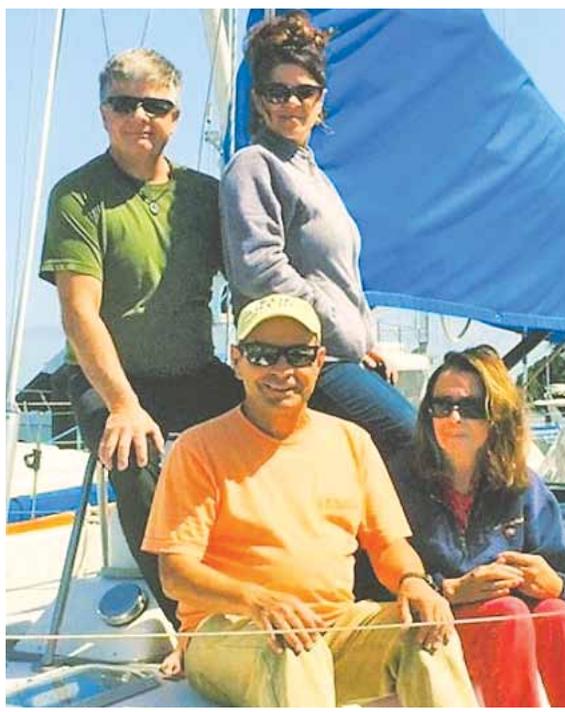
Steven, who started sailing at 18, has owned the sporty Seawind for just six months. "We'll be joining the migration of snowbirds, butterflies and whales to the warmth and magic of Baja, while enjoying the company of friends as we become one with the wind, water and sun."

Meriwether is the first Seawind with retractable daggerboards. Unlike everybody else in the Ha-Ha, Steven has followed the Lewis & Clark Trail by sailing Lake Sakakawea on the Missouri River.

After the Ha-Ha, the boat will stay in the Sea of Cortez. **2**

Mykonos — Swan 44
Myron and Marina Eisenzimmer
San Francisco

Myron, 65, is a finance manager for



'Mykonos'

tech companies, and his wife Marina is a VP. They are two of the most dedicated Ha-Ha participants, having done the event in 2000, 2002, 2006, 2007, 2009, 2011, 2013 and 2015. That means they are in fourth place for having done the most. They have usually gotten crew off *Latitude 38's* Crew List, and have enjoyed great success in doing so. Their crew for this year are first-timers Shellie Allton and Randy Dinger, who also came from the Crew List.

Myron and Marina have owned the same Swan for 18 years, so they know her well. **16, SSB**

Onaventure — Hunter 41DS W
Richard and Donna Coulombe
Los Angeles

Richard, 69, a retired manager, and his wife Donna, a retired administrator, will be sailing south with their friend Robert Bell III, 60, a manager (no shortage of leadership on this boat).

"After owning our boat for six years, we're excited to be cruising to Mexico for the first time," say Richard and Donna. "We'll be sailing with friends and expect to make many more friends along the way. Every cruiser talks about the Ha-Ha. In fact, it was the first thing we heard about when we bought our boat six years ago. We've wanted to do it ever since."

The couple have been liveaboards for six years, so home is wherever they are. And they'll be staying in Mexico.

Pathfinder — Lagoon 39
Jean-Philippe Chevallier
North Oaks, Minnesota

Jean-Philippe, 62, is a retired business manager and one of the crew's two sculptors. His crew will include friend Leslie Miller, a sailor, Bruce Hardi, 53, a carpenter/builder, and Craig Snyder, 50, a web designer who is the second sculptor.

Jean-Philippe, who started sailing 45 years ago and who has owned his boat for two and a half years, says *Pathfinder* is "my new home/car/hobby/playground. The Ha-Ha has perfect timing to start my dream with some degree of safety in numbers and fun!"

Chevallier is a vet of the 2016 ARC from Tenerife to St. Lucia and many overnight passages between Corsica and the French mainland.

"Where is home?" he asks in response to the question of what he will do after the Ha-Ha.

Prana — Hunter 45CC
Tom and Marianne Mangold
San Diego

Tom, 65, a real estate broker, and his wife Marianne, a retired photojournalist, are vets of the 2016 Ha-Ha.

"We can't wait to do the Ha-Ha again because we had so much fun last time and because we love Mexico."

After the Ha-Ha, they'll do the Bash back north. **1, SSB**

Rhumblin — Morgan OI-41 W
Blaise Favata
Everett, Washington

Blaise, 60, a retired machinist, will



'Prana'

BAJA HA-HA XXIV, PT 2 —

be sailing south with his wife Sheila Thompson, a sailmaker.

"We thought it would be great to sail to Mexico with a group of like-minded people," say the couple. The Poobah is confident their thinking is correct.

Previously the two sailed from Everett to San Francisco, New York to Key West, and Everett to Sitka. So they've been around. "We plan to stay in Mexico for a while. Arrrrrr!" **SSB**

**Sarabi — Aero Cat Canada 56 W
Jim House
San Francisco**

Jim, 78, a real estate developer and investor, will be sailing south with boat-builder Don Hinshaw, 53, Don Calvin, 60, a retired Air Force and Southwest Airlines pilot, Barbara Calvin, a Northwest flight attendant, and Alicia Garijo, an interpreter/translator.

Jim has owned the catamaran — unusual in that she has an Aerorig — for one year. "Sarabi has logged many cruising miles, including to New Zealand, under Barry Philbrook, her builder and previous owner," he says. "We're excited to carry on the adventures with this beauty."

The boat will be left in La Paz after the Ha-Ha for further cruising in the Sea of Cortez. **3, SSB**

***Sassafras — Custom Schooner 65
Timothy, Burgandy and Violet Scott
Friday Harbor, Washington**

Timothy, 40, is a merchant mariner, while his wife Burgandy is a dive instructor. Their 14-year-old daughter Violet will be part of the crew, and is one of four 13- and 14-year-olds signed up to be in the Ha-Ha. Scott and Burgandy previously cruised Mexico in 1980 and 1997.

"Our last boat got too small when Violet came along," says Timothy, "so somehow I ended up restoring a 50-ft wooden schooner from a bare hull. It seemed to make sense at the time. Somehow 12 years slipped by, but we actually finished the boat and are eager for warm water and cruising fun." He did a great job on the



'Sassafras'

schooner, too.

"The Ha-Ha will be a fun return to cruising the amazing Pacific Coast of Mexico. For both Violet's and our sakes, we're hoping to meet up with other 'kid boats'." No problem this year.

Having fished in the Bering Sea for 20 years, Scott is an experienced seaman. "The boat is our family home, so after the Ha-Ha we'll go south or west — or just hang in Mexico." **2 SSB**

**Tuamotu — Island Packet 380
Ian and Pat Meikle
Seattle**

Ian, a retired parts and service general manager, and his wife Pat, a finance and yoga instructor, will be sailing with a third crewmember they've yet to find. "There is some individual innocently walking the planet not knowing that this trip south is in their future," they joke.

Owners of Tuamotu for 14 years, they say, "When you realize you are running out of time for the 'great adventure,' you have to grab life by the reins and just go for it. Fortunately, we own a very stable boat that has proved itself offshore in the Pacific Northwest. As for us, we're working at measuring up to the boat's capabilities."

The two plan to spend their time in Mazatlan, Puerto Vallarta and the Sea of Cortez. **2 SSB**

**Ullman Sails —
Varianta 44
Rodrigo Cuellar-Dipp
and Chuck Skewes
Puerto Vallarta**

Rodrigo, 30, is a partner in the Vallarta Ullman sail loft with Chuck 'Slim' Skewes, 52, who has sailed everywhere on every kind of boat. Other crewmembers will be Sabine Suessmann, who is in real estate, and James Coulson, 40, a grower.

As we recall, after the breezy first leg of last year's Ha-Ha, the crew on Ullman Sails repaired 39 sails for Ha-Ha boats in Turtle Bay — for free. If you have a problem with



'Tuamotu'

your sails on this year's Ha-Ha, Rodrigo and Chuck will be there to help, hoping that when it comes time to order a new sail, you'll remember their name. **8**

**Untangled —
Spencer 13.30 W;
Philippe Marguet
and Carolyn Strauss
Alameda**

Philippe, 34, a scientist and high school teacher, and his wife Carolyn, a customer success manager, have owned their boat for three years and are one of the younger couples in this year's Ha-Ha.

Philippe sailed a bit as a Boy Scout, but picked the sport back up about six years ago. Carolyn begrudgingly started sailing about four years ago, and began to love it about three years ago.

"What better way to start a marriage than to quit our jobs, uproot our lives, and sail into the Mexican sunsets with our salty pup?" say the couple about their upcoming adventure. They were married in upstate New York in mid-September, after which they had to spend two frantic weeks getting their boat ready to leave Alameda.

"We were attracted to the Ha-Ha by the firm departure date," say the couple, as there is no backing out now. "As first-time

cruisers, we're also looking forward to the community and entertainment parts of the rally. And we're looking forward to six-plus months of no plans!" **SSB**



'Untangled'

**Volare — Catalina/Morgan 440
Adam and Jessica Heinicke
San Diego**

Adam, 51, is a retired military pilot, as is his wife Jessica, who is now a nurse.

MEET THE FLEET

They met while doing tours of duty flying helicopters in Iraq. Liveaboards for 10 years, the couple have lived aboard their current boat for seven years, and are now ready to cruise. Their big question is how much wine they can stuff into the microwave.

"We're going to point *Volare* south and not let up until it gets warm." That usually happens on the second day of the second leg of the Ha-Ha.

The two are looking to meet like-minded folks, and are dog-friendly — and responsible dog owners — who plan to stay in Mexico after the Ha-Ha.

Voyager — Island Packet SP W
Dana Armstrong
Channel Islands

Dana, 69, a retired truck driver, will have friends Steve Onderko, 55, a sta-



'Volare'

tionary engineer, and Pamela Halford, a CPA, as crew. "I've owned the boat for just over a year, and it sounds like it will be fun to be part of the Ha-Ha group. My *Island Packet* is a motorsailer, and we're heading to Corpus Christi, Texas." Or what's left of it.

Wildfire — Vagabond 47
Gary Wills
San Francisco

Gary, 56, a machinist, and Mary, his significant other who's an international flight attendant, loved the Ha-Ha the first time they did it in 2003. "It's time to go again!" they say. It will be the third Ha-Ha for the boat.

***Westy — Beneteau Idylle 10.5**
Jason Haase and
April Bottoman-Hasse
Seattle

Jason, 38, and his wife April are both

retired architects. They'll be sailing with their 8-year-old son Aksel on one of the coveted kid boats.

The motivation for two 38-year-olds to drop out of architect life can be found in their appreciation of the quote by John Steinbeck from many years ago: "The slaves of today are not driven with whips, but with schedules."

"Our boat lists slightly to port because

of Aksel's Pokemon collection. Naturally, we're looking to meet up with other 'kid boats'. We're going to keep sailing west until we end up back in Seattle."

— richard / tim



'Westy'

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MAX EBB —

Lee slapped herself on her bottom. It took me a couple of seconds to figure out what she was trying to communicate: "Oh, I get it," I finally said out loud, although I was sure she could not hear me. "The anchor is on the bottom!"

She was on the bow, I was at the helm, and we were trying to set a square line for the start of my club's winter race series. The wind was up, the engine was running, and hand signals were the only way to communicate.

Her next signal was a thumbs-down. Did that mean she didn't like where the anchor was dropped?

"It means back down," she shouted over the noise of the headwind and the engine. "And, like, this means more revs," she yelled as she pointed down and spun her index finger around in circles.

"OK, makes sense," I shouted back as I put the gear shift in reverse and advanced the throttle.

Of course the boat didn't back down in a straight line, with the stern veering off to port, first from prop walk and then from the wind blowing the bow to starboard. But we did manage to set the anchor more or less in the right direction, and when the dust settled we had a starting line that was more or less square to the wind.

"Next time we'll do it under sail, and it will be, like, much easier," Lee suggested as she came back to the cockpit.

"Maybe, Lee, but I don't think I could luff up and stop in exactly the right spot. Powering up to where we want the anchor to set worked OK this time."

'Invictus' prowls the starting area at the West-point Regatta in July.

"Using the engine is cheating," Lee scolded. "I do it under bare poles. First, sail well upwind of where you want to anchor, then take down sails, then drift under bare poles down to the exact spot you want, then let the anchor go over the stern."

"Over the stern?" I questioned.

"Sure. Because on a race boat the anchor should be stowed aft anyway. Also, you get very precise positioning, because even under bare poles you can

For anchoring, the person on the bow is in charge. Lee did this via a set of hand signals, most of them obvious.

maneuver 20 or 30 degrees either side of dead downwind. And, like, the best part is that you can feel the boat yanked to a stop when the rode fetches up, so you know the hook is set. Then you can re-run the rode to the bow and flip the boat around so it rides bow first."

"Kind of like what I did when I had to do a Mediterranean mooring with a charter boat in the Caribbean," I confessed. "It was a boat with a ton of prop walk and a small rudder, and I knew I'd mess up in front of all the tourists at the downtown quay if I tried to back in. So I came in bow first, lowered the anchor from the stern when we were still a good distance off, and tied the bow to the quay."

"Like, that's not a real Med moor," said Lee.

"Of course not. But then I slacked off the bow, pulled the boat out with the

stern anchor, then swapped the bow and stern lines and pulled it back in stern first. Not as slick as backing in perfectly on the first try, but I know my limitations."

We were ahead of schedule for signaling the start of the race, but still had some work to do. Actually, it's a fairly minimal task. To make things easy on the volunteer race committee, my club starts the race at 1 p.m. exactly, and if anyone needs to know the precise time for their countdown they can look at their GPS. So all we had to do on the RC boat was choose a course and find the right flags. Then it was just a matter of blowing a whistle every five minutes and calling back premature starters on the VHF.

"I can never understand why they need six people on the RC boat to run a regatta," Lee remarked. "I mean, when you have a GPS for time and VHF for communications, why do they still insist on using 17th-century naval signaling technology?"

"I guess some folks still like to be salty," I speculated. "Flags and guns. But keeping it simple is the best way to make it easy for volunteers. That's why they tagged me to bring my boat, and they tagged you to be in charge of the starting line. But they usually recruit a cruiser to provide the boat and the anchor, and with this division of labor, the cruiser volunteer doesn't have to know anything about racing or setting a starting line; they just have to have a boat. Sometimes they even recruit a powerboater to do this. When you have a stinkpot, it's the one thing you can do to get powerboaters to like you."



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CONE OF SILENCE



"For sure," Lee agreed. "I think even the most race-o-phobic cruiser can be shamed into proving that they know how to anchor in open water. It's part of the cruising skill set. And, like, that way you have your whole club cruising fleet to draw on for RC boats."

"And then we also have a list of all the crews, everyone who has sailed in these races over the last few years, club member or not. I think that's the real reason they made you sign that waiver at the beginning of the season — for your contact info. That's the pool from which came the Starting Line Manager, a volunteer who knows enough about racing to set a square line and run the start. It's a good way to divide the responsibilities."

"But the best part," observed Lee, "is that we don't have to stay out here all afternoon. The finish is in front of the club deck, so I can go windsurfing as soon as we're done with starting this race."

"The club also keeps the scoring system extra-easy," I added. "That's the third volunteer they rope into helping out each week — the Finish Line Manager. They take finish times, run the handi-

'Donkey Jack's' bowman silently conveys important information during the 2016 RBBS.

capping spreadsheet, and hand out the trophies. All of that is done from the yacht club bar. So between these three specialty jobs, we almost always have enough volunteers to run a race every week. The whole winter race program is designed to be as RC-friendly as possible, and it doesn't compromise fair competition in the least."

"Last time I volunteered to help out on RC," complained Lee, "we had to set windward offset marks and leeward gates. For a fleet of only, like, eight boats! No way I'll sign up for that one again. We've got permanent marks and nav aids all over the Bay, and the racing is just as good even if the mark is a few degrees off dead upwind. Better, even, because we have the mark positions loaded into our GPS and we don't have to guess where they are."

I was about to duck below to fetch some cold drinks when I felt a very subtle bump, and a change in the way the boat

was riding at anchor. I looked at the opposite end of our starting line, and much to my dismay, the shore range had changed. Was this just the boat swinging around the anchor? No, there was another small bump, and the bow was falling off to one side. We were dragging.

"Gotta reset," sighed Lee, who had come to exactly the same conclusion. "I'll direct from the bow, unless you prefer to run the show."

I'm used to being in charge of my own boat when I'm at the helm, but Lee had a point. For anchoring, the person on the bow is in charge. She did this via a set of hand signals, most of them obvious, but a few required a shouted explanation.

"It's a good thing we're not, like, doing this at Angel Island," said Lee after the anchor was reset, "with people on every other boat who can hear us shouting much more clearly than we can hear each other."

"It's the Cone of Silence," I added, although I didn't think Lee was old enough to get the reference.

The anchor held on the second try, and we just barely had it set in time to blow the whistle for the first warning signal. The even distribution of starters along the line suggested that we had done a good job of setting it square to the wind.

"I like starting the small boats first," said Lee. "It gets everyone back to the bar at about the same time, and also minimizes the finishing-time window. Another thoughtful consideration to make the RC's job easier."

The big boats lined up after a 10-minute interval, and each one had a bow lookout hanging on the forestay and trying to look cool. This fleet must have decided that our end was favored, because there was a crush of big boats

"The first thing I do when I'm foredeck with a new skipper is make sure we have our hand signals sorted out."

aimed right at us on starboard with 30 seconds to go. My thoughts turned to the fine print on my insurance policy. The point guy on the boat closest to us was pointing emphatically to windward.

"Yikes, they're going to run us over!" gasped Lee.

"Fall off! Fall off!" we heard him yell as he continued to point to windward.

MAX EBB

"He's pointing at us," I said. "Instead of pointing in the direction he wants the boat to turn."

"Newbie mistake," said Lee as soon as the boats had miraculously cleared the line without a collision. "The first thing I do when I'm foredeck for a new skipper is to make sure we have our signals sorted out. I point in the direction I want to turn, not at the obstruction we have to avoid."

"When you're on point," I asked, "are you also in charge of the start, just like you took control of the anchoring maneuver?"

"A good bow person does take control," she said. "It's like the bombardier flying the plane during the final bombing run. They have the best view, and if the bow person has some dinghy racing chops, they're usually better at starting than the old guys in the back of the bus anyway."



Maxwell Smart and the Chief in the Cone of Silence, as seen in 'Get Smart'.

"Good in theory," I argued, "but too often I have a foredeck crew that barely knows how to sail, even as they learn the mechanics of getting the spinnaker up and down."

"For sure," Lee sighed. "That's the

problem with people who learn to sail on big boats. If they haven't spent a couple years wiggling the tiller in a dinghy fleet with five or ten starts every weekend, they'll never really be good foredeck."

"That's pretty harsh," I opined.

"But, like, it's true. They can have all the mechanics of sail changes and sets and drops down perfectly, but without the background as racing skipper — even if it's just racing an Opti or an El Toro — they'll never really be good at thinking tactically, will never be good at thinking ahead of the boat. Next time you have a newbie foredeck hand, send them over to my University Sailing Club. After a few weeks of getting their derriere handed to them in our dinghy races, they'll have, like, an inkling of what they'll need to learn to be really good crew."

"And good race committee too," I added.

— max ebb

Racing Hand Signals

Arm outstretched port or starboard, finger pointing: Turn in the indicated direction (do NOT point at other boats, obstructions or hazards).

Arm outstretched, port or starboard, repeatedly thrusting hand and finger: Turn in the indicated direction now, urgent!

Thumb up: Head up.

Thumb down: Bear off.

Finger across throat: Kill time.

Fist: Hold course.

Number of fingers up: Number of lengths to the line.

Zero made with fingers: On the starting line.

Looking through imaginary telescope: Watch out for the boat or obstruction in that direction.

Hand pointing aft, fast circular motion with finger: "Wind it up, we're racing, can't be over early if we try."

Slicing or chopping motion with hand, to port or starboard: There is an overlap.

Hand held up, like traffic cop: "Don't do it!" No overlap or no room.

Holding nose with fingers: We are in bad air, tack as soon as possible.

Hand up, slow circular motion with finger in air: The deck is clear to tack or jibe.

Throwing gesture, directed at another boat: "Throw the book at them." We have been fouled, recommend protesting.

Aiming imaginary gun at head: We have fouled another boat, recommend taking a penalty turn.

Cover eyes with hands: We're going to crash and I can't watch.

Anchoring Hand Signals

Arm outstretched, finger pointing: Turn to the indicated heading.

Arm outstretched, pointing up: Engine in forward, go straight ahead.

Arm pointing aft, thumb down: Engine in reverse, go astern.

Fist held up: Shift into neutral.

Index finger pointing up, rotating in a circle: Engine in forward, increase engine speed, proportional to the rate of finger circling.

Index finger pointed down, rotating in a circle: Engine in reverse, at a rate proportional to rate of circling.

Arm outstretched port or starboard, with fist: Move tiller in same direction as arm.

Arm pointed aft, rotate finger about the boat's longitudinal axis: Turn wheel in indicated direction of rotation.

Hand held up, like traffic cop: Stop the boat here.

Arm extended, pointing down over the bow at an angle: Anchor rode is parallel to direction of arm.

Slap on butt cheek: Anchor is on the bottom (if anchoring), or anchor has broken free (if weighing anchor).

Hand on top of head: Anchor is at the surface.

Hold nose with fingers: Anchor is full of bottom mud, needs rinsing before bringing on board.

Finger across throat: Kill engine.

Waving hand: "Wave off," go around and try again.

Do you have a good hand signal miscommunication story? Send it to editorial@latitude38.com, and we'll publish it in *Letters*.

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THE RACING

While some fall events were canceled or postponed due to natural disasters, remaining races provided a respite from dire news. Regattas covered here include the **Six Metre Worlds**, the **Pac52 Cup**, the **Etchells Worlds**, the **YRA Season Closer**, the **505 Worlds**, the **Express 37 Nationals**, and the **Wylie Wabbit Nationals**. **Box Scores** includes a wrap-up of beer-can series results, and we end with a quartet of **Race Notes**.

Vancouver Hosts Six Metre Worlds

The Royal Vancouver Yacht Club welcomed 45 crews from 12 countries to the Six Metre Worlds on September 15-21. Among the visitors was a five-boat team from St. Francis YC.

Russ Silvestri took fifth in a Modern boat, *Sting*, and was the top American finisher in the Open Division. "The Royal Vancouver YC went all out for a great championship," said Silvestri. "The racing was really challenging while having limited passing lanes, as wind shifts would make legs one tack. The boats in the St. Francis are good enough to win but like a bit more wind than Vancouver

Mario Yovkov, Sammy Shea, Dave Gruver, John Bonds and Russ Silvestri sailed on 'Sting'.

offered."

The breeze ranged from 0 to 17 knots with some stormy weather and a bit of rain. The majority of racing was held in 4-10 knots from the east. "Wind from the east is unpredictable," reports Craig Healy. "The race committee was patient waiting for stable conditions. They never shortchanged us. Every race was full length. For the single race on the last day they gave us three windward/leeward laps. The breeze was dying. I had a plane to catch!"

Healy took seventh with *Scallywag*, an Intermediate Modern boat designed by Gary Mull and built in San Diego in 1978, winning the Nelson Trophy, a race within the race. Sailing with Healy were Tom Ducharme, tactician Hartwell Jordan, Thomas Iseler and Chris Smith.

Eliza Richartz's all-female crew of McKenzie Wilson, Sarah Lihan, Jody McCormack and Maggie Bacon on the 1986 *Scoundrel* took 14th.

Sting, *Scallywag* and *Scoundrel* were fielded by the St. Francis International Yacht Racing Syndicate. "The syndicate was founded about two years ago with the objective of going to the Worlds in Vancouver," said the syndicate's chairman, RC Keefe. "We acquired the boats in Europe, shipped them here, got them in top shape, and put together the sailors and onshore support crew.

"The syndicate places the boats in the hands of the best sailors. There are three syndicate boats and two privately owned boats on the StFYC team. They brought all five to the Worlds in Vancouver. Eleven clubs from all over the world were represented. No one had ever arrived with five boats before."

The two privately owned StFYC entries were Robert Cadranell's *Arunga* and James A. Hilton's Classic 1931 *Lucie*. Dennis Conner sailed the 1952



Classic *May Be VII* for SDYC.

The wooden boats vary in age and design. The Classics are pre-1966 and were built mostly in the '30s and '40s. Intermediate Modern boats were built 1966-1979. Modern boats have wing keels, inspired by the 1983 America's Cup-winning 12-Meter *Australia II*. "With a heavy, deep hull the wing keel is super efficient," explained Healy. Intermediates and Moderns race together; Classics race separately.

"*Scallywag* has been completely re-done, and she's beautiful," said Healy. "We had great starts, but we're a bit slower than the wing-keel boats, so traffic management becomes an issue. For the Nelson Trophy, we beat the next boat by 50 points, with good crew work a factor. All boats built before 1979 were eligible; they could be retrofitted with a wing keel. The new *Volare*, sailed by Ron Holland, competed for the Nelson Trophy."

"It's a complicated game to play and has always been known as an expensive part of yacht racing, but they bring out the best there is of yacht racing," said Keefe about the Six Metres. "It's not just expensive, but the paperwork is tremendous. You almost need an accountant and a lawyer to come along." In mid-October, the team still had one boat stuck in Canada. "Most of the sailors are amateurs, but they must be the best. At



STING

A multinational fleet of beautiful wooden Six Metres parades along a downwind leg, competing for the World Cup, held on English Bay.



STEPHEN SNELL

the Worlds, everyone is first class."

The StFYC team is looking at the Europeans in France in August 2018 and the Worlds in Helsinki in 2020.

— *latitude/chris*

Inaugural Pac52 Cup

Two weeks after their very successful San Francisco Bay debut in the Rolex Big Boat Series, the new Pac52 Class wrapped up their first season with the Pac52 Cup, hosted by StFYC.

Boisterous conditions welcomed the fleet of six boats for the first day of racing on Friday, September 29. From the initial gun fired off Treasure Island, winds funneled through the Golden Gate and howled down the racecourse.

"We saw winds in the 30-knot range and had downwind speeds at 25 knots, with really close sailing," reported Frank Sloodman, skipper of the Bay Area-based *Invisible Hand*, back at the club after Friday's races.

Manouch Moshayedi, the skipper of *Rio*, said that there was a lot of pressure on the helm. The tugging, along with the constant pounding, locked up his lower back, forcing him to hand the keys off to the crew while he went ashore after the lengthy Race 1. *Rio* sailed the last two days without their boss on board, as his tweaked lower back kept him on the sidelines.

On Saturday, with the starting line

moved to the west of Alcatraz and the weather mark just east of the Golden Gate Bridge, the race committee fired off three races with four laps each. *Rio*, with local sailing legend Morgan Larson calling the shots, took a flyer that paid off with their second deuce of the regatta.

Victor Wild's *Fox* found a new gear in Race 5, after overnight changes in crew that led to team captain David Servais moving to the bow. The result was dramatic, as *Fox* finished second, their best finish of the regatta. At the top was habitual winner *Beau Geste*.

The shocker of the day occurred in the finale, with *Beau Geste* over early and having to return to the starting line. Despite spotting the other teams a generous lead, *Beau* clawed their way back and were threatening yet another come-from-behind win, but could not reel in Frank Sloodman's *Invisible Hand*, which claimed her only ace of the event. *BadPak* and the *Hand* went into the final race tied for second.

The noon start off Alcatraz for Sunday's final race was held in brisk winds and copious sunshine. When the starting gun fired, *Rio* and *Beau Geste* fought for the pin end of the line, with *Invisible Hand*, *Gladiator*, *BadPak* and *Fox* choosing the committee-boat end. *Fox* won the RC end with clear air until things ground to a quick halt, with the committee boat, *WL Stewart*, in tow. The *Fox* crew quickly

doused the headsail, backed down, and were back up and running in short order.

The course would lead the fleet out the Gate to Point Diablo, east past Alcatraz, back uphill to Blackaller, down to the Red 4 buoy, back up to a drop mark near Blackaller, then on a short downhill blast to finish in front of the club.

Gladiator led *BadPak* around the Point Diablo mark with *Beau* in hot pursuit. By the time they reentered the Bay, *Beau* had magically found another gear and pushed ahead.

The boats spread out across the Central Bay in 15-18 knots of wind, fell back in line for the leeward mark approach, then spread back out as they headed upwind. *Beau* reached the second windward mark with a 20-second delta on *Gladiator*.

Another fun blast east saw the fleet compress at the bottom again, with the *Hand* having gained on *BadPak* only to hand it back with a bad jibe. "We really gave it to them at that point," Frank Sloodman said after the race. "Sometimes you just beat yourself, but that's yacht racing, isn't it?"

Beau finished the day and the regatta in first with six bullets and a deuce. *BadPak*'s season victory is covered in our 2017 Champions feature on page 82.

Keep track of the Pac52s at www.pac52class.com.

— *erik simonson & latitude/chris*

PAC52 CUP, STFYC, 9/29-10/1 (7r, 0t)

1) **Beau Geste**, Karl Kwok, 8; 2) **BadPak**, Tom Holthus, 24; 3) **Invisible Hand**, Frank Sloodman, 25. (6 boats)

Full results at www.stfyc.com

Etchells Worlds on S.F. Bay

Tuesday, September 26, was a long first day for the Etchells Worlds. They waited out a 2.5-hour postponement on glassy water. Race 1 finally began at about 2:30 p.m. in a consistent 8-10 knots. "The race committee, led by PRO

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- US Sailing Nominations Open
- PSSC Small Boats & Big Boats
- Leukemia Cup • Volvo Ocean Race
- Extreme Sailing Series in San Diego
- Previews of the Mini Transat, women's races, November races, and more.

THE RACING



ALL PHOTOS THIS PAGE BLAKE MIDDLETON

The Etchells Worlds, hosted by SFYC at the end of September. Clockwise from top: Racing up, and down, one of the more scenic urban landscapes in the world; a procession of 51 boats, not all of which fit in the camera frame; wet work on #27, 'Stella Blue', the winning entry.

Jeff Zarwell, did a great job completing two races in a short time window, getting everyone back to the dock before sunset," said race co-chair Steve Fentress. San Francisco YC hosted the regatta.

"This is the most competitive Etchells Worlds we've been to," said Steve Benjamin. "It's just getting harder and harder." Benjamin placed a disappointing 33rd in Race 1.

Day 2 began with a two-hour shore-side postponement. When racing started at 2:20 p.m., a westerly of 16-17 knots had filled in on the Berkeley Circle.

After two races, the top Corinthian team, NYYC's Senet Bischoff, his brother Clay, and Ben Kinney, led the entire fleet. "This is the most competitive class in the world, and we like to sail against the best sailors, pro or amateur," said Senet.

Unlike the previous two days, a consistent westerly had filled in by noon on Day 3, which started on schedule — except for a general recall in the first race. The competitors were still pushing hard at the restart, with 10 boats hailed OCS and only seven returning to restart.

"This regatta is far more competitive than the 2016 event in England," said

Scott Kaufman, the 2017 North American Etchells Champion, who won Race 5. "The top 30 teams are incredibly close. You can't make any mistakes."

At the end of the fourth day, the eight races had been won by eight different teams. Thirty of the 51 competitors had had at least one top-10 finish.

Racers were greeted by typical San Francisco conditions for Day 4. Wind readings were in the 17- to 19-knot range in a waning ebb with big chop. The first start resulted in a general recall. Only two boats were OCS at the restart, but they were two of the top five — local Jim Cunningham and the leader going into the day's races, Senet Bischoff. Cunningham returned to clear the line, but Bischoff did not, resulting in an OCS score of 52 for the race. Steve Benjamin and Eric Doyle pulled ahead and traded the lead up and down the course. Benjamin finished first, putting him in first place.

On the final day, the race committee opted for two postponements to ensure a fair starting line given the wind shifts and current influence, which had boats piling up on the favored right end of the

line. At the picture-perfect start, the wind was building from 10 to 12 knots, and only one boat was hailed OCS.

Steve Benjamin, representing the Seawanhaka Corinthian YC, is the new Etchells World Champion. Benjamin, a past Olympic medalist, 505 World Champion and 2015 Rolex Yachtsman of the Year, finally claimed the championship after numerous attempts. He also won the Senior (helm over 60 years of age) and Masters (over 50) trophies.

"It feels great to win," said Benjamin. "It's been 37 years since I won my last world championship, and I have to give the credit to my crew, Mike Menninger, Dave Hughes and Ian Liberty. We did lots of work to prepare — we built a new boat, a birthday present from my wife Heidi."

— *latitude/chris*

ETCHELLS WORLDS, SFYC, 9/26-30 (9r, 1t)

- 1) **Stella Blue**, Steve Benjamin, USA, 41 points; 2) **Maggie**, Graeme Taylor, AUS, 55; 3) **KGB**, Senet Bischoff, USA, 59; 4) **Lifted**, Jim Cunningham, USA, 69; 5) **Racer C**, Mark Thornburrow, HKG, 82; 6) **Lisa**, Martin Hill, AUS, 87; 7) **Viva**, Don Jesberg, USA, 88; 8) **Tiburón**, Dirk Kneulman, BER, 96; 9) **America Jane 11**, Scott Kaufman, USA, 96; 10) **Les Freak Sont Chic**, Marty Kaye, HKG, 105. (51 boats)

Full results at www.sfyf.org



YRA Season Closer at CYC

Corinthian YC in Tiburon hosted the YRA Season Closer on September 30–October 1. Saturday's race sailed out to Point Bonita; Sunday's stayed in the Bay. Both days started and finished off the CYC race deck in Tiburon.

There was some confusion over the Sailing Instructions due to an amendment posted during the week leading up to the race (the starts of divisions C and D were switched). Most if not all boats figured it out.

Both days were absolutely gorgeous and enjoyed stellar conditions, particularly inside the Bay. Some light air out on the ocean was not bad enough to stall out the sailors, and the South Tower Demon had relaxed a bit, seeing as how summer was over.

After Saturday's jaunt out the Gate, racers basked in the sunshine at CYC, free beer donated by *Latitude 38* enhancing the mellow mood.

The fleet was somewhat diminished on Sunday, but those who stuck around were rewarded with some of the best sailing the Bay has to offer. Kudos to Sunday's race committee, whose clock was spot on and who did an excellent job of communicating with the racers.

— latitude / chris

YRA Season Closer on September 30, clockwise from top left: The Melges 24 'Insolent Minx' sails past Fort Point; having just set their kites on the ocean, the J/35 'Jarlen' and Flying Tiger 'CentoMiglia' jockey for position; our favorite new shirt spotted back at Corinthian YC: 'Sea Star's 'I Like Big Kites And I Cannot Lie!'; the Melges 20 'Boomer' and Express 27 'Abigail Morgan' pass Point Bonita.

YRA SEASON CLOSER I, CYC, 9/30

PHRF 1 — 1) **Jeannette**, Frers 40, Bob Novy; 2) **Zamazaan**, Farr 52, Greg Mullins; 3) **Ohana**, Beneteau 45f5, Steve Hocking. (4 boats)

PHRF 2 — 1) **Courageous**, J/88, Gary Panariello; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Jarlen**, J/35, Bob Bloom. (8 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (6 boats)

PHRF 4 — 1) **Evil Octopus**, J/24, Jasper Van Vliet; 2) **Shut Up and Drive**, J/24, Val Lulevich; 3) **Synchronicity**, Olson 25, Steve Smith. (7 boats)

SPORTBOAT — 1) **CentoMiglia**, Flying Tiger, Mark Kennedy; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Benny**, J/70, Aya Yamanouchi. (6 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Schoenhair; 2) **Serenity**, Eric Mueller; 3) **Kapai**, Richard Egan. (4 boats)

EXPRESS 27 — 1) **Tequila Mockingbird**, Matt Krogstad; 2) **Andale**, Pat Brown; 3) **Moonlight**, Jim Gibbs. (8 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Allegro non Troppo**, Ale-rion Express 28, James Titus; 3) **Q**, Schumacher 40, Glenn Isaacson. (5 boats)

YRA SEASON CLOSER II, CYC, 10/1

PHRF 1 — 1) **Jeannette**; 2) **Ohana**; 3)

Zamazaan. (3 boats)

PHRF 2 — 1) **Mintaka 4**; 2) **Red Cloud**, Farr 36, Don Ahrens; 3) **Jarlen**. (4 boats)

PHRF 3 — 1) **Arcadia**; 2) **Sea Star**; 3) **Ahi**. (5 boats)

PHRF 4 — 1) **Shut Up and Drive**; 2) **Neja**, Dasher 32, Jim Borger; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (6 boats)

SPORTBOAT — 1) **Ragtime**; 2) **CentoMiglia**; 3) **Boomer**, Melges 20, Jennifer Canestra. (4 boats)

EXPRESS 27 — 1) **Abigail Morgan**, Ron Kell; 2) **Take Five**, Don Carroll. (2 boats)

NON-SPINNAKER — 1) **Q**; 2) **Allegro non Troppo**; 3) **Califia**, Islander 36, Tim Bussiek. (3 boats)

Full results at www.jibeset.net

NorCal Sailors Conquer 505 Worlds

A team from Santa Cruz and one from Marin County topped the 87-boat 505 Worlds, held in Annapolis, MD, on September 20-29.

Mike Holt and Carl Smit, sailing for SCYC, clinched the title on the penultimate day and watched the final race from the comfort of a launch.

"We're over the moon," said Holt. "It's

THE RACING

LATITUDE / CHRIS



'Motorcycle Irene' won the Express 27 National Championship on October 6-8. Left: The Cliffs Notes to Irene's career. Right: Cyclers Zach Anderson, David Liebenberg, Angie Liebert, Eileen Welch and Will Paxton celebrated their success at the RYC dock. See Box Scores for top results.

great to come here, get so many fantastic competitors, and actually manage to pull this off. I certainly didn't really think we had a chance coming to Annapolis. I've sailed here a bunch and always found it hard. We managed to do it against all of our internal odds."

Coming from Santa Cruz, the pair is used to heavier conditions than they encountered in Annapolis. "The first couple of days were light, lumpy, big shifts," said Smit. "We're really proud of how we sailed through that." Racing was canceled on Day 2 due to a total glass-off.

"It never felt safe, it was so shifty. It was just brutally hard," commented Holt. "Since '14, we've been competitive across the wind range, and we kept working down the wind range."

"We've also spent more time over in Europe in more varying venues," added

Smit. "There's some very strong light-air sailors over there."

Crew weight is extremely important. "We could have been lighter and been a little bit safer, but you take what you get, then you get here and you get on with it," said Holt.

Holt won the 2014 Worlds in Kiel, Germany, with Rob Woelfel of Minden, NV, and the 2015 Worlds in Port Elizabeth, South Africa, with Smit. "This year was like sailing in a washing machine! Lots of powerboat chop, generally light and unstable breeze, very trying. You could be a hero or zero in very short order," Holt told us.

He's originally from the UK. "I came over in 1992 to do the 505 Worlds in

Santa Cruz, met my wife Annette at that event, and moved out here in '96." Carl and Mike have been sailing together for 13 years. "We owe much of our success to the West Coast fleet," said Holt. "Right now I would be surprised if there is a tougher, more competitive class to race in. California teams have dominated all the global events for the last four years."

Second place was up for grabs in Race 8, and two more West Coast teams were in the hunt.

Brits Andy Smith and Roger Gilbert entered the final day in second place, three points ahead of Marin-based Edward Conrads and Brian Haines. But both of those teams posted double-digit results, opening a door that defending

EASOM FOUNDERS / ETHELLS PRE-WORLDS, SFYC, 9/16-17 (5r, 0t)

- 1) **Stella Blue**, Steve Benjamin, Seawanhaka Corinthian YC, 23 points; 2) **Magpie**, Graeme Taylor, Mornington YC, 30; 3) **Northern Havoc**, Iain Murray, Royal Sydney Yacht Squadron, 41; 4) **Lion Heart**, Steve Girling, NYYC, 42; 5) **Lisa**, Martin Hill, RSYS, 43; 6) **Elizabeth**, Tom Caruthers, SDYC, 47; 7) **The General**, James Badenach, Royal Hong Kong YC, 47. (31 boats)

Full results at www.sfyf.org

MELGES 24 SANTA CRUZ REGATTA, SCYC, 9/16-17 (6r, 1t)

- 1) **Average White Boat**, Kent Pierce, 7 points; 2) **Looper**, Duane Yoslov, 14; 3) **M1**, Ian Collignon, 17. (12 boats)

Full results at www.scyc.org

SCYC JACK & JILL REGATTA, 9/23

- B FLEET — 1) **M1**, Melges 24, Tina Verutti; 2) **Nobody's Girl**, Moore 24, Sydney Moore; 3) **Wildfire**, Moore 24, Tom Conerly. (9 boats)

- NON-SPINNAKER <182 — 1) **Tonopah Low**, Moore 24, Mike Evans; 2) **Rio**, SC27, Karen & Tom Faraola; 3) **Worry Knot**, SC27, Teresa Wagster. (7 boats)

THE BOX SCORES

- NON-SPINNAKER >181 — 1) **Schock Therapy**, Santana 22, Bridget Binko; 2) **Odonata**, Santana 22, Chris & Rachel Hofmann; 3) **Seabird**, Thunderbird, Vernon Wallace. (7 boats)

- FAMILY (12 & UNDER) — 1) **Ngellew Fejj**, Moore 24, Kyra Phelan. (2 boats)

- FAMILY (13 & OVER) — 1) **Penguin**, Moore 24, Matt Dini; 2) **Hamachi**, Santana 22, Stefan Berlinski. (3 boats)

Full results at www.scyc.org

MERCURY PCC, LAYC, 9/30-10/1 (7r, 0t)

- 1) **Carbon Offset**, Chris Raab/Kenny Dair, 19; 2) **Axon**, Doug Baird/Chris Messano, 22; 3) **Jade**, Mike Burch/Dean Winner, 25. (11 boats)

Full results at www.layc.org

EXPRESS 27 NATIONALS, RYC, 10/6-8 (7r, 0t)

- 1) **Motorcycle Irene**, Zach Anderson/Will Paxton, RYC, 12; 2) **Shenanigans**, Nick Gibbens, SFYC, 19; 3) **Thumper**, Erik Hauge, HRYC, 39; 4) **Get Happy!!**, Brendan Busch, TISC, 45; 5) **Wile E. Coyote**, Dan Pruzan, EYC, 48; 6) **Peaches**, John Rivlin, StFYC, 50. (24 boats)

RYC SPORT BOAT INVITATIONAL, 10/7-8 (6r, 0t)

- DIV A — 1) **Prime Number**, J/70, Mark Thomas, 7; 2) **Rampage**, J/70, Robert Milligan, 13; 3) **Orange You Glad**, J/70, Brian Mullen, 24. (6 boats)

- DIV B — 1) **UDecide**, Ultimate 20, Phil Kanegsberg, 9; 2) **Frisky**, Open 5.70, Dale Scoggin, 17; 3) **Uagain**, Ultimate 20, David Woodside, 21. (5 boats)

Full results at www.richmondyc.org

LTWYC LATE SUMMER REGATTA, 9/17 (3r, 0t)

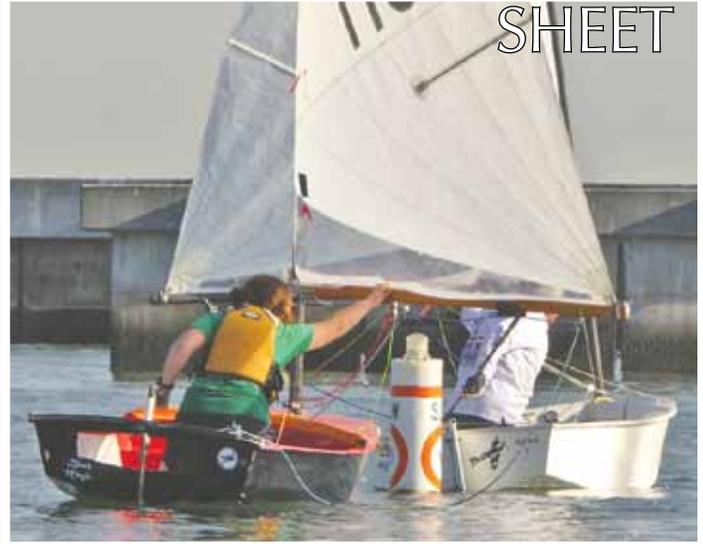
- PHRF A — 1) **Dianne**, Express 27, Steve Katzman, 5 points; 2) **Eagle**, Express 27, Ross Groelz, 7; 3) **Magoo**, Melges 24, Wilson, 9. (5 boats)

- PHRF B — 1) **Turuff Tuski**, Catalina 27, Kurt Rasmussen, 4; 2) **Meiers Run II**, Santana 20, Mort Meiers, 6; 3) **April Fools**, Catalina 22, 8. (4 boats)

Full results at www.tahowindjammers.com

LTWYC FANNETTE ISLAND RACE, 9/24 (3r, 0t)

- PHRF A — 1) **Eagle**, Express 27, Ross Groelz; 2) **Expressway**, Express 27, Mike Robinson; 3) **Dianne**, Express 27, Steve Katzman. (7 boats)



champions Mike Martin of Mill Valley and Adam Lowry, sailing for StFYC, walked through.

After struggling in light to moderate winds earlier in the week, the duo won Race 7 on Thursday, which was windier, and took third in Race 8 on Friday. When they discarded scores of 25 and 21 suffered on Tuesday, they leaped to second place in the standings.

"It's tough losing to Holtie because we're such rivals," said Mike Martin, "but second in the world isn't bad." Martin won the Worlds as skipper in 2016 and 2009, and in 1999 crewing for Howie Hamlin. Long Beach-based Hamlin and Andy Zinn finished seventh this year; Conrads and Haines took fourth. See www.505worlds2017.com for complete results and much more.

— latitude/chris

El Toro Stampede at RYC on October 8. Left: The Seniors start a race while the Juniors mill about waiting their turn. Right: Mary Marlett in 'Black Magic' is actually ahead of Fred Paxton in 'Hippo' at this mark rounding, as the downwind leg of the Green Bottle/Soda Social is sailed backward!

Express 37 Nationals at BYC

The Express 37 Nationals started on Friday, September 29, on the lumpy waters of the Berkeley Circle. The regatta, hosted by Berkeley YC, shared the Circle with the Etchells Worlds. After some chatter on the radio with SFYC, there was no conflict. The Expresses got the southern portion of the race area, at the end of the Slot, and the breeze there topped out at 25 knots.

This is the fourth year that BYC has hosted the Nationals, which used to be held as part of Rolex Big Boat Series. "We want to have fun and have something just for us," commented fleet captain David Fullerton, who sails *Mudshark*. "Everybody gets a hat, and there are

daily prizes for first, second and third." Saturday is Crew Appreciation Night, and dinner is free for crewmembers.

Bartz Schneider's *Expeditious* vanquished nine others this year — just barely. "In the final race, we needed to win to break the tie, and get 3 points on *LocaMotion* and 7 points on *Stewball* to win the regatta, and that is exactly what happened — without one point to spare either!" said Schneider. Crewing on *Expeditious* were Andrew Kirsch, Denis Marriott, Mike Vergalla, Phil Jones, Bud Mehm, Aaron Stagg, Paul Caturegli, Elizabeth Little and Chris Hackett. Schneider's son Marshall called tactics.

Owners from Vancouver, Seattle and Long Island Sound have shown interest

PHRFB — 1) **LuvzMiLinda**, Santana20. (4boats)
Full results at www.tahoewindjammers.com

RYC TOTALLY DINGHY, 9/23-24

DAY SAILER (7r, 1t) — 1) Michael & Mardi Gillum, 7 points; 2) Todd & Joyce Hansen, 13; 3) Steve Lowry/Roger Meagor, 13. (3 boats)

LIDO 14 (3r, 0t) — 1) Steve & Andrew Klotz, 3 points; 2) Joshua Ott/Taylor Maurer, 7; 3) Richard Moser/Bruce Pickett, 8. (4 boats)

MELGES 14 (6r, 1t) — 1) Daniel Thielman, 5 points; 2) Auric Horneman, 10; 3) Sid Gorham, 13. (5 boats)

BANSHEE (7r, 1t) — 1) Charles Witcher, 7 points; 2) Wayne Cassingham, 11; 3) Steve Andersen, 17. (5 boats)

LASER (6r, 1t) — 1) Emilio Castelli, 8 points; 2) Hendrik Reidel, 8; 3) Doug Seeman, 15. (13 boats)

RADIAL (6r, 1t) — 1) Bob Gunion, 5 points; 2) Mark Marlett, 10; 3) Oliver Fralick, 15. (4 boats)

BYTE (6r, 1t) — 1) Michele Logan, 10 points; 2) Laurie Davis, 11; 3) Ann Lewis, 15. (6 boats)

RS AERO (3r, 0t) — 1) Ryan Nelson, 3 points; 2) Doug DuBois, 6; 3) Buff Wendt, 9. (6 boats)

BLADERIDER MOTH (1r, 0t) — 1) Richard Didham, 1 point; 2) Alex Higby, 2. (2 boats)

THE BOX SCORES

OPEN 1 (7r, 1t) — 1) Snipe, Packy Davis/Page Flood, 8 points; 2) Snipe, Doug Howson/Kevin Tavenner, 12; 3) Sunfish, Robert Cronin, 17. (6 boats)

OPEN 2 (3r, 0t) — 1) IC, Del Olsen, 4 points; 2) Flying Dutchman, Mike Meszaros/Gerhard Panushka, 5. (3 boats)

Full results at www.richmondyc.org

RYC EL TORO STAMPEDE, 10/8

SENIOR — 1) John Pacholski; 2) Gordie Nash; 3) Mike Quinn; 4) Art Lange. (16 boats)

JUNIOR — 1) Kyle Schaefer; 2) J. T. Long; 3) Jack Holder. (11 boats)

SODA SOCIAL — Mary Marlett

GREEN BOTTLE — John Pacholski.

BULL THROWERS — Gordie Nash

CONSOLATION SERIES — Mark Marlett

Full results at www.eltoroyra.org

OYC OKTOBERFEST, 10/14

PHRF <130 — 1) **Traveler**, Express 34, David Ross; 2) **CruzSea Baby**, Beneteau 10R, Brian Turner; 3) **Spirit of Freedom**, J/124, William

Mohr. (4 boats)

PHRF >131 — 1) **Double Agent**, Merit 25, Scott Ollivier; 2) **Obsession**, Harbor 20, Dave Vickland; 3) **Dominatrix**, Santana 22, Ted Crum. (6 boats)

NON-SPINNAKER — 1) **Music**, Catalina 34, Robert Engelhart; 2) **Scrimshaw**, Alerion Express 28, Michael Maurier; 3) **Edelweiss**, Catalina 380, Len Cardoza. (7 boats)

Full results at www.oaklandyachtclub.net

SEQYC EL TORO CORKSCREW, 10/14

SENIOR — 1) John Pacholski; 2) Gordie Nash; 3) Walt Andrews. (10 boats)

Full results at www.eltoroyra.org

SEQYC SUMMER SERIES (5r, 1t)

SPINNAKER — 1) **Imagination**, Bavaria 40, Erik Jessen, 7 points; 2) **Hijinks**, J/92, Tom Borgstrom, 8; 3) **Frequent Flyer**, Farr 30, Stan Phillips, 15. (11 boats)

Full results at www.sequoiayc.org

CATALINA 34 SAN FRANCISCO CUP (5r, 0t)

RACING — 1) **Queimada**, David Sanner, 8 points; 2) **Allegro**, Shane Palmer, 9; 3) **Mottley**, Chris Owen, 13. (6 boats)

THE RACING

in chartering boats to join those from the Bay Area, Monterey and SoCal next year.

"Carl Schumacher designed such a great boat, 30 years later," said Fullerton. For more from the Express 37 fleet, see our Season Champions feature on page 82.

— *latitude/chris*

EXPRESS 37 NATIONALS, BYC, 9/29-10/1 (6r, 0t)

1) **Expeditious**, Bartz Schneider, SFYC, 21 points; 2) **Loca Motion**, Mark Chaffey, MPYC, 21; 3) **Stewball**, Bob Harford, BYC/RYC, 22. (9 boats)

Full results at www.berkeleyyc.org



Left to right: John Claude, Tim Russell and Scott Parker of 'Weckless' with Inverness commodore David West. — photo Jerry Keefe

Wylie Wabbit Nationals in Inverness

The Wylie Wabbit fleet sailed their 36th National Championship on Tomales Bay, hosted by Inverness YC, on September 29-October 1. This was the second time in the class's history that they've held their Nationals at Inverness.

"Because of the logistics of only being able to launch boats with a tide level of over three feet, we started late on Friday," reports Tim Russell of #11, *Weckless*. They sailed two races on Friday, four on Saturday, and one early race on Sunday that started at 10 a.m.

"Sailing on Tomales Bay was awesome," said Russell, "with 12-17 knots

of breeze, flat water and no boat traffic."

On Friday the wind had some south in it, so the weather mark was set close to shore near Heart's Desire Beach. "This made it challenging because the last 100 yards was very fluky and shifty," said Russell. "All you needed was to be close to the front and anything could happen. You could easily go from first to fifth."

"Saturday and Sunday the wind was more westerly so we were going up and down the Bay. The fun part to sailing up there is that it was never clear which way to go. Just because left upwind on the

first leg worked, didn't mean left was going to work for the next upwind leg. I really never figured it out. Many times we would tack and I would say, 'We shouldn't have tacked,' or if we didn't tack, I would say we should have." Others said the same thing.

The regatta went down to the last race on Sunday. "We were in a statistical tie with #12." (Ron Tostenson's *Keala* is #12.) "There was concern that the 10 a.m. start would be too early for the wind to fill in, but

at 9:45 it cooperated, and with a short postponement we were on our way.

"Sunday's start was a classic match-race start. We were able to get underneath #12 and draw a foul against them, but we were also left in irons when the gun went off. Both boats started last. Now it was time to see who could pick their way through the fleet. We chose the right direction on the first weather leg and rounded in first with #12 in fourth. We were able to hang onto the lead and finish first, winning the regatta." *Keala* finished third, placing second overall.

This was *Weckless's* third National Championship title in the past seven years.

CRUISING — 1) **Lucky Cat**, Victor Havin, 7 points; 2) **Music**, Robert Engelhart, 8; 3) **Irish Whiskey**, Duane Quick, 9. (3 boats)

Full results at www.jibeset.net

By the time you read this, summer beer can season will be all over but for the memories and the bragging rights. What follows is our second set of results. See October's Box Scores for the first set. Did we miss your club's series? Send the results (or a link to them) in an email to racing@latitude38.com.

BVBC MONDAY NIGHT MADNESS (5r, 1t)

1) **La Dolce Vita**, J/32, John Riley, 4 points; 2) **Capo Gatto**, Nonsuch 30, Sal Balestreri, 10; 3) **Breakout**, Santana 35, Lloyd Ritchey, 13. (6 boats)

Full results at www.bvbc.org

BENYC THURSDAY NIGHT SERIES (24r, 6t)

A FLEET — 1) **E-Ticket**, Beneteau 38, Noble Griswold, 19.5 points; 2) **Bay Loon**, J/29, Conrad Holbrook, 34.5; 3) **Stolen**, J/24, Joe Kallios, 42. (8 boats)

THE BOX SCORES

C FLEET — 1) **Yippee!**, Ranger 23, Jeff Ruszler, 16 points; 2) **Alte Liebe**, Albin Ballad 30, Jerry Martin, 30; 3) **Sail la Vie**, Santana 22, Dan Carnahan, 34. (3 boats)

Full results at www.benicia yachtclub.com

STFYC DEGNAN SERIES (13r, 0t)

OVERALL — 1) **Josephine**, Folkboat, Eric Kaiser, 96.31 points; 2) **Aquavit**, Knarr, Perkins brothers, 81.58; 3) **Valkyrja**, Folkboat, Mike Goebel, 79.14; 4) **Xarifa**, IOD, Paul Manning, 61.74; 5) **Benino**, Knarr, Dahm/Anderlini, 60.36; 6) **One Hundred**, IOD, Paul Zupan, 59.76; 7) **Nihui**, Knarr, Randy Hecht, 58.58; 8) **Svenkist**, Knarr, Sean Svendsen, 52.89. (34 boats)

STFYC KITE RACE SERIES (14r, 3t)

1) Johnny Heineken, 13 points; 2) Joey Pasquali, 16; 3) Seth Besse, 35; 4) Stefaans Viljoen, 49; 5) Chip Wasson, 52; 6) Ariel Poler, 66; 7)

William Morris, 80. (31 boards)

STFYC WINDSURF COURSE RACING (7r, 3t)

1) Eric Christianson, 4 points; 2) Jean Rathle, 9; 3) Chris Radkowski, 10. (9 boards)

STFYC WINDSURF SLALOM SERIES (5r, 1t)

1) Jean Rathle, 7 points; 2) Vincent Fallourd, 7; 3) Yannick Germain, 13. (9 boards)

Full results at www.stfyc.com

SYC SUMMER SUNSET SERIES (5r, 1t)

SPINNAKER A — 1) **Courageous**, J/88, Gary Panariello, 6 points; 2) **Hazardous Waste**, J/105, Chuck Cihak, 9; 3) **Inconceivable**, J/88, Steven Gordon, 15. (8 boats)

NON-SPINNAKER C — 1) **Jarlen**, J/35, Bob Bloom, 7.5 points; 2) **Mamaluc**, J/105, Scott Lamson, 8; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 9.5. (7 boats)

NON-SPINNAKER D — 1) **Kookaburra**, Bird, Martin Koffel, 9 points; 2) **Sweet Pea**, Islander 30 MkII, Jan Hirsch, 9; 3) **Homeslice**, Ericson 27, Josh Dvorson, 11. (4 boats)

Full results at www.sausalito yachtclub.org

The fleet had so much fun that they decided to hold their Nationals at Inverness next year. "Folks were very hospitable and welcoming, and bent over backward to accommodate us," reports Russell. "Race committee work was excellent: square lines, just the right distance, and they got the races off quick." Kim Desenberg, the builder of the Wabbits, was praised for organizing the event.

— *latitude/chris*

Race Notes

Eight races were held at the **Melges 20 Worlds** and eight boats won races. Sailing in a wide range of conditions, Drew Friedes' *Pacific Yankee*, with tactician Morgan Reeser and crew Charlie Smythe, captured their first World title. NYYC hosted the regatta in Newport, RI, on October 3-7. Friedes calls Pacific Palisades home and sails for NYYC, California YC and SDYC. John Kilroy's SFYC-based *Samba Pa Ti* finished third, his



Brooks Reed of San Francisco placed third at the Moth North Americans in San Diego. San Diegans Matt Struble and Ryan Lorence placed first and second. — *photo courtesy Steve Reed*

son Liam finished sixth on *Wildman*, and Dan Thielman's CYC-flagged *Kuai* finished ninth in the 38-boat, 10-country fleet.

Latitude 38's 2003 Junior Sailor of the Year **Brooks Reed**, a Santa Cruz native, placed third at the 13-boat Moth NAs, hosted by SDYC on September 27-October 1.

ber 1. "He won the Moth Nationals earlier this summer in Florida," writes his dad, Steve. "Brooks graduated from MIT, earning a PhD in Ocean Engineering. He sailed for MIT, earning First Team skipper for the All New England sailing team, and was recognized as an Academic All-American. Now he's working on autonomous automobiles."

A bullet in the final race of the **J/70 North Americans** catapulted Joel Ronning's *Catapult* to the top at American YC in Rye, NY. Marinite John Kostecki called tactics for the Minnesota-based team on October 9-15.

Ronning's *Catapult* team went on to win the West Coast 70 Class at Long Beach YC's **Campbell Cup** on October 20-21, this time sailing the SC70 of the same name. A collision between Roy Disney's *Pyewacket* and Ed McDowell's *Grand Illusion* ended the regatta for those two boats. See www.lbyc.org for more.

— *latitude/chris*

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QUANTUM SAILS
TO THE NEXT CHALLENGE.

WORLD

*We return to a familiar theme this month, as we present our case for **Booking By the Berth in a Bareboat Flotilla, and Charter Notes.***

Sail, Don't Sulk:

Our Cure for Wintertime Blues

Here on the West Coast, as glorious autumn days are replaced by the cold, rainy days of winter, it's hard not to feel a bit gloomy. So consider this: The best way we know of to shake off the wintertime blues is to book a charter trip to some sun-kissed tropical sailing destination. Not only will the trip itself elevate your spirits, but the pre-trip anticipation of barefoot sailing, wearing nothing more than board shorts or bikinis; snorkeling in turquoise lagoons; and 'solving the world's problems' at palm-thatched beach bars will undoubtedly do wonders for your soul and psyche.

What's that? You've got no one to travel with? No problemo. These days, with the crushing time demands that many employers require of their workers, it seems to be getting harder and harder to assemble a crew of your favorite sailing buddies to join you on a far-flung sailing getaway. That's precisely why many sailing schools, yacht clubs and charter operators organize multiple-boat sailing vacations to exotic locations. All you have to do to join the fun is sign up, put your cash on the barrel head and pack your sea bag. Typically, you can book a single berth or pay a bit more and have a cabin to yourself.

While the idea of joining a boatload of folks that you've never met before may seem a bit daunting, in our experience getting to know a whole new group of

Pinch me, I think I'm sailing in a postcard. Idyllic, age-old harbors like this are a common sight in Greece and Croatia.

sailors can add to the fun, especially since couples or individuals who sign up for such adventures tend to be easygoing, gregarious and eager to pitch in and help with whatever tasks need doing — from trimming sails to galley duty. Also, in preparation for trips promoted by Bay Area sailing clubs, organizers usually host at least one pre-departure planning party to break the ice. We know that many lasting friendships have resulted from such adventures, and undoubtedly more than a few romances have been sparked also — although that probably shouldn't be your primary motivation for signing up. (See the sidebar below for a partial list of upcoming trips offered by Bay Area sailing schools. With most, you *do not* have to be a club member.)

On such trips the focus is generally on fun, relaxation and getting to know foreign cultures, but a lot of valuable experiential learning takes place also, which could help prepare you for skippering your own boat — or charter boat — in foreign waters someday. In addition, some trips specifically focus on earning various levels of formal credentialing. (And, of course, sea time acquired on such trips is acceptable if you ever apply for a US Coast Guard captain's

license.)

In some cases a particular individual (other than a club employee) will volunteer to serve as captain in order to gain experience, but in all cases there will be one or more sailing school employees within the flotilla who serve as fleet leaders. They do the route planning, order provisions, and often provide or designate a captain for each boat in the flotilla, who will take responsibility for safely skippering the boat, and managing its onboard systems.

Trips to some popular destinations attract a half dozen similar boats or more, which adds to the fun — and, of course, gives you more boats to race against as you travel from point to point.

Much as we love to plug the trips offered by Bay Area sailing schools, there are also

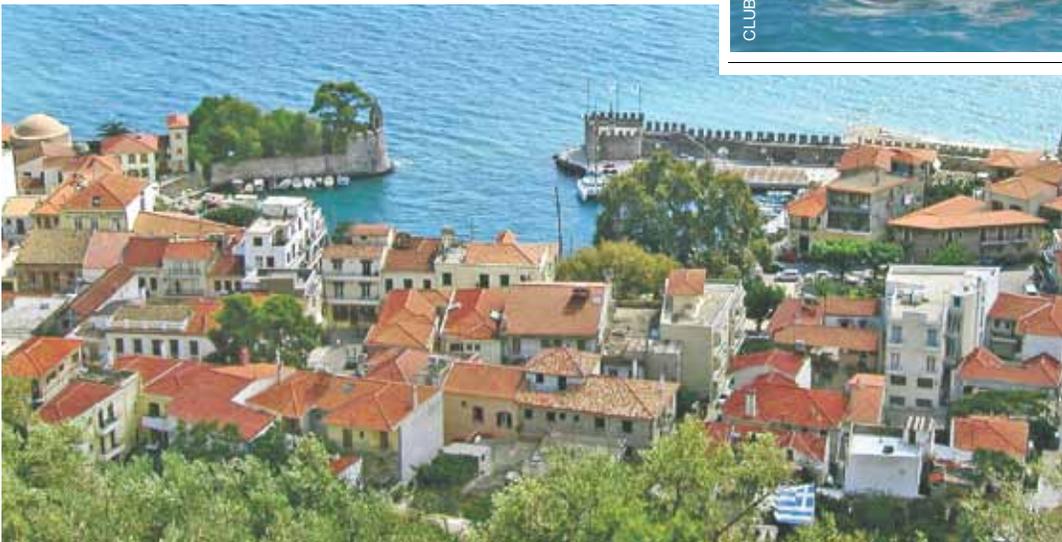


CLUB NAUTIQUE

Above, the happy crew of Club Nautique charterers dinghy ashore during a Caribbean flotilla cruise.

many, many scheduled sailing flotillas offered by large international charter outfits — particularly in Greece, Turkey, Croatia and various Caribbean islands. On most of these trips, you'll find yourself in the company of spirited Northern European sailors who tend to embrace the 'more-the-merrier' concept of boating.

Europeans absolutely love large flotillas, and their enthusi-



DAVID KORY / TRADEWINDS



BY PERMISSION OCSC SAILING

In September, skipper Jessie Levin (right) and crew sailed Greek waters in a 12-boat flotilla organized by Berkeley's OCSC Sailing.

Upcoming Flotillas offered by Bay Area Clubs

Modern Sailing

- Jul, 2018 — Croatia (Aegean Sea)
- Aug, 2018 — Croatia (leg two)

OCSC

- Sep, 2018 — Turkey
- Jan, 2018 — Antarctica

J World

- Nov, 2017 — Cabo-Puerto Vallarta cruise
- Mar, 2018 — San Diego-PV Race
- Winter, 2018 — various Mexico races
- Jul, 2018 — Newport-Bermuda Race
- Jul, 2018 — Pacific Cup Race (Hawaii)
- Aug, 2018 — Hawaii - San Francisco

Spinnaker Sailing of Redwood City

- Nov/Dec, 2017 — St. Lucia
- Jun, 2018 — Tahiti
- Sep, 2018 — Southern Italy
- Dec, 2018 — British Virgin Islands

asm for carefree fun on the water tends to be infectious. Partying? Oh yeah. In our experience European flotilla participants tend to be in celebration mode almost nonstop — but especially when they're Med-moored side by side along the seawall of a waterside village or port.

As much fun as bareboat flotillas are, though, they are but a single subset within the realm of what we call book-by-the-berth travel — known by travel professionals as FIT trips (for individual travelers).

Although this general heading includes such mainstream offerings as cruise ships and bus tours, there are also a great variety of possibilities in the realm of sailing. For example, when it comes to prep for offshore cruising, John and Amanda Swan-Neal's *Mahina Expeditions* are highly acclaimed — for decades their scheduled

trips have taken them to both high and low latitudes.

If your usual sailing activity consists of running keelboats around buoys in the Central Bay, you might get a kick out of an experience at the opposite extreme of book-by-the-berth possibilities. That is, crewing aboard a traditionally rigged schooner or square-rigger. From personal experience we can tell you that few vantage points yield panoramas more breathtaking than those seen from a roost on the upper yardarms of a tall ship — especially after you've scampered up the ratlines like a shanghaied deckhand from a bygone era. Check out Tall Ships America (formerly ASTA) for a list of ships that offer hands-on participation to 'swabs' of all ages. Many of them travel along one-directional, multiple-leg routes to exotic landfalls. Some such vessels also participate in eye-popping tall ship gatherings in the US or Europe.

During the winter months — and closer to home — Bay Area-based schooners *Seaward* and *Freda B* often offer crew spots on trips to Southern California or Mexico.

Although only offered in summer, another means of sampling the tall ship experience is to sign on for a short cruise through the waters of Downeast Maine aboard a so-called Maine Windjammer.

Whichever style of sailing appeals to you, we urge you to stop moping around lamenting the gray skies above and lock in your plans for a sailing getaway soon. As we said, merely the promise of an upcoming adventure will go a long way toward chasing away those nasty wintertime blues.

— andy

Flotillas are usually run on similar-sized boats, making sailing in company all the more fun — with bragging rights going to the fastest.



CLUB NAUTIQUE

WORLD OF CHARTERING

Charter Notes

We like to keep things upbeat in these pages, but on the subject of Northern Caribbean hurricanes, even our most hopeful spin falls short.

Although **The Moorings, Sunsail, TMM** and others are doing everything possible to bring in replacement boats to their **British Virgin Islands** bases — some brand new — in order to honor the paid charters on their books, the challenge of rebuilding infrastructure in both the US and British Virgins is truly dismal.

If you've paid any attention at all to the news lately you know that Puerto Rico suffered a crippling blow from **Hurricane Maria** only two weeks after **Hurricane Irma** devastated the neighboring Virgins. And because nearly all goods and supplies bound for the Virgins must first pass through Puerto Rican ports, there is a logjam of supplies of epic proportions. As we go to press, thousands of Puerto Ricans are still without such basic necessities as potable water and tarps to shelter them from the sun and



JENNY RUFFELL SMITH

There isn't much waterside infrastructure left in the Virgins, but a few sailors' havens are already back in business — including Foxy's bar.

rain — and many Virgin Island residents are in similar shape.

As complete as the devastation was in places such as Virgin Gorda — which suffered a direct hit from Irma, with gusts as high as 200 mph — we know that the islanders there have wasted no time in beginning to put their shattered lives back together again. We expect that

most native West Indians will rebuild if possible, but there's no denying that doing so will not be easy, and it will not be quick.

If you have an opportunity to cruise or charter in those waters this season, you'll have the privilege of mooring in bays that are less crowded than they have been for decades, but don't expect to find fully stocked bars and restaurants at the head of every anchorage. Rum and reggae? Yeah, we expect that even now there are at least a few barefoot entrepreneurs eager to sell cool libations to visiting yachties, just as there were 50 years ago, when yacht chartering was in its infancy in those waters.

What can you do to help? You might start by contributing to the staffs of your favorite charter operator, many of whom lost their homes. (See company websites for donation links.) And while you're at it, why not **book a charter for next summer (2018) or winter (2019)**. By that time the whole region should be in much better shape.

— andy

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CHANGES

With reports this month from **Volare** on what seemed to be the abrupt end of summer in the Sea of Cortez; from **Celebrate** on completing a rare Northwest Passage; from **Rise and Shine** on the Seychelles; from **Geja** on 10 years in the Med; and **Cruise Notes**.

Volare — Caribbean 50 Jason and Vicki Hite End of Summer in the Sea? (Long Beach)

Summer ended rather abruptly on the fall equinox at the Don Juan anchorage, near Bahia de Los Angeles in the middle of the Sea of Cortez. We were getting

VOLARE



Thanks to perseverance, Jason got the fish he needed for the party.

The wind wasn't just out of the north, as it would blow from the west, too. The wind was cold, shifty, and relentless. Outside the anchorage waves pounded the shoreline. What a change!

We had invited the fleet over for fish tacos and flan. Terry Kennedy — who has been living on and diving in the Sea for more than 40 years — and I planned on going spearfishing the day before Vicki's party to get the fish. But every day the wind blew, the sea got uglier, and the visibility decreased. Furthermore, the water temperature fell from 84° to 79°.

The wind was still up when we made our first attempt to get fish. We anchored just inside the entrance to Don Juan, and tried going out and around under-

What do cruisers do much of the time in the summer in the Sea of Cortez? They socialize more than cruisers anywhere else in the world.

VOLARE



water. As expected, visibility was terrible, and we only saw small fish. Terry and Dawn on *Manta* offered to supply fish from their freezer, but we decided to try again the next day. Luckily we had a relatively calm night, and the morning of Vicki's birthday we were able to get to a promising spot. Terry and I both speared two fish, although Terry's were twice as big as mine. The biggest fish weighed 11 pounds, and we got 36 pounds in all.

I had to wrestle one fish away from a sea lion, but that's another story.

We did get a lull in the wind to have some watersports fun. But rather than the usual, "What can we do in the water to stay cool?" question, it was "I think it might be warm enough to go wakeboarding — if you take a few sips from this flask first."

I rigged a bridle, and Terry and Dawn pulled people around on the surfboard and paddleboard, depending on their skill level. I've never gotten up on water skis or a wakeboard. Now I can add surfboard to that list. But the paddleboard was easy.

We had halyard catapulting scheduled too, which is where you somehow fling people into the air off your boat using a halyard and a dinghy. But the wind was blowing too hard to make water sports a desired activity.

But Vicki had a great party anyway. I cleaned the fish, Dawn fried them up, and we had fish tacos for everyone. Dawn also made her awesome flan, which is almost like cheesecake. Another boat brought a lemon meringue pie. Good food, and good company!

Still, it seems odd how quickly the weather changed. One day you're keeping your hair wet all day for cooling, lying on towels to soak up the sweat, and always seeking shade and/or a fan on full-blast. The next day you're wearing cotton clothes — including shirts! — and the fans are off.

But things are good up here in northern Baja. We are starting to look at the chart and see if there are any last spots to hit before we start setting our eyes on moving south. We're going to move south a lot slower than last year, because last year we



discovered that if you go south too fast, you find yourself back in summer again.

And summer in the Sea can be a challenge. All day long you're either doing something in the water or under the water. If you're out of the water, you do as little as possible — preferably in the shade with a nearby fan blowing at you on the highest setting.

I had to give up coffee. It's just too hot, and you don't want the energy it gives you. Energy makes you want to move, but moving makes you sweat. It's so humid that when you sweat, you wear the water like a coat. Gravity helps it pool beneath you, so you need a towel or you'll be in a puddle in no time.

We use a lot of water to drink and to rinse off. We use a lot of energy, too, in order to run fans, refrigerators, freezers and watermaker.

We eat dinner around 10 p.m. because it's too hot to cook or eat while the sun is up. We enjoy the nice, cool temperatures as long as we can stay awake, because sweating all day is hard work.

IN LATITUDES



PHOTOS COURTESY CELEBRATE



Clockwise from above: 'The crew of 'Celebrate' checks out an iceberg in Greenland before reaching the Northwest Passage ('Celebrate' is now in San Diego). The ice pack was much greater than forecast this year. This meant 'Crystal Serenity' had to call on an icebreaker to make it.

Now that the weather has changed, we've stopped taking 18 showers a day. And I don't think I even broke a sweat yesterday. The sun goes down by 6 p.m. now, so we eat earlier. The temperature at night is in the 70s with low humidity, versus the mid-80s and high humidity of summer. So we actually sleep. No more fans blasting all night, except maybe just one on low for some air movement and white noise.

It's in the mid-80s during the day now, with low humidity. Dinghy rides back from a dive used to cool me off. Now they make me shiver. I get restless if I sit too long, so I've started looking at the brightwork and planning on how I will start the re-varnishing project I never would have thought of doing a month ago.

—jason 09/28/2017

**Celebrate — Taswell 58
Charlie and Cathy Simon
The Northwest Passage
(Spokane, WA / Nuevo Vallarta, MX)**

The crews of only about 250 boats have completed a Northwest Passage.

There are two common definitions of doing a Northwest Passage. The Northwest Passage proper is 1,200 miles from Pond Inlet in the east to Nome, Alaska, in the west. Others consider the Northwest Passage as being from the Arctic Circle in Greenland to the Arctic Circle in Alaska, a distance of 3,000 miles.

Be that as it may, of the crews that have done a Northwest Passage, only a few have done a 25,000-mile circumnavigation, too. Charlie and Cathy Simon are among the very few who have done both, and thus have a

unique perspective about which of the two is the more challenging.

"The Northwest Passage, without a doubt!" Charlie states, laughing at the thought there could be any question about it.

"If you do a World ARC circumnavigation like we did in 13 months a couple of years ago, you just have to put up the sails and eventually you'll make your way around," says Cathy. "In a circumnavigation, the worst you might encounter is the tail end of a tropical cyclone. The Northwest Passage, however, is not a cookie-cutter trip like that. In the Arctic you are, for example, at the complete mercy of ice floes. This year the ice floes were much greater than anyone had predicted, and didn't clear off in August like there were supposed to."

"Last year the cruise ship *Crystal Serenity* did a Northwest Passage and didn't encounter any ice at all," adds Charlie. "This year *Crystal Serenity* had to pay for an icebreaker to clear a path for them. Several smaller cruise ships had to abandon their attempts and turn back."

Celebrate and the six who were on her, all vets of the World ARC, never got trapped in the ice. But several times it was close.

"The ice moves along at one to two knots," says Charlie. "You normally go close to shore because there is less ice there, but that means it's shallow — sometimes just nine feet a half mile off the shore. We bumped bottom a couple of times while being pushed by the ice, and that was a fright. Other times we'd pull into a bay for a rest, and just drift with the ice instead of anchoring,"

Ice wasn't the only problem.

"Navigation was really difficult, as the charts are poor," says Charlie. "So you do a lot of feeling your way around. In addi-

Charlie and Cathy were interviewed on live television in Annapolis prior to starting their latest grand sailing adventure.



COURTESY CELEBRATE

CHANGES

tion, the compass doesn't work north of the Arctic Circle. GPS, however, was just fine. And there is a lot of misinformation around."

Celebrate stopped at 11 villages between Pond Inlet at the start of the Northwest Passage and Nome at the end of it.

"The stores were amazingly well-stocked," says Charlie, "although fresh fruit and vegetables were understandably very expensive." The other eight times they stopped were at uninhabited coves or bays.

"The landscape was so stark — and beautiful — that you wouldn't believe it." Lack of visibility was also an issue. "Sometimes it was so foggy we couldn't move forward at all," says Cathy.

When the visibility was good, sometimes they would travel 24 hours a day, always with two people on watch. The *Celebrate* crew was amazed that some of the other boats attempting a Northwest Passage were being singlehanded.

One of the surprises of the trip for everyone is that it never got very cold.

"It was mostly in the low 40s," says Cathy. "We had special Arctic jackets, but only wore them once or twice."

Celebrate was equipped with two DJI Phantom 4 drones and a masthead camera. The drones took fabulous aerial photos in Greenland, but were useless north of 72° because their compasses didn't work.

"But the masthead camera was outstanding, and very helpful," says Charlie. "Designed as a security camera, the picture quality wasn't very good, but it worked no matter how bad the weather."

Charlie and Cathy — and no doubt 'Celebrate' — are eager to get back to warm waters. And catch up on some well-deserved sleep.

Being able to 'see' from an elevated perch was very helpful.

"The last three miles of ice, near the end of the Northwest Passage, was the worst," says Charlie. "But thanks to the masthead camera, we could see over the top of the ice and find the 'leads', or paths through the ice.

The Simons were somewhat disappointed they didn't see more wildlife. They saw lots of whales, otters and caribou, but no polar bears. But the day after they pulled out of one anchorage, another boat was able to take lots of video of polar bears.

Celebrate was well equipped and provisioned. Nonetheless, with six aboard rather than the normal two, and in cold temperatures, they used an abnormal amount of propane. Unfortunately, they had assumed they could get propane in Greenland before starting the Northwest Passage, but Greenland only has butane.

Celebrate completed the Northwest Passage in 60 days on September 8, Cathy's birthday. We won't disclose Cathy's age, but she was the oldest woman to do the Passage this season.

Finishing in early September was none too soon, as the Gulf of Alaska was already being swept by gales. Determined to participate in this year's Baja Ha-Ha, the Simons dashed south as quickly as they could. When we spoke to them by phone on October 4, they had made it down to Nanaimo, British Columbia. They figured they could cover the remaining 1,300 miles to San Diego in less than 10 days. We don't doubt it.

As you might expect, they are looking forward to two weeks of rest before the start of the Ha-Ha, as well as the slower pace and warmer weather. Anybody want to buy a couple of Arctic jackets?

— latitude 10/10/2017

**Rise and Shine — Ingrid 38
Nick and Bonnie Pepper
Nicole
Victoria Harbor, Mahé,
Seychelles
(Ventura)**

[Editor's Note: Not many people have been out cruising longer than Nick. He sailed south to Mexico in the mid-'90s as part of Latitude's 'Some Like It Hot' migration. Bonnie joined him in Tonga in 2006 as a result of a Crew Wanted ad in Latitude. They were married in the Marshall Islands in 2009.

We published their reports on



Sri Lanka in the July and August 2016 Changes. Following that, the couple spent nine months in India and two months in the Maldives before arriving at the Seychelles before arriving at the Seychelles. They are currently in Mayotte, heading toward Madagascar. At this rate, Nick should complete his circumnavigation by, oh, about 2039.]

Before sailing for the Seychelles, we spent almost two months in the Maldives, a country in the middle of the Indian Ocean with 26 ring-shaped atolls and 1,000 islands. We started our 1,350-mile passage on March 8, and arrived in the Seychelles 12 days later. It was all part of Nick's plan to cross the Indian Ocean, which he'd been working on for months.

Our passage from



CELEBRATE

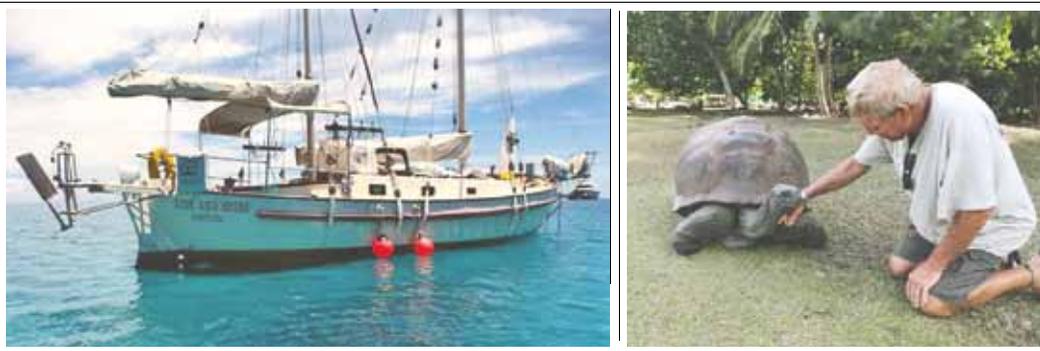


White and grays are the colors of the Northwest Passage.

CELEBRATE



IN LATITUDES



Clockwise from above: the Seychelles is one of the most beautiful island groups in the world; Nick with a large, suggestive coco de mer seed pod; the Victoria YC; Bonnie getting ready to do some exploring on land; the venerable Ingrid 38 'Rise and Shine'; tortoises love affection, too.

the Maldives to the Seychelles was one of the loveliest we've ever had. The wind and seas were so kind to us that we left the portholes open the entire 12 days.

We approached the Seychelles just before sunset, when there was little wind and flat seas. Nonetheless, Nick decided

that we should lie to until morning and approach the Victoria Harbor in daylight. Waiting for daylight before entering a strange harbor is always a good move.

The other deciding factor was the presence of some unidentifiable flashing red lights coming from Victoria. There

was no mention of them on the charts, and they had no discernable pattern. When daylight finally came, it became clear that they were the red aircraft warning lights at the top of some huge wind turbines. The lights appeared occluded because the blades turned in front of them.

Victoria is an extremely busy port, with cargo ships, large and small fishing boats, and Moorings and Sunsail charter bases, plus the occasional large cruise ship. Once we were in the harbor area, we were instructed to proceed to a shallow spot and anchor while we waited for officials.

Imagine our surprise when the *Merle*, a rather large and heavy Customs boat pulled up alongside, and four rather large men clambered aboard our little 38-ft ketch. Thank goodness it only took 15 minutes to complete the paperwork and we could continue into the harbor.

Snug and well-protected, Victoria Harbor is overlooked by the Three Brothers, which are lovely large granite peaks. The harbor, with a small island in the middle, is used by numerous day boats as well as local fishing boats, charter boats and excursion boats. While there were empty moorings, we were reluctant to pick one up until we found out more about who owned them and how reliable they were. So we stayed on the hook for a week before taking a mooring.

Because the harbor has a rather busy thoroughfare, we'd had to be careful about where we put our anchor. There was a place next to the island, so we dropped our hook and tied our stern to shore. From there it was a five-minute dinghy ride to the yacht club, the Marine Charter Association, and the fuel dock.

The Marine Charter Association runs the fuel dock and also has a small bar



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where the locals hang out. Charter boats pick up and drop off their passengers here. Refueling is either by bringing the boat alongside the dock or jerry jugs. The harbor is well protected, but the wind is constantly changing direction, so it is necessary to be sure you know how your boat will react in all conditions.

The busy little yacht club offers a temporary membership for approximately \$45 US per week. We were thus able to use the showers and laundry tubs (no washers), and jerry-jug water to our boat. There was no Wi-Fi available.

Much to my delight, I was able to arrange laundry with a local woman through a referral from the yacht club. After paying \$100+ for a huge bag of two months' worth of laundry, I was caught up. From then on, I did my laundry at the yacht club wash tubs.

The yacht club had a restaurant where we ate that is now being remodeled. We had a few meals there with no complaints about the food or service. The offerings were the usual — pizza, pasta, salads, fish & chips and such. The prices were relatively expensive, but in line with local prices for takeout and inexpensive restaurants.

The Seychelles are not a bargain for the average cruiser. But with a little local knowledge, you can get provisions and dine out at prices comparable to those in an expensive city in the US. Considering the Seychelles are in the middle of nowhere, we were surprised to see the large selection of goods available.

Another thing that makes the Seychelles expensive are the fees. A day after arriving, we were instructed to visit the accounting office — a 15-minute walk from the harbor and through a lovely park — to settle up. The folks who worked in the office were incredibly kind and helpful, as was everyone. Nonetheless, it was a bit of a shock to learn that

The Victoria YC, in the process of being remodeled, has a bar and restaurant, and is a popular meeting place. But it doesn't have Wi-Fi!

we were charged \$275 US to have the officials on *Merle* come and inspect us. Oddly enough, the same price applies to any vessel, no matter the size. We had no choice but to pay.

For two months we paid about \$800 in fees, including \$100 to an agent. The government required that we hire an agent to extend our visa beyond the initial 30 days, which we did.

More next month.

bonnie 09/15/2017

Geja — 1976 Islander 36 Andrew Vik 10th Summer in the Med (San Francisco)

When I bought *Geja* sight unseen in 2008 — she was in Italy at the time — after a rather convincing article in *Latitude*, I figured that I would sail her around the Med for a season or two, and then sell her. I've now been sailing her in the Med for 10 years. Although *Geja* is now a 42-year-old boat instead of a 32-year-old boat, she's still going strong. I get in about six weeks of cruising each summer, mostly in the Adriatic Sea, as I dry-berth her every winter in the UNESCO town of Trogir, Croatia, west of the big city of Split.

My first crew this summer were my sister and nine-year-old nephew Chase, fresh out of a two-week sailing camp at the Sausalito YC. We had a blast sailing around the islands, but little Chase probably enjoyed the inflatable water parks the most. There are several spots in Croatia where one can anchor within swimming distance of such floating play structures. Heck, I probably like them as much as he does. Aside from that, he was greatly amused by the common sight of German nudists, particularly the woman SUP-ing her way around an anchorage.

My next crew couldn't have been more different than the first — a six-guy wolf pack. We chartered a second boat for the occasion as *Geja* only sleeps four, and preferably three. We kicked off two weeks of buddy-boating by anchoring next to the soccer stadium in Split for Ultra Europe, Europe's largest rave. Thanks to an inside connection with one of the headlining DJs, we had VIP access for the entire three-day festival.

As it turned out, we only managed to attend the first night. Well, and first morning, as it was only the rising sun that indicated it was time for us to paddle back to the boats. The second night



of Ultra Europe was hit by a bora, a localized dry Santa Ana-like offshore wind that kicks in after dark and blows like crazy through mid-morning. Still anchored in the lee of the stadium, we held on tight as gusts well into the 30s roared through; we were barely able to hear David Guetta's performance over the roar of the wind.

The bora blew for two days, providing some fast and fun downwind sailing. We did have to modify our plans, as initially we'd planned to sail east. But with the strong northeasterly blowing from land, we sailed south instead, and caught up with our original route later. One of the beauties of Croatia is there are interesting destinations and countless anchorages in almost every direction.

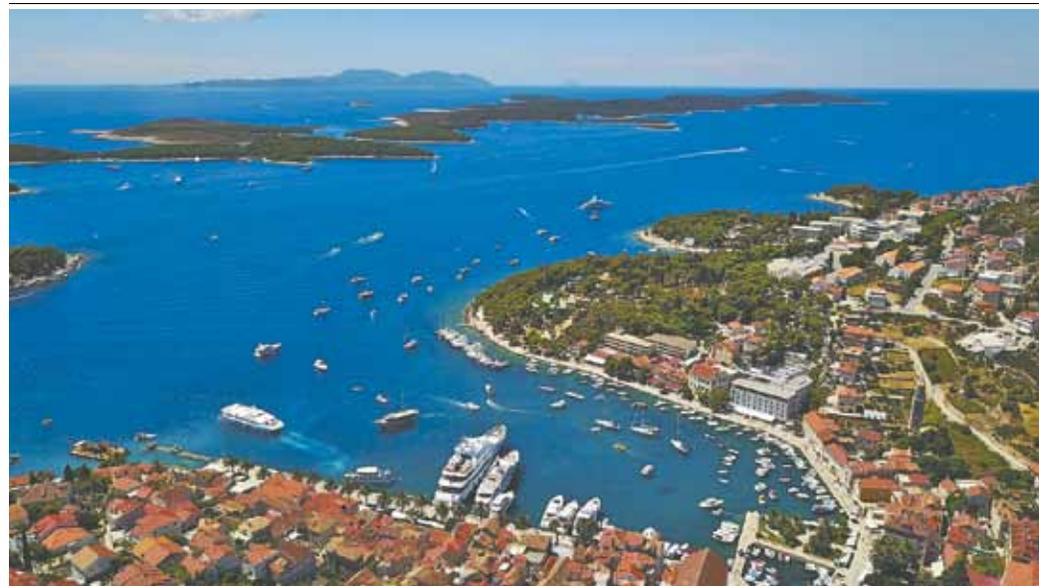
One of my favorite anchorages is Rasotica on the east end of the island of Brač. It was there that our two boats rafted up for a night with Rob and Christine Aronen's charter boat. Ten years earlier, the Aronens and I buddy-boated



VICTORIA YACHT CLUB

IN LATITUDES

ALL PHOTOS COURTESY GEJA



Clockwise from bottom right: stunning Hvar Town, with nearby island anchorages; the wolf pack, looking spiffy; a young woman drags through the water; Croatia has countless idyllic anchorages like this, and many young people; Rimi and son; adorable Millie at the helm; foam party!

up the Sea of Cortez after the 2006 Baja Ha-Ha. They live in Europe and are boatless now, but we've rendezvoused several times since in the Med.

The wolf pack sailed down the Dalmatian coast to Korcula before turning back north and becoming stuck in Hvar Town for three nights. It's easy to get stuck in Hvar, a town that's as fun as it is picturesque, and easily the most happening spot along the entire Croatian coast. While there last year, I crossed paths with Bay Area rapper M.C. Hammer, who was part of billionaire Jimmy Lee's entourage that also included 50 supermodels.

The après-beach party at Hvar Town commences at around 6 p.m. at Hula Hula Bar and lasts well past sunset. Prime time in town each night is 11 p.m. to 2 a.m., after which the water taxis outside Carpe Diem take folks out to an

island for the 2-to-6 a.m. session. None of the wolf pack, now all in our 30s and 40s, managed to make all three sessions.

With the wolf pack gone and my liver in recovery mode, I continued my adventures with several other crews, reaching as far north as Novalja on the island Pag. Novalja is where people stay when attending the massive Ibiza-like parties at Zrce Beach, intentionally placed far from town. Novalja is one of the few places in Croatia where I bother to lock the dinghy. Except this time I didn't.

Anchored out, we took a quick evening trip to shore and tied up to the busy quay. I checked on the dinghy a few times while ashore, but when darkness fell and it was time to paddle back to Geja, the dinghy just wasn't there. It was a

sickening feeling, and my mind raced to determine the culprit. Such crimes are very uncommon in Croatia. Maybe someone on a charter boat borrowed the dinghy to return to a boat, or did somebody fiddle with the painter and allow it to float away?

A small fishing boat approached the nearby quay, so we approached him and asked for help. We hopped on and motored around the quarter-mile-diameter bay on a moonless night, checking neighboring boats and the shoreline. Nada. About to give up, I asked that we drive around one more time, expanding our search a bit beyond the confines of the bay. As we motored farther out than I ever thought it would be, the dinghy appeared through the darkness, drifting a third of a mile from where I'd tied it up. And there were two guys in it.

I was enraged! I screamed and swore at the two beer-drinking German tourists who had decided to 'borrow' my dinghy and leave us stranded. I demanded that they jump out of the dinghy immediately and swim back to shore, despite the fact that they were fully clothed. The fisherman intervened, knowing that he might be on the hook if the Germans were run over. We towed them and my dinghy back into the bay. Surely there was steam shooting out of my ears.

On the way in, I asked how much money they had. It was \$80. I had them hand it over, then gave it to the fisherman. Once we reached Geja, I told them they'd have to swim to shore. Somehow they found another \$15 for the final stretch to shore. As they stepped aboard the fishing boat, I further admonished them for wearing shoes in my dinghy. "Arschloch!" I repeated over and over, it being the German word for 'asshole'.

A week later, down in the Kornati Islands, my crew and I rescued a boat from certain disaster. As we approached the

Helpful Uncle Andrew is seen here guiding Chase on his way to manhood. Chase seems to respond enthusiastically to the sailors' life.



GEJA

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small village of Vrulje on a windy day, a 38-ft sailboat seemed to be sailing itself toward a lee shore, a mooring line dangling from its forward starboard cleat. With no time to spare, my crew and I pulled alongside, hooked the loose mooring line, and towed the boat away from the rocky shoreline. By then we were only 75 feet from the rock shore. Good thing the coast is regular, and steep too.

Within a minute, the boat's Italian skipper raced over in a dinghy and took the helm. We'd actually met him a few days earlier in the Zadar Marina. Interestingly, the boat was a Chris-Craft, one of very few sailboats that Chris-Craft built in Taiwan years ago. We left Vrulje later that day after lunch and a hike, and looked for the boat in the mooring field. Our Italian friend was waiting for us with a bottle of prosecco. We noticed he now had two lines to the mooring ball.

Aside from two record-breaking heat waves that had temperatures soar well over 100°, my tenth summer of sailing *Geja* was amazing. For the second year in a row I had only a loose itinerary, a plan only possible in the Croatian archipelago where one can always find a protected anchorage or port nearby for any type of weather.

At the Travelift during my haulout, I made a rare sighting — a USA-flagged sailboat. She was Bruce and Nora Slayden's swanky Gunboat 66 *Moon-doggie* from Sisters, Oregon. The couple have been cruising ever since doing the 2004 Baja Ha-Ha with the Island Packet 485 *Jamboree*. Bruce credited my past articles in *Latitude* for inspiring them to take a detour into the Adriatic Sea.

Start to finish, this year's voyage lasted 43 days with 35 days underway. We covered 586 miles, 50% of which with the engine off. We overnighted in 30 different places: 14 anchorages (usually free), six

'Geja' seen surfing a 'bora' off mainland Croatia. Now 42 years old, the Guernsey design, long a San Francisco Bay favorite, endures.

mooring buoys (usually 25 euros), six town quays (usually 40 euros), and four marinas (usually 70 euros). Eleven of the 30 spots were completely new to me after all these years, an ode to the number of options to be found in Dalmatia.

I've been slowly upgrading *Geja* over the years, though it's frustrating to only have a week before and after each summer cruise for boat projects. This year I swapped her tiny little Engel drop-in fridge for a proper Isotherm kit. This after lining *Geja's* original seven-cubic-foot icebox with thick layers of XPS foam to bring it down to a properly insulated 3.5 cubic feet.

Thinking I'd need more solar power for the new fridge, I contacted former Bay Area sailor Bruce Schwab's electric shop in Maine, and he directed me to the Solbian folks in Italy. For a very decent price, an SXp 68-watt flexible panel and Genasun controller were waiting for me when I arrived. With Croatia now being in the European Union, it's so much easier to have things shipped in. With 163 watts of total solar, I never even bothered to plug in while in marinas. At 44° north, the summer days are pretty long.

With *Geja* now more dialed in than ever, and having explored most of the Adriatic, I'm itching to expand my cruising grounds to other parts of the Med. Maybe in a season or two I'll head out of the Adriatic, hang a right, and test out my Viking genes again. But at some time I'm sure I'll return to Croatia's Dalmatian Coast, Europe's top nautical paradise. If you're thinking of chartering a boat in Croatia and want some custom route planning, drop me a line at andrew@alumni.haas.org.

— *andrew 10/10/2017*

Cruise Notes:

It's not unusual for people to assume that the islands of French Polynesia are all the same. Depending on the area, they're actually quite different. The most windward of the islands are the Marquesas, a group of 15 jagged volcanic islands. All of them are tall and one has a peak over 4,000 feet tall. Then there are the Tuamotus, a chain of 77 atolls that barely rise above the surface of the ocean.

Shelly Rothery Ward, who has been in French Poly-



nesia for about 18 months now with husband Mike Rickman on the La Paz-based Peterson 44 **Avatar**, noticed a couple of other differences. There are lots of flowers, jungles and fresh fruit in the Marquesas, which proved to be a nice change after the Tuamotus, which has none of the three.

"We left the docks in 2015 with the ambitious goal of sailing around the world in 18 months," write Jose Castello and Gina Harris of the San Francisco-based Beneteau 423 **Carthago**. The couple did the 2015 Baja Ha-Ha, and Puddle Jumped the following spring.

"You're laughing about our cruising goal? Yeah, now we are, too. We've learned to slow things down a bit, to take our time to enjoy the people and places along the way.

"This year we took on some awesome crew to share the magic with us. It almost wasn't fair to keep it all to ourselves. Then we decided to ditch the original goal of going around in 18 months. Cruising plans are written in



GEJA

IN LATITUDES



This is your island group test for French Polynesia. After careful consideration, try to decide if the spread is a shot of an atoll in the Tuamotus or one of the volcanic islands of the Marquesas. Inset top left: 'Avatar' back in the land of fruit and other vegetation. Inset right: the Tuamotus?

the sand anyway, right? We've decided to turn our adventure into a lifestyle, and hopefully never go back to office jobs.

"We also decided that we need another hull. Yes, a catamaran. So our *Carthago* is for sale, ready for someone else to pick up right here in Fiji, aka paradise. If you're not quite ready to untie the docklines, maybe someone you know is. Help *Carthago* keep the adventure going by sharing our post at www.couchsailors.com/beneteau-oceanis-423-for-sale."

Not everyone thinks two hulls are better than one, but many do. And there are some who think three hulls are better than one or even two. Among them are the Sandstroms, who had a letter in the October issue. And Tom van Dyke of Santa Cruz, who fixed up the Searunner 30 trimaran **En Pointe**, did the Ha-Ha in 2012, and sailed her all the way across the Pacific to Thailand. After a few years of cruising and selling his tri in Thailand,

Tom thought retiring on a powerboat in Northern California would be the way to go — first in the Delta, and more recently at Pier 39 in San Francisco. It's turned out to be not such a good idea.

"I'm trying to unwind what I've done by coming back to the Bay Area," he explains. "Among the problems is the insane cost of owning a boat here compared to other places I've been. What was I thinking coming back?! Anyway, I'm returning to Southeast Asia in November to look at a friend's Searunner 40-ft tri that is for sale. Might end up being a two-boat owner for a while. Chalking my mistake up to 'lessons in retirement'."

Speaking of attempted re-entries, we wonder how it will go for Jim Fair and Linda Powers of the Berkeley-based Outbound 46 **Chesapeake**. They sailed beneath

the Golden Gate Bridge early in October to conclude a nine-year circumnavigation. Congratulations — and good luck with re-entry.

Torben and Judy Bentsen of the Point Richmond-based Beneteau 42s7 **Tivoli** had some really good luck recently. After enjoying cruising in the Med for a couple of years, the couple sailed across the Atlantic to the Caribbean, the latter to be the new base for their boat. They left *Tivoli* at the massive — 1,100 berths plus a very large dry storage area — Puerto del Rey Marina at Fajardo on the east coast of Puerto Rico.

We watched www.windy.com nearly minute by minute as the monster hurricane Irma, which had devastated St. Martin and the BVI, headed toward Puerto Rico. We thought *Tivoli* was a lost cause, but she survived because Irma eased north because of Puerto Rico's mountains.

Alas, about 10 days later Maria, almost as strong as Irma, followed a similar path but just to the south. As best we could tell, the wickedly powerful eye passed right over Puerto del Rey and *Tivoli*. Bummer! Yet we were flabbergasted when we saw a photo of the Bentsens' boat still standing tall and proud on her jacks after Maria had passed.

The Wanderer also finally got to see photographic proof that **La Gabelle**, the Olson 30 he and Axel Jouany are partners in at St. Barth, made it through Irma without any damage. She was one of the few boats that survived on St. Barth. A month after Irma came through, we saw a photo of the outer Gustavia moorings, the main anchorage, and the anchorage at Corossol. There was only one boat in the entire area. Usually there are hundreds. Nonetheless, island officials insist that the St. Barth Bucket, for boats 100 to 230 feet, will go on in March

This photo shows just a fraction of the damage to boats at the huge Puerto del Rey Marina and boat storage facility at Fajardo, Puerto Rico.



PUERTO DEL REY MARINA

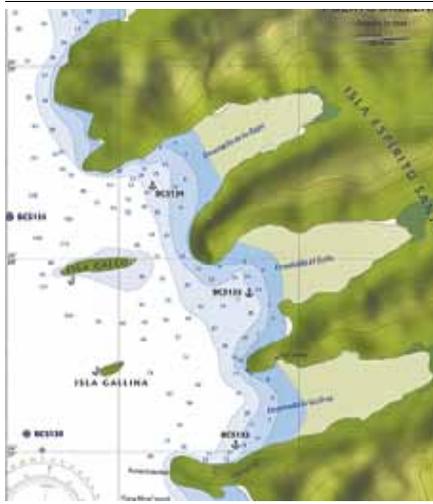
CHANGES

as scheduled, as will the fabulous Voiles de St. Barth in April. We'll be there and hope you will, too.

In an early October *'Lectronic* we asked Mexico cruising vets for their opinion on the best charts for Mexico. Here is a selection of the answers:

"I've been using Garmin charts with a Garmin 4210 chartplotter for the past six years, and have found them to be very accurate — except south of Cabo Corrientes (Banderas Bay). Down there they are about a half mile to a mile off. For example, when we anchor at Ipala, Chamela or Barra, it shows our boat is on land." — Marina Eisenzimmer, **Mykonos**, Swan 44.

"Before leaving San Francisco a little over a year ago for the SoCal Ta-Ta and Baja Ha-Ha, we installed a Garmin chartplotter package, as West Marine in San Diego highly recommended Garmin's recently updated map chip. It was \$300 versus \$150 because it has satellite map overlay. It, for example, showed us exactly where the wreck is located at the entrance of Turtle Bay, and was especially good for showing the rocks off Punta Mita. We've been very pleased."



A chart from one of the two Breeding/Bansmer cruising guides to Mexico hints at why they are so popular.

— Greig and Leslie Olson, **Doggone**, Brown Searunner 31 trimaran.

"We used *Pacific Mexico: A Cruiser's Guidebook* by Shawn Breeding and Heather Bansmer, as well as their *Sea of Cortez: A Cruiser's Guidebook*, and found them to be great. We used the

Raymarine charts on our chartplotter. They were way out of date, but the GPS coordinates matched, even when we were shown anchored a mile or more on shore! While they worked fine, they made for a lot of jokes." — Phyllis Stratton.

"My wife and I left San Francisco on **Juniper** in November 2015 and have been in Mexico ever since. We've found that the Navionics charts on our Raymarine chartplotter have been surprisingly accurate — although we always overlay radar when nearing shore to verify. We've heard others say the charts can be quite a ways off, but that hasn't been our experience." — Scott Askew.

"If you compare Navionics with C-Map for Altata, Loreto, San Blas and Matanchen Bay, and the La Palmita anchorage south of Bahia Concepcion, you'll find that Navionics has much less detail than C-Map, and none in some places." — David Pelagia.

"Debbie and I have owned every cruising guide to Mexico there is, and we think the best by far are Shawn and Heather's cruising guides. Their Pacific Coast Mexico and Sea of Cortez guides

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are 'must-have' items." Glenn and Debbie, **Beach Access**, Lagoon 380.

"When we did the Ha-Ha in 2012, I had early-2000s vintage C-Map charts. I cannot recommend them at all, as I have several funny screenshots of **Shindig** anchored on land and sailing tracks across Isla Isabel. Quarter- to half-mile errors were common. In 2014 I bought Navionics for a Raymarine plotter, and it seems they put the land in the right places. There were some depth contours that I found to be out of whack in the Santa Rosalia area, but in general I was happy with Navionics." Rob, aka Capt. Coconut, **Shindig**, Oyster 485.

Rob reports that *Shindig* is currently on the hard in Raiatea following a Puddle Jump this year, waiting out cyclone season. He reports that the Navionics charts for the South Pacific "have also been very good."

Curt Hamann has very good news for Sea of Cortez cruisers. "Our team at **Marina Puerto Escondido** has just completed a rebranding of the marina, and better still can report that a new breakwater and slips are arriving this

week from France, Ireland and Canada. The breakwater will provide marina protection against Northers that didn't exist before, and the new berths will expand the marina's capacity by 70+ slips."

We have no idea why the marina needed to get slips from three countries, but we do know that cruisers will like this introductory offer: "For the first 30 boats, we will offer one month of free berthing between January and May as an incentive to come up to see and experience this magic place in the Sea of Cortez." Write Hamann at hamann@marinapuertoescondido.com for details. And tell him that *Latitude* sent you.

These folks have some new video on the Marina Puerto Escondido website, and the place has never looked better. It's always had spectacular natural beauty, and finally — after 40 years of failed de-



Marina Puerto Escondido (the one in the Sea of Cortez) plans to expand, and is offering a free month of berthing.

velopment attempts — it looks as though it's starting to get the infrastructure to match. We wish them luck.

David and Merry Wallace of the Redwood City-based Amel Maramu **Air Ops** have kept their boat in the Puerto Escondido area for years, and are optimistic. "We'll let *Latitude* know how things go, but so far the new marina owners have been very customer-oriented, and have made significant progress on turning the

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CHANGES

Fonatur basics into a real marina."

David also recommended that folks heading to Mexico follow the instructions in the Mexican government publication called *Visiting Mexico by Private Boat*, a copy of which can be found at www.marinapuertoesccondido.com/mpe-imag-es/boating-guide-1.pdf. To which the Wanderer says, no, no, no! If you follow those instructions, the skipper and every single member of the crew will have to leave Mexico at the same place and at the same time. That means, at the very least, everybody has to waste an hour or more at Immigration purchasing new tourist cards for about \$25 each. The unexpected wasted time has caused people to miss their flights in the past.

If you're taking your boat to Mexico for the first time, the Wanderer has the following advice. First, do not drive yourself nuts trying to get a TIP (Temporary Import Permit) online. Some people have been successful, but the instructions are terrible and there are inadvertent traps that may have you putting the wrong information on the TIP. This won't be a problem — unless the Mexican government goes on a persnickety bender as



LATITUDE / RICHARD

If paying just \$50 for a Ten-Year (!) Import Permit for your boat doesn't have you jumping for joy, you know nothing about the world of cruising.

they did about four years ago.

The TIP solution is simple — get your TIP at just about any of the big Mexican consulates — among them, Los Angeles, San Bernardino, or Sacramento. Baja

Ha-Ha entrants who have done it say the clerks were very friendly and it only took 10 to 20 minutes. Note that you cannot get a boat TIP at the consulates in San Francisco or San Diego. But if you're in San Diego, just go to the Customs office at Otay Mesa and you can get a TIP in a few minutes.

For a complete list of all the Mexican consulates and ports of entry on the California border where you can get a TIP, go to www.banjercito.com.mx/PDF/Modulos_iitv.pdf.

As for 180-day **tourist cards** — or whatever they call them now — we'd simply get them at Immigration in Ensenada, if it's your first stop, or Cabo San Lucas if that's your first stop. This based on the recommendation of Victor Barreda, ship's agent in Cabo.

There are so many older couples quietly out cruising that it's hard to fathom. Couples like Eric and Pam Sellix of the Clatskanie, Oregon-based Seawind 1160 cat **Pied-a-Mer**. The former restaurant owners didn't start cruising until 2012 when they were both 68. And Pam had never been offshore before.

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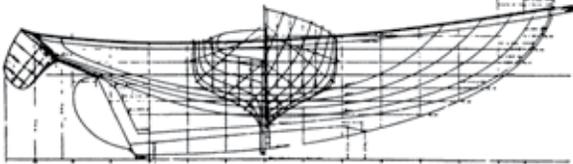
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Two years ago Pam wrote, "Even though Eric and I were in our late 60s before doing our first Ha-Ha in 2012, and I had never been offshore, we have been having an absolutely fabulous time cruising. We did a second Ha-Ha in 2014, did the Puddle Jump in 2015, and are now cruising the east coast of Australia."

The couple are currently in Samoa, working their way back to Oregon, California and Mexico. The Wanderer sends out his love and respect to Eric and Pam — and all the other seniors out there quietly cruising all over the globe. What you have accomplished — and are continuing to accomplish — is an inspiration.

You can be excused if you think the accompanying photo on the right is of somewhere in the Sea of Cortez. It's actually of Little Harbor on the backside of Catalina. It's uncrowded because the photo was taken in late September when most boats were in their berths because the kids were back in school. If it looks warm, it's because it was. And water temps were in the low 70s at that time around most of Catalina. Fall is the best time for cruising in Southern California.

The photo was taken by Beverly van de Velde of **Rochambeau**, the Marina del Rey-based Lagoon 40. The Wanderer and Doña de Mallorca had met Beverly and her husband Rolf van de Velde while sharing the Paradise

Cove anchorage in September. Great folks.

Rob Spatkowski of the sailing vessel **Reka** forwarded secondhand reports that the Pacific Coast of Nicaragua and Costa Rica were both hit by tropical storm and then Hurricane Nate, even though the



Beverly van de Velde's photo of Catalina's Little Harbor has it looking like some remote bay in the Sea of Cortez.

eye of that storm was in the Caribbean and went up into the Gulf Coast of the United States.

Some claim it was the worst storm to hit Nicaragua in 30 years. Even though the Nicaraguan port of San Juan del Sur



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-Ellen Massey Leonard, Circumnavigator, Blogger at GoneFloatAbout.com

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CHANGES

is on the Pacific rather than the Caribbean coast, many boats were damaged or destroyed, including some very nice looking cruising boats. There's video showing a very nice catamaran, perhaps 38-ft, being driven sideways ashore in big surf. Her chances of survival were not improved by the fact her headsail had become partially unfurled.

It looks as if you can cross Turkey off your cruising/chartering list for at least the near future. Greg Dorland and Debbie Macrorie of the Squaw Valley-based Catana 52 **Escapade** have been loving Turkey, a world-renowned cruising and chartering destination.

"We really like Turkey," they wrote me. "And the boat work we'd had done here has been excellent."

Now it appears they are not just going to change their plans of leaving their boat in Turkey for the off season. They are getting ready to 'bolt' the country. And if we were they, we'd sure bolt.

The problem is the result of a U.S. consulate employee's being arrested in Istanbul in October, which quickly led to both countries' suspending all non-immigrant visa services. According to

experts, this effectively blocks Turks from travel to the United States, and Americans from traveling to Turkey.

This may be a problem for the many Americans who have put their boat away in Turkey for the season. You may not be allowed back in the country to retrieve her. Similarly, charter plans for next summer may be out the window.

Metin Topuz is the US consulate employee who was arrested. It's because he allegedly had links to Fethullah Gulen, a Pennsylvania-based cleric opposed to the current leadership in Ankara. Turkey wants Gulen extradited because they believe he was instrumental in last summer's failed coup. Relations between the US and Turkey took a turn in May, when the security detail for Turkish President Recep Tayyip Erdogan assaulted protesters in Washington, DC.

The number of Americans visiting Turkey, which is a beautiful country with a wonderful coast and friendly people — as long as you don't get into religion — had plunged from 88,301 two years ago to just 37,000 last year. No doubt

the numbers are headed farther south. Croatia, as you can see from Andrew Vik's photos in this month's *Changes*, is a spectacular alternative to Turkey.

After 40 years of writing and/or somewhat aggressively editing almost every *Changes in Latitude*, almost every *Letter to the Editor*, in addition to writing countless articles and *Sightings* and *Lectronics*, this is 'so long' to *Latitude* from **Richard Spindler**, aka the Wanderer, aka the Grand Poobah, aka the Grand PooBob, and founder of *Latitude*. It's truly been both a privilege and an honor to serve you for these — can it really be? — 485 issues!

I'll continue to write extensively about cruising in Mexico and the Caribbean, and European canals, on my Richard Spindler Facebook page. I will also take a crack at writing books, the first to be about the pleasures of Paris by bike and by boat. I continue to own and will continue to manage the **Baja Ha-Ha**.

So until we meet again on some ocean or some café in Paris, remember that there are few things in life more satisfying than a well-executed spinnaker jibe.

— richard

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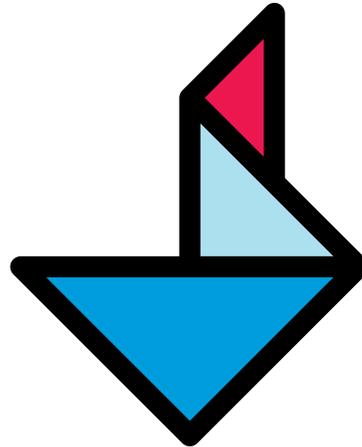
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24 FEET & UNDER



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22-FT CAPRI, 2003. Richmond. \$11,500/obo. Fun, fast, boat. Great condition. Winged keel draws 2.5'. Large cockpit; 2014 Yamaha 4hp. Bottom paint. Roller furling, self-tailing winches, more. See photos online: <http://marcyzim.smug-mug.com/Sports/C22>. (510) 912-1819 or mzimmerman@sonomaconnections.com.



22-FT CATALINA, 1981. Salinas. \$4,000. Swing keel complete with trailer, sails, anchor Porta-Potti, OB 6hp Evinrude. Owned and sailed Tahoe only 9 years. (831) 594-1001 or jbohlman@hotmail.com.



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9-FT LIVINGSTON, 1995. Santa Cruz. \$1,500. Livingstons dinghy with trailer and motor (10 hours). All in good condition. Boat cover, tie down straps. Boat.



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23-FT HUNTER, 1986. Sausalito. \$2,000/obo. Haulout, bottom paint, Raymarine depth, speed, wind instruments 2012. Winged keel draws 2'3". Serviceable mainsail, jibs, spinnaker. Cabin and cockpit cushions. 1 double, 3 single berths. Tohatsu 5hp OB. (415) 302-2666 or clemments.f@gmail.com.

25 TO 28 FEET



25-FT CATALINA 250WB, 2006. Braito's Marina Clearlake. \$20,500. Very clean ready to sail. Furling jib, wheel steering, 2009 Nissan extra long shaft 9.8hp OB with electric start, 2014 150% jib, 2012 asymmetrical spinnaker. With trailer. Email codethree4me@yahoo.com.

28-FT ALERION EXPRESS, 2004. Sausalito. \$69,000. Dark blue hull, lifelines, cushions. 2-cyl Volvo. Sausalito berth. (415) 331-2932 or cyrilfred@earthlink.net.



27-FT CATALINA, 1978. Sausalito. \$6,000. Beautiful classic, many upgrades: upholstery, (8/16), 2 coats Trinidad Pro (8/17), Atomic 4, recently worked-on, new SS shaft, Tiller Master, enclosed head with holding tank, beautiful Sausalito berth. Contact mcromwellvhs@gmail.com or (707) 260-4928.



25-FT NORDIC FOLKBOAT, 1987. SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetlounge@yahoo.com.

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26-FT HUNTER, 1995. McKinleyville, CA. \$9,000. Trailer Sailer. Sleeps 6. Swing keel, water ballast, new Tohatsu motor, bimini, wing seats, remote motor controls, propane stove, roller furler, anchor, 25 gal freshwater bladder. (831) 334-1885, (831) 600-8893 or kimtuson@gmail.com.



25-FT CATALINA, 1978. Colfax, CA. \$8,500. Swing keel, standard rig, new standing rigging 2010, VHF radio, furling jib, all lines run to cockpit. Autopilot, 7.5hp Honda longshaft 4-stroke included. 4 disc brakes installed on trailer. (530) 906-8324 or formoconstruction@gmail.com.



25-FT NORDIC FOLKBOAT, 1979. SF Marina. \$15,000. Svendsen-built, with brand new sails and deck, hull recently refastened, new toerails/rubrails, so good for another 30 years. *Nordic Belle* is now a fast boat in excellent condition, scoring second place in this year's International Folkboat Regatta. Owner relocating. SF Marina berth and great class racing on San Francisco Bay, see website: www.sfbayfolkboats.org. Contact (650) 465-7555 or wynn.nick@gmail.com.

27-FT WYLIE HAWKFARM, 1975. Richmond. \$10,000/obo. Hull #2, same owner for 25 years. New condition sails, mahogany interior, original Petters runs strong. Email bsurvey@aol.com.

26-FT YAMAHA, 1987. Redwood City. \$8,000. Fun little daysailer in good condition, inboard 1GM Yanmar, depth and speed, compass, GPS, weather radio, TV, reefing lines, tiller, head, new upholstery. Contact letsreclaimthiswood@gmail.com or (650) 465-1735.

28-FT ISLANDER, 1976. Belvedere, SFYC. \$7,000/obo. Great beer can racer. Diesel engine. Hood sails in good condition. Bottom stripped to glass and painted in 2015. Interior needs work. (408) 888-4104 or david@evanshouse.org.

29 TO 31 FEET



30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. (510) 632-2370, (510) 508-2509 (eve) or saky@intensivenutrition.com.

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30-FT KNARR, 1985. Tiburon SFYC. \$31,000. Danish Borresen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See http://sailboatdata.com/viewrecord.asp?class_id=160 or call (415) 425-4300.



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30-FT ISLANDER, 1976. Berkeley Marina. \$5,000/obo. Awlgrip hull paint, spars painted 6 years ago, only 20 hours on Yamaha 1 horse engine, new cushions. Needs to be hauled for bottom paint and thru-hull. Contact (510) 677-7599 or lucymarine@mac.com.



30-FT NEWPORT II, 1978. Point Richmond. \$24,500. Major price reduction! Well maintained and continuously upgraded. \$30,000 invested in the last 3 years. A great racer/cruiser setup to race singlehanded or with crew in the Bay and ocean, or cruise the coast, Bay and Delta with your family. Great liveaboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple carbon racing sails, folding prop, diesel, too many upgrades to list. See <http://nowandzensail.com>. Contact tony@nowandzensail.com or (415) 203-5467.



30-FT TARTAN 30, 1972. Santa Cruz. \$10,500. Iconic Sparkmen-Stephens design built by Tartan Yachts of Ohio. This boat is a solid pocket cruiser and capable of going offshore. She is in very good condition, inside and out, powered by an Atomic 4 motor, she sleeps 5, lots of upgrades, new main, new running rigging, 15-year-old standing rigging in good condition, lots of sheets, winches and gear. She sails exceptionally well. (831) 457-2033 or pacrimplangrp@gmail.com.



30-FT CATALINA, 1979. Ventura Harbor. \$8,500. Well equipped MK1. Wheel steering, roller furling, Atomic 4, clean interior. Call or email for list of features. Must see must sell. Contact (805) 218-3731 or rmac010@gmail.com.



30-FT J/92 S, 2006. Marina Village, Alameda. \$59,000. Set up for shorthanded sailing, single- and multi-day trips. Similar boats have a history of doing West Coast-Hawaii races. See <http://sfbayss.org/forum/showthread.php?1949-J92S-Windtrip-Infinity>. Contact (510) 427-5328 or todd_olsen@comcast.net.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



30-FT OLSON, 1982. Santa Cruz Harbor. \$15,000. Awesome boat. Race. Cruise. Well maintained. Very clean and dry. Hull #197. New mainsail, furling jib, spinnakers and pole, and much more. Includes 2hp Honda OB and trailer. (707) 540-3328 or jurbany@gmail.com.



32 TO 35 FEET



32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$48,500. This Gilmer design has been well maintained and is a go-anywhere cruising sailboat. See <http://bit.ly/2tGxn1Q> or call (360) 316-1421.



35-FT SANTANA, 1980. Benicia Marina. \$13,500. Successful racer. Engine runs well. Must sell before this year's cruising season. New North 3DL main and many others. For more information, see website: www.ateaseforsale.blogspot.com. Contact (707) 746-5076, (925) 408-0420 or atease@earthlink.net.



35-FT YOUNG SUN, 1980. La Paz, Mexico. \$65,000. Offshore cruiser, double ender cutter-rigged. New: anchor/chain, batteries, UK mainsail, and staylocks. Spectra watermaker, Caribe RIB, solar, Lofran windlass, SSB, liferaft, comfortable liveaboard. Cruise ready, many upgrades. Contact (909) 547-0853 or sonorlite2008@yahoo.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 NONSUCH, 1989. Grand Marina, Alameda. \$95,000. A standout classic coastal cruising yacht, well equipped, well maintained, with large main and 33' waterline. A fast easy sailer, with 13' beam, super livable. See <http://gypsypirits.me/category/boat-for-sale>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

33-FT NEWPORT, 1982. Sausalito. \$29,000. Price reduced! Moving, must sell. Major refit 2009-2016. New Universal M25XPB, Hurth transmission, Vetus exhaust. New standing rigging, new main, new headsail on new ProFurl furler, new Lewmar winches. Much more. (707) 484-3443 or paulferrera9@gmail.com.



33-FT S&S CUSTOM, 1960. Richmond Yacht Club "F" Dock. \$23,000. *Spirit's* for Sail: having raced and cruised some 75,000+ ocean miles, this flush deck woodie legend is looking for a new captain. Almost Pacific Cup-ready, take her out the gate! Email for a link to *Spirit's* History dropdown. Contact (510) 517-8531 or gkiskaddon@gmail.com.

35-FT COLUMBIA 10.7, 1979. Ventura Harbor. \$27,900/obo. Solid classic cruiser. Great liveaboard. Lots of teak below. New mainsail and genoa. Harken roller furling jib. Volvo diesel. Pedestal steering. Monitor windvane. Bottom paint 2015. Pictures available. (805) 350-8893 or mcoole51@hotmail.com.



RIVAL 32 MK III, 1975. Alameda. \$22,000. Selling our boat of the last 10 years. Solid bluewater cruiser, great if you're thinking of heading to Mexico or just want to cruise the Bay. Also a great boat for a singlehander. Plenty of work completed, including instruments, sails, rigging, etc. Check out the website for details! www.rival32rain.com.



35-FT CORONADO SLOOP, 1973. Marina Bay. \$8,900/obo. Roomy center cockpit, 6' headroom, huge captain's berth, bimini, full cockpit cushions, good diesel, many liveaboard amenities, some deferred maintenance. Let's make a deal! Contact 35coronado@gmail.com or (510) 778-8680.



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32-FT WESTSAIL, 1972. Stockton Sailing Club. \$35,000. She has a Kubota BV1305 motor. The Dave King modification with his supervision has been done. Also an Aqua Marine Kubota 12V genset and modular watermaker kit. Much more. Contact dukemacgill@gmail.com or (775) 544-1476.



35-FT OHLSON YAWL, 1959. Bellevue, WA. \$20,000. One owner since 1986. Mahogany on oak, Sitka spruce spars, Westerbeke auxiliary. Extensively rebuilt, vast sail inventory, full-boat cover. *Aeolia* is a capable cruiser, veteran of 1,000 races, including 11 Swiftsures, and still racing in the Seattle area. Owner will turn 80 this year and needs to slow down. (425) 562-6896 or chrisbuchsel@comcast.net.

36 TO 39 FEET



36-FT CAPE GEORGE, 1987. Sausalito. \$159,000. Love classically designed yachts? Superior craftsmanship? Impeccable joinery? This yard-finished CG36 (one of only about 30) is for you! The beauty and style of a Herreshoff-like wooden boat, built inside a fiberglass hull for low maintenance. A perfect blend of classic and modern. Meticulously maintained by only two prior owners, including major refits in 2007 and 2014. Shows Bristol. Long keel and short overhangs provide high average speeds and seakindly motion, wonderful for the boisterous SF Bay. Cited by Ferenc Mate in *Best Boats to Buy or Build* as, "superbly crafted and capable offshore cruisers with exceptional speed and ability". Truly a pleasure to own and sail! www.capegeorge36forsale.com. (415) 794-5155 or wse541@gmail.com.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link: www.facebook.com/Sailing-with-Laughter-1460745737303673. Contact Patrick at svlaughter@aol.com or (831) 238-5697.



38-FT ALERION EXPRESS YAWL, 1998. Santa Cruz. \$150,000. Now you can own the prettiest boat in the harbor! Gorgeous 38' yawl designed by the wonderful Carl Schumacher, built by TPI. Hall spars including carbon mizzen, sails by North, electronics by B&G, three-blade Gori prop. Yanmar diesel in excellent condition, electric head, new electrical system. Ideal for coastal cruising and fast daysails. Rates 120 PHRF. Jib boom for effortless sailing. (831) 406-9132, (831) 429-1545 or howley.chuck@gmail.com.



36-FT NAUTICAT, 1984. Anacortes, WA. \$132,000. *Celebration* is the perfect PNW cruiser and liveaboard in turnkey condition, extensive upgrades to electrical, mechanical, cosmetic. Enjoy upper or lower helm in all weathers with Webasto heat throughout and exchange heat in salon. Warm teak interior with new upholstery, owner's stateroom has ensuite head with LectraSan MSD, custom double mattress, forepeak double and head, galley with Corian tops, storage galore, dependable Lehman diesel, Phasor diesel generator, new Garmin electronics, Simrad autopilot, new sails, much more. Includes RIB and OB. See photo link, call or email for equipment lists, more details: <http://photos.app.goo.gl/HKujitZDTUavvgon2>. Contact celebration.cruising@gmail.com or (360) 707-1957.

36-FT BENETEAU OCEANIS CC, 1998. Oakland. \$82,000. Great for Bay cruising, weekend trips, or living aboard! Well suited for entertaining, large galley, optimal deck space, excellent sound system. A turnkey boat! See website: <http://goo.gl/UqBAVI>. Contact (540) 460-2745 or natewapner@gmail.com.

39-FT ERICSON, 1971. Ventura. \$20,000/obo. New: Volvo diesel, genoa, main with StackPack, windlass, dodger, SS tower with solar panels. Flush deck, bluewater fast cruiser, 6'5" headroom, refrigeration. Contact captinandennis@gmail.com or (310) 283-5124.



37-FT HUNTER LEGEND 375, 1993. Santa Barbara. \$65,000. Super-clean, well maintained coastal cruiser that does not show her age. Owner moving to smaller boat. Fractional rig replaced in 2007 and many upgrades since then, including belowdeck hydraulic steering, all new electronics in 2015, Flexofold 3-bladed prop, new 2017 RIB dinghy and Tohatsu OB. 1200 hours on Yanmar 35hp. Write for photos and complete equipment list. Santa Barbara slip is available. Email Secondwind3@lcloud.com.



36-FT LAPWORTH, 1960. Sausalito Yacht Harbor. \$40,000. L-36, strip-planked mahogany. One owner 40 years. Cruised to Hawaii and raced San Francisco Bay. Extensive restoration, continuously and conscientiously maintained. Twice winner of SF Wooden Boat Show Stone Cup - "Best in Show". See website for the L-36's connection to Lapworth's Cal 40. John Hamilton and Carol Leonard. See more at <http://L-36.com/history.php>. (415) 821-4731, (415) 828-9354 or HamiltonSFO@gmail.com.

36-FT CATALINA, 1989. Brickyard Cove Marina. \$44,600. Very good condition. Clean, all wood newly varnished, autopilot, depth gauge. All canvas fairly new, dodger, bimini, wheel cover. Call or email: arobinson2001@aol.com or (925) 367-5122.



37-FT CREALOCK, 1982. Guaymas, Mexico. \$65,000/obo. *Coaster* has a total refit equipped for worldwide cruising. New: sails, standing rigging, windvane, liferaft, watermaker, windlass. Low engine hours, chartplotter, radar, EPIRB, solar panels. Many other new items, fully equipped. Email djswensen@gmail.com.



36-FT BENETEAU, 2002. SF Bay. \$89,000. Very clean. Less than 400 hours. Furling main and jib. Full electronics. New bottom paint. Canvas, LED lighting and other upgrades done. Two cabins with one head. Contact (831) 345-9886 or dtpattern@comcast.net.

36-FT PEARSON 365, ALAMEDA. \$21,000. Sloop rigged, Perkins 4-108 diesel, Raytheon radar, Autohelm autopilot, Tecma head, propane stove. This Mexico vet is a solid boat with great potential. Please email sailorkh@yahoo.com for more info and pictures. (510) 507-0200.

40 TO 50 FEET

43-FT SERENDIPITY 43C, 1981. Santa Cruz. \$69,500. Last of the well regarded Doug Peterson designs. Raised wedge cabin for added headroom and commodious 2 stbm, 2 head interior. Launched 11/92. Recent updates for racing and cruising. Westerbeke 4-cyl diesel. Ready for Cabo and beyond. Hauled 08/17. Pics and asset list available. Santa Cruz slip. Contact dexbailey5007@gmail.com or (408) 952-9339.



46-FT KELLY PETERSON, 1990. Shelter Bay Marina, Panama. \$124,900. A California Classic! *Esprit* is the last genuine Kelly Peterson 46 (KP46) built. (Not a cheaterson!) KP46's were built in Queen Long yard (Hylas) and finished in California. *Esprit* has just completed a circumnavigation and is ready to go again. Recent survey available. Go to website for complete details, and a comparison between the Peterson 44 and Kelly Peterson 46: www.sellingsesprit.com. Email chaynkt@sailingesprit.com.

47-FT OLYMPIC, 1975. Malta. \$145,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



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50-FT SANTA CRUZ, 1979. Kaneohe, Hawaii. \$165,000. Ready For Transpac. Santa Cruz 50 #1. Tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! \$165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario: (808) 367-8185, (808) 799-9818 or wazzario1@icloud.com.



41-FT CT CUSTOM 41, 2013. Long Beach, CA. \$49,000/obo. Reduced for quick sale! All-glass pilothouse ketch. Completely rebuilt from hull up 2013. Mexico vet set for Alaska 2017. Surveyed 2015-\$89,000. Age forces sale. (760) 482-8172 or bobobrien09@yahoo.com.

46-FT KELLY-PETERSON, 1985. New Zealand. \$144,952. Proven bluewater cruiser designed to deliver the perfect cruising experience in all weather. This boat is well fitted, in good shape and ready for adventure. Major refit in 2010! (707) 291-4920 or pjgans@comcast.net.



47-FT CUSTOM. Performance cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See more at <http://muchogustosailing.wordpress.com>. (925) 948-5613 or ed.witts@gmail.com.



45-FT FORMOSA 46. (Kelly-Peterson) cutter, 1978. Pillar Point Harbor/Half Moon Bay. \$40,000. Replaced motor - Lehman 80hp, Borg Warner factory trans, 1 fuel tank, radar/GPS, standing rigging, masthead sheaves, halyards, dodger windows, re-glazed 14 port lights, fore holding tank, new gelcoat to shear line. Has autopilot, windvane, Lighthouse 1501 windlass, 4 anchors, and more. Still a project, but worth it. Survey from 2008. As-is, where is. More at www.cdeldmarrealstate.com/boat/new_old_boat.htm. (650) 726-0473 or jim@cdeldmarrealstate.com.



41-FT ISLANDER FREEPORT, 1975. Sausalito. \$90,000. Factory hard dodger. Spacious comfortable liveboard in Sausalito for the last ten years. Possible liveboard slip transfer. Bluewater boat with all the high-cost upgrades completed. No blisters, hull/deck joint redone, fiberglass fuel and water tanks, topsides paint, masts and rigging, engine and transmission re-built. Davits with Achilles 8-ft dinghy with 15hp Evinrude motor. See photos at website: <http://philrittercpa.com>. (707) 481-0984 or philr@sonic.net.



44-FT CHERUBINI, 1979. Cudjoe Key, FL. \$275,000. Excellent condition. The perfect combination of tradition and modern features: Westerbeke 63B in-mast furling, electric genoa winches, bow thruster, Sea Frost refrig, 4kw genset, Evolution Drive, Raymarine autopilot and Tridata instruments. Garmin touch screen chartplotter/radar, AB Inflatable 2015, 2-1/2hp Lehr and 15hp Yamaha. For much more information check out: www.ananda-the-cherubini.com. (617) 901-4531 or bartjonesz@aol.com.

51 FEET & OVER



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.

54-FT BERTRAM MY, 1979. Ventura Yacht Club. \$149,000/obo. Dick Bertram's personal motor yacht. Twin low hour Detroit's, beautiful interior, two heads and two strms, master with queen bed, private head and shower stall. Large galley, side-by-side fridge, microwave, electric stove, 50 amp circuit. Very low hours on generator. Just installed new Simrad electronics including two VHF's, radar, chartplotter and depth. Flybridge added at factory after European cruise. Extremely comfortable liveboard and proven cruiser. This boat was built to cruise Europe especially the canal systems. I have some of Dick's logs and his etched-glass mural. Low price for a piece of history in great condition. Call for pictures and details if interested. (805) 208-2805 or lee@leecoit.com.

CLASSIC BOATS



60-FT HERRESHOFF BOUNTY KETCH. 1980. Grenada, West Indies. \$185,000. *Tamasha* is now for sale. Beautiful N.Z.-built Herreshoff Bounty ketch custom built 1980 in fiberglass. As seen on cover *Latitude 38* June 2014. Lying to prime hurricane mooring Grenada West Indies (included). Perfectly positioned to compete in classic yacht regattas in the Caribbean or on to the South Pacific. Superb cruising yacht. Available for viewing December onwards. Check out website: www.yachttamasha.com, then email peterjweaver@hotmail.com for full details and photos.



47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

MULTIHULLS



46-FT DOLPHIN 460, 2006. Cruising Fiji. \$489,000 USD. Exceptionally well equipped and maintained, bluewater cruising catamaran. Performance-oriented design with comfortable, well appointed interior. Recent refit including new mast, boom, standing rigging and sails. Comes with substantial inventory of spares. Ready to sail anywhere. Available now in Fiji or elsewhere upon request. Photos, specs and equipment list available. See <http://sv360blue@gmail.com>.

14-FT WETA, 2008. Novato, CA. \$6,000. Proven race/active fleet. All carbon and fiberglass. Very good condition. Includes road trailer that allows singlehanded launching. Extra rudder and centerboards. Two sets of sails. Boat cover. Email for photos: timcob@sbcglobal.net.



44-FT CATANA 44S, 1993. Alameda. \$199,000/firm. Proven bluewater performance cruiser (Crowther designed). Outfitted for extended cruising. Well maintained. Hulls and decks painted (2015), SSB, watermaker, 7 solar panels, wind generator, EPIRB, liferaft, etc. See <http://mysticrhythmsadventure.com/ForSale.html>. Contact (510) 243-8040 or mysticforsale@gmail.com.



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42-FT JEANNEAU SO 421. Performance, 2008 Santa Cruz Harbor. \$65,000. 1/3 partnership opportunity. Get out sailing on a fast, comfortable, luxurious yacht. Excellent condition, well equipped and ready to go. See <http://billaquavit.com>. (408) 203-7740 or billaquavit@gmail.com.

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CATALINA 38, 1982. South Beach YH. \$12,500. A "classic plastic" cruise/race sailboat. Recent upgrades. Great SF Bay boat, deep keel, very stable. Rarely a scheduling conflict. Great slip at South Beach Yacht Harbor near AT&T Park. New transmission, stove, jib, batteries, electric, BBQ, near-new diesel. \$12,500 for 25% share, average \$250/month expenses. Email sailing history. (415) 254-9973 or bonedaddy@aol.com.

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GEAR

SPECTRA LAMINATE JIB. Pt. Richmond. \$1,000/obo. Quantum Spectra laminate jib built in 2012. Luff 50.1", leach 48.2", foot 16.2'. Off Beneteau First 40. Good condition, uncover needs some work. (510) 912-5800.



ANCHOR RIDER - KELLET. Huntington Beach, CA. \$250 plus shipping (new). I have several, new, in-box, Kiwi Anchor Riders from my previous business. They sold retail for \$572 at the boat shows. I need to sell these and get them out of my garage. CAB30 model, works with all-chain, chain and rope and all-rope. For chain sizes up to 1/2 inch and nylon rope up to 1-7/8 inch. They work great to increase the holding power of your anchor. (714) 843-0654 or captainrandy@geckoyachtcharters.com.

B&G H1000. Complete Electrical System. \$2,000. Wind/boat speed, depth, compass, all working - computers in plastic boxes. 4 displays (2 doubles, 1 analog, 1 triple). All wires, extras. From Arcadia, 10yrs worked perfectly. Includes KVH (SailComp) compass. Email for pictures: arcadiaracing@gmail.com.

PARASAILOR SPINNAKER. Millbrae. \$5,000. Parasailor spinnaker. Designed for cruising and racing. Handmade by experienced sailors. Sails and sailing. Excellent condition. Sabre 34. For all details see the manufacturer, ISTECC.

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50' SLIP SUBLEASE FOR SALE. Pier 39, San Francisco. \$28,900. 50 x 18.5 slip sublease ending in 2034. Access to showers, laundry room and lounge with reduced parking fees. (209) 474-3810 or vzlane@aol.com.

80-FT X 20-FT SLIP FOR SALE. Marin Yacht Club, San Rafael. \$40,000/obo. Sorry no liveboards. Slip for sale at Marin Yacht Club. Please visit www.marinyachtclub.com/club/tour to view this amazing property. Need to become member to buy slip and club is looking to expand membership. The Marin Yacht Club has perfect weather and many social events along with a well maintained clubhouse/restaurant, pool, and tennis facilities. Club offers storage facilities for SUP, dinks, and other water toys. Youth sailing lessons are available, 30 and 50amp service, water pump out station. (415) 519-0738 or mherenbruck1@gmail.com.

CREW

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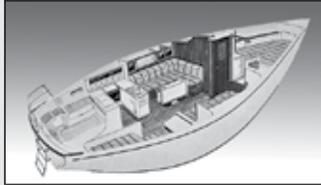
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