

# Latitude 38

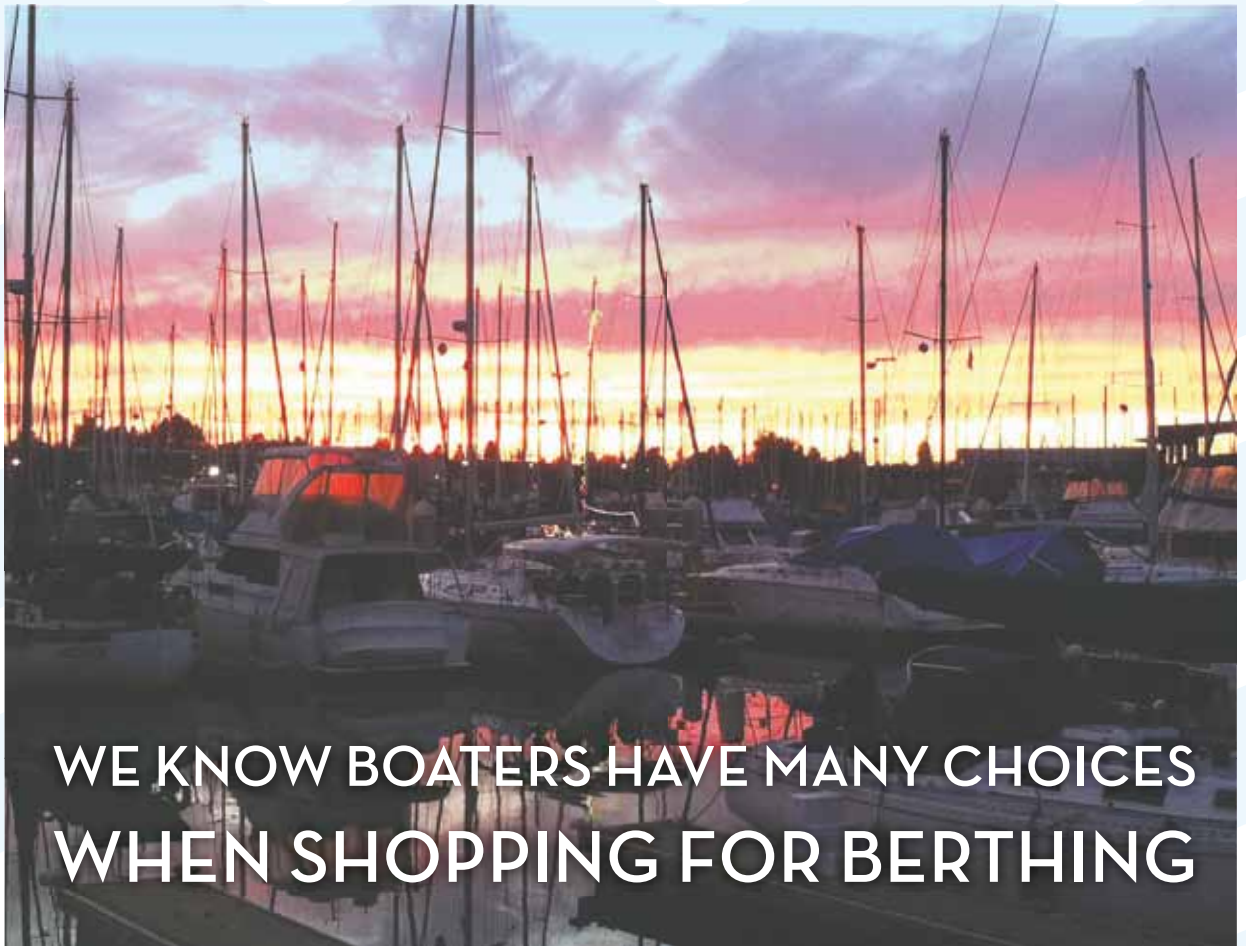
VOLUME 497 November 2018

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### Cover:

The Bay Area offers great alternatives to climbing the corporate ladder. For many, the peak of success is high up in a tall ship's rigging. (For our story on tall ship skippers, go to page 80.)

Photo: *Latitude*/John

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



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OCEANIS 55, 2016.....	\$549,000
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FIRST 45, 2010.....	\$289,000
BENETEAU 46, 2009.....	\$237,000
BENETEAU 423, 2005.....	\$167,000



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



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# Latitude 38

we go where the wind blows

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## CALENDAR

### Non-Race

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

**November-June** — Panama Posse rally from Mexico to Panama. \$75/boat. Info, [www.panamaposse.com](http://www.panamaposse.com).

**Nov. 1** — Corinthian YC Speaker Series presents 20 Day Puddle Jump...Hello French Poly! with Rob & Nancy Novak, Tiburon, 7 p.m. Free and open to the public, but RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**Nov. 1** — Maintaining Your Outboard while Cruising Mexico seminar with Tom Teevin at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 1-29** — Women and Woodworking workshops, Spaulding Marine Center, Sausalito. Every Thursday night, 6:30-8:30 p.m. Also open to trans and non-binary people. \$100 for 2 sessions. Info, (415) 332-3721 or [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Nov. 1-Dec. 18** — Tall ships *Lady Washington* and *Hawaiian Chieftain* will be in Sacramento, 11/1-24 (HC only); Half Moon Bay, 10/24-11/6 (LW); Monterey 11/7-11/26 (LW); Morro Bay, 11/28-12/18 (both). Info/tickets, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

**Nov. 2** — Provisioning and Food Preservation for Cruising seminar with chef Melanie Cady at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 3, 10, 17** — Sailing on 1891 scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Nov. 3, Dec. 1** — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

**Nov. 3-24** — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

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

**Nov. 4-25** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Nov. 5-26** — Fab Lab, Spaulding Marine Center, Sausalito. Every Monday night, 6:30-8:30 p.m. \$100 for 2 sessions. Info, (415) 332-3721 or [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Nov. 7-28** — Wednesday Yachting Luncheon Series, StFYC, 11:45-1:30 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, [www.stfyc.com](http://www.stfyc.com).

**Nov. 8** — One-day refresher Safety at Sea Course, SFYC, Belvedere, 8:30 a.m.-6 p.m. \$140. SFYC, [www.sfyc.org](http://www.sfyc.org).

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

**Nov. 9** — Movie Night: *Captain Blood*, Spaulding Marine Center, Sausalito, 6-9 p.m. 1935 swashbuckler starring Errol Flynn and Olivia de Havilland. Co-hosted by Latitude 38. Free. Info, (415) 332-3721 or [www.spauldingcenter.org](http://www.spauldingcenter.org).

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

**Nov. 11** — Open House/Intro Sailboat Rides, Cal Sailing



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2006 Wauquiez 41 \$195,000



2012 Beneteau Sense 43 \$320,000

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

### Pre-Owned Catalina Yachts

42' Catalina, 1993 .....	125,000
38' Catalina, 2007 .....	165,000
36' Catalina, 1987 .....	COMING SOON
34' Catalina, 2002 .....	COMING SOON

### Pre-Owned Sailing Yachts

43' Beneteau Sense 43, 2012 .....	299,000
41' Wauquiez 41, 2006.....	195,000
37' Pearson, 1989 .....	49,900
36' Islander, 1974 .....	COMING SOON
32' Freedom, 1984 .....	28,000
20' Schock Harbor 20, 2012 .....	25,900

### Pre-Owned Power Yachts

55' Grand Banks Alaskan, 1974.....	170,000
43' Ocean Alexander, 1984 .....	COMING SOON

### Pre-Owned Ranger Tugs

25' Ranger Tug SC, 2016 .....	COMING SOON
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## F A R A L L O N E

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# CALENDAR

Club, Berkeley, 1-4 p.m. Free. CSC, [www.cal-sailing.org](http://www.cal-sailing.org).

**Nov. 11** — Take a veteran sailing.

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

**Nov. 11-12** — US Sailing-sanctioned International Offshore Safety at Sea Course with hands-on training, SFYC, Belvedere, 8:30 a.m.-6 p.m. \$275. SFYC, [www.sfy.org](http://www.sfy.org).

**Nov. 17** — Jeff Warner Sea Music Concert aboard *Eureka*, Hyde Street Pier, San Francisco, 8 p.m. Traditional folk songs. \$15. Info, (415) 561-7006 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Nov. 18** — YRA Trophy Party, now on a Sunday afternoon. Berkeley YC, 1 p.m. Info, [www.yra.org](http://www.yra.org).

**Nov. 18** — La Paz Beach Party at La Costa Restaurant. Mexican folk dancing, live music, food, drinks, door prizes. Free for first 50 Baja Ha-Ha XXV sailors; everyone welcome. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 22** — Thanksgiving Day.

**Nov. 22** — Full moon on Thanksgiving.

**Nov. 24** — Boarded! A New Pirate Adventure aboard the tall ship *Californian*, San Diego Maritime Museum, 10:30 a.m. or 12:45 p.m. \$20-\$30. Info/tickets, (619) 432-2314 or [www.sdmartime.org](http://www.sdmartime.org).

**Dec. 1** — Lighted Yacht Parade, Oakland-Alameda Estuary, 5:30 p.m. Theme: California Christmas. \$1,000 grand prize. Deadline to enter 11/29. \$30 entry fee includes goodie bag. Info, [www.lightedyachtparade.com](http://www.lightedyachtparade.com).

**Dec. 1** — Lighted Boat Parade, Vallejo. VYC, [www.vyc.org](http://www.vyc.org).

**Dec. 1** — Lighted Boat Parade, Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Dec. 1** — Holiday Lighted Boat Parade, downtown Stockton, 5-7:30 p.m. Info, [www.visitstockton.org](http://www.visitstockton.org).

**Dec. 2** — Hanukkah begins at sundown.

**Dec. 6** — Corinthian YC Speaker Series presents 30 Years of Ultimate Sailing with Sharon Green, Tiburon, 7 p.m. Free, open to the public, but RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**Dec. 8** — Lighted Boat Parade & Fireworks, Sausalito. Info, [www.sausalito.org](http://www.sausalito.org).

**Dec. 8** — Lighted Boat Parade, Discovery Bay. Theme: Twas the Night Before Christmas. DBYC, [www.dbyc.com](http://www.dbyc.com).

**Dec. 8-13** — National Summit on Coastal and Estuarine Restoration & Management, Long Beach Convention Center. Courtney, (703) 524-0248 x5 or [www.estuaries.org/Summit](http://www.estuaries.org/Summit).

**Dec. 14** — Lighted Boat Parade, San Francisco. Parade will begin at Pier 39, pass Fisherman's Wharf, Fort Mason, GGYC and StFYC, turn around off Crissy Field, and return along the waterfront. Info, [www.visitfishermanswharf.com](http://www.visitfishermanswharf.com).

**Dec. 15** — Lighted Boat Parade, Redwood City. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

### Racing

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

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

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

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

**Nov. 3, 17, Dec. 1** — Hot Rum Series in San Diego. Info, [www.sdy.org](http://www.sdy.org).

**Nov. 3, Dec. 1** — Fall Races. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

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

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

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

**Nov. 3-4** — Women on Water/Woman at the Helm, Marina del Rey. DRYC, [www.regattanetwork.com/event/17205](http://www.regattanetwork.com/event/17205).



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# CALENDAR

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

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

**Nov. 4** — Amazing Grace Cheney Cup women skippers' regatta. Racing in PHRF keelboats with spinnaker and non-spinnaker divisions. RYC, [www.richmondyc.org](http://www.richmondyc.org).

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

**Nov. 4, 18, Dec. 2, 16** — Coronado 15 Sailing and Racing. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 8-11** — Formula Kiteboarding North Americans on South San Diego Bay. SDYC, [www.sdy.org](http://www.sdy.org).

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

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

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

**Nov. 13** — The Big Sail, Cal vs. Stanford. Students and alumni match race in J/22s. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 17** — Turkey Race. KBSC, [www.kbsail.org](http://www.kbsail.org).

**Nov. 17-18** — Turkey Day Regatta in Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**Nov. 18** — Commodore's Challenge. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 23** — Wild Turkey Race. TYC, [www.tyc.org](http://www.tyc.org).

**Nov. 29-Dec. 2** — Extreme Sailing Series final act in Los Cabos, Mexico. Info, [www.extremesailingseries.com](http://www.extremesailingseries.com).

**Dec. 1** — Diehard Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Dec. 8** — Santana 22 Team Racing. SCYC, [www.scyc.org](http://www.scyc.org).

**Dec. 8** — Half Pint o' Rum Race, San Diego Bay. Ancient Mariners Sailing Society, [www.amss.us](http://www.amss.us).

## Midwinter Series

**BENICIA YC** — Frostbite Series: 11/3, 12/1, 2019 dates TBA. Dan, (707) 319-5706 or [www.benicaiyachtclub.com](http://www.benicaiyachtclub.com).

**BERKELEY YC** — Midwinters, with separate series on Saturday and Sunday: 11/10-11, 12/8-9, 1/12-13, 2/9-10, Champion of Champions: 2/24. Chowder Series: every Sunday through March except when it conflicts with above. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

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

**CORINTHIAN YC** — Midwinters: 1/19-20, 2/16-17. Info, [www.cyc.org](http://www.cyc.org).

**ENCINAL YC** — Jack Frost Midwinters: 11/3, 12/1, 1/5, 2/2, 3/2. Info, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Regatta: 11/3, 12/1, 1/5, 2/2, 3/2. Info, [www.ggy.org](http://www.ggy.org).

**ISLAND YC** — Island Days: 11/11, 12/9, 2019 dates TBA. Info, [www.iyc.org](http://www.iyc.org).

**KONOCI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon, year round. Info, [www.kbsail.org](http://www.kbsail.org).

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 12/8, 1/13, 2/9, 3/10. Duncan, [toro3889@comcast.net](mailto:toro3889@comcast.net) or Vickie, [vickiesail@aol.com](mailto:vickiesail@aol.com).

**MONTEREY PENINSULA YC** — Perry Cup for Mercurys: 11/3-4, 12/1, 1/5, 2/2. MPYC, [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Sunday Brunch Series: 1/6, 1/20, 2/3, 2/17, 3/3, 3/17, 3/31. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Small Boat Midwinters: 12/2, 1/6, 2/3, 3/3. Green Fleet Junior Midwinters: 12/1, 1/5, 2/2, 3/2. Info, [www.richmondyc.org](http://www.richmondyc.org).

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



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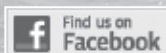
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# CALENDAR

**SANTA CRUZ YC** — Midwinter Series: 11/17, 12/15, 1/19, 2/16, 3/16. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Chili Midwinter Series: 11/4, 12/2, 1/6, 2/3, 3/3. RegattaPRO Winter One-Design Invitational for J/120, J/105, Express 37, J/88, Melges 24, J/70, Moore 24 and J/24 classes: 11/10, 12/8, 1/12, 2/9. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 11/3, 12/1, 2019 dates TBA. Redwood Cup: 11/17, 12/8, 2019 dates TBA. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever: 11/17, 12/15, 1/19, 2/16, 3/16. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**TIBURON YC** — Midwinter Series: 12/8, 1/5, 2/2, 3/2. TYC, [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinter Series: 11/10, 12/1, 1/5, 2/2, 3/2. VYC, [www.vyc.org](http://www.vyc.org).

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

## November Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/03Sat	0217/0.2	0918/5.7	1508/1.4	2110/5.2
11/04Sun	0207/0.5	0857/6.0	1457/0.7	2113/5.2
11/10Sat	0141/4.9	0624/2.8	1225/5.9	1910/-0.4
11/11Sun	0234/4.8	0712/3.1	1302/5.6	1954/-0.1
11/17Sat	0023/0.9	0733/5.1	1338/2.1	1910/4.2
11/18Sun	0110/1.1	0804/5.4	1418/1.5	2012/4.3
11/22Thu	0348/2.0	1009/6.4	1643/-0.6	2342/4.9
11/23Fri	0428/2.3	1045/6.5	1723/-0.9	
11/24Sat	0033/5.0	0511/2.5	1124/6.6	1807/-1.1
11/25Sun	0126/5.0	0558/2.8	1207/6.5	1854/-1.1

## November Weekend Currents

date/day	slack	max	slack	max
11/03Sat		0018/1.9E	0354	0712/3.5F
	1036 2236	1312/2.0E	1642	1930/2.8F
11/04Sun		0054/1.9E	0342	0700/3.7F
	1012 2242	1300/2.3E	1642	1930/3.1F
11/10Sat	0318 1406	0536/1.3E 1654/2.3E	0806 2118	1118/2.8F
11/11Sun		0036/3.1F 1200/2.4F	0418 1442	0630/1.1E 1736/2.1E
11/17Sat	0148 1500	0536/2.6F 1742/1.5F	0918 2100	1136/1.4E 2336/1.1E
11/18Sun	0230 1548	0612/2.7F 1836/1.8F	0942 2154	1212/1.6E
11/22Thu	0018 1136	0230/1.2E 1418/2.8E	0500 1824	0848/3.3F 2142/3.0F
11/23Fri	0106 1212	0312/1.2E 1454/3.0E	0548 1906	0930/3.3F 2224/3.2F
11/24Sat	0154 1248	0400/1.2E 1530/3.1E	0636 1948	1012/3.3F 2312/3.3F
11/25Sun	0248 1330	0500/1.1E 1618/3.1E	0724 2030	1100/3.1F





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36' J/111 2011  
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46' HATTERAS Sportfisher 1977  
189,000 Contact: Alameda



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## LETTERS

### ↑↓ THE 30 YEAR CLUB

I haven't seen one of these letters recently, but there used to be a regular reporting of boats that had been owned for 30 years by the same owner. I remember reading these letters and thinking, "Gee, that will be me in just a few years." Well the time finally arrived. As of this August I will have owned my 1979 Cal 31, *Imagination*, for 30 years.

I went looking for a new boat shortly after getting caught in the unpredicted Memorial Day storm at Two Harbors, Catalina, 31 years ago. My previous boat was marginal for the Catalina crossing and no place to be in a storm. We dragged anchor through the night and took a knockdown on the way back to San Pedro — I wanted a stronger boat, one that gave up long after I did.



JEFF LA BARRE

*'Imagination', a proud member of the 30 Year Club.*

I spent so much time looking for a new boat that the broker and I became good friends and even double-dated a couple of times. He had been showing me Cal 34s, which I liked, but we couldn't seem to close a deal. After a check-sail and haulout I had to walk away from the last 34 I looked at (and \$600) as it had stage 3 osmotic blisters. Several weeks after that the broker called and said to meet him at a nearby marina; he had found the boat I was going to buy — he was right. *Imagination* and I have been together in the same slip for 30 years, and in all that time I have never had 'boat envy' for anything I could afford.

We have had many great years and visited seven out of the eight Channel Islands, also every harbor from Santa Barbara to San Diego. When I retired eight years ago, *Imagination* became my home. Two years ago I decided I was never going to buy another (bigger?) boat and have spent close to what I paid for the boat in upgrades. The only way I will recoup these expenses will be to use the boat, which I certainly intend to do.

Jeff LaBarre

Proud skipper of *Imagination*, 1979 Cal 31  
Los Angeles (the same slip for all 30 years)

### ↑↓ FROM THE STANDPOINT OF WATER

I guess when you said you're "looking at two devastating hurricanes," [from a September 17 *'Lectronic Latitude'*], Hurricane Harvey's dumping on Houston escapes your notice since it happened in Texas.

About Hurricane Florence, you wrote "rainfall in the first





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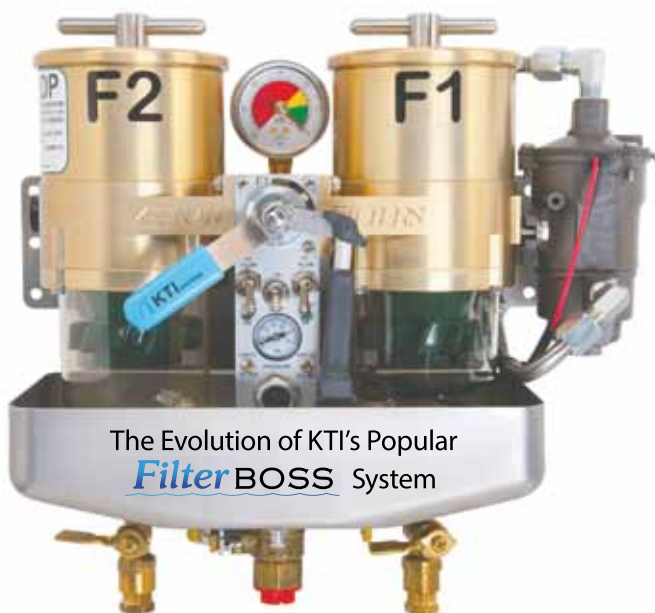


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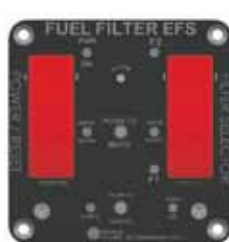
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## LETTERS

three days was 20-40 inches, making it the wettest single system ever recorded in any state except Florida." And you also wrote, "An estimated 30 people have been killed, and Harvey has already set a record for total rainfall in the continental United States — over 50 inches and counting — from a single tropical storm, according to the the National Weather Service."

John Howard  
via Facebook

*John — Wait. You're saying that Hurricane Harvey escaped our notice "because it's in Texas," and then two sentences later, quote what we wrote about Hurricane Harvey hitting Texas? [In the August 30, 2017, 'Electronic Latitude']. Well, OK.*

*You are incorrect about the implication that we don't like Texas. We think Texas is one of the prettiest and most charming states we've ever visited, with a vibrant sailing scene (we went to a wedding in Kemah at the Texas Corinthian Yacht Club, and thought it was one of the coolest clubs we'd ever been to).*

*But you are right about that rainfall statistic. According to the National Weather Service, Harvey did dump more rain than Florence, and Harvey still holds the record for the most rainfall from one storm for the continental United States. What we should have written is that Hurricane Florence set a single-storm rainfall record for any East Coast state, except Florida. Or if you prefer the President's assessment, Florence was "one of the wettest we've ever seen from the standpoint of water."*

*We apologize for the error.*

### ↑↓ A CALIFORNIA SAILOR FEARS FOR FLORIDA

I had a house in Panama City Beach, at the west end, within easy walk to the beach. It was in our family since 1982, and I just sold it in June. The worst damage from Hurricane Michael will probably be in Panama City, which is on St. Andrews Bay and has lots of homes on bayous, which, along with businesses and especially marinas, will see flooding with tropical-storm surges.

The worst damage will be in Mexico Beach, which is just to the east of Panama City, and is very open and exposed. It was heavily damaged in Hurricane Opal in 1995, and as far as I can see, it was devastated in this hurricane. This area of Florida is called Big Bend as well as the Forgotten Coast, and it's very beautiful. Many of the towns, such as Carabelle, Panacea and Sopchoppy, are like Florida was in 1950s. Farther along the coast and to the south is Cedar Key, which is a delightful little town the likes of which you don't see in Florida anymore — maybe on the Chesapeake.

I hope that the area (Bay County) comes out OK from the storm. We get catastrophic fires; they get hurricanes

John 'Woody' Skoriak  
Sausalito

### ↑↓ A PROPER TITLE FOR HURRICANE MICHAEL

Let's start naming hurricanes after oil companies and politicians!

David Michael Cox

*Woody — You were tragically correct about the path of Hurricane Michael, which is being called the most powerful storm to hit the continental United States in decades (Mexico Beach was called ground zero for the storm). As of this writing (shortly after Michael made landfall on the Panhandle), 26 people have died, nearly 200,000 people are still without power, and Florida is coming to terms with the full impact of the storm. Considering the previous letter about Harvey and Florence, it*





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## LETTERS

*seems that in just the last two years, we're quickly upping the ante on catastrophe.*

David — Touché!

### ↑↓ SOLICITING SAILING INFO

I've been trying to find information about circumnavigations leaving from the West Coast, going south, and then either east or west around the Capes. Would you have a book or two to recommend?

Philippe Jamotte  
Richmond

*Philippe — What a wonderful question. We certainly have a few recommendations, though don't know of any "leaving from the West Coast" specific reads. There's Jimmy Cornell's World Cruising Routes and 200,000 Miles — A Life of Adventure. There's also Hal Roth's Two Against Cape Horn or After 50,000 Miles.*

*But if we're talking about sailing and circumnavigation books, then Joshua Slocum's Sailing Alone Around the World is a must-read. There are some slightly archaic technical aspects in that book, but the story of Slocum's travels is fantastic, and remains a great read for sailors and non-sailors alike. Don't forget about Robin Knox-Johnston's A World of My Own, describing his adventures on his way to becoming the first person to sail alone, nonstop, around the world. And while we're talking about the Golden Globe, we have to mention Bernard Moitessier's The Long Way. Dedicated Latitude readers might think that we talk about Moitessier and the most famous of his five books in nearly every issue. Well, recently, that's been true! We think this speaks to Moitessier's considerable and lingering influence on both the culture and technical aspects of bluewater sailing. While it's a compelling narrative, The Long Way is also full of diagrams and nitty-gritty details that almost any sailor may find useful.*

*These are just a few reads, and they're all worthy of your time — sailing or no. But, in the end, nothing beats time on the water.*

### ↑↓ A HA-HA CREW STORY

I did the Baja Ha-Ha in 2011 aboard *Rancho Relaxo*, a 1971 Islander 30. The crew party was in Alameda that year, and I met a young guy named Adam Katz.



PAUL INGRAM

**Paul Ingram and Adam Katz at Bahia Muertos. "I'm the older guy," Paul said.**





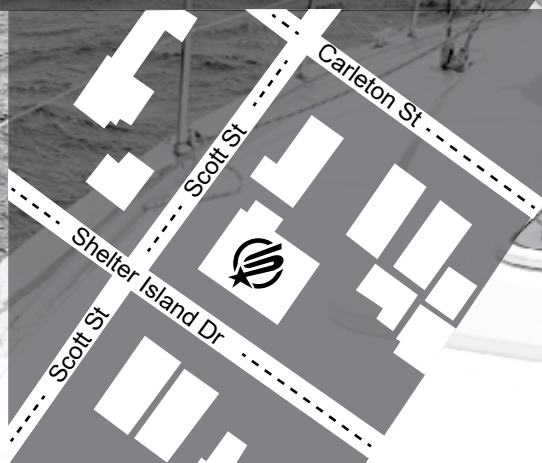
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## LETTERS

I was there as "Captain looking for crew," and he was a gringo (from the Sacramento area), but lived in China with his wife. He had a very laid-back, pleasant attitude. Adam and I didn't connect at that point, and I left 'empty-handed'.

I later got a crew of two together: a young woman from Lausanne, Switzerland, and a male paramedic from Monterey, CA. They were both good sailors and navigators, but they fought like cats and dogs during the entire trip (another story).

At the Kick-Off Party at West Marine in San Diego, there was Adam, dressed up like Popeye and still looking to crew! We talked briefly, and I was glad to hear he got picked up. I next saw him in La Paz on *Go For Broke*, which was anchored in the bay. I was in Marina de La Paz looking for crew to bash back to Ensenada, and Adam signed up. We had a rough time bashing back, but we got it done, arriving in early December, 2011. We are still in touch and he's still (mostly) in China.

Paul Ingram

Rancho Relaxo, Islander 30  
Chula Vista

### ↑↓ AN UNFORTUNATE EXPERIENCE IN TURTLE BAY

Don't get us wrong, we love Mexico and have cruised here many years, but we wanted to put out a warning for those headed south.

In November 2017, we were headed south for the third time (we are not newbies). We pulled into Turtle Bay late in the day after an overnighter, and secured *most* things on deck, then ate before we went to sleep. At about midnight, we were awakened by a noise against the side of our boat. A *panga* had come alongside and tried to take our fishing pole. It was tied on, so as they grabbed it and were pulling away, the pole reached the end of the line and bounced back against the boat. We ran outside and saw the *panga* driving away, and put the spotlight on them. The next day, we had the fuel *panga* come to deliver fuel. Boy, it sure looked like the same *panga*! We also spoke to another boat that was anchored near us, who happened to be sleeping on deck and were woken by a *panga* motoring through the anchorage. They saw it stop briefly near our boat, and wondered why a *panga* was out with the anchored boats at that time of night. They thought it looked like the fuel delivery *panga* as well. Over the next month, we spoke with two other boats that had the same thing happen, and they all said they thought that it was the same boat, too! And when the fuel *panga* was delivering our diesel, I pointedly 'informed' the driver what had happened the night before: I told him that it would be bad for Turtle Bay if cruisers stopped coming. He said that it was one of the fishing cooperative *pangas*, which look different from the fuel *panga* in question.

We were one of three boats (that we know of) that had the same experience — and we all believe that it was the fuel *panga*. Some of the drivers know that you have just done an overnighter and will be tired, relieved to be in Turtle Bay, and may not be careful about putting stuff away. They also know that you are probably sleeping pretty hard after your passage.

We love Mexico and the Mexican people. Most are wonderful and warmhearted, and will go well out of their way to help you. But please clear your decks at night. Don't leave anything valuable out. Haul your dinghy every night. Be diligent, don't get lazy, and you will have a great time. Don't give anyone the opportunity to spoil your day!

Nancy and Mike McConnell  
Shanti, Manta 40

Nancy — Sorry to hear about your bad experience at Turtle



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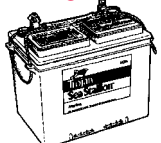
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## LETTERS

Bay. Speaking as the Grand Poobah of 25 Baja Ha-Has, I have brought close to 3,000 boats through Turtle Bay in the last 25 years, and can think of only one reported theft. That was last year when two sailboards in the water behind the Ullman Sails boat were taken in the middle of the night. Two young men later claimed that they had found the boards drifting out the bay. Not many people — least of all the locals in Turtle Bay — believed them. But without proof nothing could be done. So some amount of money was exchanged to get the boards back.

This theft was a variation of a common scam in the Caribbean that's as old as Columbus, where a dinghy is stolen, a notice is posted saying that a drifting dinghy was rescued, and that a reward was required. If you don't pay the 'reward', they sell the outboard to some local and cut the inflatable to pieces.

Over the years, there were also a couple of thefts when the Ha-Ha fleet arrived in Cabo San Lucas. Several gas cans were snatched from the decks of boats, and in another case a dinghy was stolen when it was left on the bay side of Lover's Beach while the young operator went to the Pacific side of Lover's Beach.

Yes, there is theft in Mexico, from both boats in marinas and boats at anchor. We're not sure if it's still true, but for a long time Stone Island just to the south of Mazatlan was the center of stuff being stolen from anchored boats in Mexico. So yes, you want to make sure your dinghy and outboard are secure, either lifted out of the water or double/triple locked to your boat. And you don't want to leave valuables on deck that can easily be snatched by somebody on a passing panga.

I must note, however, that there are much worse places than Mexico for thefts from boats — San Diego, for example. There have recently been thefts from boats in America's Cup Harbor, boats at the various prestigious yacht clubs, and boats on moorings. And the once totally safe Police Dock seems to be getting more sketchy by the day.

One San Diego thief, a 'mariner' who had been going around on his paddleboard in the middle of the night removing winches and other valuables from boats, was apprehended. But there are others.

The bottom line is no matter where you are, you always have to be vigilant — richard spindler

### THE NEW NEW ENGLAND

I sailed my boat from North Carolina up to Boston Harbor this spring and summer, and got harassed for having a 50-year-old boat and multiple ports of call. They try to enforce their extortionate ways of pushing you into a marina or mooring and not letting you drop the hook. All the good places to anchor are covered with moorings, which are mostly used by the weekend warriors. I have sailed over 30 years in 50 countries and want to avoid these ports.

John Retzlaff

Unbound, Pearson Triton

Newport, RI; Boston, Marion and Plymouth, MA

John — After a brief trip to Maine and New Hampshire in September, we were very surprised to see how much the area has changed in just a few short years. To be fair, the change was happening all along, but, like a glacier, the motion was too slow to perceive. What once felt small, quaint and full of character now feels overrun and homogenized.

But we try not to lament this kind of inevitable change, which, like the glacier, will happen whether we like it or not. And while mooring fields do cost money, they're more environmentally sound than dropping the hook. Anchoring saves money and is a great skill to hone, but, once again, the volume





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## LETTERS

*of people cruising necessitates some change. It's also important to have holding tanks used in these harbors now.*

*With all of this said, we still think it's important to assert our values about what we want a place to be. Save a corner of a harbor or an end of a dock for sailors and old boats, and the world will get along just fine.*

### ↑↓ **THE CHANGING SEASONS OF FLEET WEEK**

Ah, the contradictions.

Summer/Fall

Peace/War

Wind Power/Jet Power

Spending more on 'weapons' (defense) than we do on social uplift.

*Hokahey*, Code Pink, and Veterans for Peace — along with *Resilience* out of Petaluma and *St. Jean* out of Emeryville — formed a Peace Flotilla Parade on Sunday, October 7, to remind the world that war is not the answer. Peace is the way.

And what a coincidence that the Coast Guard decided to board and search *Hokahey* during this Peace Parade! Ah well, we did get some attention, it would seem. Make waves. Peace on.

Jan Passion

*Hokahey*, Seawind 1000  
Marina Bay, Richmond

*Jan — Glad to hear you're still out there. The Blue Angels put on an impressive performance demonstrating humankind's incredible ingenuity with machines, and human beings' amazing skills at using them. They also celebrate the incredible sacrifice so many have made for the country, and help recruit the next generation.*

*It's unfortunate there aren't ways for humanity to put on an equally vibrant demonstration of peace and showcase alternatives to the war machine. Yes, the world is a dangerous place, and the idea of a strong national defense is reassuring to many, but we take comfort in having folks like Jan and the Peace Flotilla Parade reminding us about the peace we want to strive for, and the wars we want to leave to the dustbin of history.*

### ↑↓ **WHERE CAN YOU SAIL TO LIVE MUSIC?**

Terrapin Crossroads is a great venue with the bonus of empty slips — there's almost never another boat tied up there (but be sure to check the tide chart). Other than Sam's in Tiburon, where else is there to sail to live music? Or where else is there to even tie up for an hour?

Having recently returned from our third August spent sailing in the Salish Sea (we call it "sail-ish," as in there's maybe five hours of real sailing in three weeks afloat), there's a different reality out there. Every little town and city has a large public dock where anyone can tie up for four hours for free to explore and spend some money (a win-win situation) and take care of necessities like provisions, pump-out, fuel and water.

In the Bay, there are dozens of dilapidated piers and shredding hazards to navigation, but virtually no public facilities. Pier 1 1/2 looks great until you glance back from the ferry building and see your boat lurching against the dock from the passing ferry wake. In a city where every square inch is worth absurd amounts of money, the waterfront is woefully ignored. Fishing piers are fine for public view access, but why not an attached dock for boaters?

Sausalito has a small public dock (maybe 20 feet?) and a ramp, but it is usually filled with dinghies from the fleet in





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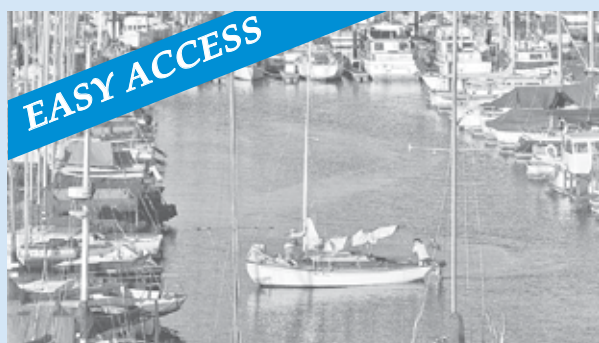




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## LETTERS

Richardson Bay, and I've been hollered at for a 30-second touch-and-go drop-off of a passenger at the ramp/fuel dock down by Fish.

There has got to be a reasonable way to increase free boater access to shore facilities. And not just city attractions — the marine State Park system up north is wonderful as well, with free dock space for hiking and exploring the island trails and a small fee for staying tied up for the night or at a mooring if you are anchorly challenged.

Alas, the nine months of drizzle and the reliable lack of breeze during the cloud-failure season are certainly considerations to be assessed in relocation decisions. And this summer, the smoke issue was a problem all over the West Coast.

John Candva  
Windrover, Farallon 29  
Lowrider, Bahama 25

Loch Lomond, CA/Olympia, WA

*John — Great sailing infrastructure is not just in the Salish Sea. Cruise the Chesapeake, anywhere in New England or almost anywhere in the world, and you'll find much more welcoming waterfront facilities than are available anywhere in the Bay Area. Jack London Square has improved over the years but, in general, docks for cruisers on the Bay are — as you mentioned — in poor condition or nonexistent.*

*A few examples: The public docks at Pier 40 used to host large yachts, and were a drop-off point for charter boats, but now those docks are completely falling apart (the gangway has also been removed so they're no longer usable). And the Port of San Francisco seems to envision itself as a walking path for tourists and diners, rather than anything resembling a port.*

### ⇕ CROSSING AT TERRAPIN

I've tied up at Terrapin a few times in a 53-ft powerboat with a 4-ft draft, but I grew up racing sailboats out of Santa Cruz, and know more about sailboats. I am fairly sure that the Express 34 would have its keel in the mud at a minus tide. I'll go up the San Rafael Creek at Mean Sea Level (MSL) or higher, and then it's great, if you can get a spot.

Yes, there are a couple of considerations: As said, I go up at MSL or higher with a flood (important), and with the attitude that it will



*This Express 34 may be in shallow waters on the wrong tide, according to one reader.*

"all be good" if I don't get a spot. It's an interesting cruise full of close-up sights. Make sure you stay north of the channel markers on approach from the Bay, don't cut the corner too close from the shipping channel, and stay close

to the markers. Once you are there it is, as said, great — full restaurant, bar, live music, indoor and nice outdoor seating. It's usually warm and calm and totally kid-friendly with a playground on their property.

Jesse Goff  
Adelante, Twin Cabin Cruiser  
Tiburon

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## LETTERS

### ↑↓ SAIL TO SAUSAGES

It's not a music venue, but the little-known Brotzeit in Oakland has a guest dock. And, of course, they have the best beer selection ever.

The Rusty Porthole in the Delta has live music, and probably a bunch of other places up there as well. Seahorse in Sausalito is very accessible by boat. We usually anchor in the area and then tie up our dinghy at the Clipper Fuel Dock.

Peter Buettner  
Kranich, Ericson 38-200  
San Rafael

### ↑↓ AN ODE TO JIM BROWN DESIGNS

Fifty years ago, Jim Brown designed and published plans for the Searunner series of trimarans. The 25-, 31-, 37- and



EN POINTE

40-ft models all followed the same formula, and are hard to tell apart at anchor. A couple of years ago, a cover shot in *Latitude 38* of *En Pointe*, a Searunner 31 taken from the top of the mast, clearly showed the wide stance and narrow hulls that were unusual in 1968.

Last winter we shared an anchorage in Tenacatita, Mexico, with three other Searunners. That's pretty remarkable for a 50-year-old design.

Greig Olson  
Doggone, Searunner 40  
Paradise Village, Puerto Vallarta

### ↑↓ A CALL FOR OLD MAXIS

The owners of the old *Ondine III*, now *Atalanta*, the 1967 74-ft aluminum ketch, have entered her in the upcoming 50th running of the Transpac. It looks to be a big entry roster, and we would like to encourage any other old ocean racers to consider entering.

Huey Long's *Ondine* pretty much started the international maxi-yacht scene when he sailed his boats down to do Sydney Hobart races starting in 1968 (and won). *Atalanta* did that one (with Ted Turner driving), as well as a bunch of Vic-Mauis under the current Seattle ownership, but has never, to our knowledge, done a Transpac (though her sistership *Blackfin* has a controversial Transpac trophy to her name — a whole other story there).

Stuart Lochner  
Seattle

### ↑↓ THE JAZZ CUP CONUNDRUM

I am perplexed.

If only 18 boats in the 2018 Jazz Cup fleet, of 97 boats entered, can actually win the Jazz Cup, why is it called the Jazz Cup? Yeah, yeah, I know, the devil's in the NOR.

The two host clubs must have tired of explaining year in and year out at the prize-giving.

"Yes you entered the Jazz Cup," = bait.

"No you don't get the Jazz Cup," = switch.

While politely pointing out the Notice of Race's slightly



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## LETTERS

ironically named Section 8 Prizes:

"b. The Jazz Cup Interclub Trophy will be awarded to the mono-hull boat with the best-corrected time and a valid PHRF certificate that is owned and sailed by a member of South Beach Yacht Club or Benicia Yacht Club."

Then in handing out that iconic coronet, saying with an exonerated-by-fine-print straight face, "The year's Jazz Cup is awarded to..."

The record book shows the 2018 Jazz Cup recipient was 10th overall and fourth in Division D. (Apologies to any multihulls that were intentionally overlooked in calculating this result.)

Make no mistake, when you sign up on Regatta Network a skipper is entering the Jazz Cup. See [www.regattanetwork.com/event/16852](http://www.regattanetwork.com/event/16852). For example when someone wins the hallowed America's Cup, they're awarded the Auld Mug — although that entry is probably not done via Regatta Network.

Avoid false advertising; re-baptize the regatta slightly. Mayn't one timorously suggest: The Benicia Blast? The race is generally a blast and every team has a good time. Or maybe consider a redraft of good old Section 8 (b).

John Dukat  
Alameda

*John — We sent your letter to the Jazz Cup organizers to solicit a comment. They were considering your suggestions, but we hadn't heard back further as of press time.*

*This year's Jazz Cup race from the Central Bay north of Treasure Island to Benicia on September 1 was indeed a blast. Our report appears in the October issue Racing Sheet.*

### ↑↓ ZIPPITY DELTA DOO DAH

I just checked out the October issue online and was very excited to see our story included. The entire Doo Dah recap was a very fun read. Excellent job putting this together and thank you so much for all you do to organize the Doo Dah every year. I'm always surprised to hear of Bay sailors who have not yet ventured into the Delta. It's a wonderful place to cruise!

Greg Torok  
Sonrisa, Baba 40  
Emeryville

### ↑↓ A POTTER YACHTER'S PLOTTER

The Potter Yachters spent mid-September visiting different local harbors for a local "messabout." We had sweet weather, and, ironically, basically had the entire Bay to ourselves. Most of our fleet launched at Coyote Point, with several boats joining in along the way.

Our eight-boat trailerboat menagerie consisted of West Wight Potters, Montgomerys, a Compac, a Ranger tug and even a Corsair trimaran. We all go at our own pace but keep in communication. I launched my modified Potter 18 in Benicia and singlehanded up to the group in Emeryville. After a light-wind motorsail to the Richmond Bridge, I had a blissful reach all the way to Berkeley.

Unfortunately, I forgot about the derelict Berkeley Pier as I approached the shore, and with the wind building into the low 20s, I was forced to endure a lumpy motorsail back out for its entire two-mile length. My bad for not checking a paper chart, as it unbelievably did not show up on my chartplotter. Since I'm probably not the first to do this, I wonder why they haven't cleared (and marked) a safe channel to pass through.

As this was my first passage into Emeryville, and it was blowing like stink, I wasn't sure about where to dump my



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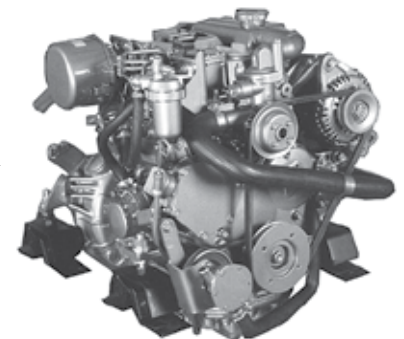


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## LETTERS

sails. The channel is narrow, and it's very shallow outside the marks, but since my boat only draws a couple of feet, I wasn't worried. The larger boats with crew dropped way outside, but I was alone and enjoying the sleighride, so under main only, and with motor tilted down, I approached the inner harbor. Right before I entered, a commercial fishing boat decided it was OK to power up inside the channel and throw his 3-ft wake into the 2- to 3-ft wind chop to torture me. Fortunately, Potters are amazingly seaworthy, but when leaving the next day, I couldn't believe another 50-footer was bearing down on me in the channel doing 20 knots. He'd already slomed through several of our group sailing out, and then skidded out right in front of me.

After that encounter, we once again enjoyed a terrific sail, with the Bay to ourselves, over to Sausalito. We spent the next few days daysailing out of San Francisco Marina, and



GOOSE GOSSMAN

**"A rite of passage not to be forgotten."**

poking out the Golden Gate in favorable conditions. Going under the Gate is a rite of passage not to be forgotten.

I left the group and headed over to San Rafael, where I planned to meet my wife the next day. I had a nice chat with a SUP'er going up the channel, and tied up at Loch Lomond Marina. The new market there is wonderful, and everyone was welcoming. After checking out China Camp the next morning, I followed the shallow west shoreline of San Pablo Bay, where I spotted two rotting tugboats, aground without even signs of an anchor deployed. One had an osprey nest but no other signs of life. I wonder what their story is. After a while, I headed home to Benicia. As soon as I approached the Carquinez Bridge the wind freshened, and I was tempted to keep going up the Delta. This was pottering at its best, but I was left feeling a bit sorry for all the boats trapped in marinas everywhere I went.

Jim 'Goose' Gossman  
 ReGale, 1973 West Wight Potter 18  
 Benicia

### ↑↓ LETTER TO AN ARTIST

"Since completing my solo circumnavigation a year and a half ago, I have considered numerous paths, but none have captured me. I thought I might start a business in Panama, or build a house, or go to cooking school, or meditate, or immerse myself in yoga. I considered land travel. I had a love affair. I looked at maps. I looked at the globe.

"During the circumnavigation I had a purpose and knew

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## LETTERS

exactly what I was doing. There were long passages: 44 days, 63 days, and 66 days when I was alone offshore. I felt so connected with what I was doing. I ate vegan and drank green tea. The solo circumnavigation was a nicely executed masterpiece, and all of my actions and ideas since pale in comparison. I have no idea of what to do next. This is a wall one comes up against. You are an artist; you should know."

"Letter to an Artist" is an excerpt from a letter I sent to my sister, Sarah Knock, who is an artist from Freeport, Maine.

My home is Brunswick, Maine. I departed from there in 2001 and have been cruising full-time since. For the last five



ROGER WILSON

**Roger Wilson with a boatyard crew working on 'Hanoah' in Rio Dulce, Guatemala.**

years I have been sailing alone. My solo circumnavigation, 2015 to 2017, was west-bound from Panama to Panama by way of the Torres Straits and South Africa. At this moment I am in the Rio Dulce, Guatemala, where *Hanoah* is getting a well-deserved paint job and refit. The attached photo of myself, *Hanoah*, and paint crew at RAM Marina was taken on October 1.

Roger Wilson  
Hanoah, Amel Sharki 41  
Brunswick, ME/Rio Dulce, Guatemala

*Roger — Always, a pleasure to hear from you. Readers, we first corresponded with Roger in January, when he defended and subsequently opened our eyes to the amazing feats of Kris Larsen, the captain of Kehaar, a small junk-rigged boat out of Darwin, Australia.*

*Roger, you bring up a fascinating (but admittedly, a previously unconsidered) question. What do sailors do once they've stretched their legs, circled the globe, and fulfilled their dreams? As you said, after bluewater sailing, "...all of my actions and ideas since pale in comparison." We'd like to hear from any 'retired' sailors out there, or people who have completed a circumnavigation or otherwise lived their dreams. Was there a decompression that took place? Was there a "pale in comparison" period where nothing seemed to match the sense of satisfaction while on the water?*

### ↑↑ NOT ALL WHO WANDER ARE LOST

To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise you are dimmed to a routine traverse, the kind known to yachtsmen who play with their boats at sea; "Cruising" it is called. Voyaging belongs to the seamen, and to the wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about.

"I've always wanted to sail to the South Seas, but I can't afford it." What these men can't afford is not to go. They are enmeshed in the cancerous discipline of "security." And in the worship of security we fling our lives beneath the wheels

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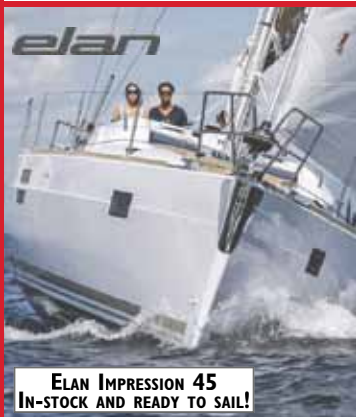
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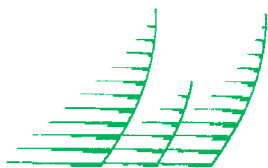
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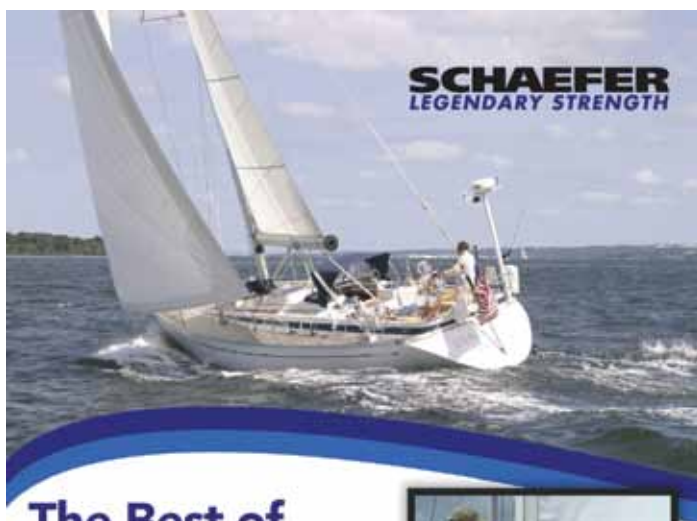
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## LETTERS

of routine — and before we know it our lives are gone.

What does a man really need — *really* need? A few pounds of food every day, heat, shelter, six feet to lie down in — and some form of working activity that will yield a sense of accomplishment. That's all — in the material sense, and we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade.

The years thunder by, the dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

Where, then, lies the answer? In choice. Which shall it be: bankruptcy of purse or bankruptcy of life?

Sterling Hayden  
*Wanderer*  
Sausalito



GORDEN PETERS / SAN FRANCISCO CHRONICLE

*This iconic 1959 shot of Sterling Hayden aboard his famous schooner blew up the Internet for a few days in October. Hayden's children (from left): Gretchen, Thor, Christan and Matthew.*

What a reminder to never give up your dreams.

Mary Westlake

Only the truly divergent can go there: artists, poets, adventurers, musicians, you have to be willing to take a leap of faith!

Jonnell Covault

Except Hayden spent a fortune on his trips and boats; plus he testified to HUAC. He was never even close to "bankruptcy of purse."

Jill Slade

A founding cornerstone of *Latitude 38* magazine and the inspiration for a certain former owner of *Latitude*'s name (see [www.latitude38.com/misc/wanderer.html](http://www.latitude38.com/misc/wanderer.html)).

Hayden's former houseboat The Wooden Shoe remains at Pelican Harbor where *Wanderer* used to berth.

Tim Dick

*Readers — That particular nugget from Sterling Hayden's autobiography Wanderer, a book sharing the name of his 98-ft schooner (which was formerly the Gracie S), made the rounds*



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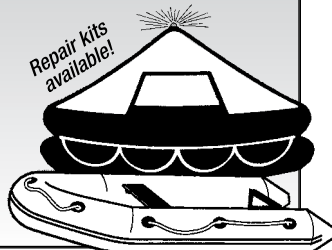
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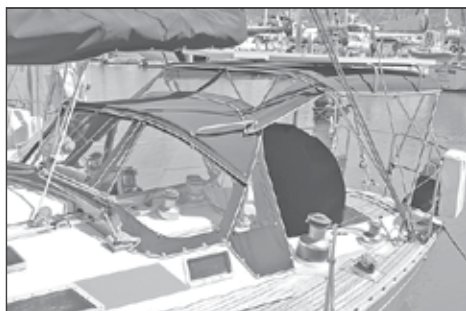
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## LETTERS

on the Internet in early October and inspired all manner of likes, shares and comments. As Tim Dick pointed out, Latitude founder Richard Spindler quoted that same bit of wisdom on our website. What sailor wouldn't be moved by this sentiment — to abandon everything for what truly matters, to rebel against expectations, to choose not to conform and stake out a life voyaging, wandering?

But Jill brings up a good point. Sterling Hayden was not a perfect man (something he was more than forthcoming about in *Wanderer*), and it does feel a little . . . weird . . . and perhaps even disingenuous to hear how we should shed our money and drop everything to go to sea from an actor who was more than financially comfortable, and who struggled to find his own harmony in life.

"In the 1980s Mr. Hayden appeared in a documentary, *Pharos of Chaos*, filmed aboard his barge in Europe, and seemed to be in an alcoholic stupor much of the time, supplementing his wine intake with hashish," wrote the *New York Times* in their 1986 obituary of Hayden. "On camera he said: 'What confuses me is I ain't all that unhappy. So why do I drink? I don't know.'" The *Times* went on to say that Hayden wrote of his "fascination with the sea in a 1963 autobiography, *Wanderer*, in which he also said he would never be able to erase the guilt he felt over his testimony, in 1951, before the House Committee on Un-American Activities."

Some of us here at Latitude actually have abandoned our means (or money), flung off security and routine, simplified our lives and left it all to go to sea. We don't regret these years — they were fulfilling in all the ways that Hayden described — but they didn't come without sacrifice. Specifically, we gave up years of working in a career in journalism and all the experiences, be they relationships or personal and intellectual growth, of that career itself. Again, we have no regrets, but we'd be remiss if we didn't share our personal realities of the "choices" Hayden described.

We also don't believe that Sterling Hayden's flawed humanity negates the pearls of wisdom he had to share. "Wisdom" is like poetry; it's not necessarily meant to be taken literally, and we don't need the poet to be perfect. The passage from *Wanderer* stirred something in people: No matter what income level we find ourselves in, we're all faced with decisions about the appropriate balance between work, material indulgence and spiritual satisfaction. Even Sterling Hayden wrestled with this most fundamental of questions: "The strapping, 6-foot-5-inch Mr. Hayden, found it difficult to subjugate his love for the sea to his need to make a living as an actor."

### ↑↓ A CHANCE RESCUE

In September, we went sailing with Camillo Gonzales, an old friend, on a rented Beneteau 32 out of Marina del Rey. The last time we were on a sailboat with Camillo was in May 1993, when he was 4 years old.

We rescued Camillo and 16 of his fellow crewmembers in the Caribbean, north of the island of Cuba, where they'd left in a 24-ft fishing boat, the *3D*, headed for Florida. The motor froze up and they had been drifting for six days when we picked them up. Onboard their boat was a 10-year-old girl who was dying from exposure. They had also run out of food and water. The Coast Guard sent a Navy helicopter, which picked up the girl and her mother, and took them to a hospital in Key West.

We sailed and took the rescued Cubans to Key West, where they were accepted as refugees and settled in for a new life in Florida. My wife Kate and I were just concluding a one-year sailing adventure, having departed San Francisco in May 1992



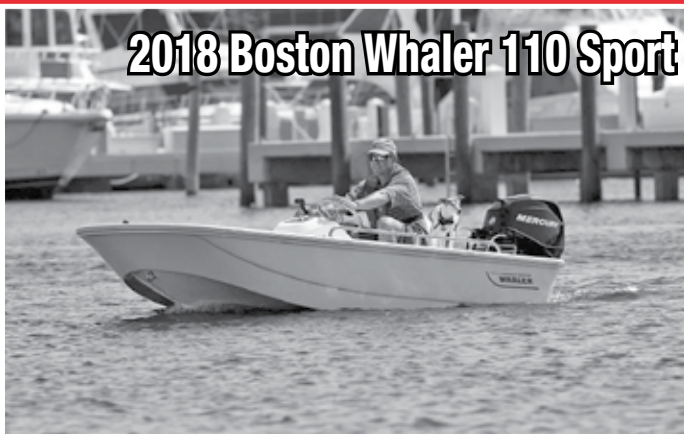
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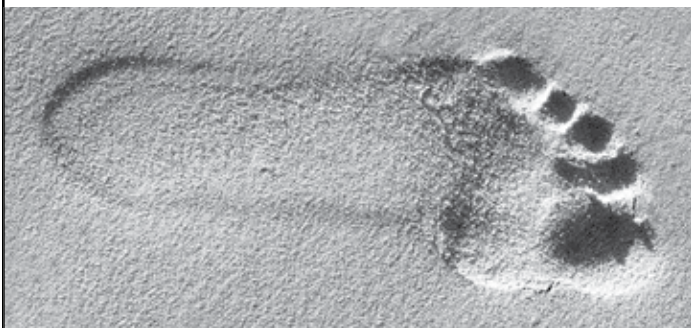
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## LETTERS



GRADY MEADOWS

From left: Camillo Gonzalez and Marina, Grady and Kate Meadows.

on the *Breeze Up*, our Challenger 40 sloop with our kids, Elvin, 10, and Marina, 8. Camillo is 29 now, graduated from college in Florida and is living in Los Angeles, working toward a career in acting.

We now reside in the high desert of Bisbee, Arizona, and your magazine and outstanding editorial comments bring me great comfort.

Grady Meadows  
Bisbee, AZ



GRADY MEADOWS

Refugees from a Cuban fishing boat after being saved by the Meadows family and brought on board 'Breeze Up'.

### ↑↓ THE GOLDEN YEARS

I just noticed the article about the *Golden Rule* [in the October 8 edition of *'Lectronic Latitude*]. I lived on the *Golden Rule* with Barbara Reynolds for six months when the boat was docked in Hiroshima in 1963. I never met Jessica, but heard a lot about her from her mother and was sad when Barbara passed away.

Sally Honey  
Illusion, Cal 40  
San Francisco

### ↑↓ A FEW MORE FLARE-UPS

Thank you *Latitude* and your contributors so much for the series of letters on flares. I have long considered the USCG requirement that I carry toxic flares that have to be replaced every 18 months to be the epitome of misguided government regulation.

Common wisdom used to recommend advising the Coast Guard, and then shooting them off for practice when they are pull-dated. This doesn't make sense if you look at the Material Safety Data Sheet ([www.orionsignals.com/sds-sheets.html](http://www.orionsignals.com/sds-sheets.html)) for the standard 12-gauge flares, the cheapest way to meet



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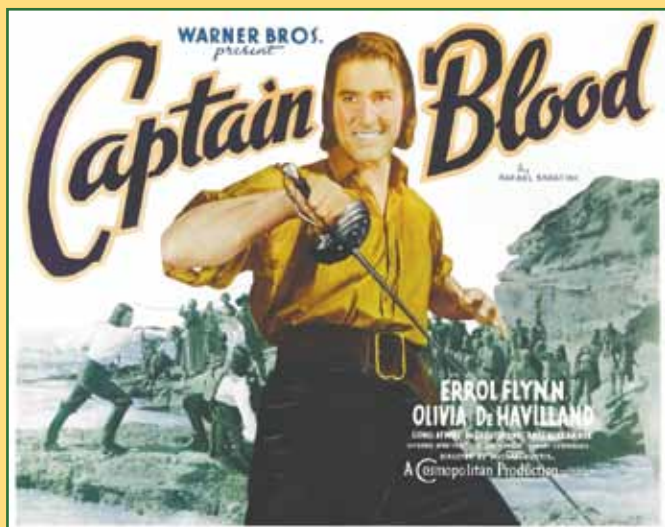
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## LETTERS

the legal requirement. Note the bit at the end of page 3 about "acute toxicity" to fish. So here we have one more thing to add to our already poisonous stew that "goes away" into our oceans.

Which leads us to wonder, what is the responsible way to deal with expired flares? My municipal Disposal of Toxics facility does not accept them, because they are classified as explosives. They referred me to the Washington State Patrol, who did not know if they could take them or not. They said I would have to contact the WSP Bomb Squad. I asked for the Squad contact information. They said it was not public.

What would it take to blow the lid off this bureaucratic idiocy?

Peter Willing  
Ruby, 1939 35-ft Phil Rhodes design  
Bellingham, WA

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

Regarding the letter titled "Climate Change Is Not a New Concept," by Chris Barry in the September issue, note the typical power plant consumes 400 kg of coal per megawatt hour (MWh) — the consumption rate varies depending on the BTU content of the coal.

The author states a bulk freighter was loaded with 63,000 long tons of coal bound for an Indiana power plant where the coal would be consumed in 18 hours. He doesn't mention which power plant, but the following should suffice to make my point. There are 28 coal-fired power plants in Indiana with an average capacity of 765 megawatts (MW). The average Indiana coal-fired power plant would take 209 hours, not 18 hours, to consume the entire ship's cargo.

The Gibson plant is the largest coal-fired power plant in Indiana, with a nameplate capacity [or the intended full-load sustained output] of 3,145 MW. Aside from the fact that power plants are not run at nameplate capacity, if the Gibson plant were to operate at this level, the ship's cargo would be consumed in 50 hours, not 18 hours.

Why the gross exaggeration?

Also why the asinine calculation of a mile deep of coal covering Central Park? How many plastic straws would it take to cover Central Park a mile deep?

Art Ciano  
Battello III, Cal 42  
Southern California

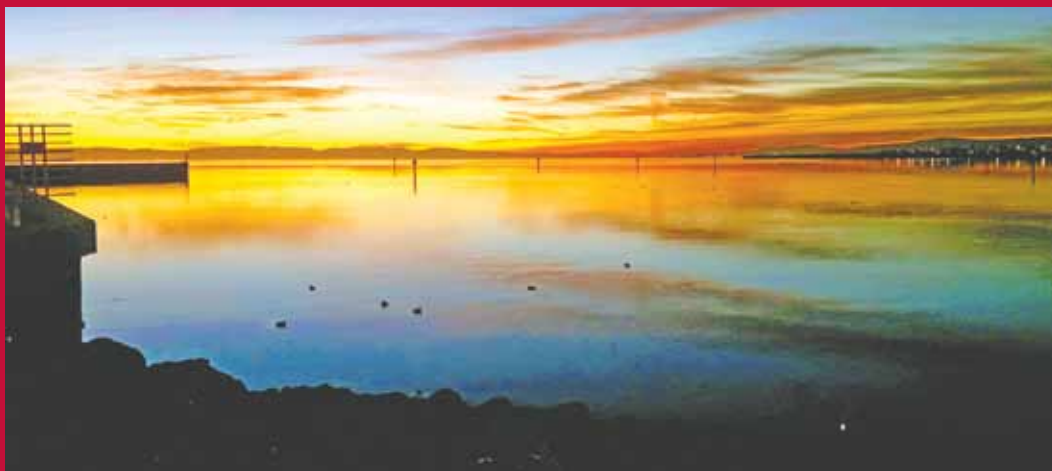
Art — You have a very impressive knowledge of coal power plants in the Great Lakes region, and obviously have a deep and nuanced understanding of the intricacies of the coal industry as a whole.

We don't like to parse readers' words, but we think the point of Chris Barry's letter was to say that even in this age of proliferating green energy, we're still burning far too many fossil fuels. We can't speak to whose statistics are more accurate, but going with your numbers, it takes a plant roughly eight days (burning, as you mentioned, at full capacity) to go through 63,000 tons of coal. While eight days is certainly "better" and more efficient than burning all this coal in less than one day, that's still a lot of coal! Let's not forget the energy and carbon that it takes to dig coal, the toxic runoff to watersheds from said digging, and the energy and carbon it takes to ship the coal — to say nothing of the air pollution from the plant itself.

In August, after the Trump administration overhauled the federal pollution restrictions on coal-burning power plants, the "administration's own analysis revealed that the new rules



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## LETTERS

could also lead to as many as 1,400 premature deaths annually by 2030 from an increase in the extremely fine particulate matter that is linked to heart and lung disease, up to 15,000 new cases of upper respiratory problems, a rise in bronchitis, and tens of thousands of missed school days," according to the New York Times.

What's more, in early October, "The world's leading climate scientists have warned there are only a dozen years for global warming to be kept to a maximum of 1.5 degrees [Celsius], beyond which even half a degree will significantly worsen the risks of drought, floods, extreme heat and poverty for hundreds of millions of people," according to The Guardian.

As far as the "asinine" allegory about how much coal would fill Central Park, we have no idea how anyone calculates these things, and we completely agree that single-use plastic waste would likely fill an appallingly large area, like the ocean.

We appreciate your attention to detail, but we think you're missing the point: We're still using way too much dirty, destructive fossil fuel.

### ↑↓ COMPLETE BS

In the August issue of *Latitude*, someone called "Based on Science" [an anonymous letter] made false claims regarding the scientific consensus on anthropogenic global warming (AGW). He provided a link to a website called Petition Project, where it is claimed that 31,487 American scientists supposedly rejected AGW.

This is complete BS disinformation, contained in what was known as the Oregon Petition, which was widely debunked over a decade ago.

In reality, their only requirement for inclusion on this list was a bachelor's degree in any field of science or engineering. It's absurd, because what matters is what actual practicing climate scientists think, not what a mechanical engineer or your dentist thinks. Anyway, let's see how their numbers compare with the general population of scientists, using their own parameters for inclusion.

The total number of scientists in the United States is 12,944,000. The number of scientists who signed the Oregon petition, 31,486 or 0.24% of the total. That's right, the Oregon Petition signers are less than one quarter of one percent of the number of scientists in the US, based on their own definition of "scientist."

Being generous, maybe 150 are actually climate scientists, which is 0.3% of the 50,000 members of the American Geophysical Union (AGU) in Europe and the US. One scientist who reviewed the list came up with 39 actual climate scientists, which means that 99.5% of the Oregon Petition signatories are not climate scientists.

You will find large numbers of petroleum geologists and petroleum engineers on these lists (yeah, there are other equally lame lists). Those behind the Oregon Petition used a fake letterhead of the National Academy of Science to fool people into thinking it was endorsed by or otherwise connected with the NAS.

Richard Mercer  
Mage Wind, Pearson Triton  
San Rafael

*Richard — thanks for another letter helping to debunk some of the common and long-running climate-change-denier myths. Readers, Richard Mercer is a boatwright working at San Rafael Harbor. He is not a scientist, but is a student of science with a long history of scholarly study. Richard helped us write a response last month to the letter "Yeah But, Scientists Have*





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## LETTERS

*Been Wrong Before," commenting on the denier myth of "Global Cooling."*

### ↑↓ RISE OF THE MACHINES

The oceans are vast and it is unbelievably expensive to send ships out to collect information. Drones are the most advanced version of devices we put out there. With real-time bi-directional communications and the ability to "drive" them remotely, they can be much safer than free-drifting buoys and moored buoys in deep water with huge watch circles.

I sleep when I am off watch, not worried about running into drones. I believe they are required to transmit AIS, and I know the owners are monitoring them all the time. Dark fishing pangas, longlines and all the bits of garbage floating around are a much bigger risk to sailboats at sea than drones.

Alan Trimble

*Goblin*, Atlantic 42 catamaran

Nahcotta, WA/Bahia de Caraquez, Ecuador

### ↑↓ A RESPONSE TO A 'FORMER' READER

Here are a few points that clearly flew over Sam Kasperzack's head. [Sam Kasperzack had the first letter: "This Is Why I'm a 'Former' Reader" in the October issue.]

He states in his letter: "I recently found a copy of the January 2017 *Latitude* 38; it reminded me why I quit reading your magazine, after loving it for so many years. The cover picture (Alyssa on the bow of *Quixotic*, a Voyager 43 cat) says it all. Remember when cruising stories were exciting, about sailors who understood navigation, weather prediction, and seamanship?"

Wow. The ignorance and naiveté are stifling. Where to start?

This letter was written while en route from Fiji to New Zealand, arguably one of the most challenging passages that offshore sailors face. Anyone who has sailed this notorious route knows all too well how much sailing skill, careful weather planning and seamanship is involved. I don't need to go on.

His second astute observation is that: "Now we get puff articles about yuppies crossing oceans in their multihull condos, with every possible whiz-bang convenience, safety item, and instant worldwide communication. Seems they want to spend the least possible amount of time at sea, keep in constant contact with their besties, and face no danger bigger than a crapped-out icemaker." Another wow.

*Quixotic* has a 15-year-old trusty Icom SSB and second-generation Pactor modem that allows just enough communication for weather forecasting and to send *Latitude* this letter in question. If every last dime weren't spent on epoxy and fiberglass fixing up this cat, then maybe the icemaker would have made the budget . . . or a liferaft. Oh, and the fact that Alyssa was sailing on the Fiji-to-New Zealand passage on a catamaran she had just salvaged and patched up on a beach. Yeah, what a total yuppie. "But they still write it up as if they had a grand adventure," Sam wrote. If surfing down waves on a passage to New Zealand on a catamaran that you just salvaged off a beach in Fiji is not an adventure, then I don't know what is.

The Blonde Mermaid, aka Alyssa, is one of the hardest-working and most talented and skilled offshore sailors out there. She's also living one hell of a real adventure. One that can only be lived by getting off the bar stool in Ecuador.

And on another topic from last month regarding *Questions About Taxes*, where Todd Frye asked: "Have any of your seasoned sailors ever had to purchase a new engine while sailing far from home, and then had to claim the 'repower' as a



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— John & Sharon Warren  
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# LETTERS



JOHN TEBBETTS

**Don't call Alyssa Lewis a yuppie and not expect a reckoning.**

purchased locally from being assessed GST (sales tax). As for re-entering the US (if after sailing the South Pacific, you still think it's a good idea), why would you volunteer info on the age of your engine?

taxable purchase when clearing back into US Customs? And, if your boat is part of a non-profit, are import tariffs going to be assessed if an engine/anchor/sail/etc. is purchased in Fiji (or wherever) and returned to US home ports?"

Yacht spares imported into Fiji are duty free, as long as the yacht is "in transit." New Zealand is the same but goes further to exempt yacht parts purchased locally from being assessed GST (sales tax). As for re-entering the US (if after sailing the South Pacific, you still think it's a good idea), why would you volunteer info on the age of your engine?

Lewis Allen  
Quixotic, Voyager 43 cat  
Savusavu, Fiji

## ↑↓ AND ANOTHER RESPONSE TO 'FORMER'

This email is in response to Sam's October letter criticizing the cover photo of my dear friend Alyssa. Sam labels a woman he has never met and knows virtually nothing about as a yuppie and then denigrates her boat and lifestyle.

Alyssa works as hard as anyone I have ever known. She's also sailed many thousands of offshore miles on a 37-ft monohull. She and her husband Lewis bought, refloated, salvaged, rebuilt, and refitted *Quixotic* after she'd been sunk in Cyclone Winston, in Fiji no less — a monumental task. Alyssa deserves all the hours, days, weeks or months she can get sitting under that kite. But her time in that seat is counted more in minutes than hours. Now that they have *Quixotic* shining, impeccable and in better-than-brand-new condition, she and Lewis run back-to-back week-long adventure charters down here in Fiji. Their business is booming. Of course Sam would probably be quick to point out what easy work that is. I'm sure he's an expert.

"It is better to keep one's mouth shut and be thought a fool than to open it and remove all doubt." Lincoln? Twain? It seems to me that perhaps Sam suffers from "delusions of adequacy." Walter Kerr. "Some cause joy wherever they go, others whenever they go." Oscar Wilde.

Sorry about all the quotes. It's just that I'm hard pressed to express the depth of my contempt. I'm leaning on the masters,

John Tebbetts  
Ichi Ban, Yamaha 33  
Savusavu, Fiji

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

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

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## LOOSE LIPS

It's not often, or ever, really, that we get to segue a Caption Contest(!) into a bizarre story, but prepare for a totally bizarre story to accompany this bizarre fender bender. First, heeeeeere is this month's winner, and the top 10 (well, 11) runners up:



MARYLAND NATURAL RESOURCES POLICE

*If Evel Knievel had been a sailor. — Rebecca Borowski Jackson*

"Does this boat make my stern look big?" — Chuck Cihak  
 "Hey, while you're down there, can I pass you a gallon of bottom paint?" — Erik Pedersen  
 "These ocean speed bumps are a challenge!" — Don Mac  
 "Stand-on vessel?" — Peri Ermidis  
 "OK! Bottom's clean! You can back her off now." — Dag Gano  
 "Committee boat end looks good . . ." — Theo Van Der Merwe  
 "No, really, we'll deliver the lobsta's to wherever you are!" — LuAnne Graves  
 "I'm really sorry I called your boat a stinkpot." — Mark Wheelles  
 "Yes, Timmy, this is how motorsailers are made." — Todd Craig  
 "Sunscreen, check. Hat, check. Lifejacket, check. Someone at the helm . . . D'oh!" — Jay Sorensen  
 "Don't text and drive!" — Janet Payne

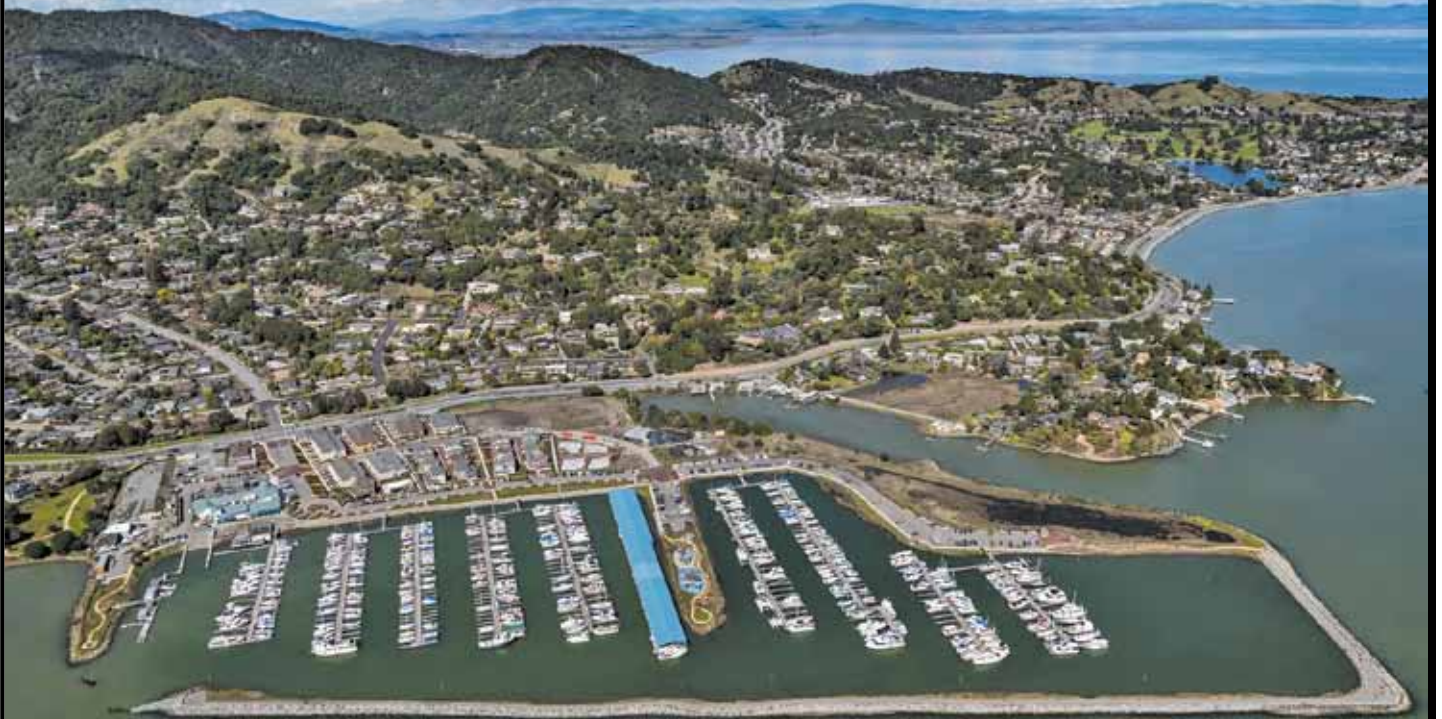
And now for the story, as reported in August by the Washington Post (spoiler alert, there was no "good reason" for this collision, not that any of us here at *Latitude* thought there possibly could be):

"Two boats, one a sailboat and the other an engine-powered fishing boat, collided on Friday in the Chesapeake Bay, a crash that caused no serious injuries, authorities said. Two people were aboard the sailboat, *Levitation* [a J/105 out of Annapolis], and seven were on the fishing boat *Hunter*. Maryland Natural Resources Police said the crash occurred near Thomas Point, which juts into the bay south of Annapolis.

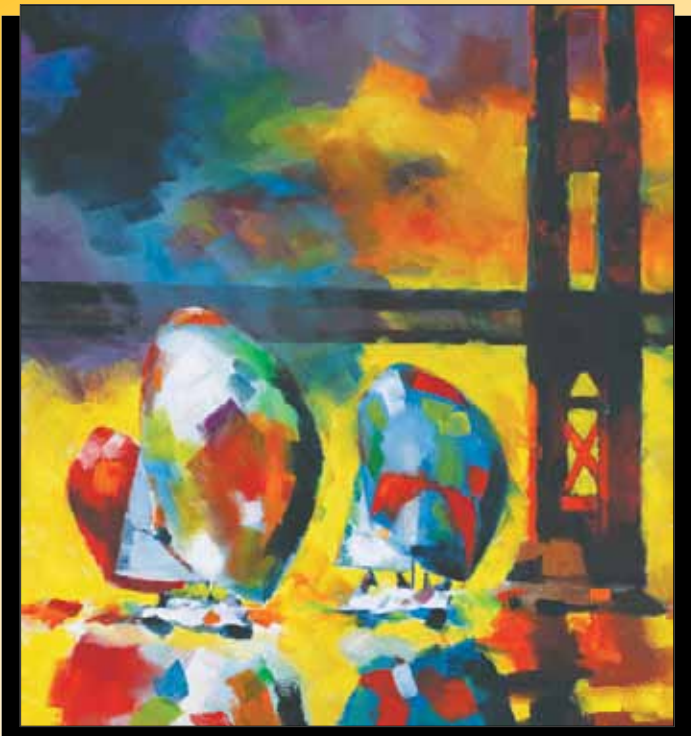
"A sailboat under sail and not running its engine has the right of way, police said, speaking generally. A fishing boat could have priority if engaged in a certain kind of fishing; authorities declined to say whether that was the case, and also did not say whether the sailboat's engine was running. The two boats seemed to have melded firmly, with the lower



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## LOOSE LIPS

edge of a sail draped across the front of the fishing boat.

"The Coast Guard — which is still investigating the cause of the crash — said that after they evacuated the seven people from the fishing boat, it slid off the sailboat.

"The height of summer is the most dangerous time for boating," said Capt. Melissa Scarborough of the Maryland Natural Resources Police, one of the agencies that initially responded to the crash. "July is historically, without fail, the biggest boat accident month that Maryland has," she said. "August is the second highest."

"So far this year, boating incidents have killed 16 people in the Chesapeake and its tributaries, Scarborough said. This month, two have died — one in an incident on a creek off the Potomac and another in Frederick County on the Monocacy River.

"Some on the water think of boating as purely recreational, Scarborough said, and forget that, just like cars, boats can be dangerous and even deadly."

We like to call the Leukemia Cup a win/win for everyone involved. The purpose of the event is to raise money for the Leukemia & Lymphoma Society (LLS). And in so doing, sailors are able to do what they do best: sail, race, compete, and then tell stories about all of the aforementioned over beers.



GERALD SHERIDAN / LLS

**Caleb and Duane Yoslov (dad) of the Melges 24 'Looper'.**

\$20,000, and, in the win/win spirit of the event, also took first in class in PHRF 3 aboard their Melges 24 *Looper*. For the race report, see page 100.

Here's an interesting but relatively obvious bit of etymology: "The term 'groggy' comes from either the British or American Navy, whose sailors drank Grog, a mix of rum, water and citrus juice, which was used to fight scurvy," according to [www.kick-assfacts.com](http://www.kick-assfacts.com) "Someone who is dazed or sleepy might feel as if they have had too much grog, making them 'groggy'."

"Barnacles may have a small footprint, but their effect on global shipping is large," wrote Veronique Greenwood in an August article in the *New York Times* titled "A New Trick to Keep Barnacles from Sticking to Ships."

"When ships' hulls get coated with barnacles and other creatures, they use more fuel and eventually must be hauled out



# LOOSE LIPS

of the water and scraped clean, at an estimated cost of several billion dollars a year. Fuel burned by the shipping industry is a significant contributor to global carbon emissions, too. To keep barnacles off hulls, boats are coated in antifouling paint that kills barnacle larvae. Unfortunately, the paints' active ingredients also leach into the water and kill other things, like oysters, leading to bans on some formulations and a search for alternatives.

"Researchers who study the physics of sticky biological structures at Kiel University in Germany reported [in August] in the *Journal of the Royal Society Interface* that one option may involve texture, rather than chemicals. Covering surfaces with microscopic structures shaped like mushrooms, they find, keeps barnacles from getting a firm foothold.

"The team tested samples in the Baltic Sea, all of which accumulated barnacles, but the glue [secreted by barnacles that hardens into a cement-like substance] had easily seeped between a straight-pillared shape and made a tight seal with the surface. On the coating with the mushroom shapes, however, there were big gaps beneath the barnacles' layer of cement. They were perched precariously on top of the mushroom caps.

"Steadily, all the barnacles that had landed on the mushroom surface disappeared, apparently pulled from their insecure seats by the motion of the waves. No new barnacles settled on it for the rest of the experiment, while the other coating continued to attract new colonists."

"Halfway between pain and paradise lives the sailor on San Francisco Bay. He has books to tell how to set the sails, how to

trim sails, how to take sails down. He has books to tell you how to navigate to Bora Bora, but nothing to tell how to navigate out of the Berkeley Circle sideways, laid flat, soaked and chilled and thrilled and living in pain and paradise all at the same time. Halfway is what you get when you average the two. It is the common state of the San Francisco Bay sailor.

"Halfway between pain and paradise lives the sailor of San Francisco Bay. That is where we introduced him, and that is where we must leave him. Chilled flat, thrilled sideways, broached to the gills, repeating the mantra of the moment:

Don't saw away at the helm. Straighten the rudder.  
Climb to the high side quickly, quickly.

DUMP the spinnaker sheet. Stand ready to retrim.

I mean for *years* we've been going together. It'll work out.

I am controlling the afterguy. It must not be eased.

Being of the limp, gimp, wimp, and simper school." — *Kimball Livingston; excerpts from the preface and epilogue of Sailing the Bay.*

Sailing is just the bottom line, like adding up the score in bridge. My real interest is in the tremendous game of life. — *Dennis Conner*

CHRONICLE BOOKS



*Kimball Livingston, circa 1981-ish.*

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# SIGHTINGS

## first-time delta doo dah cruising

*In a feature in the October issue of Latitude 38, we reported on the 10th Delta Doo Dah cruising rally, and published a report from do-it-yourselfers Greg and Kristin Torok on the Baba 40 Sonrisa. We have another DIYer report in 'Lectronic Latitude, but Kevin Clancy was a Doo Dah first-timer aboard the Catalina 22 Miss Irene and chose to follow the official itinerary. He filed this report:*

The California Delta is a unique 1,000-mile waterway of rivers, sloughs, reclaimed islands and tracts. This inland river delta and estuary is formed at the confluence of the Sacramento and San Joaquin Rivers, and is just east of where the rivers enter Suisun Bay. This area is ripe for exploring, both on the water and in the towns along its banks. However, Joanne and I are novice sailors and were nervous about how and where to begin.

I read about the Delta Doo Dah in *Latitude 38* and on the Internet. I convinced my reluctant girlfriend into participating in the event to learn about this water wonderland just outside our backyard. We attended three organized events this year.

*continued on outside column of next sightings page*

## sailing book

It's that time of year again — time to check out some of the new sailing-related books sent to our offices over the past 11 months. This year's crop was a bit smaller than usual (although there's still a month to go before year's end; we'll have Part 2 of Book Reviews next month), and a bit more eclectic. In addition to a stack of ink-and-paper volumes, we'll take a quick look at the first ebook ever reviewed in these pages.

**Uncharted Waters — Romance, Adventure and Advocacy on the Great Lakes** (Mary McKSchmidt, \$15) — "Michigan steams like a young man's dreams," sang Gordon Lightfoot in *Wreck of the Edmund Fitzgerald*. Lake Michigan set young Mary McKSchmidt's mind steam-



LATITUDE / CHRIS & ANNIE



## review time

ing, too. From the day she first set eyes on the lake at age 8 to the present, this and the other Great Lakes have spoken to her, and she has spoken for them. Part of her early courtship with the lakes and then-boyfriend Rubin was also her first exposure to sailing: crewing on his Hobie 16 during local races. (They later graduated to a 30-ft sailboat named *The Inevitable*.) By then, Mary was in the throes of a major course change in her life stemming from a traumatic six-month trip to South Africa. Part of that wake-up call was a switch from a 'frivolous' English major to business, and, eventually, a 20-year stint as a corporate 'suit' at a Fortune 500 company. Eventually, all her

continued in middle column of next sightings page

**Left page:** Joanne and Kevin of 'Miss Irene' listen to Craig Perez talk about anchoring, dance on Bradford Island, and get to shore via kayak while anchored bow and stern. **Right page:** Joanne is greeted by Spindrift Restaurant's garrulous hostess.



MISS IRENE

## first-time doo dah — continued

The first was the Kick-Off Party on the evening of May 12. Richmond YC hosted the event. They made their clubhouse available and provided a nice selection of appetizers for everyone to enjoy. There were general introductions, prize raffles, and breakout seminars to learn more about specific aspects of the Delta. We attended a seminar that discussed some of the basics of the Delta: where to go, popular cruising/camping areas, and the recommended gear to make it the most enjoyable experience. Another seminar we sat in on was about the proper way to anchor in the Delta. We learned a lot from these sessions. However, some of the things we heard heightened Joanne's apprehensions.

The next event we attended was at Owl Harbor Marina in Isleton. The marina hosted a BBQ on June 16 to celebrate the start of the summer season for their tenants and invited the Doo Dah fleet to participate. Owl Harbor provided an awesome lunch and plenty of grog to wash it all down! We reserved a slip for a couple of nights at this very well-maintained marina. In addition to nice slips, Owl Harbor has a bountiful community garden, fresh eggs from their chicken coop, spa-like bathrooms, bicycles, stand-up paddle boards, and kayaks available for the asking. It's like an upscale resort.

The plan was to launch at Brannan Island State Recreation Area, then motorsail down Threemile Slough and into the San Joaquin River. From there we planned to sail upriver to Sevenmile Slough, where the marina is located. I was ready, but unfortunately Joanne wasn't up for the challenge. I decided to sail to Owl Harbor solo and meet Joanne at the marina. Now I was nervous!

I was able to raise the stick and get *Miss Irene* into the drink all by myself. I started gaining some confidence again. The winds were favorable, at about 15 knots or so, and before I knew it I was safely at the marina. Joanne arrived shortly thereafter, and we enjoyed the BBQ festivities and getting to know the marina residents. The next day was full of exploring, starting with a motorsail to Potato Slough and the fabled 'Bedrooms'. Afterward, we took advantage of the marina's bicycles and rode around Twitchell Island, the island on which the marina is located. It was a good ride and of course, scenic. The bonus being it was also very flat! Later that day, we paddled our kayaks for drinks and dinner at Spindrift, a local favorite.

The next day it was time to head home and get *Miss Irene* back on her trailer. The winds were strong, blowing at 20+ knots, and gusting higher. Joanne was considering sailing back with me, but, as winds continued to build, thought otherwise. I was again nervous, not just about the wind, but how I was going to get the boat back on the trailer alone. So, with a reefed main, I had a very spirited sail back to Brannan Island. It was my best sailing experience to date! In addition, Joanne surprised me by meeting me at the ramp.

The next organized event was the Bradford Island party hosted by Bay View Boat Club, a San Francisco club that also owns land on the island in the Delta. BVBC invited a limited number of Delta Doo Dah'ers to join in the debauchery. We were happy to secure an invite. Joanne and I didn't know what to expect. We were envisioning a fancy San Francisco clubhouse and a lot of pomp and ceremony. How wrong we were! There was no fancy clubhouse or snobby folks at all. It was more like a hippie colony with eclectic structures and the nicest group of people we ever met, who made us feel not only very welcomed, but part of the crew.

To get to Bradford Island, we again planned to launch from Brannan Island, and sail down Threemile Slough to the San Joaquin River. It's just a short sail from there to Bradford Island. We arrived without any drama, but anchoring from the bow and stern

continued on outside column of next sightings page

# SIGHTINGS

## first-time doo dah — continued

along the tules was our next concern. This concern was baseless, and we had plenty of help from BVBC members.

The night was filled with great food, drink and live music. Joanne and I had a great time meeting fellow Doo Dah'ers and BVBC members and dancing the night away. We also learned you can take a ferry to the island. I'm glad we learned about this later rather than sooner or else I would have probably found myself sailing alone again. The next day we paddled our kayak with BVBC comodore Larry White, who was solo-paddling his canoe. We paddled upriver and into Fisherman's Cut and back. Larry shared stories about the club and the area. He is very knowledgeable and a great guy. Paddling was a good way to build an appetite before breakfast hosted by BVBC. Before we knew it, we were motorsailing back to Brannan with very little wind. Another great trip!

We definitely plan to participate again. We are also hoping to entice some of our fellow sailors in the sailing group Catalina 22 Fleet 4 ([www.catalina22fleet4.org](http://www.catalina22fleet4.org)) to join us in the good times next year. We would also encourage other novice sailors to participate. It's not as hard as you think!

— kevin clancy

## "beyond our lifetimes"

We've been thinking a lot about what will become of the Bay Area's sailing staples as the founders and owners think about slipping the docklines and setting sail under the Gate. What will become of the institutions we've come to rely on? Who will take the helm next? And, will the next generation get to experience these institutions in the way that we have?

We're not the only ones thinking about what's next.

"We're starting up a nonprofit corporation named 'Ocean Planet Explorers,' with the goal of supporting the research and educational aspects of our current tools, the *Derek M. Baylis* and our education program. Our longterm goals include managing a fleet of sail-assisted vessels to be placed on every coast of the US," said Kim Desenberg, a local boatbuilder who has worked with the iconic Tom Wylie, a naval architect, for over 40 years. "The purpose of this nonprofit is to enable access to the oceans we all know and love to as many individuals as possible. We're trying to save the world in the way we know how."

The *Derek M. Baylis* — which has been in operation for about 15 years — was built to provide a comfortable, fast, and environment-friendly platform for marine research and education. The exacting Wylie designed the *Baylis* to be a low-resistance, low-impact, low-noise and low-carbon-footprint vessel. The still-under-construction Wyliecat 40 (which we featured in the May issue's "West Coast Boatbuilders") has a propeller shaft mounted in a skeg, which reduces turbulence and drag. This is just one of many examples of Tom Wylie's attention to drag- and impact-reducing details.

"The purpose of these designs and builds is our vision of a modern workboat: less oriented toward cargo or fishing, and more focused on research and transporting individuals out on the water to introduce them to our fragile marine environment with the goal toward encouraging people to become future stewards of our oceans and our planet," Desenberg told us.

The résumé of the *Baylis* includes working with organizations such as the Monterey Bay Aquarium, Oceana, the Cascadia Research Collective, NOAA and the USGS. She's helped track marine debris and map the San Andreas Fault, tagged great white sharks, and tracked beaked whales. The name of the current marine science education program conducted on board the *Baylis* is "Sail 4

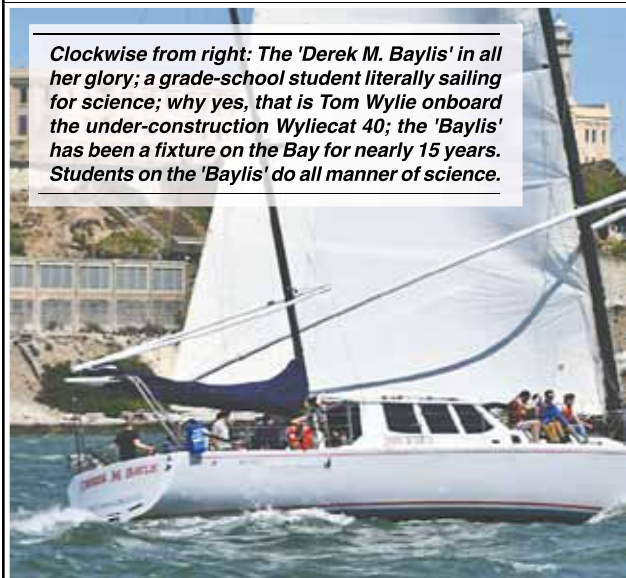
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## book reviews

planets aligned when she walked away from the corporate life and into one as an advocate for the Great Lakes and the precious fresh water they supply to so many millions of people. This book is a great read on many levels, not the least of which is the influence sailing can have on the course of one's life.

**Modern Marine Weather** (David Burch, \$44) — When it comes to anything that ends in 'ology', let's just say the sciences never represented our most shining moments in school. Which is why, in all honesty, we feel a tad inadequate reviewing most books about meteorology. (Or the fluid dynamics of hull forms; or the aerodynamics of sails...)

*Clockwise from right: The 'Derek M. Baylis' in all her glory; a grade-school student literally sailing for science; why yes, that is Tom Wylie onboard the under-construction Wyliecat 40; the 'Baylis' has been a fixture on the Bay for nearly 15 years. Students on the 'Baylis' do all manner of science.*



ALL PHOTOS WYLIE CHARTERS UNLESS OTHERWISE NOTED



## — continued

While years in the saddle have allowed us to get a sailboat from A to B with some efficiency, we don't understand a lot of the science behind how, exactly, it happens. All of which leads us to give David Burch's book (now in this third edition) a high recommendation. Why? Because it's written and illustrated in such a way that we do understand what he's talking about — at least most of the time. And as the subtitle says, that covers a lot of ground: "From the time-honored traditional knowledge to the latest technology."

**The Long Way Back** (Lois Joy Hoffman \$29.95) Eight years, 43,000 miles,

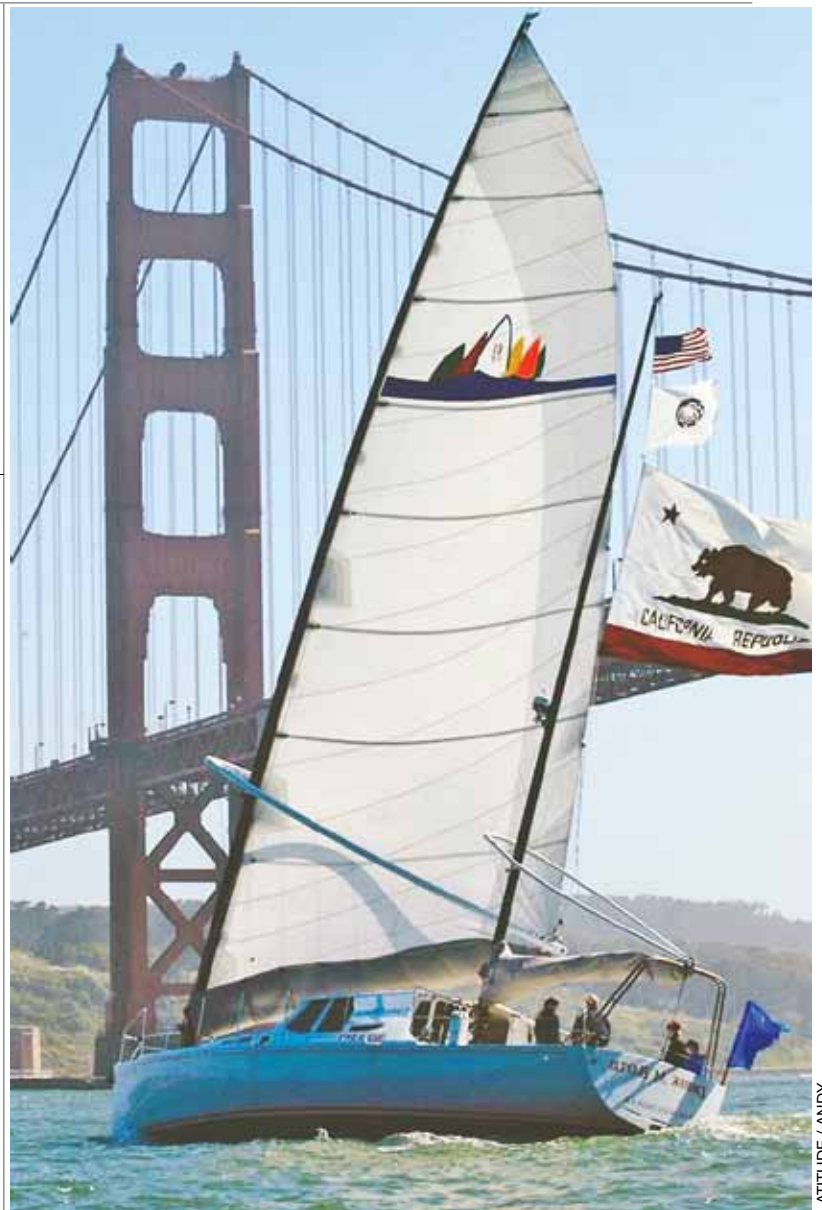
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## lifetimes — continued

Science." One aspect of that program is to help teachers applying for grants to take their students out on the water, where they do hydroacoustics, water quality sampling and plankton counts, and, perhaps most importantly, are introduced to the bird and mammal life currently seen on the Bay and ocean.

The *Derek M. Baylis* helps support its scientific mission by doing corporate charters. "We're a little different from other charter vessels; the *Baylis* conducts these charters as a way to support our primary mission. Our plan is to expand our partnerships with existing educational and marine science institutions. By doing this, we'll be able to increase the reach of our research and education programs. We hope to see Wyliecat 40s attached to marine sanctuaries all over the United States, so that more people can have the opportunity to experience the ocean for generations to come." Stewardship isn't just for grade school kids, Desenberg said. "We want to introduce adults to the ocean as well, and help expand their horizons."

— tim



LATITUDE / ANDY



# SIGHTINGS

## lucky clover

For the last two years, a team of volunteers has been slowly scraping, sanding and varnishing *Clover*, a 68-ft pilothouse cutter that was built in 1939, that, like many of the people working on her, saw service during war. *Clover* is part of Wooden Boats for Veterans, an organization that we've sailed with before, and profiled in *Sightings* last year.

"What we want to do is build a community of veterans around this boat," said Terry Moran, a Sausalito native who graduated from the Naval Academy in 1988, flew F-14s, and founded WBFV in 2014. "The community's needs are really what's going to guide us." Terry said that he's following the same model as Alan Olson's *Call of the Sea*, which offers sail training for young people. "Our focus is vets, and we're up to about a dozen guys and gals regularly involved with the boat. We're restoring her to her original sail plan. From there, we'll start thinking about voyages." When we sailed with Terry last year, his goal was to sail *Clover* down the coast and to Hawaii.

continued on outside column of next sightings page

## book reviews



LATITUDE / JR



*Clockwise from left: Terry Moran (top and center with hat and beard) poses with a group of Salesforce volunteers; one of many volunteers hard at work; 'Clover's former self'; 'Clover' starting to come together.*





## — continued

62 countries . . . that's the résumé of Lois and Gunter Hoffman aboard their Catalina 43 *Pacific Bliss* (as of 2008) — and the basis of a trilogy of books of which this is the last. The first two (reviewed here in years past) were *Maiden Voyage* and *Sailing the South Pacific*. Content-wise, think of these large paperbacks as Lin-and-Larry 2.0. All three books are chock-full of great photography, great people, great stories, mini history lessons, how-tos — there's literally something for everybody here. Highly recommended for any cruiser's bookshelf. A word of warning, however: If you or your significant other are feeling any sort of reluctance to leave, do

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ALL PHOTOS WOODEN BOATS FOR VETERANS / TERRY MORAN

## clover — continued

*Clover* — which has been on the Bay since the 1970s — was donated to WBFV in early 2016 by a family of longtime owners who ran a charter company. Built in 1938 at A.R. Luke Bros. yard in Southampton, England, *Clover* was "built in the style of an old-time pilot sailboat," according to Terry. "She was not quite completed when war broke out in '39, and her original yard was bombed out of existence, but she saw service in the English Channel all through the war. *Clover* was fitted with sonar gear for mine sweeping operations (or sub hunting), which is still onboard. "We've been reaching out to the Association of Dunkirk Little Ships to see if *Clover* was there, though we haven't turned up anything. With her deep draft, it's possible she didn't have a direct role. Although her service remains classified, we know she was in the hands of the British government until the war ended, when she went to Camper and Nicholsons to finish her interior and return her to private ownership."

The team of volunteer veterans has been dutifully working on bringing *Clover* back to life. It's not a "full restoration," according to Terry. "We're replacing her deck, electrical and plumbing systems, have the engine running, and, finally, will re-rig her as a gaff cutter again." Volunteers under the guidance of Rutherford's Boat Shop have replaced nine planks, and most of the thru-hulls, and are in the process of removing the laid deck — a project for which WBFV is currently trying to raise money.

Indispensable to the restoration is Fergus Moran, Terry's dad and a former Master Mariner with whom we had the pleasure of sharing some whiskey after a sporty sail on *Valiant*, a 45-ft 1962 Sparkman & Stephens that's also part of the WBFV 'fleet'. Fergus' last command was in Iraq, where he was in charge of getting the port Umm Qasr running — Terry was stationed in Baghdad at the same time.

There's been another force involved with *Clover*'s restoration — a Salesforce. "The Salesforce people have been coming out since last year, and come back every quarter," Terry said. "One of our board members, a former army helicopter pilot, works for them. Salesforce compensates their employees' time, so they don't lose any pay for going to volunteer; and then they pay our nonprofit money for supplies. The last time they came out, I felt like I had just won the lottery. It's been really great having access to those folks."

Last year, Moran told us that "sailing on wooden boats is a good pathway to healing for some veterans trying to overcome their experiences in combat." Terry added, "I have found that for certain temperaments, restoration work can be very therapeutic. Being part of a team and doing teamwork, especially on a wooden boat, speaks to certain people, like veterans. I think people understand at a subconscious level that they are a link in the chain of stewardship, and that grounds and reassures them as well, because the guys keep coming back."

WBFV has been working with Ron Perez of Swords to Plowshares to arrange VA-sponsored transportation for vets to and from sailing and working parties. Terry also said that the Master Mariners Benevolent Association, Foss Tugs and the Society of Port Engineers have been regular and strong supporters.

— tim

If you're interested in donating to Wooden Boats for Vets, please go to [www.vetsboats.org](http://www.vetsboats.org).



The indefatigable Fergus Moran has worked on 'Clover' for more than two years.

## how to stave off gentrification

*While the slow creep of gentrification has long been a persistent ailment of waterfront communities, the process of turning once-vital maritime business areas into condos and chic coffee shops seems to have intensified over the last few decades. In the Bay Area, Alameda, San Rafael and Redwood City have been recent victims, and other communities are likely to follow. Even the historic waterfront in Port Townsend, Washington, was in the crosshairs. This summer, forces were at work determined to make PT the latest Aspen-by-the-Sea, but in just the last few months, saner heads prevailed. For now, as Bay Area expat Brookes Townes observes, things are looking up.*

In July, a study focusing on the economic impact of maritime trades — the results of which were presented at a flamboyant and crowded public meeting — found that the maritime sector makes up about 19% of employment in Jefferson County, where Port Townsend is located. Not long after, a new executive director for the port was hired. They expressly sympathy for marine trades, and promised to curtail tenant cost hikes. At the same time, the governor of Washington began championing the maritime sector, saying it represented a "robust and growing set of industries" that pumped \$30 billion into the state's economy. PT has become a sacred rose in the bouquet.

The economic impact study was done by Port Townsend Marine Trades Association, a reputable nonprofit that said they were spurred on by the national trend of gentrification of historic working waterfronts, and emphasized that everyone in the community is affected by the threat, "whether you're connected to the marine trades or not."

I wonder: If Alameda had done the same thing and made a big splash with it, would Svendsen's have had to move? In PT, by the time the economists factored in better salaries for boat workers than the county average wage, then added how much they and their families spend locally, how much support businesses take in — including grocery stores, hardware stores and Carhartt purveyors — not to mention more taxes, the maritime contribution gets pretty impressive. It's become much harder to argue that a bunch of condos or more tourists are a better longterm economic or social benefit, and now people who perhaps hadn't considered just why the town is special have a better appreciation for the waterfront's contribution.

Important to many has long been Port Townsend's many appealing, interesting and innovative residents who in many ways resemble Sausalito's decades ago. Much of the place's character is inspired by those earning their livings or recreating on the waterfront. Of course it helps if the maritime community provides a strong economic contribution, but even with that, we've seen plenty of prospering waterfronts overrun by tourism and ruined for mariners by gentrification. Part of it is who works to keep their "brand" before the public. Downtown landlords and business owners take the time and energy to promote their interests while others slumber. Local papers make much of their nut off businesses profiting from tourism and folks moving in, from tourist shoppes and tourist-dependent restaurant ads, and from realtors' listings.

At the same time, the marine trades association here for years did not have anyone regularly going to city council meetings, schmoozing at Rotary lunches, speaking up, and reporting back on attitudes developing in town. Many non-maritime sorts, particularly newcomers, gained no affinity for how interesting and vital the maritime world is because there was no way to learn about it without someone to introduce them. In PT, retiring professionals, the old proctologist and his wife who settle here after visiting our "quaint Victorian village," often have little affinity with the maritime world. They often know little of the highly regarded craftsmanship and creativity found on its shores. They can't tell highly paid shipwrights in ratty Carhartts from the homeless they don't want for neighbors. Again, introductions were lacking, until the economic impact study was presented and all

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## book reviews

not read these books — 25 pages into any one of them and you won't be able to throw the docklines off fast enough.

**All I Wish I Knew Before Setting Sail** (Chris Rinke \$17.95) — Chris Rinke learned to sail out of Vienna on the River Danube. But his big cruise with wife Alena departed San Francisco Bay aboard a vintage 1973 Columbia 34, *Green Panther*, just a few years ago. He participated in the 2013 Baja Ha-Ha and the 2014 Pacific Puddle Jump, eventually ending up in Brisbane, Australia. And he wrote a pretty neat little book.



ALL PHOTOS LATITUDE / ANDY UNLESS OTHERWISE NOTED



## — continued

From what we can see, subject-wise he left no stone unturned (including cruising with kids, even though he and Alena don't have any yet), and maybe found a few new stones to look under. This is one of the most complete treatises on what it takes to go cruising that we've ever seen — all written from the welcome perspective of a 'real' couple on a realistically tight budget. One note: Our copy was marked "black and white version" — and all the illustrations were just that. We believe these were done for review pur-

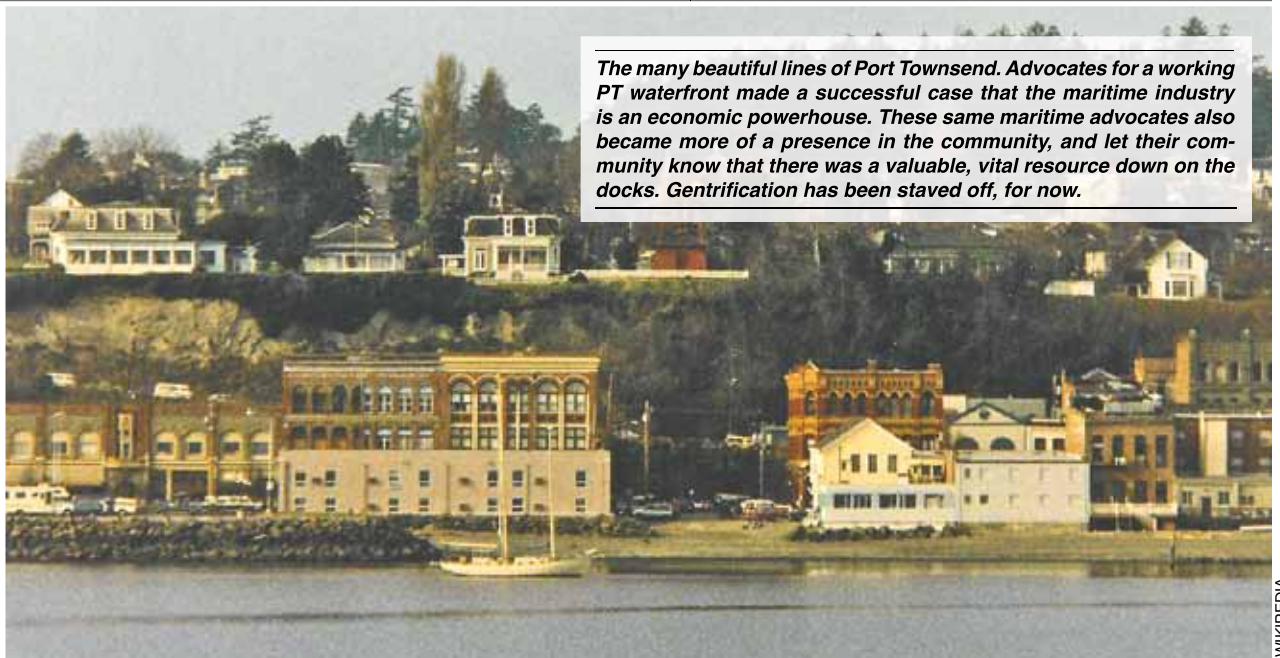
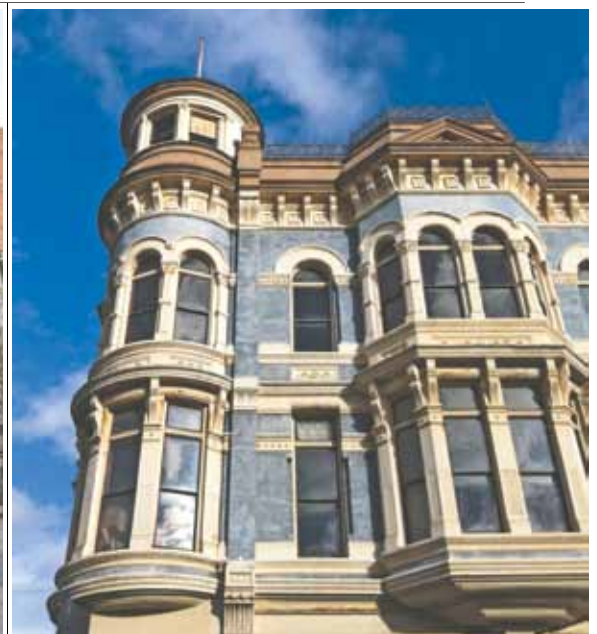
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## gentrification — continued

area newspeople and business owners in general were invited to the fandango — complete with speeches from the governor's office. All of a sudden, too many knew the value of the industrial waterfront and marinas, and heard that the character of the place was in trouble. It suddenly became hard for those who would destroy the local maritime industry to be so blatant. For now.

There was a bit of luck involved here. It turned out Washington's governor Jay Inslee happened to have a task force looking at and endorsing the state's maritime endeavors as a major part of the region's economy and brand, but taking advantage of that timely emphasis would likely not have happened without the extremely hard work of two women in Port Townsend's marine trades: Gwendolyn Tracey, a stellar yacht interior and cushion seamstress, and Pam LaNua, who's

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*The many beautiful lines of Port Townsend. Advocates for a working PT waterfront made a successful case that the maritime industry is an economic powerhouse. These same maritime advocates also became more of a presence in the community, and let their community know that there was a valuable, vital resource down on the docks. Gentrification has been staved off, for now.*

# SIGHTINGS

## gentrification — continued

part of a commercial fresh-fish concern at the Port.

The two women absolutely blew the caprails off the men in the local marine trades in their intelligent efforts and perseverance. Another member of the trades association joined the Chamber of Commerce, while others have become outspoken in other outfits around town. People who work on the water, by nature, it seems, are a mite insular, uninterested in schmoozing and social gamesmanship, but a certain amount of that appears vital to avoid the 'us-vs.-them' syndrome wherever waterfronts are threatened.

While looking for an example of a well-integrated waterfront in a terminally precious town, I learned of

continued on outside column of next sightings page

## book reviews

poses. The retail versions contain full-color photographs.)

**Falling** (Brion Toss) — This is the e-book we mentioned earlier. It is also a 'mini-book' — neither of which we have reviewed before. The reason it's included here is that: 1) It's by our favorite rigger/author, Port Townsend's Brion Toss, and 2) It's a delightful and instructive read. The premise is in the title — it's about some of the stories Brion has encountered in his 40-some years of rigging work of people or objects accidentally





## — continued

falling in not-so-good ways. We were happy to read in the preface that no fatalities were included — a horror anyone who has been around boats for a while has heard of and doesn't need to read more of. (Plus it's OK to laugh if nobody dies.)

Instead, in just 50 pages, Brion relates a dozen and a half stories of when people in high places interact with gravity when it's in a bad mood. (Available digitally through [www.amazon.com](http://www.amazon.com).)

— jr

*Who's leading what is arguably the most grueling around-the-world race in recent memory? That would be 73-year-old Frenchman and professional sailor Jean-Luc Van Den Heede, who, on his Rustler 36 'Matmut', has a 1,600-mile lead over Dutchman Mark Slats.*

## gentrification — continued

Belfast, Maine, which seems to be an example of how gentrification and maritime interests can co-exist.

In brief, Belfast had a decaying, fallow waterfront from the Industrial Age, but instead of sandblasting old brick buildings and lining them with kitsch, the town fathers cleared and developed the waterfront as a cooperative maritime center, providing incentives for boatbuilders and support businesses to move in, and, as in PT, share Travelifts and other amenities. And it worked! I spoke with an ex-mayor, who said they created pathways through the yard for visitors to stroll and take in craftsmen and women at work, without becoming a bother. (I'll take the ex-mayor's word for it that the tourists are not a bother to the workers or in danger.) Belfast is quite different from the waterfronts of other touristy coastal towns, attracts curious people, and greatly benefits the area financially.

— brookes townes

## short sightings

**The Brutality of the Golden Globe Continues** — Out of the 18 skippers who set sail from Les Sables-d'Olonne, France, on July 1 for the start of the Golden Globe Race 2018, only eight remain. After being dismasted and suffering a leak, Frenchman Loïc Lepage was rescued some 600 miles southwest of Perth, Western Australia, on October 22. This came just a few days after Australian-born Dutchman Mark Slats — who is in second place — took two knockdowns and was hit by a flying toolbox, which struck him in the ribs. And all of this was only weeks after the dramatic rescue of Indian sailor Abhilash Tomy and Irishman Gregor McGuckin, who were both rolled and dismasted in the Indian Ocean in September. Tomy, who suffered a frightening back injury that left him immobile in his bunk for a few days prior to being rescued, is now expected to make a full recovery.

But it hasn't been all dismastings and drama. Race leader Jean-Luc Van Den Heede became the first entry to reach the Pacific Ocean in mid-October.

**Coast Guard Helps Untangle Whale** — The Coast Guard came to the assistance of National Oceanic and Atmospheric Administration personnel in mid-October to help untangle a whale off Santa Cruz (it's not clear what type of whale it was, or exactly what the whale was entangled in). After locating the whale by helicopter, the Coast Guard sent an 87-ft patrol boat from Monterey to create a "safety zone" while staff from NOAA disentangled the whale.

**A New Nonprofit Will Sue the BCDC** — A newly formed nonprofit plans to file a lawsuit against the Bay Conservation and Development Commission (BCDC). The SF Bay Stewardship Alliance, a group of citizens and employers "who care about our Bay," said they intend to sue the BCDC over a lack of transparency and repeated attempts to thwart their efforts to obtain public records, including details on how the agency spends the fines it collects.

"The BCDC has lost sight of its core values, becoming a prime example of government run amok and forcing business owners to struggle to stay afloat," said Bob Wilson, the co-founder of the new Alliance.

**We're Still a Magazine, but We Have a New Website** — There was apparently a rumor floating around that *Latitude 38* would become an online-only publication following the soft launch of our redesigned website in mid-October. Well, we hope that these words you're reading now are evidence enough that there's no truth to this short-lived rumor. Fear not, loyal readers. We may Go Where the Wind Blows, so long as that wind ruffles the newsprint pages of our magazine. We do hope you check out and enjoy our new website at [www.latitude38.com](http://www.latitude38.com). We'll have some of your feedback in December's *Letters*.

# SIGHTINGS

## how the east coast does a boat show

Sailboat shows are a dangerous bit of business. New boats, new products, new ideas, and a whole bunch of people who are excited and share your passion for sailing. No wallet is safe.

This is true for any boat show, but the United States Sailboat Show in Annapolis, Maryland, this year running from October 4 through 8, was more dangerous than most.

For those of us accustomed to the cozy confines of Bay Area boat shows, the scale of the event in Annapolis is overwhelming. According



to Paul Jacobs, president of Annapolis Boat Shows, this year's rendition featured close to 200 boats in the water, 250 boats overall (not counting inflatables, which would, of course, inflate the numbers), over 600 vendors, and an average daily gate of about 10,000 people. "We build this show from the water up every year," said Jacobs. "We drive pilings, install about 1.7 miles of floating docks, run 480 volts of electricity through under-

water cables to power the boats and the displays, and then two weeks later, after the powerboat show the week following the sailboat show, we take it all down."

The Annapolis boat show is a monumental project, but the excitement and enthusiasm of the dealers and patrons easily justifies the effort. This reporter spent two days roaming the docks, talking to vendors, visitors, boat designers, boat builders, and other reporters who were also perusing the docks. The mood was strikingly positive, boats were selling, the tents and outside displays were crowded, and just about everyone had a smile on their face and a story to tell. Even the weather, which was hot and sticky on Thursday, and cool and breezy on Friday, did little to dampen the enthusiasm.

Kimberly Dieterich, who, along with her husband Rick, owns Springline Yachts in Mystic, Connecticut, said that the show is a continuation of the sales they have been seeing all year. "There is a lot of optimism in the market right now. In fact, this was kind of a tough summer, but in a good way," she said, laughing. "Usually we have boats in inventory that we can use when we want to get out on the water, but we kept selling all of our boats and we had to rely on our friends to get us out. It's a good problem to have!"

The excitement and enthusiasm were not confined to East Coast showgoers. The show is a magnet for sailors from all over the country and around the world. Jacobs noted their data showed that they had visitors from all 50 states and at least 20 foreign countries. Diego Gomez, who runs the JK3 brokerage here in Alameda, reported that they had a good turnout of West Coast sailors at the show. "We had clients from Arizona, California, Idaho, Oregon and Washington make the journey. These are educated sailors who wanted a chance to really see what was on the market and make the best choice to meet their sailing goals. There is no place like Annapolis for that. The biggest difference between the Annapolis show and West Coast shows is that Annapolis is a joint effort between the manufacturers and the brokers, while the West Coast shows are more broker-driven. Plus," Gomez added with a smile, "it's always a pleasure to get some blue crab."

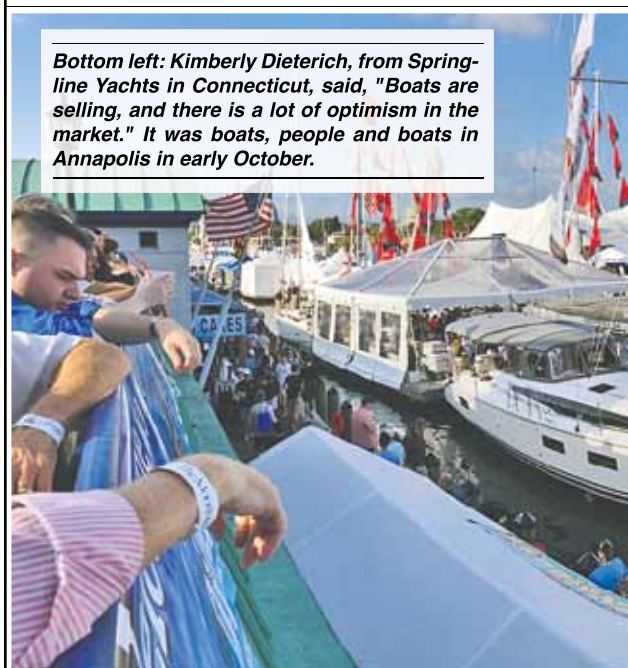
While the show is primarily about showcasing new boats and new products, Jacobs noted that the show is also about education and bringing new people into the sport. "We offer several programs to help aspiring sailors get out on the water. The first is our 'First Sail Workshops,'

continued on outside column of next sightings page

## a correction(s)

In one of the first-ever errors committed by the editorial staff at *Latitude 38*, we made a mistake in last month's *Sightings* piece "make cal 40s cool again." We wrongly credited a shot of Stan and Sally Honey's Cal 40 *Illusion*, taken during the 2001 Lightship race, to Mr. Honey. In fact, the iconic photo was captured by Jim Puckett (please see the photo to the right; it's one of our favorite sailing shots of all time). We also said that *Illusion* had an all-female crew during this regatta when, in fact, there were three women and one man. And finally, in that same article we

**Bottom left: Kimberly Dieterich, from Springline Yachts in Connecticut, said, "Boats are selling, and there is a lot of optimism in the market." It was boats, people and boats in Annapolis in early October.**



JOHN TUMA



## from last month



JIM PUCKETT

mistakenly called George Griffith "Bob" Griffith. Thank you for your patience through this, our first and last mistake.

## boat show — continued

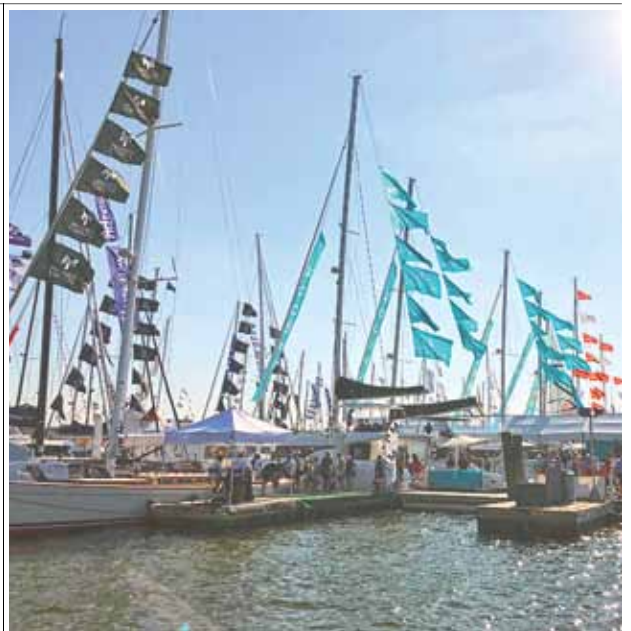
which provide a 45-minute classroom session along with 90 minutes of instruction on the water. This is a basic course to introduce people to the sport, and we had about 300 participants this fall. We also offer a program called 'Take the Wheel,' which is sponsored by Jeanneau, that gives participants guidance on selecting the right boat for their needs. This show we had about 160 participants. And finally, we offer the 'Cruisers University,' which includes more than 50 classes on the fundamentals of cruising, and we had 200 people registered."

The Annapolis sailboat show is a grand spectacle, and one that every sailor should experience. It is fun, exciting and dangerous. There is a lot to see, more cool stuff to do than you'll have time for, and more cool stuff to buy than you can afford. But hey! Throw caution to the wind and take your wallet with you. You'll be glad you did.

—john tuma



ALL PHOTOS LATITUDE / JOHN UNLESS OTHERWISE NOTED





# AN OPEN-BOAT ADVENTURE —

PHOTOS / SCOTT SADIL

Breathe deeply, I tell myself. Stay calm. *Madrina*, my little double-ended beach yawl, wallows uncertainly through a confusion of ocean swells and contentious tidal currents, a messy channel funneling through the Santo Domingo boca, a gap in the slender barrier islands that define the northern reaches of Magdalena Bay. Whales breach and bellow all about me. The sensation is not unlike gazing across a geyser basin, with steam vents and hot springs and gasping fumaroles casting clouds of fading mist across the roiled surface of the running tide.

Only these are big, wild animals. My attention to mood has less to do with keeping my wits about me in a tangled sea than it does with how my emotional energy, or state of mind, might affect the whales themselves. (Because I'm from California and still live on the West Coast, it would be reasonable for me to refer to this psychic buzz as vibe.) By any account, I don't want to make these whales nervous, any more than I would want to stand within a herd of elk and do something to disturb them — especially elk that happened to be the size of school buses.

Some of them are smaller; along

*I don't want to do anything to make these whales nervous, any more than I would want to disturb a herd of elk.*

the margins of surf breaking over the boca sandbars, juvenile males, sleek as shadowy seals, glide gracefully within the swells, only to erupt through the surface in exuberant displays of playfulness or frustration — it's hard to tell which. Early in the season, well before

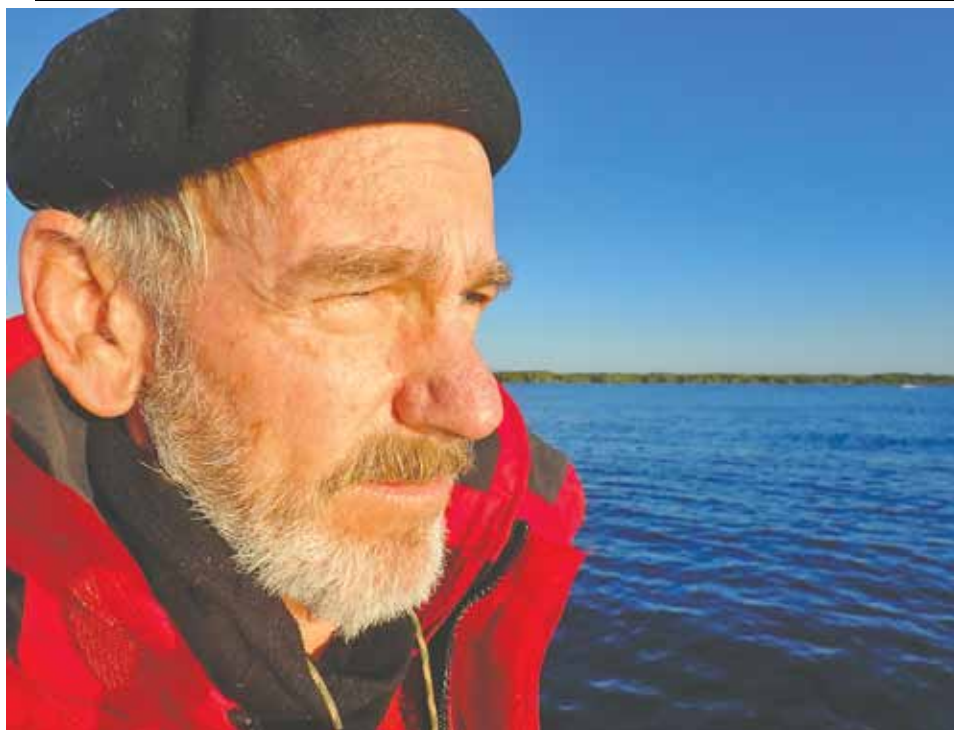
calving begins, pairs of whales engage in striking postures of intimacy, spiraling through the water as if tangled feathers carried by a breeze. The younger males, meanwhile, pair up to joust and spar, hurtling themselves at one another like middle-school teenagers. Other whales, full-size and not, surface, spout, sigh, drifting languidly past the tail end of breakers erased by green water expelled from the bay.

I'm alone again when the wind stirs, a gentle nudge from the northwest that awakens *Madrina's* mainsail and dainty mizzen. We're off, casting about for more whales, measuring our retreat should the wind raise a fuss. Winter, a scrim of marginless gray clouds covers the sky; I'm relieved, at least, of the need to keep one eye toward the south, where summer and early-fall hurricanes spin north and west off the Mexican mainland and threaten, occasionally, the tip of the Baja peninsula. Whale-watching



weather in and around Mag Bay means fleece, shells, wool caps, neck gaiters — the stuff of temperate-water sailors everywhere while often overlooked by even experienced hands who picture themselves basking in blue water they remember from Cabo San Lucas or, farther north, in the Sea of Cortez.

There are easier ways, of course, than tooting around in a small open sailboat to watch whales in and about Mag Bay. Most visitors enjoy the ready access afforded by commercial *pangas* leaving the docks all winter from both Puerto Adolfo López Mateos and Puerto San Carlos. Ocean sailors will find whales gathered in Bahía Santa María, a popular anchorage south of Cabo Lázaro on the Pacific side of Isla Magdalena, and inside La Entrada, the deep-water entrance to Mag Bay between Isla Magdalena and Isla Santa Margarita. And for comfort and a sense of rustic adventure, there's little that beats the seasonal tent camps, set up at strategic viewing points, that give guests the chance to see whales at dawn and dusk, the quiet low-light hours that offer a more intimate experience with whales and a wealth of other



*The author, somewhere in Magdalena Bay.*



# SAILING WITH WHALES IN BAJA



**There are adventures, and then there are open boat adventures. 'Madrina' braves the Pacific off Cabo Lázaro, Isla Magdalena.**

wildlife-viewing opportunities along the shores of one of the most extensive estuarine ecosystems remaining anywhere in the world today.

A foursome of sisters from Minnesota, spread out in the island camp a mile from Puerto Magdalena, the oldest settlement on the bay, take to calling me the Whale Whisperer. I'm anchored evenings in front of the restaurant Mira Mar, owned and operated by my friend Chejo, his wife, and sons; nothing better, in morning light, to row beyond town, watching willets and curlews probe the rocky shore, then arrive by boat and settle into coffee beneath the camp's exquisite palapa, palm fronds woven and lashed to an elegant framework of native timbers, a celebration of traditional artisanal skills. The sisters, it turns out, have had their eyes on me. Days ago, after easing my way out of stiff winds tumbling off the steep face of the Pacific side of Isla Magdalena, I found myself suddenly becalmed in the *entrada*, surrounded by whales; the sisters, riding with local captains in a pair of *pangas*, watched and even waved as I drifted about in close proximity to just as

many if not more whales than they approached while scooting this way and that chasing misty spouts.

For two nights I anchored just inside the *entrada*, tucked within a tiny cove along a steep rocky beach, away from tidal currents but within casting range of barracuda, croaker, cabrilla, and a host of other in-shore fish willing to grab a fly. Quarter-moon neap tides made it easy to drift about with the whales and scurrying *pangas* and then, when the wind picked up, give *Madrina* a chance to show her stuff, her full-bodied lugsail swelling voluptuously as she sprang through chop on broad reaches between the towering headlands of Magdalena and Santa Margarita islands.

Free of hurricane season, cruising sailboats passed almost daily into the bay, pausing to watch the whales

before heading up the inland shore of Isla Magdalena to anchor off Puerto Magdalena or continue up the marked channel into Puerto San Carlos. Eventually I followed, although not without first finding myself trapped in a dead spot off Punta Belcher, where the concrete remains of the last Eastern Pacific whaling station cast shadows along the shore. For hours I stayed stuck, far inside the *entrada*, with currents from the north and south reaches of the bay conspiring to create a mix of funky dynamics that left me sailing in circles — or making just enough fitful headway before meeting the next switch in current or breeze that I ended up going nowhere. I reminded myself that I had plenty of water aboard, that whales don't accidentally collide with small wooden boats. Finally, at sunset, I rowed

nearly to shore, where I found a sharp breeze running tight along the island, a pinch of wind that carried me at dusk directly in front of the whale camp and then toward the sparkle of generator-run lights in Puerto Magdalena just as darkness swallowed the shimmering bay.

These roundabout, some may say random, routes became more and more expected the longer I spent in Mag Bay. Big tides, unmarked channels, and meandering *esteros* steered the small-boat sailor into the unknown, the unusual, the unforeseen. Weeks later, I came out of Estero el Venado one morning after raising a bunch of dinner-sized grouper to a swinging surface fly, believing I'd head north, farther up the narrow



THESE PHOTOS GOOGLE EARTH



# AN OPEN-BOAT ADVENTURE —



**A "spyhopping" gray whale near La Tijera, Isla Santa Margarita. The sailing, landscape and wildlife to be had in Baja are spectacular when taken by themselves. Combining all three made for a truly unique and inspiring voyage.**

panhandle, to see how many whales had gathered in and around Boca de las Animas, the top entrance to the bay. But out in the main channel the wind was blowing 15-18 knots directly south, right down the gut between mangrove and barrier islands. Plus, if my calculations were right, I had the tide in my favor, halfway into the flood, freeing me from worries about keeping *Madrina* in the channel, away from the sneaky shallows and bars.

Let's see what we can do, I thought, coming off the wind. Let's see if we can set the monohull record for the 20-mile run from just north of Boca Santa Domingo south past Boca Soledad — and into the little *estero* at Puerto Adolfo López Mateos.

I checked my watch; a record may not be as farfetched as it sounded. Granted, *Madrina* is nobody's idea of a boat built for speed. I've heard the design, an Iain Oughtred Sooty Tern, described as a rowboat with sails. But truth be known, very few sailboats of any kind explore these extended reaches of Mag Bay. Too shallow for big boats; too remote for all but the most intrepid traveler. Time and again I've been shocked to enjoy ideal small-boat sailing all to myself. And I've learned a bit over the years about odd currents and devilish winds as you go from *boca* to *boca* in the bay, where tides coming in and tides going out begin and end at precise yet unknowable spots, playing havoc on wind direction and your own sense of navigational prowess.

Not that I had much of that — or sailing skills above the most basic level. Let's clear this up right now: Five years ago, an old surfer and fly fisher approaching 60, I built a stitch-and-glue dory named *Tía* from a kit, took a sailing lesson and, after a summer in the wind-whipped Columbia Gorge, ventured 475 miles from Astoria to Lewiston, Idaho, up the Columbia and Snake Rivers.

The rest, I guess, racing south between dunes and the mangrove in the Mag Bay channel, is history.

*Frequent visitors will tell you that the mother whales not only trust the pangas, but enjoy interacting with humans.*

I checked my watch again. By the time I made it past the whale watchers and funky currents inside Boca Soledad, the tide now beginning to fall, I decided I'd post or publish a challenge: \$1,000 to anyone who could beat my time. Lots of boats — and sailors — are faster. But unless somebody knows the water, the current and tides, he or she is bound to stall somewhere along the way. I'd get sponsors involved, the Mexican government, the department of tourism. Make a splash. Go viral. Light up the sailing community. Be as big as the whales.

No doubt the presence of whales — especially mothers and their newborn calves — makes all but the most jaded visitor a wee bit heady. There are female whales that return to Mag Bay to give birth more than a dozen times during their lives; nursing newborns within the quiet waters of the bay, these experienced mothers show little indication that they're the least bit worried about their safety or the safety of their young. Arguments regularly flare up over whether *pangeros* act intrusively with clients aboard who feel that touching a whale defines a successful outing. Frequent visitors to the bay will tell you, on the other hand, that mother whales not only trust the *pangas* and the people aboard, but that the acclimated whale enjoys interacting with humans, especially human touch — a response made evident, goes the claim, after somebody has run fingers underneath a whale's pectoral fin, or brushed his or her lips across a barnacled brow as broad as the hood of a Buick.

Nonsense or not, a giddy sense of intimacy can't help but attend an extended encounter with relaxed and receptive gray whales. Better still, anyone who has spent time among a pod of these wild yet social animals is hard pressed not to become at least an emotional advocate for their existence and well-being in the modern world. Fortunately, nobody yet is pointing out the need to choose between gray whales and jobs,



# SAILING WITH WHALES IN BAJA



our cars, computers, and cell phones. Like bald eagles and brown pelicans and wolves, the gray whale seems perfectly capable of coexisting with humans as long as we refrain from barbarism, anarchy or self-annihilation.

And when the time comes to make the hard choices, those who have floated and fooled around with gray whales will find it that much easier to leave the likes of the enemy behind.

Whales and tourists increased all February throughout the northern half of the bay; I decided to trailer *Madrina* south to Puerto Chale, a remote fishing village along Bahía Santa Marina, another of the many named bays that make up the vast inland waterway known, in toto, as Magdalena Bay. Chejo had given me a letter of introduction; I passed it along to José Luis Gaitan, securing a spot to leave my rig while I sailed across the bay to the *boca* between Isla Cresciente and Isla Santa Margarita, an area known as La Tijera because of the nearby scissor or claw-shaped *estero*.

The bottom end of Mag Bay, a direction as much east as south, offers prevailing winds more than 50 miles of fetch to bully the water. My toughest sails in the region have all been at the lower end of the bay, not out on the Pacific. This one went smoothly enough: A second reef in *Madrina's* mainsail allowed us to point high enough to make it across both the bay and the La Tijera *boca* on a single tack — a wet ride but not so much that I needed to heave to and work the handle of the little bilge pump. With the wind more north than west, the best anchorage I could find was nosed tight inside the long sand spit tracing the upwind shore of the *boca*, free from the heavy chop as long as the wind behaved and didn't back around to the south any time

during the night.

It was still blowing 20 knots and more when I gave up waiting for the first sign of dawn. I climbed out of my bag and pulled on my foul-weather bibs; as I stirred, condensation dripped from the inside of *Madrina's* tent, a variable in the weather equation I still can't quite figure out: Why is one day so wet, the next dry? Clear? Cool? Humidity? Fog? All I know for sure is that in Baja, at least, unlike the Pacific Northwest, I'd be able to dry out soon. Even a sleeping bag that be-

gins to feel like a damp dish towel turns crusty as stale bread once hung out in a midday Baja breeze.

I was doing little more than that, swinging on anchor while bag and clothing snapped like laundry in the wind, when across the *boca*, at least a mile away, I saw something dark standing in the water. Or was it one of several enormous clusters of wintering birds, pelicans and cormorants, stamped like black shadows along the shore?

**'Madrina', an Iain Oughtred Sooty Tern, at rest in Estero Los Muertos, Isla Cresciente. Note the oars, offering no-wind propulsion as opposed to the noisy, stinky hassle of an outboard.**



**Baja California is full of wildlife. For the author, who called himself "an old surfer and fly fisher," the bounty was part of the adventure.**

# AN OPEN-BOAT ADVENTURE



Scale was all over the map; a wave breaking in an even peel across a distant sand bar looked no different from the wake of a passing *panga*. Whales will do that: Can we really imagine something as long as our house gliding effortlessly through the sea? I watched what now looked like a tree trunk floating, on end, high out of the water. It had to be a spyhopping whale — but one, on its own, able to hold that position far longer than seems physically possible.

Or it was touching bottom? Balanced

***The wild and rugged windward shore of Isla Magdalena, south of Bahía Santa María.***

on its flukes? Then there's another. And another. I grabbed binoculars and realized I was looking across the *boca* at close to two dozen whales rising, pausing, then sliding back down into the water as if members of a new group taking turns introducing themselves to one another. I couldn't take it. I didn't really want to sail in this wind, not unless I had reason to be somewhere other than where I was right then. But . . . come on.

I unfurled *Madrina's* mizzen; we weathercocked in the wind. Hooked the yard to the mast traveler, hauled on the halyard. One last look to make sure the mainsheet was free, then hopped forward for the anchor. The tide and the wind slid us slowly from shore. I eased off on the mizzen, unlashed the tiller, tightened up the sheet, and let the wind swing us off on a course that should just about intersect whales frolicking in a far corner of the bay.

— scott sadil



  
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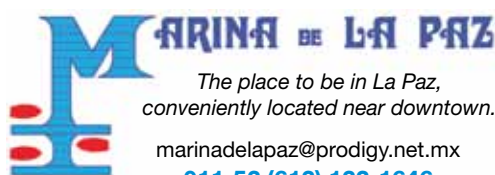


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November 1, 2 p.m. – Daytime –  
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November 2, noon – Famous  
Turtle Bay Beach Picnic Party.

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

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

November 6 - Beach Party at BSM.

November 7, Start of Leg Three  
to Cabo.

November 8 – Dance Party  
at Squid Roe.

November 9 – Cabo Beach Party.

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

November 18, 4-7 p.m. – La Paz  
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# SEASON CHAMPIONS PART 1 —

Like the leaves turning pretty colors and falling to the dusty ground, and the days becoming so short that Daylight Saving Time has worn out its welcome, there's no surer indicator of autumn in Northern California than the wrapping up of championship series and the awarding of season trophies.

This feeling of finality by no means indicates that yacht racing is over for the year — late fall and winter are some of the nicest times to sail, at least at sea level, here on the West Coast.

As usual, our November championship profiles are few in number, like a pile of leaves that isn't quite big enough yet to hide in. The one-design classes that follow are those that achieved completion early enough — and responded to our inquiries for information promptly enough — to make our November issue deadline.

## J/105 — Ne\*Ne Tim Russell, SFYC

This was Tim Russell's first full year with the J/105 Ne\*Ne (he had previously owned *Aquavit*). "We were in the market for a pre-scrimped 105 for more than a year. I kept bugging Norman Davant about finding me a boat, and he kept telling me to be patient. Well I wasn't. I contacted several owners in our local fleet to see if they would be interested in selling their boat, including

buying *Aquavit* back. Nobody was interested. Then Norman called after the 2017 North Americans in Houston. He told me of two boats that might be for sale. When he told me about Ne\*Ne and who the

previous owners were (O.J. Young, Dennis Conner and Jennifer Spithill), I was very interested. She is the oldest boat in the fleet, hull #3. But she doesn't look it. Fortunately for her (and me), her previous owner, O. J. Young, owns a boat yard

in Houston and completely refurbished her. She looks brand-new."

We wondered where the name came from, if it was from the Hawaiian goose. "As you know, it's bad luck to change a boat name," said Russell, "unless you are willing to go through all the ritual stuff. So we decided to keep the name. According to Urban Dictionary, a NeNe is the 'sweetest, most gorgeous girl in the world, who keeps your deepest darkest secrets. Having a NeNe in your life makes everything perfect!' Some say that it's the state bird for Hawaii. We prefer the first definition and pronunciation."

After selling *Aquavit*, Russell never really left the fleet and kept in touch with the old crew. "I sailed as tactician/main trimmer on several local boats, including *Mojo* and *Blackhawk*. As I was looking I kept the guys apprised. When we found the boat, I just called up the guys and said, 'We are getting the band back together,' and we had to fill in a couple of missing pieces. I thought it would take two years to get the right group together,

## J/105 hull #3, 'Ne\*Ne' had a blast at the Rolex Big Boat Series.

so we were rather surprised how quickly it came together. We were all so used to each other and the 105."

The crew this year were Ted Wilson, John Claude, Scott Parker, Chance Portillo, Jeannette Daroosh, Ian Baldwin and Bill Melbostadt.

The Ne\*Ne team enjoyed the Rolex Big Boat Series, and finished second to *Mojo* in the 28-boat fleet. "We were having a great battle with *Mojo*. Even though we fell short of our goal, I thought the sailing was awesome and I liked the changes that the StFYC made to the venue."

Ne\*Ne lost a crewmember overboard while leading in Race 6. "Fortunately, we were able to recover her very quickly due to some great crew work. We ended up eighth in that race, but I was proud of our performance given the circumstance, and happy no one was hurt."

The J/105 class counted 44 races toward their season. Ironically, Russell commented, "I thought the sea-

DANIEL FORSTER / ROLEX



Tim Russell

LATITUDE / CHRIS



# FALLING INTO ONE DESIGNS

ALL PHOTOS COURTESY THE WINNERS  
EXCEPT AS NOTED



son was too short. I never heard anybody complain. We all had a great time sailing together in the 105 fleet. And we are all looking forward to next year."

Tim is also a top contender in the Wyllie Wabbit fleet with *Weckless*; he said it wasn't too hard to juggle the two because there were no conflicts in the race schedules. "You just need an understanding wife. It took up more time managing two race boats — and trying to fix things before they break."

"One of the nice things about the 105 is that it's not a very complicated boat. To maintain the equipment is pretty easy."

The J/105 came with a trailer so the team would like to do some regattas outside the Bay Area in

2019. "We are going to take the band on the road."

See [www.sjf105.org](http://www.sjf105.org).

1) **Ne\*Ne**, 76 points; 2) **Blackhawk**, Ryan Simmons, SFYC, 94.8; 3) **Maverick**, Ian Charles, StFYC, 124. (32 boats)

## Express 37, *Golden Moon* Kame Richards, EYC

"It's been a great year for the fleet with boats in the Pacific Cup, ODCA, OYRA, RBBS and our Nationals," said Express 37 fleet captain Dave Fullerton of *Mudshark*.

*Golden Moon* has won the Express 37 Season Championship previously six times: in 2009, 2011, 2012, 2013, 2015 and 2016. In 2017, skipper Kame Richards took time off from sailing for knee surgery, but his boat partner, Bill Bridge, led *GM* to a second place for the season, after Bartz Schneider's *Expeditious*. In 2018 the top two boats traded places, while Bob Harford's *Stewball* retained the #3 spot.

"*Escapade* was a close fourth with

34 points, and had the second-highest number of first places," reports Eliza Paulling. "We ended up having 14 races (22 were scheduled, five were canceled due to a date mix-up, and three were abandoned due to high winds)."

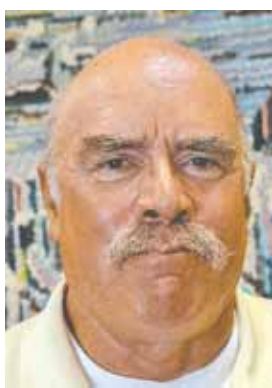
"Strange that knees can be a pain in the ass!" said Kame Richards. "I am still not up to speed. I need to move carefully in the cockpit. Just tacking the boat requires more attention to myself and where I step. I generally prefer to stand up while sailing a run, and my knees are not that excited about doing this even now. Pain in the ass."

Richards' approach was to "just show up every race day and see how things shake out. There was less stress this year because I felt it would be quite challenging to finish at the top. I felt I was lucky to be there at all."

"We were very lucky to get the gang back together again. I know our team is composed of very talented sailors, and they could easily drift off to other opportunities. Without our team members, *Golden Moon* is nothing."

Aboard this year were Bill Bridge, Eliza and Tom Paulling, Rebecca Hinden, Jeff Angerman, Mike Mannix, Aimee Daniel and tactician Stephanie Wondoleck — "when we are lucky."

"By far my favorite regatta was Oakland Yacht Club's Sweet 16 beer can



MICHELE PROFANT

Kame Richards

series that went on for 16 Wednesday nights over the summer. Racing on the Estuary, never wearing foulies, and setting up a structure where different crewmembers steered different legs was fantastic! We raced with as few as maybe five, and as many as 17. We generally have little people along, like Sadie Paulling (age 8), who has been sailing with us since before she was born. In my opinion, if you are not sailing a beer can series with a broad spectrum of crew experience, you are missing the whole point."

Richards says that "a long string of

little missteps, miscues and full-on mistakes haunt me. On the other side of the spectrum, we did a few really spectacular leeward mark roundings that are more fun than racing sailboats! It is terrific when all 10 people are firing away getting their jobs done, and trying to get the spinnaker down below and their butts on the rail before the transom of the boat is around the mark. And of course I always call for a late drop!"

See [www.express37.net](http://www.express37.net).

1) **Golden Moon**, 17 points; 2) **Expeditious**, Bartz Schneider, SFYC, 30; 3) **Stewball**, Bob Harford, RYC, 31. (10 boats)

## Santana 22 — *Alegre* Chris Klein, RYC

"This year we only made about half of the regattas," said last year's Santana 22 champion, Chris Klein, "so we didn't even think we were in the running. It seems every boat had limited time to get out there."

The season this year consisted of the Berkeley Wheeler Regatta in April, the YRA Spring and Summer Series, and the YRA's CBRA #4 and #5, a total of seven race days.

"When we were there, our sailing

was consistent, and my crew (and best friends — one and the same) are the best!" said Klein, who repeated this year with *Alegre*. "We are the 'B-crew': the Brains, John Paulling; the Bow, Scott Rovanner; and me, the Boss."

His favorite regatta this year was the Nationals on July 20-22. "The Santana 22 Nationals this year were held at Monterey Peninsula YC. I hadn't sailed there since the mid-1970s. Here we were on the Pacific Ocean and I was amazed at the lake-sailing conditions (oscillating shifts, flat water and clear) — except for the air density, Saturday's sailing felt like sailing on Huntington Lake."

"It took us weeks and weeks to get our old yard trailer to be road-worthy and hit the highway. The true reward was sailing with other competitors who challenged us in new ways, and we made a lot of new friends."

"Monterey Bay's race course was littered with the large, cow-size sunfish (mola mola). We did our best to miss them, but unfortunately missed seeing



Chris Klein

# SEASON CHAMPIONS PART 1 —



DANIEL FORSTER / ROLEX

DANIEL FORSTER / ROLEX

one and when we hit it, the boat just stopped. A few seconds after impact (and our shock), it came up in our wake and bellowed out in pain. I never knew a fish could do that."

In 2019, the B-crew are looking forward to another great year of campaigning one of the "best-sailing vessels on the Bay." See [www.santana22.org](http://www.santana22.org).

1) **Alegre**, 10 points. 2) **Albacore**, Mike Quinn/Fran Van Kirk, RYC, 14; 3) **Anemone**, Hank Lindemann, Aeolian YC, 28. (8 boats)

## **Vanguard 15 — #1317 Drew Shea & Amelia Quinn TISC**

Vanguard 15 Fleet 53's 2018 Championship Series (aka Founder's Cup) consisted of four regattas: the inaugural Jeff Knowles Memorial Round-the-Island Race (Treasure Island) on June 12, High Sierra on Huntington Lake July 7-8, the National Championships at Treasure Island Sailing Center on August 25-26, and the Fleet Championships at Inverness YC on September 22-23.

Fleet captain Sam Wheeler explains the scoring method used: "Founder's Cup standings are a little weird. Since people don't always sail in the same pairs for weekend events, and we want to incentivize crews and not just skippers, each individual sailor gets points for an event and is listed separately in

## **'Golden Moon' during Rolex Big Boat Series.**

the standings. Drew and Amelia sailed all of the events together and won, so they'll be getting the Cup jointly this year, but most other sailors raced with different people for different events. Last year — which was the first year we brought this award back after years of gathering dust in our sail shed, and the first time we used this system — Taylor Burfield won it individually as a crew." Burfield placed fifth this year.

"We use a customized high-point scoring system similar to our Thursday night series." (You can find final standings from the Thursday night races at TISC in *Racing Sheet* on page 101.)

While other crew traded around between different boats, Shea and Quinn sailed as a team in every race. "Because we sailed every event together this summer," says Amelia Quinn, "we were able to work on specific focus areas, like risk assessment or starts, and improve upon it from event to event."

Their favorite regatta this year was Fresno Yacht Club's High Sierra Regatta. "Even though we ended up dropping from first to third on Day 2 due to one very bad call to split from the fleet and bang the right, the event was such a blast that this was still the highlight of our summer. If you haven't been, I

highly recommend it, as it's an incredibly unique and special event. There are almost a dozen different classes of boats on the lake, insanely long races with hard-to-find marks, and a fun campground walking distance from the racing.

"The Vanguard 15 Nationals here in San Francisco had some exhilarating moments due to having nearly 30 boats on the line, relatively short courses, and



**Amelia Quinn and Drew Shea**

the infamous San Francisco summer breeze to stir things up. There were a couple of windward marks with extremely close ducks and high-pressure



# FALLING INTO ONE DESIGNS

'room to tack' situations, where the most important thing to do was to sail clean and hightail it out of there as quickly as possible."

The pair have been borrowing or chartering from friends. They're currently using their friend Cole Hatton's boat. She's had a #13 on her bow since Amelia sailed Nationals in her back in 2015, and she's been a 'lucky 13' for them. But they hope to buy a boat of their own in 2019. "We're also looking forward to returning to the High Sierra and Tomales Bay, and I'm hoping to coordinate a 2v2 event with random pairs for some fun team racing," adds Amelia.

See [www.vanguard15.org](http://www.vanguard15.org).



**Vanguard 15 racing on the home waters of Fleet 53 — Clipper Cove — on a warm day in June.**

1 & 2) Drew Shea/Amelia Quinn, 60 points; 3) Helen Lord, 55; 4) Dan Altreuter, TISC, 54. (77 sailors)

Numerous one-design classes wrap up their season championship series with Richmond YC's Great Pumpkin Regatta on the last weekend of October; the Laser fleet's season ends with St. Francis YC's Fall Dinghy Regatta on the same dates. We plan to track down reports from those fleets for the December and January issues, but we also invite fleet captains in the region to be proactive and reach out to us via email at [racing@latitude38.com](mailto:racing@latitude38.com).

In addition, we'll be covering the 2018 season—that was for sailors racing in the YRA divisions, the Singlehanded Sailing Society and the Bay Area Multihull Association.

— **latitude**/chris

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# OH CAPTAIN! MY CAPTAIN!

**J**ust as sailors come in all shapes and sizes, so too do their vessels.

But most sailors, whether they helm an Opti or a 50-ft yawl, reserve a special spot in their hearts for tall ships — the majestic vessels that evoke the grand age of sail. Wouldn't it be wonderful to take command of such a queen of the sea? With that idea in mind, we thought it might be fun to chat with some people who did more than just daydream. We caught up with a few skippers of the tall ships that sail the waters of San Francisco Bay.

There's no set rule for what constitutes a tall ship other than a large, traditionally rigged sailing vessel. Tall Ships America, a Rhode Island-based nonprofit dedicated to sailing education and leadership, said a tall ship can be a schooner, brigantine, barque, barquentine, brig, ketch, sloop or full-rigged ship — so, pretty much anything as long as it's pretty big. The organization counts 122 member vessels, but that's only a portion of such ships.

Among the better-known tall ships on San Francisco Bay is the 127-year-old

**"She's really won me over in a lot of ways," said Carter Cassel of 'Alma'.**

scow schooner *Alma*. She was built as a work vessel to carry non-perishable cargos — one of maybe 400 like her on the Bay and inland Delta. She's now part of the San Francisco Maritime National Historical Park at Hyde Street Pier. Her longevity is her charm, says her captain, Carter Cassel (who we featured in March's *Sightings*). It's likely that *Alma*'s builders never expected her to last more than about 10 years, but instead, she outlived both them and all her sister Bay scows.

"She's my lucky rabbit's foot," Cassel said, making it clear that *Alma* is more than just a place to work. "She's really won me over in a lot of different ways," he said. "I love putting her through her paces. I pride myself on not using the engines," which is something far easier said than done.



LATITUDE / JOHN

terboard. For 42-year-old Cassel, who grew up sailing Sabots (not unlike an El Toro), taking command of *Alma* six seasons ago was a little like coming home — in more ways than one.

"It's funny," he said. "I always laugh because now I'm on a giant scow — it looks exactly like a little Sabot, and sails about as well. Today, Cassel said his two daughters, 4 and 2, have grown up with *Alma* in the family. "She has been a playpen for my two girls." But Cassel has more in mind than fun and games. "*Alma* is this crazy animal that has a little bit of everything. She has all the bad habits of all the different types of boats, and she's much more like the bigger boats I came off, and nothing like the smaller charter boats."

Many of these characteristics have translated into *Alma* becoming a great venue for training crew interested in careers aboard traditionally rigged vessels. Internship aboard *Alma* for people looking for more tall ship experience is just getting under way, an effort Cassel hopes to see continue.

Getting command of *Alma* wasn't the result of a formal training route for Cassel — such a "path" doesn't actually exist for traditional vessels, though some people are trying to make the process a little easier. After a stint at Cal Maritime Academy, Cassel went off on his own. He put in time aboard *Hawaiian Chieftain*, a 103-ft topsail ketch based in Washington, but formerly based in Sausalito. Cassel later found work aboard tall ships like the *Californian*, a 145-ft replica of the 1847 Coast Guard revenue cutter *C.W. Lawrence*, based in San Diego.

"The idea that some knucklehead was going to pay me and feed me while I lived and worked aboard a traditional ship was impossible to pass up," he said. "It was like a seagoing circus that I got to be part of. You're all working to make this boat dance." Cassel ultimately worked his way up into command after starting as an unlicensed hand, commonly referred to as coming up through the hawsepipe. He holds a 1,600-ton ocean master's certificate, with sailing and towing endorsements. But tall ship experience is great training for young adults even if they don't intend a maritime career, Cassel said.

"These boats lend themselves to making men and women from boys and girls," he said. "If you can go from one boat, and have a name for yourself and get hired on another one and know a sheet from a jigger, I think that you'll go ashore and



LATITUDE / ANDY

A scow is defined as a wide, flat-bottomed, blunt-bowed vessel. At 42 gross tons and 80 feet overall, *Alma* draws just under four feet with her centerboard up, meaning she can be pretty squirrely to handle at times, said Cassel. And yes, that's right, the *Alma* is a tall ship with a cen-



# TALL SHIP SKIPPERS

you'll go far."

While *Alma* is the last of the original scows that once plied the waters of San Francisco Bay and the Sacramento and San Joaquin River Delta,

she isn't the only vessel of similar design on the Bay today. Another is the *Gas Light*, a 72-ft, 1990s replica of an 1874 scow. "Being involved with an amazing vessel is really cool," says Benjamin Colacchio, *Gas Light*'s 31-year-old skipper. "Just being out there in a stiff breeze — that's a lot of fun."

Colacchio has been connected with *Gas Light* in one way or another since 2007. He became captain after her builder, Bill Martinelli, sold her last year to a company that runs charters aboard her. Now based at South Beach Harbor in San Francisco, *Gas Light* does trips for up to 48 passengers through Bay Lights Charters.

Scows like *Alma* and *Gas Light* were built to run lean; Colacchio operates the 47-gross-ton *Gas Light* and her nearly 2,000 square feet of sail with just two crew members. Colacchio, who holds a 100-ton inland masters certification from the Coast Guard, says following a career aboard sailing vessels was natural for him. While in high school, he worked washing boats for Paul Dines, an icon of traditionally rigged vessels on the Bay.

Dines, the father of one of Colacchio's high school friends, became something of a mentor. "He takes a lot of responsibility for seeing the waterfront thrive," said Colacchio. "A lot of younger guys look to Paul in that regard." After high school, Colacchio pursued a life under sail, and put in several stints aboard the *Pride of Baltimore II*, including as engineer deck hand on a five-month cruise from her home port up through the St. Lawrence Seaway to Chicago.

"I've liked boats for as long as I can remember," Colacchio said. "There's something about the allure and the romanticism of sailing. There's always that thought in the back of my head that if I really wanted to I could just sail away. There's that romantic idea there."

But he has no plans for that just now, Colacchio assured us. When asked what



BOTH PHOTOS / BAY LIGHTS CHARTERS

**"Being involved with an amazing vessel is really cool," said Benjamin Colacchio of 'Gas Light'.**

advice he has for other people looking to get into the unique niche of sailing, Colacchio said: "It's the kind of thing where you just have to do it. There's no school for sailing traditional vessels."

That's something that Dines would like to see change. Dines, who is port captain of SF Bay Adventures and commodore of the Master Mariners Benevolent Association, thinks sail training should be more formalized and lead to a clearer goal.

**"You're not just a bus driver. There's lots of seasoning that goes into being a tall ship captain."**

"We want people to be able to fulfill their ambitions," he said. "There should be a career track, and there is," adding that work onboard shouldn't be 'hand-to-mouth'. "The work we do is more honorable than that. For people who are motivated, there are opportunities."

The opportunity to skipper a tall ship, however, is only possible with the right certification. The official Coast Guard license needed to captain a tall ship — or any commercial craft — is based on the gross tonnage of the vessel. The process of getting a license can be daunting.

There are a battery of tests having to do with safety, navigation, rules of the road and a slew of other topics. Then there are the endorsements required for operating a vessel under sail or towing other vessels, which can require more testing and time under way.

And, yes, there's the required sea time. Lots of it. Sea time requirements for a Coast Guard license can run from 360 days to 1,440 days for certification to command a vessel up to 1,600 gross tons. There's a complicated formula for what kinds of service on what kinds of vessels can go into that total, but it still amounts to up to four years' worth of documented days under way at sea.

Lower-level licenses — for 100-gross-ton vessels for example — have less onerous requirements, though the thrust is the same: Pass a series of tests and record and document the required number of days at sea.

But certification is not all you need to run a complex ship that can have miles of cordage and dozens of systems that all have to work together. And while you can't take command without a license, that document isn't the most important qualification, at least according to Dines and many others. "You've got to be able to not just steer," said Dines. "You're not just a bus driver. There's a lot of seasoning that goes into being what I call a tall ship skipper."

In addition to being a top-notch sailor, one has to be able to manage crew,

# OH CAPTAIN! MY CAPTAIN!

handle passengers, and deal with myriad other details, all while being responsible for the safety of the ship and everyone onboard.

For skippers like Cassie Sleeper, who earlier this year joined the small group who rotate skippering the *Lady Washington*, people and management skills are a big part of the job. Aboard the *Lady*, a 112-ft brig with more than 4,400 square feet of sail, that means managing up to 12 crew and keeping tabs on a lot of data.

"It's a big family living in close quarters for three months at a time," said 35-year-old Sleeper, who took command of the *Lady Washington* in March. "At first it was really terrifying. As a captain, it's just you." *Lady Washington*, based



MEG PATTERSON / GHHS

with her sistership *Hawaiian Chieftain* in Grays Harbor, WA, is a familiar sight on the Bay. Sleeper's first passage was bringing

*Lady* from San Diego to San Francisco.

"It's pretty awesome coming in the Gate," Sleeper said. And sailing on the Bay is pretty awesome for sailing a ship like *Lady Washington*, too. There's so much room, and it's windy enough to make it fun."

What's more of a challenge is docking

**"I'm happy working on the water," said Zach McGee, the skipper of 'Seaward', after finally deciding on a maritime career.**



CALL OF THE SEA



RICK HORN / GHHS

**"It's a big family living in close quarters for three months at a time," said Cassie Sleeper of the 'Lady Washington' and her crew.**

a tall ship in Jack London Square, Sleeper said. There's not much maneuvering room, the wind direction is unfavorable, and *Lady Washington* has quite a bit of windage. With a hard stop at the end of the docking area, there's no room for overstanding.

Sleeper began her tall ship career as a volunteer. She started sailing in 1997, and turned professional 10 years later. She's logged 2,000 days of sea time and holds a 1,600-ton ocean master's certificate. *Lady Washington* is her first gig as a tall ship captain.

It seems universal to tall ship captaincy that a career and life trajectory that leads to the job is not a straight one. Take Zach McGee, captain of the 82-ft schooner *Seaward*, based in Sausalito. He'll tell you he got into sailing by accident, and only stuck with the sea as a profession after trying his best not to. While visiting his grandparents' lakeside home as a teen, he was drafted to fill in on a shorthanded J/22 — his first time on a sailboat. He was instantly hooked: "I bought my first boat for \$500 while I was still in high school."

But after high school and a stint in the Navy, McGee went to college intending to get serious and settle into a career away from the water, though he did allow himself a summer season on board the 170-ft schooner *Mystic*, a three-masted



LATITUDE / ANDY



# TALL SHIP SKIPPERS

gaff-rigged, square topsail schooner based in Mystic, Connecticut.

He graduated and found work in corporate administration, but it didn't take. "I hated my desk job," he said. "I took some time off and decided, 'You know what, I was happy working on the water. I'm gonna go back to doing it.'" So he put in another season aboard the *Mystic*, this time as a deckhand and bosun.

After one thing and another — including a couple of years not sailing — he found his way back to the water in 2015. "I got very lucky and was offered a position as second mate on *Pride of Baltimore II*." That turned into a huge job when the first mate left after being named captain of another vessel.

"That was a crash course on crew management, maintenance management, project management and time management," McGee said. "All these things just kinda got dumped into my lap. At the end of that season, I decided I was actually pretty good at it." So he decided to go for a captain's license that winter, earning a 100-ton near coastal master's certificate. (He has since upgraded to 200-ton ocean master.)

But like other captains, McGee says the certification isn't what makes a suc-

cessful captain. You need life experience and management skill to handle a crew and a complex vessel. "You have to know your limitations. You have you know your weaknesses. When you leave the dock, your passengers' lives are in your hands. You are responsible for them."

*"I get to share something that I love with people who have never seen it."*

But ultimately, a skipper's job is pretty simple, McGee said. "A captain's primary job is to deliver his cargo from the point of departure to the destination, safely and intact," he said, quoting a senior captain he once spoke to. "And cargo can be people. That sets the tone for everything else."

What's the best part of running a tall ship? "That I get to share something that I love with people who have never seen it or have never been able to understand what it is that we do," McGee said. The hardest part? "The uncertainty. There's

very little continuity or job security. We work on six-month contracts. At the end of the contract, you either have to reapply or you're job-hunting again."

For his part, McGee, 33, is hoping he won't be job hunting too soon. He wants to be around when Call of the Sea's brand-new tall ship, the *Matthew Turner*, sets sail — which could be as soon as next summer. The 132-ft brigantine, built in Sausalito of Douglas fir and white oak, will carry more than 7,000 square feet of sail. Rigging is essentially complete. Installation of on-board systems — plumbing, electrical and such — is under way.

That's not the only tall ship on the Bay that's attracting attention. The National Park Service is close to finishing a years-long effort to restore and refit the *C.A. Thayer*, a 219-ft, 1895 lumber schooner. No decision has been made whether she'll be allowed to sail on her own, but volunteers and park staff are optimistic she'll strut her stuff soon on the Bay.

Interested in experiencing the tall ship life? Both Call of the Sea and the National Park Service in San Francisco encourage volunteers to help out.

— patrick twohy

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# BAJA HA-HA XXV, PT 2

We bring you part two of this year's selection of Baja Ha-Ha profiles.

## Notes:

\* Indicates the number of people 18 or under on the boat.

+ Indicates the number of times someone on the crew has done a Ha-Ha. This is not exact.

When someone is referred to as a 'wife', it is not meant to suggest anything but an equal partner in a relationship.

(W) indicates that the boat will be sailing using just white sails as opposed to gennakers or spinnakers.

In many cases both the boat's hailing port and the owner's city of residence or work is listed.

In many cases crewmembers changed between the time the boat signed up and the Ha-Ha started, so there will be errors.

All bios were written by the Grand Poobah, who is responsible for, and who regrets, any errors.

how many 49- to 59-ft Jeanneaus, Bene-teaus, and Sun Odysseys there are in the Ha-Ha this year. Surely a record number.

In any event, *MM* is Mark's dream boat, one that he sailed nonstop from Alameda to Chula Vista. His sailing hero is John Paul Jones, father of the US Navy, who came up with Mark's favorite quote: "I have not yet begun to fight." Mark is partial to key lime pie, a slice of which he'd enjoy eating while at his dream cruising destination of Croatia.



This year's 25th Anniversary Baja Ha-Ha was played out of San Diego Bay by a mariachi band.



'Mermaid Magnet'

## Mermaid Magnet — Jeanneau 54 Mark A. Balent

Ensenada / Englewood, CO

Mark, 64, an HVAC expert, will be sailing south with friends Gary Cielinski, also retired from the HVAC industry, John Allen, 55, who retired from the electronics world, and Scott Boehm, 56, who is in the automation world.

Mark has been sailing since he was 8 years old, and over the years, he's owned four boats, including the curiously named *Mermaid Magnet*, which he's had for just 18 months — he says it's pretty much a stock Jeanneau 54.

Having written less than half of the bios so far, the Poobah is stunned at

## Narcissus — Bene Oceanis 352 (W) Rob de la Cruz

San Francisco / Discovery Bay +

Rob, 55, a "captain/CEO" with a 100 Ton Master license, will be sailing south with friend Jessica Abrams, a financial planner, plus crew who were to be named later.

Although Rob has been a professional mariner who has owned a total of 32 boats — down to just 14 right now — he's only been sailing for two months. Despite having 1,150 miles under power, and just 62 under sail, he's looking forward to doing a five-year circumnavigation as soon as he "gets his wings." Don't laugh, as others have had this plan, and it has worked.

After the Ha-Ha, Rob will sail his boat back to San Diego, but have a delivery skipper take her the rest of the way back to the Bay Area.

The right-hander's favorite quote is, "It's better to remain silent and be thought a fool than to speak and remove all doubt." His favorite dessert is nectarine cobbler.

## Nomad — Jeanneau SO 49 Howard and Pam Bean

Anacortes, WA ++

Howard, 68, is the owner and manager of a boatyard, while his wife Pam, we're sure, helps out.

"We have been sailing since 1978," reports Howard, "and have owned three cruising sailboats and numerous pow-

erboats. We bought *Nomad* in 2011, and her hull is a custom metallic blue." She looked great when they did the '16 Ha-Ha and '17 Pacific Puddle Jump.

Cruising *Nomad* is a far cry from when, in 1980, the couple spent three years cruising their beloved 34-ft teak ketch to New Zealand and back. Not only was the boat much slower, but there was no GPS, no SSB, no In-Reach, no effective EPIRB, and no decent weather reports.

Howard reportedly has a split personality. When running the boatyard, he's Mr. Serious. But once at sea, he transforms into "easygoing Captain Hank."

The boat motto is from the *Wind in the Willows*: "Believe me, my young friend, there is NOTHING, absolutely nothing half so much worth doing as simply messing about in boats." The couple plan to spend the winter cruising Mexico.



'Nomad'

## Osa — Lagoon 38 Cat (W) Brad Steele and Kate Gibson

Ensenada / South Pasadena



# THE SILVER ANNIVERSARY

Brad, 60, a retired orthopedic surgeon, and his wife Kate, a family practice ('real') doctor who is still practicing, will have a crew that consists of brother-in-law Ian Gibson, 52, a manager, and friend Mark Smith, 61, an ophthalmologist, and friend Linda Smith, a landscape architect.

"I've sailed off and on since age 14," says Brad, "and our family has owned three monohulls that we sailed in the Sea of Cortez until I was 30. When our last boat sold I started a family, did some chartering, and this year bought the Lagoon 380. I did the San Diego-to-Cabo trip 30+ years ago, recently did a week of catamaran training in the Sea of Cortez, and also had an adventurous passage from Aruba to Panama.

"I consider myself a relative novice with just enough experience to get myself into trouble — which is why I wanted to join the Ha-Ha. My dream destination is Puerto Vallarta, as I bought land north of the city near the beach. One of the goals of the trip is to get there.

"I'm not left-handed, but I had a great left-handed friend from high school who I wanted to make this trip, but he passed away two years ago. This trip is dedicated to his memory.

"I don't have a sweet tooth, so my favorite dessert is beer."

## **Perkins — Jeanneau 379 Marty and Laura Swartz Long Beach +**

Marty, 60, the retired vice president of a construction and engineering company, and his wife Laura, a senior vice president in mortgage banking, will have Patti Day, an energy trader, and Susan Obermiller, a teacher, along as crew. Wait, there's one more! Tim Carter, 54, who is in IT.

"We have been boat owners for 30 years," say Marty and Laura, "first with powerboats and then with sailboats. We've owned *Perkins* for seven years. She's named after the restaurant we worked at and met at during high school. Since she's a French boat, Perkins has a beret above the 'P' of her name.

"We're so excited to be doing the Ha-Ha for the first time, as Marty, who races regularly on a friend's boat, retired in the spring. We've chartered boats before in the BVI, Sardinia/Corsica, Greece, Tahiti and the San Juans, but this is the first time we'll take our own boat to a foreign country.



*'Perkins'*

"To prepare for the Ha-Ha, we took a 10-day ASA course that covered navigation and advanced coastal cruising. We really enjoyed the night sailing and navigating with charts under red lights.

"After the Ha-Ha we plan to sail the Sea of Cortez and the mainland, and will leave our boat in Mexico for the summer. Our adult kids plan to visit us in P.V. over the holidays.

Besides sailing to Mexico, we plan to travel to both Patagonia and Machu Picchu. We're avid travelers, having been to six continents so far.

"Thanks to his engineering background, Marty loves the technical issues of sailing, and looks forward to buying and using an asymmetrical spinnaker on the trip."

Laura's dream boat would be a Swan, her favorite quote is "It is what it is," and she loves using the word cattywampus.

## **Quest — Wauquiez Gladiateur 33 Daniel Brunton San Francisco / Los Altos**

Daniel, 55, a retired software engineer, will be sailing south with Tony Martin, 55, yet another one of the many retired software engineers in the Ha-Ha fleet.

"I've been sailing since I was in college," says Daniel, "but I've only owned one boat, my 1983 Wauquiez Gladiateur 33, and for one year. Previous to the Ha-Ha my longest passage was six days."

Daniel's dream destination is the South Pacific, and it would be his dream to do it aboard a Pacific Seacraft 40. His sailing hero is Joshua Slocum, "of course."

He likes the quote "There is no time like the present," and cheesecake for dessert. After the Ha-Ha, he plans on sailing in the beautiful Sea of Cortez.

## **Rapture — Calibre 40 LRC Gregory Newman and Susan Wells Berkeley / Oakland**

Gregory, 61, a geophysicist, and his wife Susan, a teacher, will have John Vardalas, 70, a retired science historian, and Karen Lapsley, a food scientist, along as crew. There should be some interesting conversations on this boat.

Gregory is an experienced offshore sailor, having sailed to Hawaii in the '14 and '16 Pacific Cups, and twice to the Channel Islands from San Francisco Bay. What are the main differences between doing a Pacific Cup and doing a Ha-Ha? 1. In the Ha-Ha you're cruising, not racing, so you can relax and not have to make any middle-of-the-night spinnaker changes. 2) You get to stop every couple of days for R&R.



*'Rapture'*

Gregory and Susan's dream destinations are Mexico, the South Pacific and New Zealand.

## **Rejoice — Hallberg-Rassy 39 James Home / Kristie Dahlia-Home San Francisco / Oakland**

James, 42, is a designer, while his wife Kristie is a healer. They will be doublehanded the Ha-Ha.

The couple have been sailing for eight years, and *Rejoice*, which they've owned for just over a year, is their second boat — they've gone 'all in' with cruising, as "we quit our jobs, sold our house in San Francisco, and moved aboard with no plans to return."

James helped Ha-Ha vets Jerry Keefe and Bill Partridge do the Bash from Cabo to Ensenada on their Sabre

# BAJA HA-HA XXV, PT 2

42, and is excited about doing the Baja coast in the "proper" direction. Big difference. Big, big, big difference.

As far as the relatively young couple is concerned, the "whole world makes our jaw drop" and thus is their dream



**'Rejoice'**

destination. "Our plan is no plan," they say, but they expect they'll sail their dream boat up into the Sea of Cortez. Beyond that, they are confused, as they are tempted to turn both right and left.

The couple — he's a leftie, she's a rightie — look to the Pardeys and Moitessier as sailing heroes. They admire the quote of Ram Dass, aka Harvard psychologist and psychedelic pioneer Dr. Richard Alpert: "When you really want to get free, every single thing in your life becomes grist for the mill."

**\*\*Reverie — Lagoon 400  
Kevin and Michelle O'Healy  
Alameda / Redwood City**



**'Reverie'**

Kevin, 42, occupation not specified, and his wife Michelle will be sailing south with their daughters Allison, 11,

and Ashley, 9. It's a family trip!

**Salish Dragon — Manta 40 Cat  
Tracey and Steve Dolling  
Vancouver, BC / Coquitlam, BC**

++

Tracey is a retired dental hygienist, while her husband Steve, 53, is a retired tech executive. They will have friend Marcello Bohm, 53, as crew.

Tracey has been sailing the Salish Sea since birth, and Steve since he met Tracey at age 15. The way the story goes, Steve hung out with Tracey for a long time, allegedly because her dad had a sailboat. Eventually the two bought the family's 26-ft bilge keeler. They later moved up to the Catalina 34 *Blackdragon*, which they sailed in the '09 Ha-Ha. The boat's new owners did the Ha-Ha with her last year.

Poobah prediction: Tracey and Steve are going to love doing the Ha-Ha with two hulls.

After the Ha-Ha, the couple plan to enjoy Mexico for "one, two, three seasons . . . ?" After that, maybe Central America and through the Canal. Or maybe west to French Polynesia. Their dream destination is Fakarava for two reasons: 1) The name is fun to say, and 2) Who doesn't love palm-fringed atolls?

The couple have an interesting goal in their cruise. "To achieve boredom." The Poobah bets they won't be able to achieve their goal. Not while cruising.

**Tango — Tayana 52  
John and Janet Harrington  
Redwood City**

John, 62, a retired project manager at AMES, and his wife Janet, retired from tourism sales, are liveaboards.

John has been a sailor for most of his adult life, having spent 26 years in the Coast Guard, crossing the Atlantic, enforcing maritime law, and teaching cadets at the Coast Guard Academy in ship handling "aka dock crunching," celestial navigation, rules of the road and such. While John was busy with this, Janet was holding down the fort by raising the kids, digging in the garden, and paying the bills.

The couple have owned *Tango* for five years, having lived aboard for the last two of them.

"Since moving from Mississippi to the Bay Area, cruising the South Pacific has become our retirement dream," says John, and we see the Ha-Ha as the perfect way to start the next adventure



**'Salish Dragon'**

in our life."

"Our friends ask us, "So when are you coming back?" We don't know. Our boat is our dream boat. For it's our dream boat in part because it's not an airplane. But that's another story."

**\*\*\*Ubi — Ovni 435  
Michael and Nathalie Neve Family  
Victoria, B.C. / Beaverton, OR**



**'Ubi'**

Michael and his wife Nathalie, occupations and ages not stated, will be sailing south with their three youngsters: Noah, 10, Bastien, an 8-year-old boy, and Naomie, six.

"We're a French Canadian and Belgian couple who lived in the States for 12 years," they write, "before quitting our jobs and selling everything to move aboard our sailboat with our three children. Our plan is to cruise until we're broke or bored.

"We sailed in Europe as kids, raced in Portland, and have done some charters," report Michael and Nathalie. "We bought our aluminum cutter, which has a fully retractable keel, in Martinique in 2017, then sailed her to Florida, and trucked her to Portland for a refit. We're spending the summer cruising British Columbia, and as summer winds down will head to the Ha-Ha starting line."



# THE SILVER ANNIVERSARY

## **Zephyr — Outremer 55 Light Eric Laakmann / Morgan Campbell, Seattle**

Eric, 28, is a former Apple Watch engineering program manager, while his wife Morgan, 30, is a senior manager in partner marketing.

Eric reports that both he and Morgan are lifelong sailors who grew up in cruising families. "I cruised with my family in Mexico and French Polynesia when I was a kid, while Morgan, who is Canadian, cruised Canada's Thousand Islands region, and has also done a Caribbean 1500.

"We met about 18 months ago, and fell for each other like a couple of dropped booms," he says. "So hard that we left to sail the Seven Seas. Although when we sailed out the Gate, we turned right instead of left, and faced Neptune's wrath on our way to Seattle. We spent most of the summer cruising to Alaska, where we caught more salmon than we knew what to do with, got chased by brown bears, and went skinny-dipping



**'Zephyr'**

in melted glacial ice. But we're excited to get warm again."

*Zephyr* is one of the few Outremer 55 Lights built, and she's one of the few French catamarans designed with performance in mind. She'd already been around the world 1½ times when Eric bought her from a family of five in French Polynesia. Their video series is at [www.voyageofthezephyr.com](http://www.voyageofthezephyr.com).

## **Bow-Tied — Beneteau 45**

**Philip Jonckheer**

**Palm Beach / Mill Valley +**

Philip, 66, an investment advisor,

will be sailing south with his son Will, 36, a farmer, friend Mitch Perkins, 63, an ad manager for *Latitude 38*, friend Jim Tull, 64, a yacht broker, and Dan Theman, 35, a croc wrangler.

"We are a group of friends and family brought together by curious circumstances and thrust into the new Stone Age," reports Philip. The Ha-Ha will be a father-and-son dream sail together, although Dad is also seeking "signs of French culture south of the border."

Philip first met 'Torpedo' Tull swimming in a Master's program in Marin, and Tull and 'Perk' met while crewing for the Grand Poobah on his Ocean 71 *Big O* many moons ago in a hazily remembered Antigua Sailing Week.

Philip may not know it, but the closest thing he'll find to French culture south of the border is the iron church at Santa Rosalia that was designed by Gustav Eiffel, who is better known for his tower in Paris.

— richard spindler

Welcome to La Paz

# Baja Ha-Ha

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# SAILING APPS —

Ask us why we love sailing so much and we're likely to start waxing poetic. Because to us, much of the allure of the timeless art of sailing is that it rekindles our connection with a simpler era, inspiring us to cast off the shackles of modernity and free ourselves from the incessant clatter of machinery and the mind-numbing buzz of the latest electronic gadgetry.

Ah, that is . . . with the exception of our favorite sailing apps, of course. We wouldn't dream of going sailing without them!

Seriously, no matter how salty or old-school you are, you're bound to become enamored with at least a few maritime apps, if for no other reason than that they can make your days on the ocean a heckuva lot safer — especially while you're on bluewater passages or when sailing in foreign waters.

We don't profess to be experts on this subject, but there are a few popular apps we use often that we'd highly recommend. And we'll also share the recommendations of a variety of readers — some of whom are longtime world cruisers.

## Navigation

As with thousands of sailors worldwide, Navionics is our go-to app for both coastal and offshore navigation. It has a clean, customizable display, whether you use it on a built-in chartplotter, a nav station computer or on your smartphone. It's worth mentioning here that you could literally pilot your boat all the way around the world using only a smartphone — although we wouldn't recommend it — as long as you had the ability to keep it charged and you could occasionally download chart data updates.

iNavX seems to be almost as popular, as a means of enhancing chart functionality. Writ-

ing in from Fiji, Eric Sponberg of Coroboree explains, "We use iNavX on two iPads for our navigation. It can use charts from any supplier, although Navionics charts seem to be the most prevalent.

"I really like the way you can add and edit waypoints and create courses. You can also spot check your distance off any point merely by tapping the screen and moving the ends of the pointer with your fingertips. Also, if you do a goto for any waypoint, it gives you instantaneous

distance to finish, bearing, time to finish, and cross-track error."

Now in the Society Islands, longtime cruisers Octavia and Petter Bergman have cruised thousands of miles aboard *Bella Marina*, so we trust their judgment and their recommendations.

"SEAIq is currently our main navigation app, having made the transition from a fully integrated Raymarine chartplotter system to a distributed network of iPhones and iPads. It displays vector and raster marine maps on your iPhone or iPad and provides an intuitive, easy-to-use interface for chartplotter features. The international version allows you to use your own charts and supports S-57, S-63, Inland ENC, and BSB/KAP formats. For USA users, it supports seamless free downloads for NOAA charts. You can also purchase

S-63/S-57 charts for anywhere in the world from the ChartWorld online store, which is what we use in the South Pacific.

"We tested several apps and this was a clear winner for us due to the ease of use, ability to load vector charts, the

*They can make your days on the ocean a heckuva lot safer.*

external NMEA interface that allows us to get GPS and AIS data, and one of the best anchor alarm implementations we have used. We also love the ability to change the day/evening/night colors, which becomes very important when sailing offshore overnight. And we love its integration with VentureFarther, which provides satellite imagery overlays and comes in very handy when navigating small reef-fringed South Pacific islands and atolls.

"This app keeps us out of trouble every time we go sailing," say Octavia and Petter, "by providing accurate location and easy-to-read, scalable vector charts.

When you're traveling near shore within cell or Wi-Fi range, it's fun, informative and always-fascinating to check out the **MarineTraffic** app, which gives

a clean, color-coded representation of all AIS targets. Clicking on one of them brings up complete info on all sorts of vessels.

As an additional navigational aid, Nick Edwards of *Salt* recommends **WatchMate**, a stand-alone app for AIS offered by Vesper Marine. "We use it as a backup to our AIS integration into iNavX, and we also use features like its AIS alarm when we're underway offshore.

"We also use



Although it's much more efficient to navigate with Navionics on a chartplotter, it's doable on a smartphone.

COURTESY NAVIONICS

The immensely popular Windy app gives real-time and predicted, color-coded weather info.



COURTESY WINDY

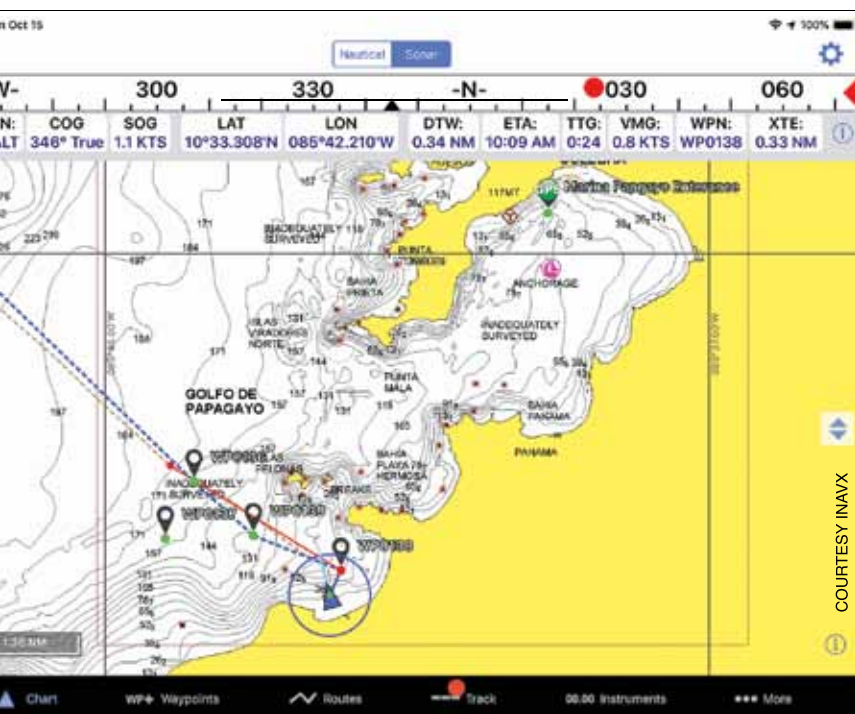
The powerful SEAIq app displays vector and raster marine maps on your iPhone or iPad.



COURTESY SEAIQ



# THAT YOU'RE APT TO LOVE



*The populariNavX app allows customization of map data imported from various sources. It's widely used by international cruisers.*

Google Earth as an extra data point for more remote anchorages," says Nick.

Cruising aboard *Huakai*, Don and Joy Canova wrote in from Tahiti to suggest "OvitalMap, an outstanding app to download and hold Google Earth images."

## Wind & Weather Prediction

For a real-time graphical representation of wind and wave data — direction, strength, etc. — while you're in cell or Wi-Fi range, the **Windy** app is immensely popular.

With a flick of your cursor you see a graphical representation of wind direction and strength anywhere on the planet, plus lots of other weather data. The program also has predictive functions that animate the anticipated progression of, say, a tropical storm several days into the future.

Although it is Wi-Fi-dependent, a great many cruisers use Windy as a basic prediction source prior to setting off on a passage, especially if they

cruisers who praise it. "PredictWind Offshore is our go-to app for daily forecasts and weather trip planning. It truly makes downloading and reading GRIB files seamless. We connect it to our Iridium GO! for weather downloads while underway offshore, or in places without good Internet/cell phone data such as the Tuamotu Archipelago.

"It's highly customizable for power users with four prediction models (GFS, ECMWF, PWG and PWE), several resolutions, and different models for wind, pressure, precipitation, waves, CAPE, temperature and cloud cover.

"One of the coolest features is being able to map out your passage based on departure, desired weather conditions, and your vessel's particular polars. While never 100% accurate — no forecast is — we found PredictWind Offshore to be as good as it gets in terms of weather predictions.

"One recent example of when this app helped us stay out of trouble was predicting the first Maraamu storm of the season in Moorea, French Polynesia, about 48 hours before the local forecast announced it. The advance info allowed us

will have no access to updated weather info while offshore.

For more serious route planning with detailed GRIB file interpretation, many international sailors rely on **Predict-Wind** software these days, typically facilitated through an Iridium GO! satellite device or satphone.

The *Bella Marina* crew are among the many longtime cruisers who praise it. "PredictWind Offshore is our go-to app for daily forecasts and weather trip planning. It truly makes downloading and reading GRIB files seamless. We connect it to our Iridium GO! for weather downloads while underway offshore, or in places without good Internet/cell phone data such as the Tuamotu Archipelago.

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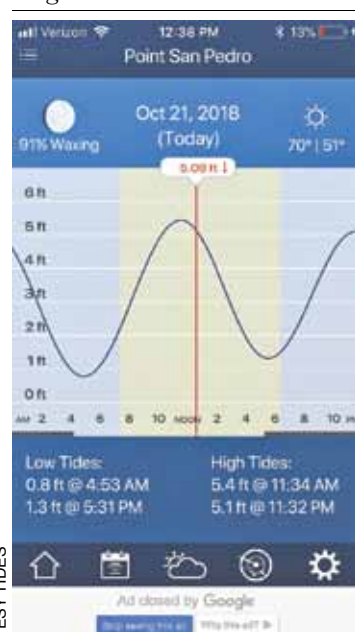
to move to a safe anchorage with good holding, with plenty of time to spare."

Cruiser Eric Sponberg offers another option: "For weather, we use **Weather-Track**, which imports and displays GRIB files for wind, gusts, current, waves, precipitation, cloud cover, etc. You can save any weather window to your iPad for recall later.

"We also use the program's passage-making function (costs a bit extra) when we're doing passage planning." The day that Eric wrote in with his advice last month, he was actually planning a passage from Fiji to New Zealand that was to begin the next morning.

"We haven't really gotten into trouble on any passages so far because of the planning we do ahead of time," says Eric.

While offshore, he uses "a DeLorme InReach SE for our secondary tracking and the posting of our position on MapShare on the Internet. That way our family and friends can see where we are. Garmin owns DeLorme, and we get Garmin's weather at sea through the InReach, so that we can keep an eye on the weather for our passages."



*For tides and currents, we like the graphical representation of data in the program called Tides.*

## Tides & Currents

There are many good tide and current apps to choose from, so your choice of which to use will likely depend on the graphical presentation of the info, and the areas where you'll be sailing.

We like one called **Tides**, but there are others well worth checking out also, especially for international sailing.

Willis Rice says, "I use Tide Graph every day I sail. Don't leave the dock without it!"

The *Huakai* crew have found **AyeTides XL** to be an excellent tide app while cruising the South Pacific. John

# SAILING APPS —

Santon and others recommend the free app **Shralp Tide**.

## Anchoring Safety

Knowing that a nearly deafening alarm will sound if your boat starts dragging has the obvious benefit of allowing you almost worry-free sleep, even in nasty weather. And these days there are many anchor-safety apps to choose from.

Longtime Mexico-based cruiser Patsy Verhoeven of *Talion* says, "I use **Drag Queen**, which is the best anchor watch app ever, but the developer has not updated it so it will not work on newer iPhone IOS. I have an old, not-updated iPhone that I keep just for Drag Queen."

Nick Edwards recommends an IOS app called **Anchor**. "It's not brilliant, but it's effective and reliable so far."

Greg Himes of *Scout* recommends **Anchor Lite**. "When you drop anchor, you set the safe radius to swing. If the boat goes outside the set radius, an alarm sounds. I mean it really sounds and will wake you up no matter how soundly you think you sleep."

## Systems Monitoring

For energy monitoring, Nick Edwards recommends: **VictronConnect**. "It requires a Victron battery monitor or Victron controller — we have a Victron solar controller. This app makes it easy to check the state of your batteries and solar charge right on your phone via Bluetooth. It automatically logs a 30-day history."

Randy Smith



*No targets? It was apparently a very quiet day when this image was snapped of Vector's stand-alone AIS.*

writes, "We have one app that we absolutely couldn't live without. It's called **Vessel Vanguard** and it controls every maintenance item on our boat, and tells you when and how to maintain it.

"All scheduled maintenance is served to you through notifications. You can click on each one and it will show you the actual steps needed to perform inspections, checks and tasks right from thousands of user manuals.

"I talk about it frequently on our YouTube channel and I just found out that West Marine is now offering it."

Octavia and Petter of *Bella Marina* explain that, "**Quartermaster** is a comprehensive yacht management app that we developed where we track all docu-

mentation, systems, maintenance schedules and reminders, and service and travel logs. Our favorite feature is the main dashboard that helps organize all the systems and maintenance items with configurable reminders for oil changes, filter maintenance, bottom cleaning, winch servicing, etc. It also provides a way

*Vectron monitoring devices are highly respected. This app allows you to access their info from a phone.*



to track tasks for your to-do list and assign them to different crew members.

"It's easy to set up and use for day-to-day users,

and has the flexibility for 'power users' who maintain and manage a fleet of vessels. It works across your phone, tablet and laptop, and the data syncs securely across the Cloud, so it's available everywhere and always in sync.

"One of the cool features is its ability to track your trip automatically with the help of Iridium GO! and display that data on a map on your web page or blog, if you want to have real-time tracking available to your

family or shore-support."

## Wi-Fi Calling & Data Hotspots

If you've cruised in foreign waters, you know that finding decent Wi-Fi for basic communications and doing personal

*Finding descent Wi-Fi is one of the biggest headaches of the cruising life.*

business is one of the biggest headaches of the cruising life.

Nick Edwards tells us about one Google's global cellular service called

**Google Fi**. "Now available in something like 180 countries, for \$80/month, plus you get unlimited data and unlimited text messages. (Actually, 15 GB/month is unthrottled, and after that you get data at a slower rate). Voice calls are \$0.20 cents a minute if you're out of the US, and free from within the US.

"It's an easy and affordable way to stay connected — but the service only runs with select Google phones."

## Mobile Translation

Here's a useful little trick we'd never heard of, offered by Gary Himes of *Scout*.

"**Google Translate** works with your cell phone. With the program in photo mode, you can hold your phone over a menu and have the text translated in real time. It's awesome!"

## Stars & Constellations

Other apps that are nice to have include **SkyView Lite**, recommended by Don and Joy on *Huakai*. Like many similar apps, it shows a real-time depiction of the stars, planets and constellations in the heavens above you — and beyond your view.

While standing watch on clear, moonless nights, it's fun to use a star-finding app to find a few new constellations,



*The Google Fi program is gaining international attention by offering 'unlimited' Wi-Fi usage.*

COURTESY GO SAILING

COURTESY TOUCH RADAR

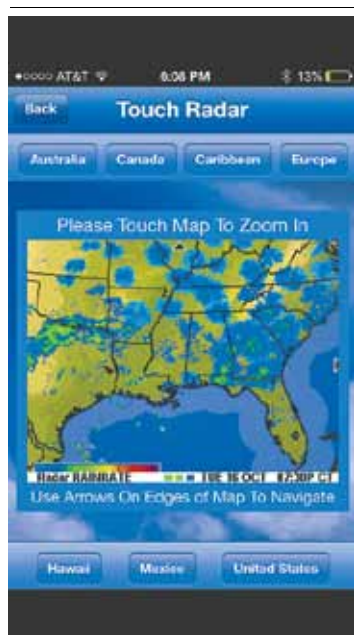


# THAT YOU'RE APT TO LOVE

or learn the ancient mythology behind the names of familiar astronomical figures such as Orion, the Pleiades, and Cassiopeia.

## Safety & Route Planning

A few years back, the US Coast Guard developed its own app, called, simply, **Coast Guard**. It's not sexy, but quite useful for checking your gear list against safety recommendations, checking your knowledge of the Rules of



Cruiser John Santon turned us on to **Touch Radar**, an app that gives you real-time doppler radar info.

the Road, filing a trip plan, accessing NOAA weather buoy data and more.

As you can see, there's no shortage of apps available for practical maritime use — and new ones are being developed all the time.

Although clever little apps are certainly not replacements for time-honored, old-school techniques of seamanship such as using your own eyeballs to scan the horizon for traffic and monitor developing squalls, apps can greatly enhance your peace of mind,



On the Coast Guard's app you can check the Rules of the Road, file a float plan and more.

based seamanship is keeping all your devices charged at the same time, and ready for use. But fear not. There's undoubtedly an app for that.

—latitude/andy

especially when short-handling offshore.

As you can imagine, though, some apps are so complex and sophisticated that they're intimidating for a typical (non-PhD) sailor to master without a little guidance. So we'd encourage you to trade tips with your sailing friends and dock neighbors — hey, you might even host an app-education potluck.

Beyond learning the subtle nuances of all this new-fangled technology, the biggest challenge of transitioning into the glittery world of app-

COURTESY USCG

# Owl Harbor Marina

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It was the morning of the first race in the winter series, and the dock was a busy place, with more pre-race activity than on a typical summer race day in the YRA season. This was probably a reflection of the aging fleet. There seems to be a growing preference for winter racing these days, especially since my club cancels for rain or gale-force winds. "We get to be cold, wet heroes all summer," explained the Race Committee Chair. "In the winter, we should only have to race in pleasant weather."

It was, in fact, a beautiful warm sunny morning, and the wind for this winter race promised to be more like a calm summer day in Long Island Sound. The only problem was that my diver — who was scheduled to give my bottom a badly needed scrubbing — was nowhere to be seen, and she had not left the usual business card to show that she had already come and gone. I walked down the dock to see if she was working on another boat nearby.

I didn't find the diver, but I did run into Lee Helm, naval architecture grad student, working the same problem from a different angle. Lee often sails with me as mainsheet trimmer and tactician — but for this race I wasn't fast enough with the crew calls, and she had signed aboard a smaller, faster, and much more

modern race boat for the winter series. It's a lesson I should have learned long ago: Make your crew calls early, supply a top-end lunch, and be generous with the swag like boat shirts and custom logo sea bags.

Lee was hard at work on her boat's bottom, using a long-handled flotation bottom brush of her own design. I had seen this brush in operation before. It's made of PVC pipe for the straight part, half of an old windsurfer boom for the curved part, a push brush from the hardware store,

and a fender supplying the flotation to hold the brush against the hull or keel. But there was a new addition to the rig: Lee had her eyes glued to a cellphone attached to the brush's T-handle. I stopped to look over her shoulder.

Sure enough, the image on the phone showed the business end of the brush moving over a small patch of the boat's hull.

"Lee!" I exclaimed. "You've done it!" How did you get the Wi-Fi signal to go through water?

This had always been the problem. Little waterproof cameras like the GoPro all feature remote operation and real-time monitoring via cellphone, but

the signal does not go through water.

"Wi-Fi is like, 2.4 gigahertz," Lee explained, "and that's a frequency that's absorbed by water. But I found a way to send the video signal up to the brush handle by cable."

We had thought of this before, but the problem is that the tiny underwater housing leaves no room for a cable attachment inside the case. There are commercial systems that circumvent this problem with an alternate underwater case design, but they are pricey.

"How did you do it?" I asked.

"It's diabolically simple," she answered. "Just tape a piece of coax cable to the back of the camera case, with 6.25 centimeters of the core exposed."

"6.25 centimeters?" I asked.

"Sure. The speed of light is three times ten-to-the-eighth, or like, 300 million meters per second. Actually 299.8 in space, 299.7 in air, but three hundred is close enough. Divide by the Wi-Fi frequency of 2.4 gigahertz, and you get 0.125 meters, or 12.5 centimeters. That's the full wavelength and it won't fit on the back of the camera, so use a half wave, 6.25 centimeters of bare coax core."

"But how do you connect this to the camera, without having to buy a larger underwater case?"

"That's the cool part, Max. You don't need to connect anything, just stick it to the back of the case with duct tape. The signal gets through just fine. At the other end, I have the same 6.25 centimeters of coax core taped to the back of the phone."

"What a great hack!" I said. "But shouldn't you really be using the speed of light in seawater? It's just a very thin layer between the casing and the wire, but still."

"Not for a Wi-Fi signal," answered Lee. "The propagation speed of a radio signal in seawater is not the same as the speed of light. It's a strong function of the elec-

*"The divers will be the first to invest in these hull-cleaning drones, and they'll use them to expand their business."*

*The business end of Lee's video brush, minus the brush part.*





# UNDERWATER EYES



**Wi-Fi underwater is amazingly simple: Strip off 6.25 centimeters of shielding from coax cable and duct tape the center conductor to the back of the camera. Strip the other end and tape to the back of the smartphone or tablet. You can even leave the core insulation in place.**

trical conductivity, and there can be a lot of variation in that, resulting in speeds as slow as 0.3 ten-to-the-eighth meters per second. So like, it would probably be best to put the coax inside a small square tube full of air, and tape that to the back of the camera housing. But never mind the theory, it works okay just like this."

Lee was making multiple passes over the same area of the bottom, not too far from the waterline on the south side of the boat where the sun had provided perfect conditions for a very tenacious layer of algae.

"Light-colored bottom paint also helps," she noted, "so you can see where the hull is clean. But like, it would be better if there were a way to measure and transmit smoothness directly, instead of having to infer smoothness from the visuals."

"You get sound with the picture, no?" I suggested. "Maybe scrape a probe of some sort over the surface so you can hear the bumps and the roughness."

"I'm working on it," said Lee. "But like, this hand-powered brush stuff is just a transition. What we're all waiting for — especially with the way bottom paints are getting less toxic and need more brushing — is an automated device, sort of a robotic snail."

"A Roomba for the boat bottom?"

"Zactly. It's not a hard problem for any self-respecting AI drone. It will have to have a local navigation system, probably sonar-based, and it will have to be smart enough to teach itself the shape of the hull. And agile enough to

swim back to the boat if it falls off, or to swim to the charging station when the boat goes sailing."

"The divers in the hull cleaning business are not going to like this," I predicted.

"No way, they'll love it," Lee countered. "The divers will be the first to invest in these hull-cleaning drones, and they'll use them to expand their business. Cost goes down, volume goes way up. One bottom-cleaning drone could service a whole row of boats. Hulls get cleaned way more often and we'll all be sailing faster. And like, the owners get a 3-D image of their hull with a contour map of bottom smoothness before and after the cleaning. Much value added."

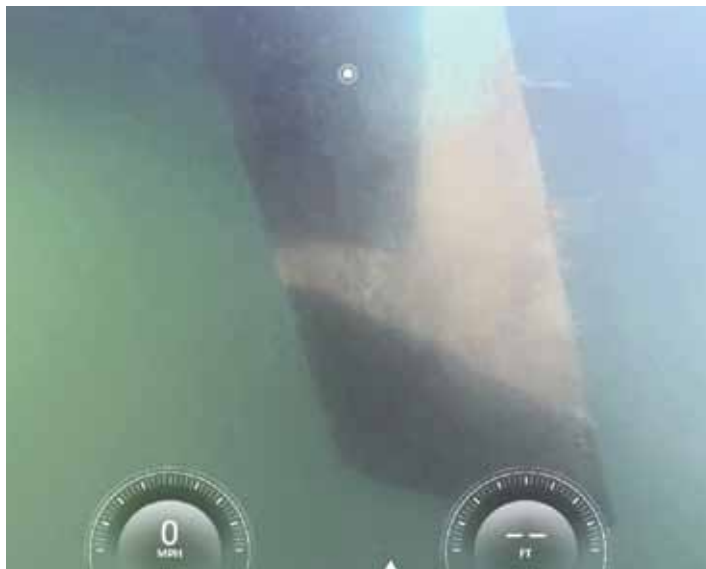
"That's better info than a business card," I said nervously as I glanced down the dock to see if my diver had arrived. "Hard to believe that we don't have any products like that on the market already."

"They're here, mostly designed for ships or other industrial applications, and they cost *mucho* bucks. But they still need, like, a human driver, and they still need a tether so the video signal can get to the display for the human driver to see. A few are aimed at mega-yachts, and they give them cool names: Keelcrab, Hullbot, Hullbug, Remora, Hulltimo."

"If these things are really smart," I speculated, "and if the local positioning system is precise, they could map the hull accurately enough to produce a lines plan for an ORR rating. No more of that hokey 'wandering' to get your hull measured."

"And it knows where the waterline

**Fish-eye view of a partially cleaned rudder. Always choose a light color for bottom paint.**





# MAX EBB



*The Keelcrab (left) and the Hulltime drones can clean your bottom, but they still need a human driver to steer while watching the video feed.*

is," added Lee, "so it could calculate displacement too."

"Meanwhile," I said as I looked down the dock toward my boat again, "to bring the discussion back to present-day reality I still need a diver to clean my bottom for today's race, and she's not here yet. Can I borrow your brush?"

"For sure, just give me a few more minutes. I'll come by your boat when I'm done. You can download the app to connect your phone to the camera. Just be careful not to, like, walk off the dock

while you're concentrating on the screen. That's why I'm not using my, like, VR goggles . . ."

I thanked Lee and walked back to my berth while my phone acquired and installed the necessary program. As promised, Lee was at my boat in a few minutes with the video-equipped bottom brush.

There's a learning curve involved in manipulating a brush with a real-time camera, but after a few minutes I thought I was getting the hang of it. Some spots

were stubborn and required multiple passes: other spots looked clean after one easy swipe. But then something pulled at the brush from underwater, and I practically jumped backward when a human face in a dive mask suddenly appeared on the screen. It was my diver. Finally! At the same time, Lee pulled on my shoulder to get my attention.

"Max, we need the brush back. My friend over on A-Dock just dropped his keys in the harbor . . ."

— max ebb



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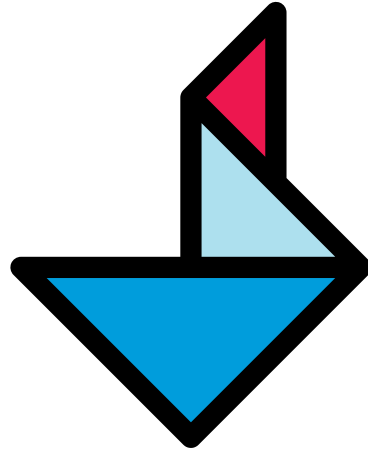
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# THE RACING

**The Express 37 and 27 Nationals, the YRA Corinthian Regatta, the Joan Storer and Red Bra women's races, the Wylie Wabbit Nationals, the SSS Vallejo 1-2, the Leukemia Cup, Mercurys North and South, and the Jessica Cup are among the events we visit this month in text and/or photos. Beer Can Box Scores and Race Notes top us off.**

## Express 37 Nationals

Berkeley Yacht Club ran the Express 37 Nationals on September 28-30. The venue was primarily the Berkeley Circle. The 12 entries included one from Southern California. All were prepared for the typical San Francisco Bay big winds coming in from the Golden Gate.

Friday the 28th, Race 1: Eleven boats came to the start area, and the breezes did not disappoint. It was blowing about 12-15 from the southwest. This race

was probably the most exciting of the whole event. Just prior to the start, *Golden Moon* and *Elan* collided and returned to the Berkeley Marina. *Limitless* was over early but did return and took a first at the finish. *Stewball* was last to the start line due to avoiding the collision. They then managed a second place.

Race 2: *Elan* determined they were out for the remainder of the regatta, but *Golden Moon* patched her hole and returned to join the fleet. Wind strength and direction remained similar to Race 1. *Limitless* picked up her second bullet.

Saturday, September 29, Race 3: *Mudshark* had fixed her engine on Friday and was able to join the fleet. The weather prognosticators were all in agreement that we were doomed to light to non-existent wind starting around 1 p.m., but there should be a light southerly prior to that. And, at the appointed start time of 11:30, there was a 5- to 6-knot breeze and we were able to get the first race in with only the last finishers having to suffer the almost-drifting conditions.

Race 4: We delayed for about 30 minutes and moved the signal boat about a quarter of a mile to the west. Amazingly, there was a 10- to 15-knot westerly! The 15-mile distance race was on! *Spy vs Spy* grabbed a first, *Golden Moon* came in second, and the cumulative results were

now shuffled with many ties.

Sunday, September 30, Race #5: When the signal boat arrived on station, there was a 4- to 5-knot southeasterly, southwesterly, westerly, egad, northerly(?) breeze. Then there was nothing. The Bay was all glass. Where were the fabled San Francisco Bay breezes? The Sailing Instructions stated there would be no race started after 2:30. We waited. Ta-da! At 1:15, a wind line approached from the Gate, and at 1:35 the race was on. The 10- to 13-knot breeze was fun to race in, but there wasn't enough time for the sixth race. By 2:30, the regatta was over. *Golden Moon* picked up first and *Expeditious* got the second in this last race. The ties were all broken.

Congratulations to Shawn Ivie and crew on *Limitless*. This Southern California gang came north to show our locals how it is done!

— bobbi tosse

**EXPRESS 37 NATIONALS, BYC, 9/28-30 (5r, 0t)**

1) *Limitless*, Shawn Ivie, Seal Beach YC, 12 points; 2) *Expeditious*, Bartz Schneider, SFYC,

**The 'Limitless' ladies were, left to right: Aisling Urch, Jenny Thompson, Angie Liebert, Jenna Kennedy and Collette Meyers. Also on the crew were Kelsey Tostenson (Saturday only) and a few dudes: Tim Anto, Duke Urch, Will Paxton and Richard Jarrett.**



WILL PAXTON

18; 3) *Spy vs. Spy*, Brendan Busch, TISC, 19. (12 boats)

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

## YRA Season-Closer Corinthian Regatta

The Yacht Racing Association has renamed its Weekend Regattas (ex-Party Circuit) for the hosting destinations. So, the Season Closer is now called the Corinthian Regatta. The races on September 29-30 started and finished off CYC's Tiburon clubhouse race deck.

Saturday's race took all divisions in the 33-boat fleet on an 18-mile course out the Gate, around the Point Bonita buoy, downwind to an R2 channel buoy east of Angel Island's Point Blunt, upwind to Little Harding, and back to Tiburon.

In Div. A, Bob Novy's Frers 40 *Jeannette*, the Koides' Sydney 36 CR *Encore* and Mike Clarke's new-ish-to-the-Bay J/120 *Shenanigans* were glued to one another for most of the course.

*Shenanigans* carried a masthead #1 genoa while the other two had fractional #3 jibs, which were perhaps an advantage for the short-tacking, close-quarters beat up the Marin Headlands against the



MICHELE PROFANT

**The 'Limitless' skipper, Shawn Ivie.**







LOUIS BENAINOUS



MICHELE PROFANT

**Spread:** A race start on Friday, September 28, in the Express 37 Nationals. **Inset:** It's always a shocker to us when it's so hot that becalmed sailors intentionally fall into the cold waters of San Francisco Bay. But that's what happened on Sunday, September 30.

flood current. *Shenanigans'* #1 came in handy later though.

There was zero sea swell at the Gate and flood-flat water in the Bay, and the wind was mostly moderate with no holes and lots of south in the direction.

The biggest wind (20 knots or more) and waves (sloppy wind waves) were found at Point Bonita, a mark that is often surrounded by a bubble of calm on an otherwise rowdy racecourse. Because her massive 155% #1 genoa was almost as big as her 180% kite, *Shenanigans* delayed the spinnaker set until she reached flat water. This kept the boat under control and did little to diminish her speed. *Encore* by contrast, rounded up twice and her jib slid off the deck into the water. There was so much south in the breeze that it was a reach to the bridge with no jibing needed.

Ian Matthew, sailing the C&C 29-1 *Siento el Viento*, said they encountered a river trying to get around the North Tower. Once around the Point Bonita buoy, they turned south to get out of the waves before setting.

In Div. A, another three-way battle ensued inside the Gate, with none of the three leaders able to 'sail their own race'. *Encore* and *Jeannette* tangled a little too closely at the leeward mark rounding,

*Jeannette* flew a red flag, and *Encore* exonerated herself by spinning two circles. *Encore* thus finished behind *Jeannette* and *Shenanigans*, but corrected out over the J/120.

The Express 37 Nationals, sailing their long-distance race, beat up behind the YRA fleet at Point Blunt.

The bigger wind in the Bay held off until all the boats had rounded Little Harding and cracked off into Belvedere Cove.

CYC offered no enticement or invitation to come up to the club and party after the race — very much unlike YRA regattas to Vallejo, Sequoia and Encinal YCs.

A shoreside postponement was called on sunny, hot, calm Sunday morning. "The wind direction is 130°. It's awful," the club's rear commodore, Chris Canada, told the racers. The wind was predicted to fill in at 1 p.m. "But we're not going to wait that long. We're planning to drop the AP at 11:54."

The postponement would eventually, end at 12:14. Wind was light at the start, but a nice breeze of 8-10 knots filled in for the rest of the race.

Although CYC did nothing to entertain the racers on shore, their race committee volunteers did an excellent job commu-

nicating on the VHF radio and running the on-water portion of the weekend.

— latitude/chris

#### YRA CORINTHIAN REGATTA I, 9/29

PHRF 1 — 1) **Jeannette**, Frers 40, Bob Novy; 2) **Encore**, Sydney 36 CR, Wayne Koide; 3) **Shenanigans**, J/120, Mike Clarke. (5 boats)

PHRF 2 — 1) **Vuja Star**, J/105, Chris Kim; 2) **Russian Roulette**, J/105, Sergey Lubarsky; 3) **Jarlen**, J/35, Bob Bloom. (5 boats)

PHRF 3 — 1) **Salty Hotel**, Express 27, John Kearney; 2) **Arcadia**, Mod. Santana 27, Gordie Nash; 3) **Shenanigans**, Express 27, Sandra Moore. (10 boats)

PHRF 4 — 1) **Neja**, Dasher 28, Jim Borger; 2) **Siento el Viento**, C&C 29-1, Ian Matthew; 3) **Luna Sea**, Islander 36, Dan Knox. (4 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40, Edward Isaacson; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Red Cloud**, Farr 36, Don Ahrens. (6 boats)

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

October's racing stories included:

- El Toro Stampede • Monster Mash
  - Wylie Wabbit Nationals
  - Extreme Sailing Series
- Previews of women's fall racing, the SailGP circuit, the Leukemia Cup, November races, midwinter series, and more.



# THE RACING



ALL PHOTOS ROXANNE FAIRBAIN / SFYC

## YRA CORINTHIAN REGATTA II, 9/30

PHRF 1 — 1) **Jeannette**; 2) **Shenanigans**, J/120; 3) **Encore**. (4 boats)

PHRF 2 — 1) **Jarlen**; 2) **Vuja Star**; 3) **Yunona**, J/105, Artem Savinov. (4 boats)

PHRF 3 — 1) **Shenanigans**, Express 27; 2) **Arcadia**; 3) **Abba-Zaba**, Tartan Ten, Greg Arkus. (5 boats)

PHRF 4 — 1) **Neja**; 2) **Siento el Viento**; 3) **Psycho Tiller**, Jeanneau SunFast 32i, Jesse Hol-

*Clockwise from top left: SFYC hosted 17 Express 27s for their Nationals on the Olympic Circle October 5-7; a photo finish between 'Magic Bus' and 'Motorcycle Irene' — one point separated the two after seven races; 'Salty Hotel' at a finish; Express 27 National champs David Clifton, Harrison Richardson, Paul Deeds, Andrew Warner and Marc Belloli at SFYC. "All of us grew up and sailed together in Detroit," said skipper Paul Deeds. 'Motorcycle' got second and 'Get Happy!!' was third.*

lander. (6 boats)

NON-SPINNAKER — 1) **Q**; 2) **Mintaka** 4; 3)

**Red Cloud**. (5 boats)

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

*The 2018 Wylie Wabbit National champions hail from Ventura YC: 'Johnson' crew Deke Klatt, Taylor Schlub and Ian Baldwin at regatta host Richmond YC on October 7, with the perpetual and a take-home prize painted by fleet member Zane Working. 'Weckless' came in second and 'Jack' third.*



LATITUDE / CHRIS

## **Joan Storer in a Red Blob**

Those who merely checked NOAA predictions found themselves unprepared for the 20+ knots of lusty, gusty wind that descended on the North Bay on Saturday, October 13. During a red-flag fire-danger warning, with 50 knots predicted for the North and East Bay hills that night, a further surprise was the wind direction. This was a sea breeze, coming from the southwest, not a northeasterly Santa Ana.

The noon start, off Tiburon YC's clubhouse in Paradise Cay, was orderly enough, but the gusts soon began. The wind built on the waters south of the Richmond-San Rafael Bridge, until several of the boats found themselves over-canvased and overpowered. Flying a 150% genoa from the masthead, the Olson 25 *Lion's* race ended abruptly with a woman overboard (quickly recovered and apparently unfazed) and a broken gooseneck. Both Laser 28s in the race wished they had reefed, and both, one under sail only and one motoring with an inboard, had an exciting time reentering





IAN MATTHEW / TYC



PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED

Paradise Cay Harbor and docking.

Sailing doublehanded, Mariellen Stern on the beautiful wooden 26-ft Beiley design *Cinnamon Girl* saw the wind building to a deal-breaking point and cut her race short in order to dock before the conditions got even gnarlier. All this before 1:30 p.m.! The very experienced Susan and Bill Hoehler's J/105 *Joyride* was the only boat to fly a (small) spin-naker.

Back at the clubhouse, TYC commodore Ian Matthew, who'd stayed ashore to run the race, showed us the graphic Sail Flow had posted for paid subscribers. It showed an elongated red blob of high wind in the Slot, and a completely separate, perfectly round red blob on the North Bay race course — though the prediction was for the 3 p.m. hour, not the early afternoon.

Back at the clubhouse, the Storer family again generously hosted the racers with a complimentary lunch and an open bar. The event honors TYC member Joan Storer, who passed away in 1989. Half of the entry fee was donated to the Hirshberg Foundation for Cancer Research. Formerly a women skippers' race, now it merely requires that 50% of the crew be female.

— latitude/chris

**Top row, YRA Corinthian Regatta on September 29: The Koides' Sydney 36 CR 'Encore' sails past Point Bonita in sloppy seas; Bob Novy's Frers 40 'Jeannette' was first back to the Gate and first to finish. Bottom row, Joan Storer Regatta on October 13: A cluster of competitors approach the start line off the east side of Tiburon; Mariellen Stern presents the trophy to Susan Hoehler.**

#### TYC JOAN STORER REGATTA, 10/13

1) **Joyride**, J/105, Bill & Susan Hoehler; 2) **Esperanza**, J/105, David Wegner; 3) **Stink Eye**, Laser 28, Christine Weaver/Jonathan Guttoff. (7 boats)

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

#### Grief and Glory in SSS Vallejo 1-2

Concentration was the keyword for this year's Vallejo 1-2: concentrating on keeping boat speed up, concentrating on finding the best route around a building ebb, and concentrating on not giving up when the time limit approached. Held by the Singlehanded Sailing Society and raced singlehanded on Saturday and doublehanded on Sunday from Richmond and back with an overnight at Vallejo YC, this October classic is usually a light-wind affair.

On Saturday the predicted breeze was up, down and absent, with plenty of parking lots and passing opportunities. "How many times do I have to win this race?" quipped Dan Alvarez, whose ultralight JS9000 *JetStream* would scoot out way ahead of everyone else only to find the wind holes first. Others chugged

along catching up, with the wind filling in from behind.

The three main parking lots were at Richmond, Point Pinole and the entrance to Mare Island Strait. "I thought about quitting a few times, early in the race when I was worried about not making it until late at night," said Bill Erkelens of the engineless Wylie Wabbit *Jack*.

"I managed to bring the new breeze up to the fleet that had stopped before Point Pinole fighting the ebb. I could hear Gordie Nash on *Arcadia* say, 'Only two hours to get to the finish!' I thought that was a bit pessimistic, with only the Mare Island Channel to sail, but I soon realized that it was going to be a mission."

At the last turning mark into the channel, with the sun setting and no wind in sight, some boats started to drop out. "The fleet started motoring past me," said Bill. "At that stage it seemed worth waiting for wind to finish or the tide to change and get me to the marina anyway." *Jack* was one of only eight boats to finish on Saturday. That night at VYC the racers swapped stories of near-glory, groundings and grief and asked, "What

# THE RACING

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*The SSS Vallejo 1-2, left: Bill Erkelens demonstrates how to singlehand a Wylie Wabbit on Saturday, October 20. Right: Werewolf? There wolf! Jeff Mulvihill and Tandy Malakooty had company for Sunday's doublehanded race on this Olson 30.*

about tomorrow?"

A nice little northerly was up on Sunday morning on the Napa River next to VYC; it would be needed as the boats had to fight the current once again. There was just enough breeze to get past the flood and out into San Pablo Bay. But, unlike Saturday, the wind filled in as the day progressed. The tactical trick was to head south into the shallows around Point Pinole until the afternoon ebb.

Bill Erkelens did well on Sunday also. His wife Melinda couldn't make it, so he sailed with an old friend, Keith Stahnke. "It was a day of many decisions. We did not make the correct call all the time, but our percentage was good enough."

But how do you race a Wabbit successfully singlehanded? The boat is tippy enough with the usual crew of three, and in order to balance the boat you need to be on the trapeze with a tiller extension. But downwind in light breeze it can be a little easier. "I rigged a line from the tiller around the bow and back to the tiller so I could steer from the middle or the bow," explained Bill. "I spent most of the day sitting on the ice chest in the hatch, steering with the line and trimming the kite. It is very busy in maneuvers, but it's manageable."

— ncs

## SSS VALLEJO 1-2, 10/20-21 (2r, 0t)

PHRF <109 — 1) **BASIC Instinct**, Elliott 1050, Memo & Mary Gidley, 4 points; 2) **Saetta**, J/120, Ludovic Milin, 7; 3) **Timber Wolf**, Farr 38, David Hodges/Scott Parker, 9.

(6 boats)

PHRF 111-159 — 1) **Uno**, Wyliecat 30, Bren Meyer/Steve Wanner, 13 points; 2) **Shanti**, Olson 911S, Jeremy Harvey, 13; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki, 14. (10 boats)

PHRF 162+ — 1) **Chesapeake**, Merit 25, James Fair/Cindy Surdez, 7 points. (4 boats)

SPORTBOAT — 1) **Jack**, Wylie Wabbit, Bill Erkelens/Keith Stahnke, 2 points; 2) **Werewolf**, Olson 30, Jeff Mulvihill/Tandy Malakooty, 7; 3) **Nightmare**, Wilderness 30 SX, Greg Ashby, 15. (14 boats)

NON-SPINNAKER — No finishers. (2 boats.)

MULTIHULL — 1) **LookinGood II**, Corsair 31, Rafi Yahalom/Dan Mone, 9 points; 2) **Wingit**, F-27, Amy Wells/Dave Wilhite, 9; 3) **Koke Honu**, F-24 MkII, Rick Elkins, 10. (5 boats)

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

## Leukemia Cup

The Leukemia Cup is one of those rare regattas where the race results are the least important aspect of the event. The true winners are the many beneficiaries

*A close battle between the J/105s 'Maverick' and 'Lulu' in the Leukemia Cup on October 21.*



GERARD SHERIDAN

of this 13th annual fundraiser, which raised almost \$700,000 to support a cure for blood cancers. The event was founded by San Francisco YC and ably chaired this year by SFYC member Hillary Sessions, while the sponsoring club, Corinthian YC, hosted the racing and festivities. It was a good combination.

Almost 90 boats signed up; all had the opportunity to create a fundraising page. This year's honorary skippers included ace sailor and long-time event chair Chris Kostanecki, who has kept leukemia at bay for 21 years. Additional 2018 honorary skippers include Lynn Spiller; Bob Groenke, active sailor and frequent LLS spokesman at just 10 years old; Rhett Krawitt; Chris Laub; Steve Johnson; Brit Lacey; Robert Wilson, Zach Thoma; Gale Greisen; Campbell Nolan and Dowg Owen.

An expanded series of events spread over several weeks included the SUP Cup put on by 101 Surf Sports in San Rafael, the Poker Run put on by CYC, the Perkins Cup Corporate Challenge hosted by St. Francis and Sausalito YCs, Rock the Dock hosted by Golden Gate YC, and finally the gala and regatta at CYC.

Nine divisions included one designs, PHRF spinnaker and non-spinnaker, and Classics, with the largest fleet being the hotly contested 17-boat Knarr class. Sunday morning, October 21, presented a slightly gray, glassy calm Bay, worrying Tucker Thompson and his T2PTV video crew in town to MC and cover the event. However, after a relatively short postponement, the Bay did its magical best to bring on sunshine and breeze.

The starts took off from the west side of Angel Island in a building ebb and breeze. By the time the Knarr fleet started the ebb was strong, and, as this was a season counter, several overzealous crews ended up over early and having to fight the ebb to restart. The Non-Spin 2 class suspects some fleet member must have insulted the race committee,





**South Beach YC's all-women Red Bra Regatta on October 20. Left, racing the borrowed Olson 911S 'Squirrel' (ex-'Elusive'), Lisa Anderson, Graziella Solinas, Karen Clarkson-Colombo, Collette Meyers, Elizabeth Little, skipper Joan Byrne, Angie Liebert and Mara Guttman won the Spinnaker Division. Right: Phaedra Fisher, Patricia Corcoran, Yuning Pathman and skipper Fernanda Castelo borrowed the Wyliecat 30 'Iseult' and won in Non-Spinnaker. Taiwan sponsored the regatta.**

as it was the only division sent off to a windless first mark in Sausalito before rejoining the romp on the Bay with the rest.

Leukemia survivor and past event chair Ian Charles topped the J/105 fleet with *Maverick*. Hannig Law led the long list of sponsors, and many contributors kept this the top fundraising regatta of the 45 held nationwide. Donations can still be made at <https://sfcr.org>.

— latitude / john

#### LEUKEMIA CUP, CYC, 10/21

J/105 — 1) **Maverick**, Ian Charles; 2) **Natural Blonde**, Cooper Deisinger; 3) **Yunona**, Artem Savinov. (10 boats)

KNARR — 1) **Cahoots**, James Scarbrough; 2) **Boondock Saints**, Hans Williams; 3) **Svenkist**, Sean Svendsen; 4) **Narcissus**, John Jenkins. (17 boats)

PHRF 1 — 1) **Kuai**, Melges 32, Daniel Thielman; 2) **Blue**, Swan 53-2, Ray Paul; 3) **Bright Hour**, Farr 40, James Bradford. (4 boats)

PHRF 2 — 1) **Swift Ness**, J/111, Reuben Roci; 2) **Peregrine**, J/120, David Halliwill; 3) **Bad Dog**, J/111, Richard Swanson. (8 boats)

PHRF 3 — 1) **Looper**, Melges 24, Duane Yoslov; 2) **Serenade**, Sabre Spirit, Hank Easom; 3) **Another Girl**, Alerion 38, Cinde Lou Delmas. (8 boats)

PHRF 4 — 1) **Wingman**, J/70, Jim Diepenbrock; 2) **Solaris/Flotek**, J/70, Justin Foox; 3) **Shenanigans**, Express 27, Tina Lundh. (8 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Freedom**, Worth 40, Jib & Muriel Martens; 3) **QE3**, Tartan Ten, George Jansen/Tom Perot. (11 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt; 2) **Mojo**, Ranger 33, Luis Segundo; 3) **Cinnamon Girl**, Beiley 26, Mariellen Stern. (10 boats)

CLASSIC — 1) **Kookaburra**, Bird, Martin Koffel; 2) **Copperhead**, Rhodes 47, Steve Hutchinson; 3) **Mayan**, Alden staysail schooner, Beau Vrolyk. (4 boats)

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

#### **Mercurys North and South**

The Joe Logan Regatta, hosted by the St. Francis YC on September 22, lived up to its reputation as being well run with challenging conditions pushing the limits for Mercurys.

The Cityfront was covered by gray skies, but the sunny hills peeking out

Weber, 31. (10 boats)

OVERALL — **Friction Loss**.

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

#### StFYC KITE SERIES (11r, 3t)

1) **Ozone**, Johnny Heineken, 8 points; 2) **Sender Express**, Kai Calder, 21; 3) **No Name**, Stefaans Viljoen, 24; 4) **Looks Good from Behind**, Seth Beese, 28; 5) **Das Boot**, Gabriel Wicke, 33. (26 boats)

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

#### StFYC FORMULA WINDSURF SERIES (8r, 1t)

1) Chris Radkowski, 6 points; 2) Eric Christianson, 8; 3) Al Mirel, 8. (13 boats)

#### StFYC SLALOM WINDSURF SERIES (4r, 1t)

1) Soheil Zahedi, 4 points; 2) Jean Rathle, 5; 3) Steve Bodner, 11. (15 boats)

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

## BEER CAN BOX SCORES

SHIELDS — 1) **Stillwater**, Garth Hobson, 43 points; 2) **Tiburon**, Eric Anderson, 54; 3) **Yankee**, Michael Polkabila, 55. (14 boats)

SANTANA 22 — 1) **Second Half**, Paul Walchli, 31 points; 2) **Cnidarian**, Mary Conway, 35; 3) **Diving Dolphin**, Justin Nielson, 38. (8 boats)

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

#### SEQYC SUNSET SERIES (22r, 0t)

WATERLINE — 1) **Revelry**, Catalina 42, Rick & Petra Gilmore, 53 points; 2) **Slipstream**, Catalina 42, Mark Millet, 47; 3) **Yellow Brick Road**, Jeanneau 40, John Draeger, 40. (8 boats)

PERFORMANCE — 1) **Friction Loss**, J/30, Jenny Thompson, 65 points; 2) **Allons-y**, J/70, Davis King, 31; 3) **L2O**, J/29, Alex Huang, 30. (14 boats)

WINDJAMMER — 1) **Maururu**, Tartan 30, Jeff Pathman, 48 points; 2) **Mirth**, Catalina 34 MkII, David Elliott, 38; 3) **Webtide**, Catalina 320, Nick

#### VANGUARD 15 FLEET 53 THURSDAY NIGHT SERIES, TISC (18 nights)

1) **#1651**, Sam Wheeler/Taylor Burfield, 181 points; 2) **#1203**, Dan Altreuter/Claire Pratt, 177; 3) **#740**, Kristen Altreuter/Jessie O'Dell, 143; 4) **#1666**, Ian Markowitz/Lauren Rehbein, 126; 5) **#741**, Cameron Barclift/Eliza White, 113. (26 boats)

Full results at [www.vanguard15.org](http://www.vanguard15.org)

#### BVBC MONDAY NIGHT MADNESS CHAMPION OF CHAMPIONS, 10/8

1) **Kai Manu**, Cal 29, John Jaundzems; 2) **Capo Gatto**, Nonsuch 30, Sal Balestreri; 3) **Dolce Vita**, J/32, John Riley. (4 boats)

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

#### MPYC SUNSET SERIES (25r, 5t)

PHRF A — 1) **Bustin Loose**, Sydney, 38, Jeff Pulford, 28 points; 2) **Loco Motion**, Express 37, Mark Chaffey, 36; 3) **Ardea**, N/M 50, Augue Louis, 37. (7 boats)

PHRF B — 1) **Soggy Dollar**, Olson 911SE, Todd Much, 29 points; 2) **Morpheus**, Moore 24, Rick Srigley, 38; 3) **Maverick**, J/80, Jean du Prez, 56. (8 boats)

Do you like Box Scores? Do you read them? Do you look forward to seeing your name published in them? Do you check for friends' (or frenemies') names in them? Let us know at [racing@latitude38.com](mailto:racing@latitude38.com).

# THE RACING

in the distance gave an indication the wind would pick up.

The racing started in slack current and building ebb. The windward inflatable mark was set farther to the right than the Blackaller buoy, so there was less of an incentive to stay next to the beach.

The wind built to 18 knots by the fourth race, a quick once-around. Playing the shifts and remaining consistent turned out to be the winning combination for John Ravizza and Jim Bradley, coming down to a tiebreaker, which Ravizza won.

"The best part was the competition, and great conditions," said David Bacci. "It was tricky because it was shifty, and playing the shifts was the most important. The worst part was getting passed!"

Wind and wave conditions got more exciting, as demonstrated when Scott Easom, after finishing, got bounced by a wave and missed the hiking straps. He was close enough to shore he decided

it would easier, and safer, to swim. Once ashore, he crossed over to the shallow sand bar on the back of the jetty, where he met up with his crew, who had sailed



CHRIS RAY / WWW.CRATV.COM

StFYC hosted the Jessica Cup for classic yachts on October 20. The Klaus family's 'Brigadoon', #888 pictured above, won the gaff division, Don Taylor's 'VIP' the Farallon Clippers, Beau Vrolyk's 'Mayan' Marconi I, and Bill Claussen's Bird 'Cuckoo' Marconi II.

around, and sailed back to the St. Francis docks.

The next weekend, September 29-30, Southern California Mercury sailors and one Northern California sailor were hosted by LAYC for their PCCs. Despite some influence from a hurricane to the south, they enjoyed decent sailing. Saturday required some patience to get going, but by the fourth race, Hurricane Gulch was living up to its name with a 15-knot breeze. Mike Burch and his son Kyle were back sailing *Jade* with a donated mast from Kenny Dair. The two took the first three races. Mike, with his daughter Kristen, continued to sail well on Sunday, and the Burches are the new Pacific Coast Champions.

— lyn hines

JOE LOGAN REGATTA, StFYC, 9/22 (5r, 0t)

MERCURY — 1) **Fortran**, John Ravizza/Chris Boome, 10 points; 2) **Stars**, Jim Bradley/Reid



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Wishner, 10; 3) **Marauder**, David Bacci/Eric Stassevitch, 15. (8 boats)

MOORE 24 — 1) **Beluga**, Scott Sorensen, 5 points; 2) **Mooretician**, Peter Schoen/Roe Patterson, 11; 3) **Firefly**, Joel Turmel, 12. (5 boats)

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

### Race Notes

After one last, wild ride on October 13, the final day of competition at the **Melges 20 World Championship** in Cagliari, Italy, gave the class its second-ever, double, back-to-back World Champion — Drew Freides' L.A.-based *Pacific Yankee*, with tactician Morgan Reeser and crew Charlie Smythe.

**Sequoia YC's Wednesday night Sunset Series** race chair Jeff Pathman writes, "We did an innovative season this year of more windward/leeward racing



*Robin Van Vliet (right) of the J/24 'Evil Octopus' won Richmond YC's ever-evolving beer can trophy. Among the crew, pictured here left to right, were (back row) James Mercer, Anthony Jacuzzi, Alison Backer, (front) Mays Dickey and Laura Graham. RYC is among the clubs that don't publish points, but you'll find results from other beer can series in this month's and last month's Box Scores.*

— photo Mike Josselyn

and two-boat-at-a-time starts that made for fun, competitive racing. Positive and enthusiastic feedback was given and taken into consideration throughout the series. We had more boats than ever, 31, register in the series. Each week we gave out awards to the first-place boats,

28-30. Manouch Moshayedi's *Rio* won the Cup, but runner-up Frank Sloomman's *Invisible Hand* claimed the overall win in the five-event season series. For more 2018 season champions, see our feature on pages 96-103.

— latitude/chris



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*This month we travel to an **Atlantic Archipelago Made Famous by Cap'n Chris Columbus**, and explore the thorny issue of **Overseas Chartering Certifications**, plus **Charter Notes**.*

## **A One-Directional Cruise Through Spain's Canary Isles**

Most Americans don't know much about the Canary Islands unless they're into Christopher Columbus or they like to follow the upcoming ARC rally.

So when my three buddies and I learned that bareboat chartering is offered in these seven Spanish islands, which lie 100 miles west of Morocco, Africa, we became curious.

We decided to book an early September, two-week, one-way, downwind sail from the northernmost island, Lanzarote, to the largest southern island, Tenerife. Both islands have international airports.

We chose Lava Charter, which has a newer fleet of boats and charter bases on both islands. We really liked our 2016 46-ft Bavaria, and Lava gave us excellent service.

Although these islands are essentially arid volcanic rocks with very little vegetation, and really aren't very pretty, they attract 12 million (mostly northern European) visitors a year,

The Atlantic waters are crystal clear, although a bit chilly (low 70s), and the beaches are mostly black and pebbly. During our sail we saw many dolphins, small whales and turtles.

We took bus tours and rented cars to explore the islands. I golfed on Gran Canaria, and on Tenerife we took a gondola up to a 12,000-ft peak that overlooks lava fields in Teide National Park.

**Does this look like a happy crew or what? Left to right are: George Sparr, Rich Boehm, Rod Witel and John Roedel.**



Surprisingly, just about everything — groceries, restaurants, taxis, car rentals — was *cheap*! Dinners ashore, which typically included wine, bottled water, appetizers, an entree and dessert cost 15 to 25 euros per person (\$17-\$28 USD).

There are two important words to remember when sailing the Canaries: "acceleration zone." Each island has well-charted areas where the wind can range from an enjoyable 10-12 knots to gusts of 40-50 knots before you can say, "Do you think we should reef?"

Marinas in these islands have limited spaces for transient boats, so we learned quickly to call the day before for availability. Marinas (with lots of liveaboards) averaged 34 euros (\$39 USD) per night including water and AC. Lava paid our marina fees! We do a lot of chartering and we've never heard of such a thing. Wow!

We had some great adventures, met some very nice people and had pleasant short sails as well as exhilarating long sails, yet in 14 days we only saw three other sailboats sailing. If you're an experienced sailor/charterer, you too might want to look into the Canary Islands.

— rod witel

*Readers — Rod, who is a sailing instructor and holds a US Coast Guard Master's License, is one of the most widely traveled bareboat-charter addicts we know. So, after receiving the following report from Jim McMullen about a certification dilemma concerning charters in the Med and elsewhere, we asked Rod for his insights.*

## **Quest for an ICC**

Turkey, Croatia, the Med — all these exotic destinations were calling us. After watching countless online videos, my eyes were so blurry I couldn't read all the travel guides I had bought. We finally decided on Croatia, as it appeared to offer the perfect combination of interisland sailing and wonderful shore-side excursions — although I knew we'd need to practice our



ALL PHOTOS COURTESY ROD WITEL

Med-mooring techniques ahead of time.

I called up my go-to bareboat charter company, and yes, my dates were available, and the price was affordable. But then the sales rep asked if I had an ICC. "What's that?" I thought. "And do I really need it to bareboat charter in Croatia?"

I have chartered in Thailand, Belize and all over the Caribbean, and no one has ever asked me for this ICC certificate. OK, I know I'm not an America's Cup skipper, but I have owned a 60-ft ketch for more than 30 years, and sailed her from the Caribbean through the Panama Canal and around the South Pacific. I have earned a USCG 100-ton Master's License, and have worked as a delivery skipper.

As I learned, an ICC is an International Certificate of Competence issued by the Royal Yacht Association (RYA), which is headquartered in England. I live in California, and the nearest location where I could do what is called a "test out" is on the East Coast of the US or Canada.

But before I traveled that far I wondered if there were any other options closer to me. Yes, it is possible to get an international proficiency certificate from the American Sailing Association (ASA) here in San Diego, but they wanted me



# OF CHARTERING



**Sailboats lie Med-moored in tranquil Puerto de Mogán, on the southwest coast of Gran Canaria Island. Inset: Rompin' offshore.**

to test out of their courses called ASA 100 to 104, at a cost of about \$1,000. Youch! So it was back to the RYA for my ICC. The RYA is a great organization and they offer classes from beginning sailing to Yachtmaster prep. This is their top rating and you can jump into their training program anywhere depending on your qualifications (time on the water) and knowledge.

At the time when I was researching all this, the nearest places possible to do ICC test outs were in Florida for about \$450 or Canada for about \$800. A test out is just that. If you fail, you must do it again. So you'd better be up on your Rules of the Road. And remember, when testing for an RYA ICC, it's not "red right returning" over there. As luck would have it we were planning a summer vacation across the pond to England and I would be able to do a prep course and test for my ICC there for about 300 pounds. Plus I would get to sail on the Solent, which really sounded great to me.

After about 50 emails and a dozen phone calls, we finally located a school offering the prep and test during the time we would be there.

Fast forward to our early morning arrival at Equinox Sailing, located on the Hamble River, which is said have the greatest density of boats in the world. There are marinas stacked with maxi racers, and pontoon piers and moorings packed so close that we knew maneuvering would be very challenging.

After introductions with our instructor, Roley, and my two oth-

around using the wind, tide and prop wash, all while between two finger piers with million-dollar yachts on either side. Each of us got to perform all of these maneuvers, and Roley was very patient with us, because when the current was running at max ebb some of these tests were a little tricky, and we had to do them two or three times.

It was a great day on the water, and we all passed. But if we had to do it all over again we agreed that another day sailing on the Solent wouldn't have been too bad!

Now with my ICC in hand, we'll soon be off to Croatia, but that's another story.

To get an RYA ICC application and learn about all the requirements, see [www.rya.org.uk/go/iccform](http://www.rya.org.uk/go/iccform).

— jim mcmullen

*Readers — If you're interested in chartering in the Med, Adriatic and elsewhere, read Rod Witel's detailed explanation of the certification requirements.*

## **More on Overseas Chartering Requirements**

The ICC is a United Nations-created Certificate of Competence for pleasure-craft operators. It was created under Resolution 40 and signed mostly by European countries, although South Africa also signed the resolution. The United States did not sign it, nor did Canada. Thus there are no sailing bodies in the USA or Canada offering the ICC through those governments. ICCs can only be written through signatory countries to

**No matter where you sail, the arrival of a pod of dolphins is always guaranteed to brighten your day. These call the Canaries home.**



er classmates, we dove right in. After a quick review of the Rules of the Road, buoyage and navigation, we took a written test complete with a charting problem that figured in the 4-knot currents that we could expect on that day.

We then donned lifejackets, and checked or "wobbled" the engine.

- W — check water
- O — check oil
- B — check belts
- B — check bilge
- L — check for leaks
- E — check exhaust
- D — check diesel

level

Now we were finally off.

Over the next seven hours we had to back up to docks, sail a triangular course, tie up to a mooring, do numerous crash-stop man-overboard drills, demonstrate proper use of spring lines, and my favorite turn-



# WORLD OF CHARTERING

the ICC.

The Royal Yacht Association issues the ICC (International Certificate of Competence). But both US Sailing and ASA issue ICC-equivalent documents called the IPC (International Proficiency Certificate). Both organizations require completion of a bareboat cruising course.

I believe the ICC is valid for five years, but I'm not sure about the IPC. I have an IPC issued in January 2011 by US Sailing. No charter company has ever challenged it. Below are relevant websites:

RYA: <https://www.rya.org.uk/knowledge-advice/boating-abroad/icc/Pages/hub.aspx>.

US Sailing: <https://www.ussailing.org/recreation/ipc>.

ASA: <https://asa.com/international-proficiency-certificate>.

NauticEd (and I'm sure many other companies) offers a path to earn an ICC equivalent: [www.nauticed.org/sailing-blog/how-to-get-the-international-certificate-of-competence](http://www.nauticed.org/sailing-blog/how-to-get-the-international-certificate-of-competence).



**Ah, Croatia. What a wonderful playground for vacationing sailors! But you can't charter there without proving your prowess.**

The following countries require a certificate (info as of 1/3/2018): Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Spain, Switzerland, Turkey and the United Kingdom.

The following countries *may* require a certificate for use within their territory (check with your charter operator): Moldova, Russian Federation, Serbia,

Sweden and Ukraine.

— rod witel

*Thanks Rod. Who knew you could even sail in some of those places?*

## Charter Notes

While we're on the subject of **chartering in foreign waters**, there's another issue we'd like to throw out at you.

The bareboat charter biz is highly competitive, so most companies are careful not to do anything that would earn them a bad rep with their clients. Still, problems and disputes do sometimes occur where a charterer might want to seek **legal recourse**. This is why some bareboaters we know only do business with firms that have **US offices** or bona fide US representatives.

Then again, if a foreign firm is offering respectable boats at unbeatable prices, some sailors are willing to roll the dice and hope for a trouble-free cruise. In any case, the 'recourse' issue is something to consider when making plans to charter in far-flung destinations.

— andy

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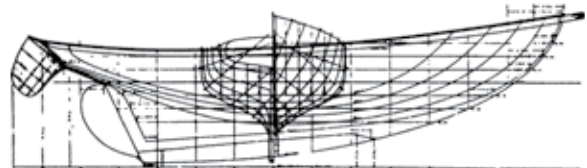
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# CHANGES

With reports this month on **Ripple** and the Wolf Pack; **Bloom** running out of both wind and engine power (and the extra-good Samaritans who came to the rescue); **Finalmente's** big celebration in Italy — and a mess of **Cruise Notes**.

## **Ripple – Whitby 42 Molly and Ben Reynolds The Pleasures of Buddy Boating San Francisco**

It was a bright, brisk day, two days after Christmas 2016, when Ben and I sailed under the Golden Gate Bridge and turned left. Donning our wool beanies



**Molly and Ben didn't need social media to discover the pleasures of 'friending' other cruisers.**

and full foulies, we dreamed of making it as far as warm, sunny Mexico. After that, who knew where we'd end up?

We worked our way down the blustery California coast with so many looming questions: How challenging was this cruising life going to be, with constant monitoring of the weather and our gear? What kind of cruising pace would be right for us? How were we going to manage everyday tasks, like grocery shopping and laundry?

But perhaps the biggest question of all: Would we meet other cruisers along the way with whom we could connect? Throwing off the dock lines in our mid-

**It's poker faces all around as Ben (left) plays cards with Aksel and April of 'Westy.'**



30s, it was important for us to meet other youngish cruisers who could relate to our choice to temporarily eschew careers, pensions and health benefits for the lure of nautical adventure.

Two years and a Puddle Jump later, the friends we've met while cruising have been the defining factor in an amazing life experience.

Our first season in Mexico was spent hopping from one idyllic Sea of Cortez anchorage to the next with a few buddy boats, including our 40-year-old friends on *Adventurer*. We spent months with Jeff and Brenda, paddleboarding and snorkeling through warm, turquoise water and hiking the rusty, dusty cliffs of the Baja Peninsula. We shared many homemade fish taco dinners and even more cold *cervezas*. We flew our spinnakers and raced from one anchorage to the next, Jeff always talking smack that *Adventurer's* fancy racing stripe made them the faster boat. We marveled at how quickly we became such close friends.

In early January 2018, after an unseasonably warm and calm holiday season at Espiritu Santo, it was finally time to part ways with *Adventurer*. They were heading south at a fast clip, hoping to make it to Central America before the onset of the rainy season. By this time, we had set our sights on the South Pacific.

We set our anchor in La Cruz on February 1, knowing no other boaters in the anchorage. It was time to get ready for the Puddle Jump. Since many jumpers head to the South Pacific directly from Banderas Bay every year, we figured that La Cruz would be a great place to provision and meet some new folks. We set off for our first Puddle Jump informational meeting, hoping to learn more about weather, routing and provisioning. Mostly, we wanted some new buddy boats.

Imagine our pleasant surprise to see so many youngish cruisers heading out for the South Pacific: Ed and Talica on *Tioga* (Vancouver), Jason, April and 9-year-old Aksel on *Westy* (Seattle), and Cliff and Giselle on *Sedna* (Juneau), among others. Over the next month, in between the stressful moments of preparing our boats for the 2,700-mile voyage, we shared some beers, laughs, life stories, and of course, worries. Finally, approaching "go time," we shared satellite contact infor-



mation with hopes of seeing each other again on the other side.

By the time we made it all the way to the Marquesas, we were dying to socialize. Funny how 23 days on the open ocean will do that to you! The day after our arrival, we reunited with *Westy*, regaling each other with passage stories.

Because we had departed Mexico earlier than other boats, it took us a few weeks to reunite with *Tioga* and *Sedna*. In the meantime, we hopped around the gorgeous Marquesan islands, meeting another young couple, Andy and Melissa on *Bravo* (San Francisco), along the way.

By the end of our month in the Marquesas, we had formed a little tribe of buddy boats, christened the tongue-in-cheek "Wolf Pack." We started conferring about which anchorages we might visit next, which weather windows looked best



# IN LATITUDES



Below, 'Ripple' at anchor. Right, Fijian waterfall fun. Above, left and center, Wolf Pack photos at Tonga and Bora Bora represent nine different boats. Right, three amigas - Giselle of 'Sedna', Talica of 'Tioga', and Molly of 'Ripple'.



ALL PHOTOS RIPPLE

for long passages, and long-term itineraries. Of course, we still made our own independent decisions — cruisers are independent by nature. But there was a lot of comfort in knowing that there would be friendly faces to greet us hundreds of miles west, across the vast Pacific. Throughout the months and miles, new buddy boats have joined the Pack, cruisers both young and not so young.

So what's so great about buddy boating?

First, there's a feeling of safety in numbers, even if we're all essentially alone in our little cocoons in the middle of the ocean. Connecting via satellite while passagemaking sets our minds at ease. When a nasty low pressure system passed through Bora Bora just as we were embarking on the eight-day passage to Niue, commiserating about the 35-knot

winds, torrential downpour and 10-foot swell on the beam somehow made it all seem a little less crappy.

As anyone who has ever cruised the South Pacific can tell you, boat parts are few and far between out here. What you need, a buddy boat will have. Even better, all of that hoarding of provisions and spares in Mexico will help someone else down the line. Need a spare water filter? Great, we have five extras and we'll take those extra cans of tuna that are crowding your cabinets. Need a hammock for all of your tropical fruit? Here you go. (No boat needs four fruit hammocks.) It just feels good to know that your tribe will have your back.

Most importantly, buddy boats help us feel more connected and less isolated while cruising so far from home. Setting sail for distant lands can be a little lonely

at times. Friends and family back home become farther away — literally and figuratively — with each mile west we sail. Out here, your buddy boats become your family. We share our pasts, our hopes, and goals for the future. We share laughs over cockpit sundowners. We share meals made with love. We share our favorite books and media. We share roast marshmallows over carefully tended campfires. We snorkel together, sharing the wonders of the sea at each anchorage. Our buddy boats are our community.

It's now the middle of September and the Wolf Pack has been split up for about a month, exploring various parts of Fiji. However, in a couple of weeks, we'll be reuniting to celebrate *Tioga's* semi-traditional Fijian nuptials. Certainly a cause for some buddy-boating revelry! After that, some head for Australia, while others, like us, for New Zealand. Some of us have hopes to keep cruising, others plan an imminent return to "normal" life.

The friends we have met while cruising have shaped our experiences more than I ever thought possible. In just a short time, the members of our Wolf Pack have become our intimate and dependable sailing family. Even though we will eventually split off from our buddy boats, we know we will always have those kindred spirits who understand the enticement of a life at sea.

— Molly 9/17/18

## **Bloom – Bavaria 40 Robinson family Sea Shepherd to the Rescue Victoria, BC**

After spending 2017 cruising the Sea of Cortez, we departed La Paz last January, headed for the mainland. With a little over 200 nautical miles to Mazatlan, we

*If Lisa of 'Bloom' looked a little freaked out up there on the bow, it's because she was.*



BLOOM



# CHANGES

planned for a full two-day crossing and did all our due diligence before departing: provisioning, food prep, engine checks, filter changes, topping off fuel, weather routing etc.

We picked what we felt would be a



**The Robinson family — Lisa, Jason and Carson. The fourth crewmember is Ruby the whippet.**

good weather window — light winds and fairly calm seas — and headed out at 8:30 a.m. The wind wasn't supposed to pick up until later in the day, so we settled in for a calm morning of motoring.

Around 3:30 p.m., Lisa was at the helm when suddenly the rpms dropped, shot back up, dropped again, and then ceased altogether. The predicted afternoon wind had barely appeared, but we raised sail and Lisa steered toward the nearest anchorage while Jason started troubleshooting. At first we suspected air in the fuel lines, since Jason had just done a filter change of both primary and secondary filters while we were in La Paz. Yes, it seemed unlikely since we'd been motoring for about seven hours at this point, but with no other obvious issues, he started bleeding the lines in hopes of getting us going again.

With the wind "peaking" at about three knots, we weren't making much headway as a sailboat. In fact, the chartplotter showed that we were headed north at about one knot, likely due to current. The sun was very low in the sky and we were

**Once the tow was over, the 'Bloom' crew rafted up to the former cutter for a tour of the ship and round of thanks.**



starting to worry about being powerless in the busy Cerralvo Channel in the dark.

Lisa began searching on AIS for other boats nearby for a possible tow or advice. We contacted a catamaran that was just south of us. They were almost out of the channel and preferred not to turn around and head back, but they did offer advice on a possible anchoring spot. It was a very small shelf on Cerralvo Island that would be tricky to get into even with propulsion. Going in close to shore with no power and no wind didn't seem like a safe or viable option to us, so we kept looking on the AIS for another vessel that could assist.

There! a boat coming south toward us, into the channel! We recognized it as the M/V *Farley Mowat*, a Sea Shepherd boat that we had seen anchored near our marina in La Paz.

Lisa hopped on the radio. "*Farley Mowat*, *Farley Mowat*, this is *Bloom*." The former US Coast Guard cutter was quick to respond and listened intently to our situation. They asked us what our destination was, and when we responded, "*Mazatlán*," asked us to hold for a few minutes so they could discuss the situation with the captain.

"*Bloom*, *Bloom*, this is the *Farley Mowat*. It is your lucky day! We are also going to *Mazatlán*!"

(Insert radio silence here — long minutes of it.)

"*Farley Mowat*, do you mean that you are going to tow us all the way to *Mazatlán*, over 200 nautical miles?"

"*Bloom* — like we said, it is your lucky day!"

Wow. This was surreal! With the ship due to rendezvous in about 20 minutes, we immediately set about getting towlines ready and getting ourselves organized for what was to come.

Once they arrived, the Sea Shepherd crew were so professional, calm and organized — which provided welcome relief to our anxiousness aboard *Bloom*. With some tossing of lines and rigging of a tow system on our bow, we were finally ready to get underway.

The next hurdle was the fact that Coast Guard cutters, even former ones, like to cruise at 10.5 knots. *Bloom*'s hull speed is 8 knots. Our entire transom was a couple of feet under water! It also meant



**Carson and Ruby hangin' in the cockpit.**

hand steering with intense concentration due to both the speed and the fact that the *Mowat* was towing a *panga* off her aft port quarter that would flip if our tow line crossed it.

The original plan with our two-day, one-night crossing

was to have Carson, our 11-year-old son, help with some of the night watch shifts. In our current situation, the steering was too intense for him, so would have to be shared between captain and co-captain.

After a few hours, when we were clear of Cerralvo Channel and well in to open water portion of the journey, we were definitely 'feeling the burn'. We advised the Sea Shepherd team that we couldn't continue at this speed and would be happy to stop the tow and hope for enough wind get to *Mazatlán* eventually.

Captain Brian was adamant that they



# IN LATITUDES



their amazing vessel and were sad to wave goodbye to our new friends and saviors the next morning as they departed and we got towed away to the closest marina.

This was a once-in-a-lifetime experience that we will never forget. We will be forever grateful to

the Sea Shepherd organization, and particularly the *Farley Mowat* crew, for their devotion to helping all those on the ocean, and are donating monthly to them to continue to support their amazing efforts.

— Lisa 1/13/18

Sea Shepherd is a worldwide, non-profit organization whose main mission is not saving people at sea, but sea life. The *Mowat* is currently in the Sea of Cortez for 'Operation Milagro', an effort to save the extremely endangered Vaquita dolphins in the northern section of the Sea. For more on Sea Shepherd, go to [www.seashepherd.org](http://www.seashepherd.org).

## Finalmente — Dolphin 460 Cat Annibale and Krissy Orsi The Big Five-Oh Stockton and Italy

"Ni" and Krissy Orsi just wrapped up their 12th season of cruising the Med aboard Finalmente. During the winter they keep the boat in Marina di Ragusa, Sicily, where they cruise from May through October, then fly home to either Stockton or Hawaii.

This year the itinerary was mostly an Italian affair, with a dash of Francia thrown in — Sicily, Sardinia, Corsica, Elba and back up the Italian west coast. Krissy and Janie of 'Finalmente' almost look like they're walking on the bottom. But it's 12 feet down. Med waters were warm this summer.



ALL PHOTOS BLOOM

FINALMENTE

**Clockwise from above: 'Bloom' under tow; 'Mowat' engineer and assistant check out 'Bloom's' engine; 'Farley' deckhand "Adrian from Switzerland" gives Jason helm relief; calm seas and almost no wind prevailed throughout the tow; 'Farley Mowat' departs to resume her mission of saving wildlife.**

see us arrive safely and asked what the maximum speed might be that we would be comfortable with (Seriously? How nice are these people?) We let him know that around eight knots would be much better for us so he offered to try it out and see how it went, and we'd touch base in the morning. We found this speed to be much more manageable, but still pretty exhausting. We were really looking forward to reaching Mazatlán at this point!

After a mostly sleepless night, *Farley Mowat* called in the morning to ask if we'd like them to send back their engineer and his assistant to troubleshoot our engine — along with a crew member who was also a sailor to give us get a break at the wheel for a little while. We were thrilled to accept their offer. They used the *panga* to make the transfer. After a couple of hours of troubleshooting and a much-needed break at the helm, it was determined that *Bloom's* engine needed to be assessed at

a marina by a mechanic — with the injectors being the prime suspects.

The tow continued to go well, and upon arrival, the *Mowat* towed us all the way to Club Nautico, the anchorage at Mazatlán's commercial port. From there, we'd arrange a tow into the marina the next morning. Before the Shepherd crew *panga'd* back to their ship, we were blessed by an amazing show of hundreds and hundreds of spinner dolphins. What wonderful company to share this experience with!

We arrived at the anchorage at about 2300. We were exhausted at this point, but rafted up beside the 125-foot ship. We used what little energy we had left to accept the honor of a visit onboard the *Farley Mowat* to meet the crew and express our gratitude to all onboard.

Carson got his *Encyclopedia of Marine Mammals of the World* signed by the crew and lots of hugs went around. We toured



# CHANGES

to Santa Margherita Ligure (about 20 miles southeast of Genoa), where they celebrated a milestone with family and friends . . .

Mike and Janie Badger, our old friends from Utah (and owners of the Gonzo Inn in Moab), joined us in late July in Porto



**Ni and Krissy — Happy Anniversary!**

Vecchio, Corsica. After relaxing with a cool drink, the girls went grocery shopping and Mike and I met them for lunch. Later in the afternoon, we moved to Pinarellu and anchored just south of town in crystal-clear water over white sand. It looked like you could touch the bottom even though it was four meters deep. Here Krissy and Janie took advantage of the calm water to play with our new SUPs. We swam and dined on the raw tuna we'd caught crossing from Sicily.

After some more catching up, it was time to head north up the east coast of Corsica to Plage de Canella, where once again we anchored in four meters of water so clear that if you dove in, it looked like you would stick your head in the sand. It was also quite warm: 86F. We swam to shore for a drink and then back to *Finalmente* for dinner.

As with every cruise, there's always something. Our 'something' this time was that the port toilet stopped working

**Portoferraio, Elba. Napoleon was held here from 1814 until his escape a year later.**

— again. And the arrangement of having to use the head on the other side led to Janie's taking a bad fall. Her swollen foot was obviously painful but she was such a trooper that you would not have known it. (Update on Janie; she is back home, doing great and even back attending her Zumba classes.)

The problem with the head was discovered after we'd taken it completely apart — again. We are still looking for the person who put dental floss in the toilet that jammed the macerator so it could not spin. I intend to keelhaul the perpetrator — under both hulls — when found.

We ended our Corsican visit with a stop at Port Taverna the next day, once again enjoying the warm water, cool drinks and another beautiful Mediterranean sunset.

The next day it was off to Elba, sailing almost the entire way in 12 knots of wind on a loose point. Perfect for a smooth, relaxing sail. We anchored in the Marina di Campo area on the south coast of the island and just kicked back and relaxed and explored for a few days. (Unfortunately, Janie did not see much of Elba from the shore. She was still experiencing too much pain to get onto and off the boat comfortably.)

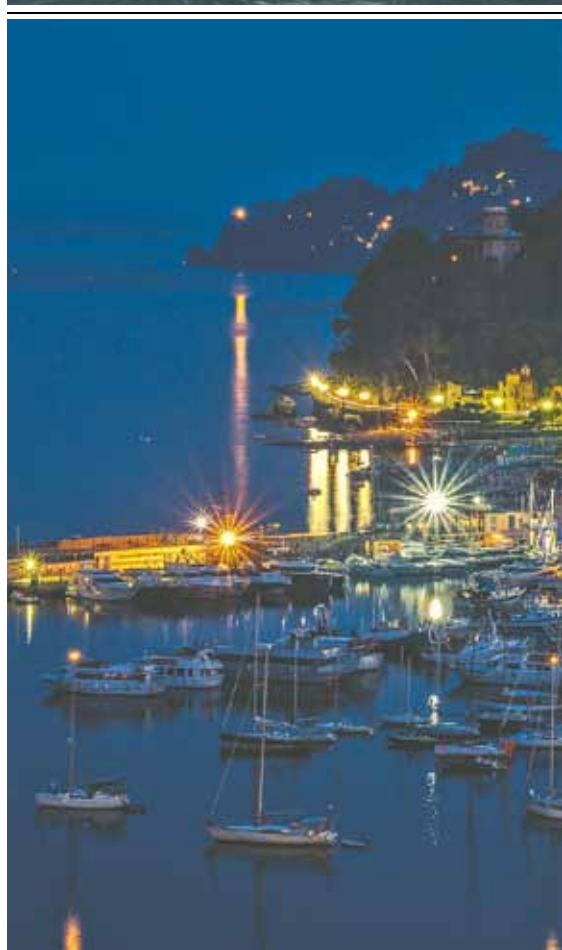
Our next stop was Spiaggia di Fetovaia, a few miles to the west, for lunch and a swim. The water seemed almost clearer here than in Corsica, and just as warm — a most beautiful bathtub.

The stop seemed too short, but we wanted to use the balance of daylight hours to sail to the north side of Elba. We ended up running out of daylight and anchored at Spiaggia di Procchio, where we found the warmest water of the summer: 88F! There is a great beach area, but the water here had a strange, green color. We are guessing algae from being too warm.

The next day we headed on to Portoferraio, a really charming city full of 18th century buildings and a 16th century citadel built by the Duke of Florence. We could not imagine why Napoleon ever left!

Our sail from Elba to Portovenere on the Italian mainland could not have been more perfect — 80 miles on one tack the whole way. Once anchored off the island across from Portovenere, we dinghied ashore for dinner.

From there, we harbor-hopped north, stopping at Le Grazie, Riomaggiore (on the beautiful Cinque Terre coast), Corniglia and Vernazza, where we took a free ball for the night. The last leg to Santa Margherita Ligure, on the Ital-



ian Riviera, was all motoring.

Santa Margherita Ligure — I usually shortend it to just "Santa" — was the place Krissy and I chose to celebrate our 50th anniversary, and friends and family started arriving soon after we did. As well as being one of the most picturesque Italian ports, 'Santa' is known for its food. The best gnocchi in mushroom/truffle sauce is at Skipper's on the south side of the harbor. It's to die for.

Then came the big occasion!

On August 17, 1968, Krissy and I





# IN LATITUDES



*Family affair (left to right): Alessia, Rosaria, Krissy, Nicole, Ni, Cristina and Nicola.*



SPREAD, FABRIZIO ROBBA, ALL OTHERS FINALMENTE

*Above, Santa Margherita Ligure by night. Top left, 'Finalmente' ghosts along. Center photos, cutting the cake, then and now.*

were married in Morris Chapel in Stockton, while bets were being placed that our marriage would not last a year. I should have been the bookie. After 50 years together we are still in love and best friends.

Our celebration in Italy, also on August 17, was very special because we were enjoying it with old friends Mike and Janie and some new Italian friends, as well as family — my cousin Kerry, our

daughter and our four grandchildren. The only one sadly missed was our son, Ni III, who could not take the time off work.

As it was, we all lost track of time and the party ended in the wee hours of the next day.

— Ni 9/25/18

## Cruise Notes

• After spending a couple months cruising the Pacific Northwest, Patsy Verhoeven (aka *La Reina del Mar*, aka Assistant Poobah of the Baja Ha-Ha) and her

Gulfstar 50 **Talion** made a quick and (mostly) easy trip from Port Townsend to San Diego — with a couple of exceptions. Off San Luis Obispo in the dark, in 20-knot winds and 8-foot seas, the autopilot lost control and the helmsperson couldn't catch it in time. The rudder slammed hard over and the chain attaching the steering cable broke. Luckily, the autopilot steers the boat without it so they were okay.

The next day there was a thud like they'd hit something. Then the engine started losing power. After shutting it down, they duct taped the GoPro to the boat hook, stuck it over the side, and saw a big wad of kelp on the prop. "With a crew of four young Canadians more accustomed to snow than to palm trees, it was easy to get one into the 55-degree water," says Patsy. The kelp came off easily. The steering repair was a bit harder as links

*'Talion' smokin' south during the windy first leg of the '07 Baja Ha-Ha.*



TALION

# CHANGES

to repair #50 roller chain are rare in Santa Barbara. They only cost \$2.50 from McMaster-Carr, so *Talion* now has lots of spares!

At this writing, Patsy is likely on the way to her 12th-straight Baja Ha-Ha. Except for RC-sanctioned "rolling starts," *Talion* has sailed all the way on every leg of every one of them.

• Speaking of heading south, if you're planning to head to Mexico this season and still shopping for the right boat, do *not* buy one that has a **Temporary Import Permit** (TIP) — or one that was not properly cleared out of the country the last time the boat was there. So advises the Grand Poobah of the Baja Ha-Ha after finding out several boats entered in the Rally had this issue. The problem is that a boat can't have two TIPs, and you cannot transfer a TIP. The boat must also have proof of properly clearing out of Mexico.

Normally, getting a boat TIP canceled after she has left Mexico is a big



*La Reina del Mar* — Patsy Verhove — even of 'Talion'.

checking out.

Fortunately, we have a solution. Because this has been such a major problem, from time to time the Mexican government has sent officials to consulates in the United States to fix TIP problems.

They did it last month and are doing it again in early November at specific locations. The closest place and date for Bay Area sailors is Sacramento on the weekend of November 2-3. Other places are Los Angeles, Dallas, Houston and Chicago. You will need the vessel's registration or documentaion paperwork, a bill of sale,

and expensive problem. You need to show up in Ensenada with not only the old TIP, but also proof of the boat's legal departure document from Mexico. Oftentimes people buy boats from estates (after the owner has died), so it's impossible to come up with the necessary documents. And sometimes boats have left Mexico without properly

a personal ID, and exit documentation if the boat has been to Mexico before. For more information on what you need and/or future "cancellation sessions," contact your nearest consulate.

• "I'm just boarding Ethiopian Airlines for Nosy Be, Madagascar," wrote Joel Sorum when we reached out to him for an update. "I'll join Tom and Kim Christensen on the Wauquiez 41 **Exit Strategy** for the sail down the East African coast, around the Cape of Good Hope and on to Cape Town, South Africa. They are circumnavigating and I have crewed with them on several legs."

Joel's (and Laura Ashton's) "other ride," the Tartan 3800 **Companera**, is on the hard in La Paz. Joel and Laura will return to the boat early next spring.

*Companera*'s participation in the 2017 Baja Ha-Ha completed the last leg of a two-year voyage to the South Pacific for the Vallejo-based couple. The boat logged well over 10,000 miles during this adventure and, Joel says, "There are many tales to share." We hope he does!

• "It's been quite an adjustment going from two to three years at anchor, focused

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intensely on writing my book, to returning to feeling free, slowing down, and dreaming up what's next," writes sailor/surfer Liz Clark of the Cal 40 **Swell**. "Upon my return, my boyfriend and I celebrated the

completion of the book project and tour with a stay at a nice hotel in Tahiti. On our first morning there, a young female cat showed up on our porch looking so much like Tropicat (sadly lost to a dog

attack last year). She hung with us for several days and when it was time to go, we decided she should come along, too. We named her Frida after Frida Kahlo for her intense stares and passion.

*Swell* had quite a bit of mildew to be scrubbed when we returned to the boatyard from five months away for my sister's

wedding plus the book tour, but thank goodness there weren't any other big items on her haulout list! It felt great to be



**Liz Clark and 'Swell' — "It felt great to be home again."**

home, especially once we launched, and with a little tweak in the rake of my Max-Prop, *Swell* gained a whole knot under power. A little pissed I didn't figure that out sooner, but better late than never, I guess.



Since *Swell* went back in the water, Frida has been adjusting to sea life as we tour Tahiti and her islands passing out books to friends who've helped along this journey. Since I'm headed to Australia by plane in November for a book tour on the east coast,

we're mostly taking it easy, hanging out around the Societies until I go. Not sure what the future holds beyond Australia, except that I will be recording an audio version of *Swell* before the end of the year. Open horizons feel so good!

*Readers — The book Liz refers to is Swell: A Sailing Surfer's Voyage of Awakening, published earlier this year. It's garnered five-star reviews from just about every reviewer who's seen it, including us. It's available wherever books are sold.*

• Eric Carpentier is one of those inexperienced cruisers who jumped in with both feet and never looked back. Having never set foot on a sailboat before, he bought the Catalina 34 **Blackdragon** and, with a girlfriend and dog, departed Vancouver and headed south. Two years

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# CHANGES

and 7,500 miles later, the girlfriend is gone, the dog remains and he's been reflecting on what has been, by any stretch



**Bonfires on the beach are a rite of passage for many cruisers — everybody fits in.**

of the imagination, "a crazy adventure."

But until just recently, he says, "I felt like I was floating in this world where I didn't quite fit in, struggling to find a place that felt like home." Until the day he found himself sitting around a bonfire on the beach, drinking a beer with other sailors. "It's one of the rare places where

I've felt somewhat normal, and I wasn't the crazy person who sold everything to go sailing around the world. I was just another sailor in this newly formed family of crazy, amazing human beings calling this tropical place home. What does home really mean, anyway? For me, it's right here, right now, and who knows what it's going to be tomorrow?"

Oh, and though he's single again (and singlehanded), he's not alone. His faithful dog is still aboard. "Kona is my companion, alarm system and pre-dishwasher. She also keeps anchor watch once in awhile, and lets me know if someone's getting too close."

• It was a moment all mothers know well — everything is on track for the kid's birthday when suddenly you realize you're short of eggs. For most moms, a quick trip to the store solves the problem. For Satin and David Brennan of the Hylas 54 **Anila**, it meant a quick and easy trip to town from the anchorage in Niau, Tonga. Or so they thought.



**Party girls Kyra of 'Anila' (left) and Marin from 'Counting Stars'. Happy Birthday, Kyra!**

Dave was driving and the dinghy had just gotten onto a plane when — wham! It stopped short and Satin went flying into the water. They had hit a thick rope submerged just under the surface. Except for the soaking, Satin was fine and "half chuckling, half wondering what the heck just happened" as Dave helped her back into the boat. She even managed to keep

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Candace and Norman Thersby left Point Richmond in September, 2011, aboard their Swan 44 *Kyalami*. They joined that year's Baja Ha-Ha, and have been commuter cruising between home and Mexico ever since.

"Until we retire completely, my husband and I work from April to September, and cruise in Mexico October through March," says Candace.

Norman has his own race car engineer business, which is responsible for a fleet of vintage race cars that mainly race only in the summer months. Candace is an administrative coordinator for a nonprofit that has four events on one day in September each year. She is

only needed for a few months leading up to the event and a couple of weeks after.

This 'perfect' arrangement "just kind of fell in place for us," says Candace. In 2011, Norman's primary customer decided he wanted to cut back a little and Norman suggested they race just six months of the year. He took a salary cut, but asked to be paid monthly, so the couple has a steady income year-round.

For their first couple of years of commuter cruising, Candace worked for a temp agency during the summer months. That led to her finding her current gig in 2013. She's been with that outfit for five years now.



**Norm and Candace — working to make it work.**

her purse dry on her arm. Once ashore, "I sloshed up to the market to inquire about eggs, only to find they were all sold out or spoken for," she says.

She returned to the dinghy to dry off a bit while Dave made a longer, and more successful, trek into town.

Eggs in hand and avoiding the area

where the rope was, they headed back to *Anila*. Dave wanted to return to put a marker on the rope, especially after they found out another dinghy had also hit it. Luckily, the locals had heard about it and went out to take care of the problem the next day. It turned out to be a big boat mooring with no float attached.

The happy ending of this little tale is that daughter Kyra got those cupcakes for her 13th birthday party the next day, with older sister Camille as well as kids from *Blue Zulu*, *Counting Stars* and *Shawnigan* on hand to help out and help celebrate.

• Abraham Phillips' 53-ft **Odyle** started life as a Skookum-designed ketch built in Port Townsend in 1974. Abe recently finished the two-year project of converting her to a square rigger with the addition of two yards on the foremast. He, wife Susan, son Cian (13) and daughter Saoirse (6) are currently living aboard and sea trialing in Monterey Bay in preparation for heading to Mexico late in the year, then across the pond to French Polynesia next spring. Eventually, the Phillips hope to circumnavigate.

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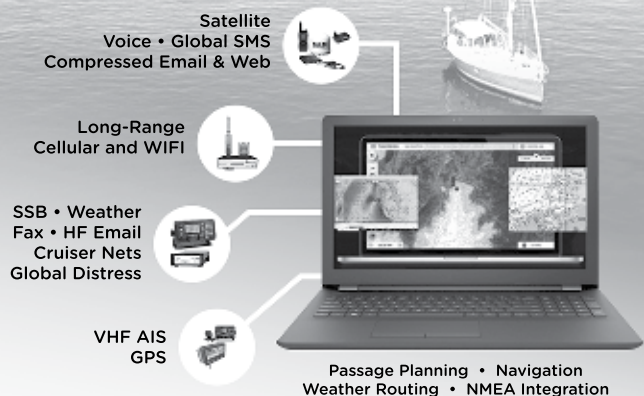
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# CHANGES IN LATITUDES

While just the words "square rigger" might make many sailors envision clawing down shredded canvas in a shrieking blizzard off Cape Horn, Abe did a bunch of homework on square rigs and feels he's come up with a system easily manageable by his family crew. For one thing, the yards can be lowered to the deck to set the sails — no climbing aloft required. He doesn't plan to use the main (lower) yard in anything over 15 knots, and the royal can be rigged low to the deck in higher winds. When going to weather, the boat sails with its original Bermudan configuration.

• We didn't know quite what to think when the Mexican Tourism Board announced in September that it would officially be changing the place we know as the 'Sea of Cortez' to 'Mar de Perlas.'

Say what? The Grand Poobah attended the 'rebranding party' — held, in of all places, Beverly Hills — on September 28, and found out that *Turismo* is referring not just to the Sea of Cortez, where John Steinbeck's classic *The Pearl* was set, but

the entire West Coast of Mexico, from Ensenada to Chiapas. The rebranding scheme — the plans for which seem pretty vague at

need some sort of income to 'support the habit.' Be it working along the way or commuter cruising (working part of the year at home and cruising part of the year), earning your way is an integral part of the cruising life, and one that we feel has gone largely unexplored up til now.

We'd like to change that with a new 'Changes' feature called **Taking Care of Business**. (You might have noticed the first installment on the previous page.) Each month, we'll feature cruisers who earn enough to keep them going through the next year, the next season or maybe just the next port.

We'd like to make it real, which means we need your help. If you cruise, and work, we'd like to know what you do, how often you do it, and a bit about how you found it and what it entails. If you are a 'Jack Tar of all trades,' what are some of the various things you've done? We're particularly interested in folks who manage to start and run small businesses from their boats — something almost unheard of before the Internet.

Please send your info to *Changes* Editor John Riise at [jriise38@gmail.com](mailto:jriise38@gmail.com).



*The Phillips family (seated l to r) — Susan, Cian, Saoirse and Abe. The fellow standing is Susan's twin brother, Brian Flavin, who will come along as crew on a few legs of the trip. Inset, 'Odyle.'*

the moment — is aimed at encouraging more 'high end' tourism to supplement the 39 million tourists they already get.

• We don't have any stats on this, but we're guessing most people who cruise



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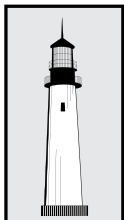
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### 32 TO 35 FEET



**FANTASIA 35 MK II, 1984.** La Paz BCS, MX. \$60,000/obo. Offshore cruiser. Buy it before it's broker listed. See Craigslist SF ID #6724090508 for photos/info. Last Fantasia 35. Well equipped and upgraded in excellent condition, ready for your cruising adventure. Located in the Sea of Cortez, docked in an excellent slip in La Paz, Mexico. Slip paid until June. Offshore delivery-no sales tax! Highlights include: Rebuilt Q-series Yanmar in 2018< 5 hrs. New bottom 2017. Everything below the waterline zeroed out 2016. Rigging and sails in good condition. Stand-up workshop with vise, grinder and custom teak tool chest. Loaded with spares and tools and galley stuff. (650) 428-1835 or davecalhoun1@gmail.com.

**35-FT SCHOCK, 1985.** Santa Cruz. \$16,000. Yanmar 20hp diesel, rebuilt transmission 2018, Flexofold prop, boom and backstay replaced. Furuno color GPS chartplotter. Bottom paint 4/2019. Fast, fun boat. (831) 332-4505.

**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.



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**35-FT BENETEAU, 1989.** Sausalito. \$42,500. The Beneteau First 35s5 racer/cruiser offers the elusive combination of exciting performance under sail and comfort below deck. The 35s5 was designed by Jean Berret with an interior designed by Philippe Stark. If you're looking for a great fast cruiser or a fun club racer, look no further than this Beneteau First 35s5. Vitesse is a clean, well maintained two owner boat. Contact (415) 819-1338 or [vitesseyacht@gmail.com](mailto:vitesseyacht@gmail.com).



**33-FT HUNTER, 1993.** Ballena Isle, Alameda. \$49,900. This 3-owner Hunter is in sail-away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS and radar. Contact (510) 878-1142 or [amaylon44@gmail.com](mailto:amaylon44@gmail.com).



**32-FT BRISTOL KETCH, 1977.** Redwood City, Bair Island Marina. \$19,500. Very well maintained Ted Hood-designed cruising ketch. Teak/holly cabin sole, cherry wood cabinetry. Lots of storage. Galley, head, sleeps 6. Upgraded Yanmar 2GM20. Sails/standing rigging in great condition. Desirable Redwood City marina (pool, hot tub, fitness center). (510) 387-8130 or [keith@mariposatrainig.com](mailto:keith@mariposatrainig.com).

**35-FT J/109, 2004.** Sausalito. \$139,000 REDUCED. Very extensive updates in the last 3 years. Quite possibly one of the best-equipped 109's available! Race ready or cruise in style. See website for pics: <http://photos.app.goo.gl/VgMneyn-h5VYwvjvB6>. Contact Jim. (916) 719-5225 or [jng7000@gmail.com](mailto:jng7000@gmail.com).



**33-FT SYNERGY 1000, 1999.** Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 2015 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or [john@jstaffarchitect.com](mailto:john@jstaffarchitect.com).



**33-FT ARIES GILMER SLOOP, 1974.** San Diego. \$45,000/obo. Cruising sailboat. Westerbeke 30, 1,500 watt inverter with Link 2000, 4 solar panels. Tow generator, 2-burner stove, oven, Force 10 cabin heater, Adler Barbour fridge/freezer, Pur 40 watermaker, Icom 700pro, JRC 2000 radar, Monitor windvane. Much more. To see boat, by appointment only. (928) 514-7018 or [sailseacure@frontier.com](mailto:sailseacure@frontier.com).



**33-FT OL 33, 1984.** Alameda, CA. Open to reasonable negotiation. 33-ft Danish-built, Arne Borghegn FG sloop built to International 10.06 specs. 33'x28'WL x8'x5'4". Balsa core FG hull. Hull solid FG below waterline, iron ballasted keel, Volvo Penta Saildrive, folding prop, 4 berths with cushions, Porta-Potti, sink, alcohol stove, full instruments, 6 sails in good condition, lines led aft, much more. A perfect Bay boat, fast, stiff, easily single-handed. Everything in good condition and well cared for. Price and extra equipment open to reasonable negotiation. Email [douglas-holmes@comcast.net](mailto:douglas-holmes@comcast.net).



**34-FT PACIFIC SEACRAFT, 1991.** Paradise Village, MX. \$82,500. Ready for cruising in Mexico and beyond. Cutter-rigged, removable inner stay, Port Townsend sails by Carol Hasse. Solar panels (total 460W), 2 MPPT controllers, steering wind vane with custom autopilot, Raymarine wheel autopilot, Icom 802 SSB, Katak-dyn watermaker, Muir electric windlass, Yanmar 30hp, Adler Barbour Super Cold refrigerator, 3-burner propane stove, 6hp Yamaha OB, 9ft RIB, USCG documented. (360) 757-3238 or [jfg565@aol.com](mailto:jfg565@aol.com).



**32-FT WEATHERLY - GILMER DESIGN.** 1983. Vallejo, CA. \$42,500. Reduced price.. A cruising sloop, ready when you are. See website for photos and equipment list: <http://bit.ly/2tGxn1Q>. Or call (360) 316-1421.

**34-FT C&C, 1980.** Harbor Island, San Diego, CA. \$20,000. *Pau Hana* is in excellent condition. Originally rigged for San Francisco, lived in Newport Beach. Third owner. For details and inventory see website: <http://tinyurl.com/y98265m7>. (480) 235-6310 or [donfuller1@cox.net](mailto:donfuller1@cox.net).



**ERICSON 35 MK II, 1979.** Marina Village, Alameda. \$19,500. Solid well-built boat, ideal for Bay and offshore. Yanmar diesel, three-blade prop and Martec two-blade folding prop. Like-new Pineapple main, Quantum spinnaker, dodger. Autopilot, microwave, hot/cold pressurized water, refrigeration, VHF radio, AM-FM cassette, alcohol stove. Extra gear, sails, parts, tools, lines, BBQ and anchors. Contact (209) 603-7204, (209) 464-0983 or [almaas@sbcglobal.net](mailto:almaas@sbcglobal.net).

## 36 TO 39 FEET

**CAL 39, 1979.** South Beach Harbor. \$39,500. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or [dc.conely@gmail.com](mailto:dc.conely@gmail.com).



**38-FT HANS CHRISTIAN, 1977.** Alameda. \$114,000. This 38T is as beautiful as it is seaworthy. Stable and confident in any SF Bay wind. Gorgeous teak inside and out; classic lines and warm, cozy feel. Email for additional photos: [apmatrix2007@gmail.com](mailto:apmatrix2007@gmail.com).



**37-FT HUNTER 376, 1997.** Marina Bay, Richmond. \$63,000. Buyer changed mind but survey was done. She is good to go! See Sept Lat38 for equipment details. Email [serenisea@comcast.net](mailto:serenisea@comcast.net).

**36-FT CATALINA, 1994.** San Carlos, Sonora, MX. \$49,900. Spacious two-stm cruiser. Improved and equipped for cruising and for longer, comfortable stays at the beautiful anchorages of the Sea of Cortez. Well maintained. See website: <http://svpegasusforsale.com>. Email [svpegasus@hotmail.com](mailto:svpegasus@hotmail.com).

**37-FT BENETEAU, 2013.** Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or [basailor@comcast.net](mailto:basailor@comcast.net).



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**36-FT ISLANDER, 1975.** Sausalito Yacht Harbor. \$30,000. Excellent sailing machine, perfect for the SF Bay. Well maintained, new #2 and 3/4 main, good condition. Contact (415) 728-6268 or deniseagregor@gmail.com.

**39-FT FREYA, 1978.** Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



**36-FT SCHOCK NEW YORK 36, 1984.** Marina Bay, Richmond. \$27,500/obo. This is a lot of boat for a little money. PHRF 108. Fast, easily driven with the slightest breeze, strong in a blow, comfortable dockside and at anchor. Sleeps 6. Full galley, pressurized water, settee and hanging locker, nav station and enclosed head with shower. Repowered with Volvo D-20. UK Tape-Drive sails excellent, including main, #1, #2, 3 jibs, 3 spinnakers. Garmin GPS, VHF, B&G wind instruments, Harken deck gear, tiller steering with autopilot. Roll-up inflatable tender included. Full canvas in great shape. Constantly upgraded and maintained. This is a great boat, needs nothing. Willing to negotiate. Ask for Sam. Contact (530) 601-0412 or samneustadt@gmail.com.

**INTERNET FRAUD.** Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: [www.craigslist.com/about/scams.html](http://www.craigslist.com/about/scams.html) Brave New World.



**36-FT FRANS MAAS - SABRINA, 1961.** Puerto Vallarta, MX. \$44,000. 36.6 Frans Maas, Sabrina design. Fully equipped. See all at website: <http://begonephotos.shutterfly.com> or teridonm@hotmail.com.



**39-FT CAL, 1972.** San Francisco Bay. \$28,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinnakers. Has Barent winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166.



**39-FT CATALINA 380, 2001.** Alameda. \$120,000. In-boom furling main. Recent B&G electronics including A/P. 520 hrs Yanmar. New jib. 2-year-old bottom paint. Many other recent upgrades. 10-ft RIB and OB. Excellent condition. Contact (408) 857-8675 or sjcjm@gmail.com.



**38-FT MORGAN RICHTON, 1987.** San Pedro, CA. \$15,000/obo. Custom built, Pacific vet. New bottom paint. African rig upgrade. Low time engine. Striking mahogany interior. Strong and capable. For more photos and information call Bob. (562) 268-2688 or dapplegrey@mac.com.

**39-FT FREYA, 1985.** Morro Bay. \$85,000/obo. Solid world cruiser, loaded. Beautiful interior. Reasonable offer considered. For photos, see website: <http://tinyurl.com/ydafem9g>. Contact Patrick, (831) 238-5697 or svlaughter@aol.com.



**37-FT ISLANDER 37, 1970.** Sausalito, Libertyship Marina. \$7,500/obo. A "Good Old Boat," rebuilt Westerbeke 4-107 diesel. Sound hull upgraded, standing rigging, mast re-stepped, 4 sails and spinnaker. Email for details and more images: gemstart@aol.com.

## 40 TO 50 FEET



**42-FT SABRE 425, 1990.** Montego Bay, Jamaica. \$120,000. This Sabre is in excellent condition, fully equipped, USA documented. New rod rigging, solar panels, new batteries, watermaker, AC/heating, Max-Prop, transmission universal joint, 6-person liferaft, Raymarine instruments, radar, Caribe rigid 9ft inflatable. (214) 683-0895 or rstripe@hotmail.com.



**42-FT CHEOY LEE CLIPPER.** Schooner, 1972. Jack London Square. Reasonable offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bullet proof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. (510) 435-3819 or tag@cpan.org.



**44-FT KELLY PETERSON, 1979.** Mazatlan, Mexico. \$112,000. Donna Rose. 7 sails. Full list of equipment and maintenance records upon request. Email captnrick@hotmail.com.



**42-FT TARTAN, 1981.** Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. Balaena has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans make this a vessel that is ready to go. A list of upgrades includes: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



**47-FT COLIN PHILP, 1989.** Emeryville Marina. \$79,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edison steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquiries only please, email preferred: [sjr90@comcast.net](mailto:sjr90@comcast.net). (415) 488-0218 or (415) 999-2270.



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**40-FT LANCER MOTORSAILER, 1984.** Sausalito. \$84,900. LOA 38'-10". Center cockpit. 61hp Volvo diesel with saildrive. Roller furler, main and headsail. Two strms, one with walk-around centerline queen bed w/h memory foam mattress. Sails like a dream and motors 9+ knots. Recent in-slip refit. New: running rigging, bimini, dodger, and boom tent, varnished sole (floor), foredeck laydown mattress, Racor 500, electric head, chartplotter. Perfect for a big family or share with two families. Partnership may be considered. Email GrantatSail@gmail.com.



**40-FT PASSPORT, 1983.** Orcas, Washington. \$136,000. World-capable cutter-rigged Passport 40. Large sail inventory, VHF, GPS, Aries windvane, Dickenson heater, Forespar boom. Oversized rigging and extra 2 large cockpit winches. Sea-friendly head forward layout. 2000-2003, new equipment; Yanmar 40hp, 3-burner stove/oven, refrig/freezer, Spectra watermaker, Autohelm autopilot, Icom HF. 2010, new Furuno radar. 2018, power train refurbished at \$23K cost; new heat exchanger, transmission, cutlass bearing, engine mounts and shaft. (360) 632-8896.



**CALKINS 40, 1970.** San Diego, CA. \$45,000/obo. Complete rebuild in 2008. Everything new, Westerbeke, SSB/VHF email, 20 GPH watermaker, 4K genset, 5 sails, dinghy/davits, freezer/fridge, autopilot, full electronics, solar. This boat is triple-planked epoxied hull with Awlgrip. Excellent condition. Offshore-ready or great coastal cruiser. (760) 434-1203, (760) 805-4329 or joe@windsunes.com.



**48-FT WATERLINE YACHTS.** Steel Cutter, 1997. Seattle, WA. \$400,000. Bluewater cruiser, designed and built by Ed Ruth-erford. Red was thoughtfully designed for cruising, a veteran of Alaska and the South Pacific, sails beautifully, comfortable, bright and roomy, fully equipped with many spares. Yanmar diesel with excellent access, shop, watermaker, full electronics, rod-rigged, Autoprop. Many cruising amenities: hard dodger, autopilot, solar, recessed anchor well with two oversize anchors and washdown. Meet RED at our website: <http://ourREDboat.com>. Contact RED4Sale@ourREDboat.com or (541) 579-7907.

**47-FT OLYMPIC, 1975.** Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. A/C main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



**41-FT SWAN 411, 1977.** Port Ludlow, WA. \$134,900. An extensive list of updates including new sails and standing rigging can be seen at: <http://tinyurl.com/yd36yvc>. Contact (206) 388-8787 or jbritt.dforbes@mac.com.

## 51 FEET & OVER



**52-FT TAYANA, 1989.** Port Ludlow. \$169,000. Center cockpit, cutter rigged. Perkins engine, 3-bladed Max-Prop. Simrad autopilot, ST 60 wind, depth and speed instruments. Full queen in aft cabin. 2 heads. Roller jib and staysail. StackPack for main. Easily sailed by 2 people. Great liveaboard and family cruiser. Boat is located in Port Ludlow and offered as is. Contact Grant Colby for more information. (206) 459-3933 or rgcsail@yahoo.com.



**53-FT NORSEMAN 535, 1986.** Fort Lauderdale. Best offer. Time is coming to part with her. Have one more cruise planned including the Bahamas and possibly Cuba. Best of worlds, interested new owners would crew with us to learn the vessel and buy her next year. Not a well-known brand, she compares well with a Hylas 53 or with her smaller but nearly identical sibling, the Norseman 447. Bought in the Bay Area in 2004 and sailed to Florida in 2015, she has received constant professional care. Meet here in Marin or on board in Fort Lauderdale. Fall in love with her as we did and come sailing. Cheers! (415) 388-6686, (850) 643-7395 or richardn535@gmail.com.



**53-FT SANTA CRUZ 52, 1994.** Richmond CA. \$299,000. Prufrock #6 of 28 built. Is a proven racer/cruiser with two Pac Cups and cruises to Alaska and Cabo. For survey and other information send email to [jdfreeland@msn.com](mailto:jdfreeland@msn.com). Include your personal information.



**47-FT ALUMINUM BLUEWATER.** Cruiser, 1983. \$150,000. Customized for great sailing. Gary M. Strong. Great on planet. Professional ocean standards.



**C&C 44, 1987.** Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or karl.wilber@sbcglobal.net.



**43-FT HANS CHRISTIAN 43T KETCH.** 1982. Bradenton/St. Petersburg, FL. \$205,000. Make your cruising dream a reality on this magnificent bluewater and liveaboard world cruiser. Calypso is fully refurbished and ready once again to cruise the seven seas in comfort and safety. She recently underwent a complete \$100K refit replacing every mechanical, electrical, galley, safety system, including a complete refurbished robust Isuzu diesel engine, new Awlgrip paint on hull and masts, 20 GPH watermaker, A/C with heat, sanitation systems and electronics. Calypso is the perfect blend of traditional and contemporary design with beautiful lines, superb sailing performance and cozy, comfortable liveaboard quarters. Complete maintenance history and extensive spares are included. See <http://tinyurl.com/y7p2y6x2>. Contact (262) 781-7162, (414) 218-9781 or yachtcalypso@aol.com.



**42-FT HUNTER 420 PASSAGE, 2001.** Richmond. \$100,000/obo. Live in Bay Area cheap. 2 strms, 2 heads, direct TV. Yanmar engine, Northern Lights, gen, must see. Contact (707) 326-6362 or cebmbwn@yahoo.com.



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## MULTIHULLS



**42-FT PRIVILEGE, 1995.** Coronado. \$199,000. REDUCED! 25 GPH water-maker, A/C, custom hardtop, 3 berths ensuite, shaft drives, 3gm 30F (2) on-demand hot water, LEDs, sails good to excellent (4), spares and tools. Three anchors, primary 25 kg Rocna with 225 feet 3/8 chain. New canvas. Ready to Ha-Ha or S. Pacific. 11.5 Caribe with 15hp Yamaha. See <http://Svchatbeaute.blogspot.com>. Contact (360) 624-5339, (760) 408-5310 or Svzafarse@yahoo.com.



**27-FT GLOBEMASTER, 1966.** San Diego. \$11,000. All fiberglass folding trimaran with trailer. It has good sails, GPS, radar, autopilot, good paint, roller furler. Sleeps 3. She is fast - 10 plus knots. Rugged for singlehanded. (619) 341-4624 or Sinistersmile5@yahoo.com.



**50-FT GRAINGER 480, 2006.** Marina Palmira, La Paz, Mexico. \$475,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. See more at [www.catamarantaj.com](http://www.catamarantaj.com) or email [in.the.wind@icloud.com](mailto:in.the.wind@icloud.com).



**31-FT FARRIER F9-A TRIMARAN.** Petaluma Marina. \$94,000. Serious cruising trimaran. Trailer to prime locations. Well maintained and fully outfitted for self-sufficient cruising with solar panels, lithium battery, watermaker, dodger, full canvas enclosure, nearly new sails and tramps, much more. Email [dpaulbuik@gmail.com](mailto:dpaulbuik@gmail.com).



## CLASSIC BOATS

**38-FT CUSTOM CUTTER-RIGGED.** Sloop, 1970. South Beach, SF. \$10,500/obo. 38' sloop, 17,000lbs, strip-planked mahogany on oak, perfect for coastal. 4k in a 10k breeze and 7 in 18. Beautiful and comfortable. See <http://egaible.wixsite.com/anne>. Contact (415) 867-1770 or [edmond@sonic.net](mailto:edmond@sonic.net).

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**33-FT DUTCH STEEL CANAL BOAT.** 1968. Agde, Southern France. \$27,500. La Recreation. Dutch 1968 Doerak. Steel. 10 meters, 106hp Vetus Deutz diesel 1998, front V-berth, aft cabin, hot and cold water, 3-burner stove, electric toilet, shower, washing machine, bimini, nine solar panels, chartplotter with canal maps and much more. Bottom paint and engine overhaul 2017, spare belts and filters. Pots and pans, cutlery, bed sheets etc. Stored in Agde at the Mediterranean end of Canal du Midi. Bought 2017 after all repairs were paid by previous owner. Went from Netherlands to France, then spent most of 2018 on Canal du Midi. A great time, but we're back to work. Will show to serious buyer. (619) 358-3458 or [bjorn.endresen@gmail.com](mailto:bjorn.endresen@gmail.com).



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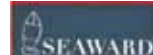
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**24' DANA BY PACIFIC SEACRAFT** Classic Bill Crealock design. Well-balanced, high quality, go anywhere gem. Widely respected as the ultimate pocket cruiser. DSL, beautiful tropical hardwood interior, seakindly & exquisitely crafted; this is a wonderful vessel & she is in excellent condition. Asking **\$49,950**



**45' SPARKMAN & STEPHENS Masterpiece** by Olin Stephens. Magnificent & beautiful, newly refinished & recaulked. New Yanmar diesel, full galley, full boat cover, copper fastened. Impeccable provenance. *Valiant* is a rare treasure and **MUST BE SEEN!** Asking **\$94,500**



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**35.5' BRISTOL** blue-water cruiser, fine pedigree, designed by Ted Hood, only 260 hours on YANMAR diesel, wheel steering, perf. cruising keel, roller furl, self-tailing winches, vang, nav station, double lifelines w/ pulpits, conv. settee, 1/4 berth, private owners' stateroom, enclosed head & MORE! ... **\$32,500 Ask**



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**28' ISLANDER BAHAMA** Nicely maintained with clean and just full-serviced Yanmar diesel 2GM, new Z-Spar bottom paint, zincs, and propeller/shaft cleaning, depth, wind, autopilot, VHF, tiller, battened main sail with cover, furling jib, and spinnaker. Nice interior with stove-top and galley sink, for economical family sailing ... Asking **\$11,500**



**36' ISLANDER Sloop.** Dsl, Dodger, Roller Furl, lines led aft, wheel & inst. on pedestal, double course lifelines, bow & stern pulpits, mast steps, windlass w/ rollers, enclosed head w/ shower, great fast & comfortable Al Gurney design, galley, convertible settee/ship's table & MORE! ... **\$18,000 Ask**



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**34' CHB AFT CABIN TRAWLER** Diesel, Flybridge & Pilothouse Helms, Heads & Showers in Fwd & Aft Staterooms, dinghy on swim platform, kayak, full galley w/ 4-burner range, microwave, refrig/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$26,900 Ask**



**43' TRAWLER** by Kha Shing Flybridge, aft double stateroom, dual helms. Beautiful

cruiser/ liveaboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep and MORE! **REDUCED to \$59,000 Asking Price**



**28' BAYLINER 2855 CONTESSA,** Roomy Flybridge, well-maintained, bimini, galley w/ refrig, rebuilt engine comfortable, handles well, well-maintained, ready to go & loads of fun! Asking **\$12,000**



**39' SILVERTON FLYBRIDGE 34C CRUISER,** Twin Crusaders, 30 kts, in beautiful condition, full Delta Canvas, well-decorated, dinghy & O/B, RADAR on arch, Heart Interface, comfortable & well-equipped, immaculate & MORE! Asking **\$47,950**



**28' SKIPJACK** on a three-axle trailer. Twin VOLVO Diesels w/ \$13K in recent maintenance/improvement on engines, transmissions & out-drives ... Asking **\$29,500**



**45' CHRIS-CRAFT** Yacht Home. Low Hours, Twin Crusaders, Wester beke Generator, Full Upper bridge Canvas, roomy, in nice shape, open aft top deck. A great fun boat for the Bay & Delta & MORE! ... Asking **\$49,000**



**30' (Jod) ANGLEMAN** Gaff Cutter, rare classic "Waveler" by famous Hugh Angelman, exquisitely built in Holland by Mass Bros. Estate Sale. Excl. condit. One season deferred maint. Albin Dsl, loads of detail & gear. This is a treasure being offered as a BARGAIN! Act quickly or she'll be gone ... Asking only **\$8,950**



**30' NEWPORT MKIII Sloop.** Diesel, 2 jibs, main & genoa, roller furling, boat cover, windlass, dbl course lifelines w/ bow & stern pulpits, wheel steering, self-tailing winches, galley, enclosed head, H&C press H2O, shower, new cushions, dinghy. Asking **\$19,950**



**37' ENDEAVOUR Sloop.** Always painstakingly maintained, nicely upgraded & in excellent condition. Dodger & full cockpit enclosure, Lrg sail inventory, 50 hp Diesel, H2O maker, full galley, encl head w/ shower, good electronics incl. RADAR, inflatable w/ motor, solar, A/C unit, well-found w/ lots of cruising gear. **\$36,950 Ask**



**30' RAWSON Ctr.** Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays'l furling, 2 mains, wind-solar-alt charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A great Garden design & well set up for serious cruising. Asking **\$27,500**

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