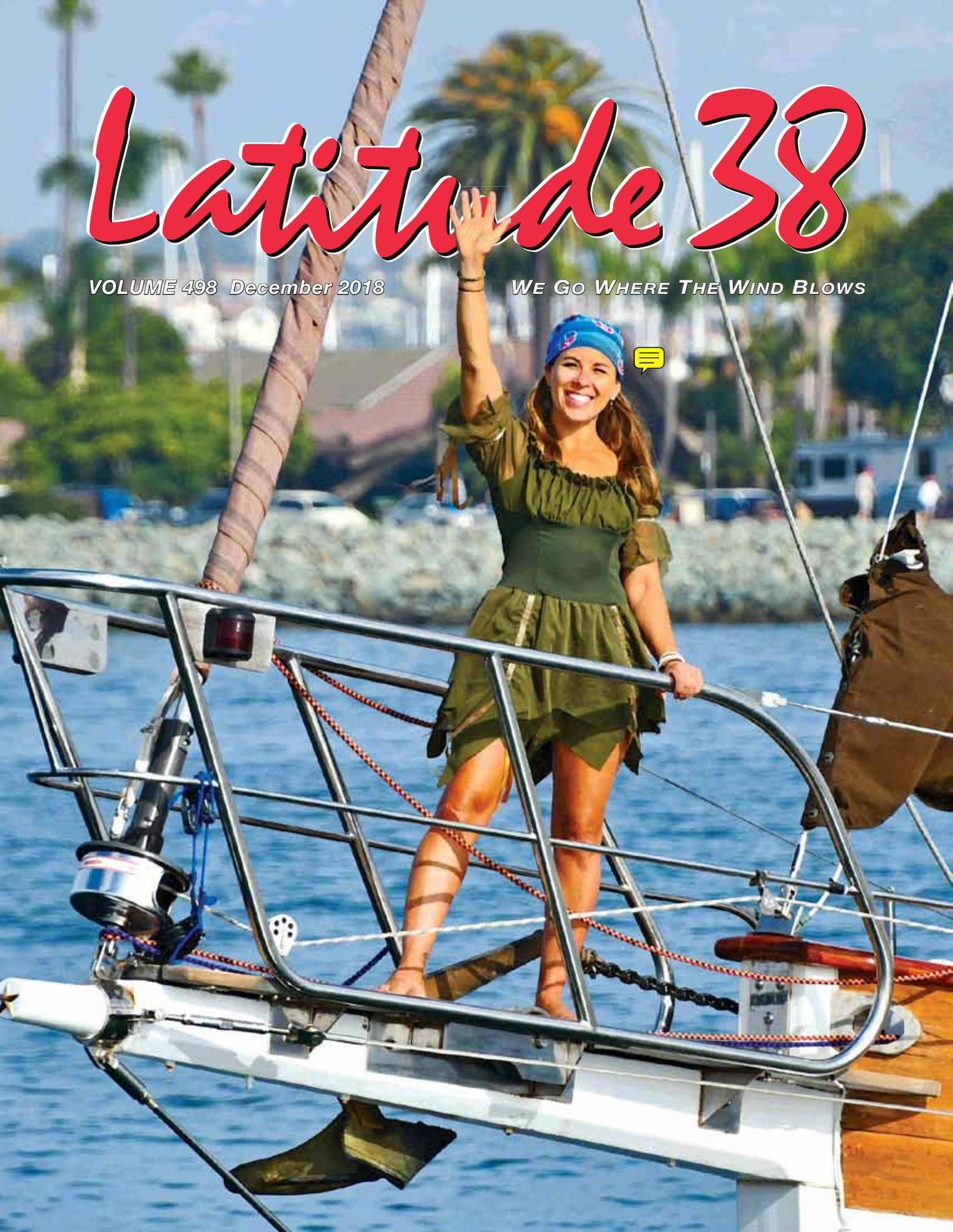


Latitude 38

VOLUME 498 December 2018

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Just Cause

PHOTO BY ROXANNE FAIRBAIRN



Numerous yacht clubs around the country host a regatta to raise funds to cure blood cancers. These Leukemia Cup regattas raise millions of dollars, but the San Francisco Bay event has topped the nation in funds raised for the past 11 years.

This year's Cup, hosted by Corinthian Yacht Club in Tiburon, began with a postponement for lack of wind. But the breeze filled in and with it a strong ebb tide. The current made for tactical challenges for the 80 competitors. The racers enjoyed a splendid day on San Francisco Bay.

Included in this year's fleets was a Classic Division, made up of boats from days gone by. But these boats are as good as new! (Better than new.) A handsome schooner, two elegant yawls and a fast, beautiful, well-sailed Bird Boat. *Kookaburra*, Martin Koffel's Bird, placed first, correcting out over boats twice her size!

Kookaburra*

boat, lovingly brought back to racing condition from a state of total disrepair. Pineapple Sails is proud to be Martin Koffel's sailmaker and pleased to support such a worthy cause.

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Cover:

Why is this woman smiling? We suspect it's because she's heading south to warmer, sunnier and more relaxed cruising with more than 500 like-minded souls at the start of the 25th Annual Baja Ha-Ha.

Photo: *Latitude/John*

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Since 1977

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

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SAIL BROKERAGE	
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OCEANIS 55, 2016.....	\$550,000
OCEANIS 55, 2016.....	\$499,000
DUFOUR 46, 2018.....	\$399,000
LAGOON 380, 2016.....	\$340,000
JEANNEAU SO 49, 2005.....	\$239,000
BENETEAU 46, 2009.....	\$229,000

OCEANIS 35, 2015.....	\$169,000
BENETEAU 423, 2005.....	\$164,000
BENETEAU 423, 2003.....	\$154,000
BENETEAU 393, 2006.....	\$124,900
CATALINA 34 MKII, 2005.....	\$103,000
CATALINA 42, 1993.....	\$89,500
FIRST 36.7, 2005.....	\$77,000
PACIFIC SEACRAFT 34, 1990.....	\$69,000

FIGARO BENETEAU 2, 2003.....	\$59,000
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CATALINA 36 MKII, 1995.....	\$49,500

POWER BROKERAGE	
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38' Catalina 385, 2018.....	232,162
35' Catalina 355, 2018.....	195,066
31' Catalina 315, 2018.....	137,566

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Dec. 1 — Lighted Yacht Parade, Oakland-Alameda Estuary, 5:30 p.m. Theme: California Christmas. Co-sponsored by Oakland YC, Encinal YC and Mechanics Bank. Info, www.lightedyachtparade.com.

Dec. 1 — Lighted Boat Parade, Vallejo. VYC, www.vyc.org.

Dec. 1 — Lighted Boat Parade, Santa Cruz, 5:30-6:45 p.m. Theme: Song of the Wind. SCYC, www.scyc.org.

Dec. 1 — Holiday Lighted Boat Parade, downtown Stockton, 5-7:30 p.m. Info, www.visitsstockton.org.

Dec. 1, Jan. 5 — 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.

Dec. 1-29 — 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.

Dec. 2 — Hanukkah begins at sundown.

Dec. 2-30 — 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.

Dec. 3-17 — Fab Lab, Spaulding Marine Center, Sausalito. Monday nights, 6:30-8:30 p.m. \$100 for 2 sessions. Info, (415) 332-3721 or www.spauldingcenter.org.

Dec. 4 — California Clean Boating Network educational meeting, Richmond YC, 9:15 a.m.-1 p.m. Topics include sea level rise, anti-fouling paint, and sewage pump-outs. Free, but RSVP to Vivian, vmatuk@coastal.ca.gov.

Dec. 5-26 — 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.

Dec. 6 — Corinthian YC Speaker Series presents photographer Sharon Green, Tiburon, 7 p.m. Free and open to the public, but RSVP to speakers@cyc.org or (415) 435-4771.

Dec. 6-27 — 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.

Dec. 8 — Jim DeWitt Studio Factory Outlet, 125 Park Place, Point Richmond, 11 a.m.-4 p.m. Original sketches, oils, watercolors. Pam, (510) 236-1401 or www.jimde Witt.com.

Dec. 8 — Winterfest Lighted Boat Parade & Fireworks, Sausalito, 6-9 p.m. First 40 entries receive a goodie bag. Lisa, (415) 332-3150 or www.winterfestsausalito.com.

Dec. 8 — Lighted Boat Parade, Discovery Bay. Theme: Twas the Night Before Christmas. DBYC, www.dbyc.com.

Dec. 8 — Single Sailors Association Christmas Party, Spinaker YC, San Leandro. Info, www.singlesailors.org.

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.

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.

Dec. 15 — Lighted Boat Parade, San Rafael Canal, 5:30 p.m. Boats converge off Pickleweed Park, parade past Montecito Shopping Center and return. Benefits Santa Cop Program. Register with Marin YC, (415) 453-9366.

Dec. 15 — Lighted Boat Parade, Coyote Point, San Mateo, 5:30 p.m. Holiday sweets, music, 'special guests'. Free, family-



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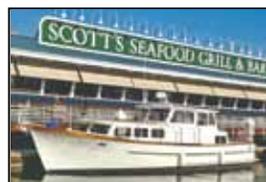
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Dec. 15 — Lighted Boat Parade, Redwood City. SeqYC, www.sequoiayc.org.

Dec. 21 — Winter Solstice.

Dec. 22 — A full moon lights up the long winter night.

Dec. 25 — Christmas Day.

Dec. 29 — 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.

Jan. 1 — Start 2019 with a New Year's sail.

Jan. 10 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Jan. 12-13 — US Sailing Safety at Sea Seminar, Del Rey YC, Marina del Rey. \$250. Judy, (818) 472-2959, www.dryc.org or www.regattanetwork.com.

Racing

Nov. 29-Dec. 2 — Extreme Sailing Series final act in Los Cabos, Mexico. Info, www.extremesailingseries.com.

Dec. 1 — Diehard Regatta. HMBYC, www.hmbyc.org.

Dec. 1 — Hot Rum Series in San Diego wraps up. Info, www.sdyc.org.

Dec. 1 — Fall Races. SSC, www.stocktonsc.org.

Dec. 2, 16 — Coronado 15 Sailing and Racing. HMBYC, www.hmbyc.org.

Dec. 8 — Half Pint o' Rum Race, San Diego Bay. Ancient Mariners Sailing Society, www.amss.us.

Dec. 8, Jan. 12 — Santana 22 Team Racing. SCYC, www.scyc.org.

Jan. 1 — Brrr Rabbit. CPYC, www.cpyc.com.

Midwinter Series

BENICIA YC — Frostbite Series: 12/1, 1/12, 2/9, 3/2. Dan, (707) 319-5706 or www.benicia yachtclub.com.

BERKELEY YC — Midwinters, with separate series on Saturday and Sunday: 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 the above. Info, www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/19-20, 2/16-17. Info, www.cyc.org.

COYOTE POINT YC — Winter Sails: 1/13, 1/27, 2/10, 2/24, 3/10, 3/24. Info, (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Jack Frost Midwinters: 12/1, 1/5, 2/2, 3/2. Info, www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Regatta: 12/1, 1/5, 2/2, 3/2. Info, www.ggyc.org.

ISLAND YC — Island Days: 12/9, 1/13, 2/10, 3/10. Info, www.iyc.org.

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

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

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 12/1, 1/5, 2/2. MPYC, 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.

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.



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Info, www.richmondyc.org.

SF MODEL YC — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, www.sfmjyc.org.

SANTA CRUZ YC — Midwinter Series: 12/15, 1/19, 2/16, 3/16. Info, www.scyc.org.

SAUSALITO YC — Chili Midwinter Series: 12/2, 1/6, 2/3, 3/3. RegattaPRO Winter One-Design Invitational: 12/8, 1/12, 2/9. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 12/1, 1/5, 2/2, 3/16. Redwood Cup pursuit race series: 12/8, 1/12, 2/9, 3/2. Info, (650) 361-9472 or www.sequoiayc.org.

SOUTH BEACH YC — Island Fever: 12/15, 1/19, 2/16, 3/16. Info, www.southbeachyachtclub.org.

TIBURON YC — Midwinter Series: 12/8, 1/5, 2/2, 3/2. Info, www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinter Series: 12/1, 1/5, 2/2, 3/2. Info, www.vyc.org.

In the Tropics

November-June — Panama Posse rally from Mexico to Panama. \$75/boat. Info, www.panamaposse.com.

Jan. 17-19 — Fort Lauderdale to Key West Race. SORC, www.keywestrace.org.

Jan. 27-28 — Pineapple Cup, Miami to Montego Bay, Jamaica. Info, www.pineapplecup.com.

Jan. 27-Feb. 1 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Jan. 31-Feb. 1 — Antigua Superyacht Challenge. Antigua YC, www.superyachtchallengeantigua.com.

Feb. 8-10 — Caribbean Multihull Challenge, Sint Maarten. Info, www.smyc.com/caribbean-multihull-challenge.

Feb. 18-22 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Feb. 28-Mar. 3 — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 5-9 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, www.banderasbayregatta.com.

Mar. 9-10 — St. Croix International Regatta. St. Croix YC, www.stcroixyc.com.

Mar. 12-23 — St. Petersburg-Habana Race. St. Petersburg YC, www.spychabanarace.com.

Mar. 13-15 — Miami to Havana Race. Coral Reef YC, (954) 695-7168 or www.havanarace.org.

Mar. 15 — Newport Beach to Cabo Race starts. NHYC, www.nhyccaborace.com.

Mar. 21-24 — St. Barths Bucket Regatta. St. Barths YC, www.bucketregattas.com/stbarths.

Mar. 21-24 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 25-31 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Apr. 14-20 — Les Voiles de St. Barths. St. Barths YC, www.lesvoilesdesaintbarth.com.

Apr. 17-23 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 18-22 — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, www.bequiaregatta.com.

Apr. 26-28 — Newport to Ensenada Race. NOSA, www.nosa.org.

Apr. 27 — Conch Republic Cup/Key West Cuba Race Week starts. Info, www.conchrepubliccup.org.

Apr. 27-May 3 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 7-12 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.com.



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CALENDAR

May 8 — Antigua Bermuda Race starts. Royal Bermuda YC, www.antiguabermuda.com.

June 21-23 — Tahiti-Moorea Sailing Rendez-vous, with *Latitude 38*. Info, www.tahiti-moorea-sailing-rdv.com.

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

December Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/01Sat	0657/5.8	1303/1.5	1854/4.5	
12/02Sun	0044/0.8	0742/6.0	1400/0.9	2010/4.5
12/10Sat	0046/4.9	0520/2.9	1120/6.1	1809/-0.7
12/11Sun	0131/4.9	0602/3.1	1155/5.9	1846/-0.5
12/15Sat	0549/5.0	1201/2.5	1708/3.9	2317/1.2
12/16Sun	0628/5.3	1256/2.0	1831/3.8	
12/22Sat	0406/2.6	1020/6.9	1709/-1.3	
12/23Sun	0025/5.1	0454/2.7	1105/6.9	1754/-1.5
12/24Mon	0113/5.2	0545/2.7	1154/6.8	1841/-1.4
12/25Tue	0201/5.3	0641/2.7	1245/6.5	1930/-1.2
12/29Sat	0525/5.8	1134/1.7	1721/4.3	2311/1.0
12/30Sun	0615/6.0	1246/1.2	1851/4.1	
12/31Mon	0011/1.5	0704/6.2	1347/0.6	2013/4.2
01/01Tue	0108/2.0	0748/6.3	1439/0.1	2123/4.4

December Weekend Currents

date/day	slack	max	slack	max
12/01Sat	0154	0442/2.5F	0748	1112/2.8E
	1506	1712/1.7F	1954	2312/2.8E
12/02Sun	0254	0536/2.6F	0836	1206/3.3E
	1606	1824/2.1F	2112	
12/08Sat	0200	0436/2.5E	0742	1012/2.2F
	1224	1618/3.8E	2100	2336/3.0F
12/09Sun	0248	0524/2.4E	0830	1054/1.9F
	1306	1700/3.6E	2142	
12/15Sat	0106	0354/1.9F	0706	1018/2.1E
	1442	1606/0.6F	1748	2206/2.1E
12/16Sun	0148	0436/1.9F	0736	1106/2.4E
	1536	1718/0.8F	1930	2306/2.0E
12/22Sat	0048	0318/2.2E	0612	0906/2.4F
	1112	1448/4.6E	1930	2224/3.1F
12/23Sun	0136	0406/2.2E	0706	0954/2.4F
	1200	1542/4.7E	2012	2306/3.2F
12/24Mon	0224	0454/2.3E	0754	1042/2.4F
	1248	1630/4.6E	2100	2354/3.2F
12/25Tue	0306	0542/2.3E	0848	1136/2.4F
	1342	1724/4.5E	2148	
12/29Sat	0018	0306/2.6F	0606	0924/2.8E
	1336	1542/1.6F	1812	2130/2.7E
12/30Sun	0112	0400/2.5F	0700	1030/3.0E
	1448	1654/1.7F	1948	2248/2.4E
12/31Mon	0206	0454/2.4F	0748	1136/3.3E
	1554	1812/2.0F	2106	
01/01Tue		0014/2.3E	0334	0636/3.0F
	0928	1246/4.3E	1642	1949/3.3F
	2246			

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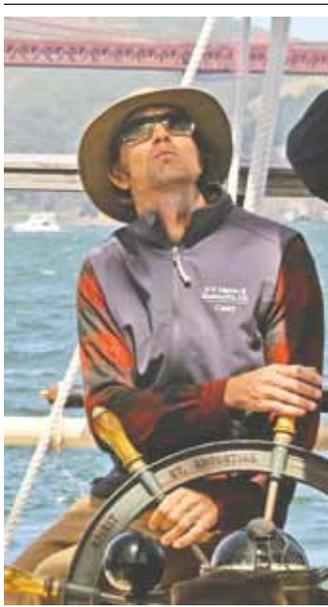
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LETTERS



LATITUDE / TIM

'Freda B' skipper Casey Dierke.

↑↓ DON'T FORGET ABOUT THESE TALL-SHIP SKIPPERS

Thanks for the great story about tall-ship captains [*Oh Captain! My Captain!* in the November issue]. The author, Patrick Twohy, did a nice job, but left out two very important local tall-ship captains, both on the *Freda B*: Casey Dierke and Adrian McCullough. They're both very experienced ocean sailors and charter captains. (Adrian is Canadian and was able to get his US captain's license not long ago. His wife is a maritime attorney, and a former tall-ship sailor herself.)

Casey has been the head captain for *Freda B* for several years, and lives on board his 37-ft sailboat at Galilee Harbor with his girlfriend Liza Dean, who's also a captain, crews on the *Freda B*, and was a former *Seaward* crew and the Call of the Sea program director.

And while we're on the subject, don't forget Sam Juber, an educator and deckhand aboard *Seaward* who also just got her captain's license. The young generation are now heads and shoulders above us!

By the way, all is going well on the *Matthew Turner*, and Call of the Sea has a new program director: Dax Ovid, Ph D. She seems very nice and a good fit for future programs. Meanwhile *Seaward* heads to Mexico at the end of December.

John 'Woody' Skoriak

Woody — Thanks as always for being our roving reporter, and for reminding us about this incredible, vital and exciting part of the sailing world. Every time we worry about the so-called "youth crisis" in the sport, we see what's happening in the tall-ship world and are put at ease — but we're also put in awe of these extraordinary people.

Readers, Woody sent us this excerpt from Sam Juber's bio, which in some ways echoes the unconventional experience of many tall-ship skippers. "Like many people who do this for a living, it was somewhat by accident. I studied environmental biology in college and worked with



JOHN WOODY-SKORIAK

'Seaward' all-star crew Sam Juber, left, and Katie Jewitt.

kids as an equestrian camp counselor and wilderness adventures leader, but it wasn't until a couple years after college that I found out I could teach science and sailing on a traditionally rigged vessel. I found an online posting for a deckhand/educator position on a tall ship in New Jersey and I was hooked."

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LETTERS

↑↓ MISTY-COLORED MEMORIES

Your tall-ship story brings back wonderful memories. In the early '60s, I had the chance to work on the state Historic Ship Project then consisting of the *C.A. Thayer*, *Wapama*, *Eureka* and *Alma*, and lived on board the *Balclutha*. My objective then was to buy or build a sailing cargo ship.

With the support of George Kiskaddon and Marine Chartering Co., San Francisco, I purchased the Baltic Trader s/v *Fri* in Denmark, loaded her with cargo consisting of Tuborg beer, Guinness stout, Drambuie, Cherry Kijafa wine and Plumerosa hams. Rolex, International Paint and Chevron rounded out the list of sponsors. We were bound for San Francisco with an international crew — none of us had more than a driver's license. We arrived in San Francisco in time to take water to the Native American occupation of Alcatraz. Watch captain John Sylvester went on to eventually become the president of George Kiskaddon's Marine Chartering Co.

After the 1973 Master Mariners race, David Moody purchased the ship to support Greenpeace, protest the French atmospheric tests, and be the first American-flagged vessel to enter China after Nixon's visit.

Crossing the Indian Ocean and the Atlantic (again), she carried medical and farm supplies for Oxfam, running the US blockade of Nicaragua, and returned to Scandinavia to protest the nuclear plant at Goteborg, Sweden. David then took her back to the builder's yard in Svendborg, Denmark, and gifted her to a foundation dedicated to her restoration, but who failed to have backup pumps to keep her afloat. She rests today on the bottom alongside the pier where she was built in 1912.

Norman de Vall
Master, s/v *Fri*, Baltic Trader,
San Francisco, 1968-1973

↑↓ ONE SMALL STEP FOR WOMANKIND?

This year at the California Yacht Club in Marina del Rey, the 2019 Bridge will be 20% male (one out of five), with the sole male being in the middle of the five-person ladder. Is the sailing world making advances in gender equality?

St. Francis YC currently has its first-ever female commodore, Theresa Brandner [one of six women among StFYC's club leadership]. Would *Latitude* consider doing a short teaser story where you invite clubs to submit the gender composition of their top leadership?

Steve Edwards
Los Angeles

Steve — Interesting idea. We are sometimes torn on this issue. Ideally, we wouldn't have to highlight women in the sport as if they were an aberration. We have women on our staff, and we've been sailing with and against women our whole lives, and yet, statistically speaking, women are still a minority in the sport. We're happy to see that things are changing, as excruciatingly slow as it may be.

Readers — What's been your experience in your corner of the sailing world? Please write us at editorial@latitude38.com.

↑↓ JUST LET ME DRIVE FOR A MINUTE

We lost our autopilot on parts of the Baja Bash this spring, and were very happy *Alsager* — our 42-ft custom Dutch-built steel sloop, would tiller-steer to weather, because for most of the passage, the cockpit was wet (we were reefed down for 600 miles of it).

Alsager actually sails smoother than with the autopilot, since she feathers into the puffs instead of holding course

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LETTERS

and laying over farther. And, no power draw!

Evan Stolze

Alsager, custom steel 42-ft Maas/Carter Sausalito

MY AUTO SETUP

I have a tiller extension, which locks into a 'pocket'. Originally, I thought this setup would help me hold the tiller steady when the outboard was in reverse; I would steer with the outboard only. At least that was the plan. After updating the outboard to a four-stroke, I found I could no longer do this — it was too big for the transom cutout. Back to the tiller.

The pocket was left unused except to heave-to for years — until this season. I found that I can lock the tiller when going upwind and, like you, stand at the transom and make the smallest weight changes to steer. It's like a big windsurfer and the feeling is similar to riding a bike with no hands. Sometimes I sit on my own rail for miles! My friends say that the boat sails better without me steering. I'm inclined to believe it's true.

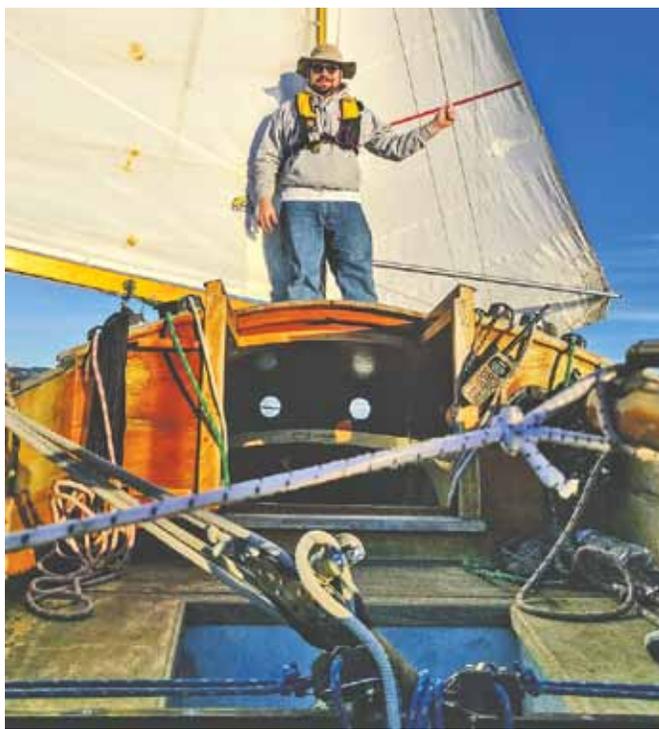
I sail on the Sacramento River between Antioch and Pittsburg. If you see me on the rail, give a wave. Nothing like it.

Grant Kiba

Take 5, Ericson 27 Antioch

SINGLEHANDED LOVE

I love to singlehand my Nunes Bear in all kinds of conditions. Leaving from Berkeley, it's often several long upwind legs to get anywhere. I tie two bits of shock cord, port and starboard, to the tip of the tiller. I adjust the tension on them



JOSH OTT

Josh Ott's bungee autopilot on his Bear Boat.

using little tensioners, like the kind found on tents. This lets me fine-tune the pressure on the tiller. She can sail all day like that and it frees me up to work around the boat, get a snack, or just enjoy the ride.

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LETTERS

Josh Ott
Kodiak, Bear Boat
Berkeley

↑↓ **THE AUTO AUTHORITY**

The contributions of John S. Letcher Jr. to singlehander low-tech self-steering/autopiloting are still very relevant. Letcher wrote the first and best book on this topic: *Self-steering for Sailing Craft*, International Marine Publishing, Camden, Maine.

Adrian Blunt

↑↓ **BEWARE, AUTO SAILORS**

When singlehanding, the most important thing is *stay on the boat*. Standing on the bow or transom is bordering on suicidal. If you come off, you've got 15 minutes of consciousness in the average 54°F water, and there is NFW you can climb back onto even a small 20-something-ft keelboat unless there is a boarding ladder. That means it's your last voyage.

I'm writing this to help you realize that blogs like this encourage people to take deadly risks — yourself included. This ain't Kaneohe Bay in Hawaii where if you fall off, you backstroke into the mangroves and live to tell an embarrassing tale. If you fall off in San Francisco Bay, it's a one-way ticket.

Wear a PFD. Please. Put an EPIRB beacon on it. And a VHF. Sail fast, live slow. But mostly live.

Anonymous

Anonymous — You bring up a fair point. The number of responses we've received on this topic tell us that many sailors — but especially singlehanders — use all manner of autopilots. Indeed, a low-tech autopilot is necessary for anyone sailing any kind of distance by themselves, and standing on the bow or transom can be critical to hoist or take in sail, or attend to any number of tasks on the boat. And, as we said in the October 15 'Lectronic [The Autopilot] that inspired these letters, "Nothing brings us greater pleasure than tying off the tiller during a singlehanded sail, sitting back, and watching the boat work." We believe that these sublime moments, more than any other time, are where the real art of sailing shines through, and where you truly get to know your boat.

As for safety and our role in promoting it — we agree. Everyone should always be as safe as they can be on the water, and we hope that this is implicit in every story we write.

Is sailing by yourself the safest activity in the world? Certainly not. Does tying off the tiller increase the risk? Yes. But if we're really going to talk about safety, then just leaving the dock represents some degree of risk. These are the choices you make every time you go out on the water. Would staying at home and sitting on the couch be safer? Or driving across the Bay Bridge in rush-hour traffic? Maybe in the short run, but we'd rather sail and take risks instead of dying a slow death from boredom and inactivity.

Do "blogs like this encourage people to take deadly risks?" We've heard variations of this before, such as during our lengthy discussion about heeding ships in shipping channels. If anyone out there thinks we speak for all of sailing, or if anyone would blindly do whatever we said, we would point to Latitude's libertarian roots and say, as we have often said, that we cannot protect people from themselves. We are best enjoyed with a grain of salt.

But we don't want to be flippant about the risks, either — it can be a fine line between carefree pleasure and tragedy. Many of us have heard stories or even know of an experienced sailor who went out for a spin on the water and never came back.

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BEST VALUE ON THE BAY

LETTERS

The risks are real and consequential.

↑↓ LOSING THE STEERING . . .

This past week we were running back in the Gate and heading toward the public pier at Fort Point as the tide had just turned and was beginning to ebb. We had a reef in the main, the southwest wind was moderate to fresh, and a friend was at the helm while I was walking him through the jibe to port.

As we were making the turn, we heard a medium bang. My first thought was that the nut had come off the wheel and hit the deck — this was not the case. After a quick glance, everything seemed to be fine. The jibe became a tack as we came all the way about. Turns out the master link from the steering chain to the cable had failed. Fortunately, our Ericson 35-2 was designed with both a wheel *and* a tiller. Within 30 seconds we had the tiller attached and were back on our way. But I shudder to think of that same situation not being so easily resolved.

Leslie Galbreath
Danger Mouse, Ericson 35-2
San Francisco

↑↓ BECAUSE EVERYBODY LOVES THE NEW WEBSITE. WELL . . .

Hey guys — the new site looks great! Looks like the RSS feed died, though. Is there a new RSS URL?

Kent Carter

What happened to the old format. I liked it. Is this the new format now? Sorry, but the new layout blows chunks.

Kevin

Like the look of the new *'Lectronic*, but suggest a "heavier" font to improve contrast and make reading easier on us older folks.

Jim Hassberger

Can you explain to me the reasons for so wide a use of black sails [for the default photos in *'Lectronic* stories]? Is it fashion only, or are there some rational reason?

Victor Dubrovsky

The new magazine format makes reading the mag online a whole day's work. After zooming and other keystrokes, it does weird things . . . something's not right there.

Dennis McMurtry

Thanks so much for the joy of reading your magazine every month. I noticed some changes in the website, and I can't seem to figure out how to download the magazine in PDF form.

I find that issuu does not work well with my devices, and I'll be disappointed if you have discontinued this method of reading *Latitude 38*.

Anton

I tried to download a PDF file of the November issue, but was unsuccessful. I could read it while online, but couldn't download it to read when I have no Internet access.

Any hints, or is this not yet incorporated on the new website (which I like)?

Bill Lilly

I'll bet I'm not the only overseas sailor who looks forward to a dose of *L38* every month! And a big thank you to the



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LETTERS

whole team for an excellent production. I especially love the cruising stories and updates from those cruising.

Mark

Where is the PDF version you usually provide? I can't read it on a small screen, and I can't use the flip-book version.

When will magazine publishers realize that flip books are a joke? Give me the PDF! I read vertically, scrolling down, in Single Page Continuous. My 19-inch screen is not big enough for me to see the whole DPS in one shot.

Mark in Oz

Readers — As anticipated, everyone loves our new website, and the launch went off without a hitch. Thank you, end of story.

But seriously . . . You can't make an omelette without breaking some eggs, or at least upsetting some eggs and having them write you asking, "What the hell kind of omelette are you people making?"

First of all, there were a few bumps following our not-so-soft soft launch. We were hacked within the first week, which made a mess of things on your screens (lots of random ads, old stories popping up out of nowhere, etc.) Then, it took us some time to figure out how to use everything.

Victor — for a short while, we were using a default picture that had black sails. We wish we could say that this was an aesthetic choice, but it was just a function of our figuring out which buttons to click and boxes to check.

And then, a few 'buttons' were in different locations, namely the "Download the PDF" button, which, as it turns out, was a fan favorite. This function has since been relocated to make it more apparent. By the by, we're still working on setting up our RSS feed, for those of you who know what this is (if you do, can you explain it to us?).

We're not sure what the recommended length of time is for redesigning your website, but we're pretty sure that we were about a decade past that standard. Oftentimes, when we were out in the community and talking to our readers, people would say, "Love what you guys do, but you really need a new website."

But we get it, we really do. In the end, this website is for you. Nobody likes change, ourselves included. When our favorite websites (or magazines) get a new look, we find ourselves asking, "Why the hell do you keep moving the buttons, and why do you have to reinvent yourselves all the time?!"

We certainly hope that everyone is adjusting to the new site and enjoying it more. Don't worry, we're not planning a redesign anytime soon, but it remains a work in progress.

↑↓ LAKE GARDA

The photo from the October 5 'Lectronic Latitude, Windless



Lake Garda Latitudes, appears to possibly be the south end of Lake Garda, Italy. Here's a short clip of some fun Quant 23 sailing a bit farther north (near Malcesine) on Lake Garda.

Bob Jehle

A Quant 23 going for a sporty sail on Lake Garda.

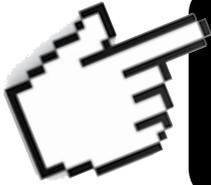
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LETTERS

↑↓ KUDOS TO LEE HELM'S HACKING ABILITIES, BUT . . .

As a sailor and amateur radio instructor, I was very impressed with Lee Helm's hack of using a stripped coaxial cable as



BILL WILLCOX

an antenna and feed line to transmit video/audio signals from an underwater GoPro camera to a shoreside cell phone [in the aforementioned *Underwater Eyes*]. It's like, a to-

tally non-obvious, outside-the-box solution, for sure.

However, as we teach our amateur radio students, water intrusion into coaxial cables provides a quick and certain cable death due to corrosion. I suspect that death would be accelerated in saltwater. Lee may find that after one or two uses her antenna may no longer function.

Fear not, I have a modest solution. After stripping each end of the coaxial cable (leaving the inner cable cover on), coat each of the exposed ends of the inner cable and the outer jacket joints to the inner cable cover with a liberal glob (an exact technical term) of your favorite sealant. Let it fully cure before immersion. As an added precaution, thoroughly dry the cable after use. Either that or buy lots of cheap coaxial cable.

Max Ebb is one of my favorite *Latitude 38* contributors. I encourage him to keep up the excellent work.

Bill Willcox
Faith, Scandia 34
Ventura

↑↓ THE BAY AREA'S BOATING INFRASTRUCTURE

I completely agree with past and current observations about docks around the Bay. For years I've wished there was boat access to the Pier 23 Café at Pier 23. There would be plenty of dock space but there is no access to shore. As an aside, Pier 23 Café was featured on local celebrity chef Guy Fieri's program *Diners, Drive-ins & Dives*. A few months ago, I'd gone out on some friends' boat and we'd thought of trying to stop somewhere for lunch. What docks we tried were either for small boats or not available for short-time docking. The dilapidated condition of docks around the Bay is pretty disgusting.

Candy Morganson
Infidel, Swan 44
Alameda

↑↓ WHERE TO PUT THE MEGAYACHTS

I would love to see more recreational boating facilities built on the City waterfront. We all know it is difficult. But those huge piers are no longer used for commercial ships. Infill of smaller, water-level docks between the big piers would allow more boater and public access.

The megayacht marina should be built along the Cityfront, and not in Clipper Cove (all those megayacht folks will want to be in San Francisco anyway). They could just build it in a few of the open spaces between the piers. They could also make kayak launch spots and more spots for recreational boaters to tie up like Pier 1.5.

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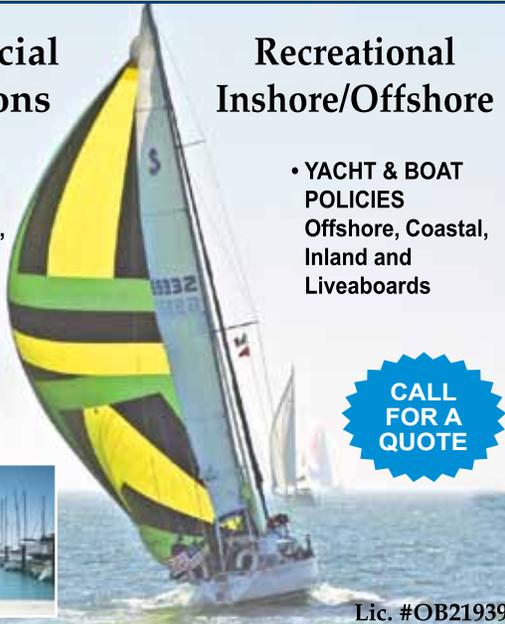
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LETTERS

Tony Bourque
 Now & Zen, Newport 30 II
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LATITUDE / JOHN

In the foreground, old decaying docks. In the background, gleaming-new gazillion-dollar skyscrapers. The Bay Area's boating infrastructure is completely out of whack with its surrounding wealth, and laughably behind what the rest of the country and world has to offer.

⇕ A VIKING FUNERAL

The discussion about Richardson Bay, anchor-outs and unseaworthy boats has forced me to realize I am no longer a boat owner but only a keeper of a project on the water. Having come to this realization based on time, tide, finances and regulations, I am trying to figure out how to scrap my once-proud Coronado 25.

Latitude 38's Letters is a wealth of knowledge, and, hopefully, your faithful readers and editors can suggest a way to scrap my once-faithful boat and send it to recycle heaven. A Viking funeral was considered, but the permits are unavailable at this time.

Bill Klear
 Mar Breza, Coronado 25
 Coyote Point

⇕ NOTICES BEING SERVED IN RICHARDSON BAY

I have sailed out of Sausalito for over 40 years, and have witnessed Richardson Bay's gradual changes over this long period. I have also followed *Latitude 38's* writings on the subject. I do appreciate your attempts to be fair and even-handed, and to give all the stakeholders an equal voice. I think in most areas this is the correct approach to things.

However, perhaps not so here. There is one stakeholder that should have a louder voice than all the others combined: the environment.

Richardson Bay has undergone significant environmental degradation over these decades. This section of the Bay used to be filled with eelgrass, an important habitat for juvenile fish. The fishing was good in Richardson, and some hardy souls with wetsuits would even waterski. But the *E. coli* count is now high, and I feel that swimming there would be dangerous.

Do not let this issue get cast as people with an alternative lifestyle vs. the politicians, city of Sausalito, yachtmen, etc. That is not the issue. Simply, the issue is: Are we going to let this important arm of the Bay that we all love be environmentally and visually polluted by a small group of people due to the weakness of the institutions that are here to protect us and the Bay?

Raymond Bonneau

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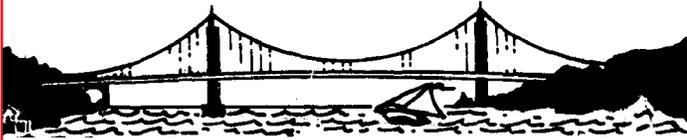


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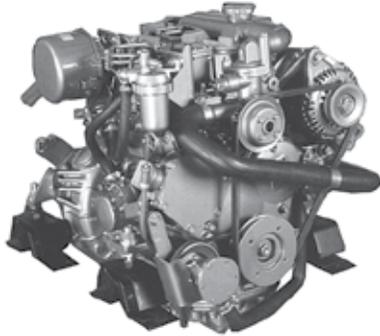


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LETTERS

↑↓ THE 1%

The filthy rich in Sausalito have for years resented the freedom and ecologically responsible and competent anchor-outs, compared to the lubbers with their failed sewage treatment regularly severely polluting the Bay they claim to care about. I think their main motivation is that they don't believe non-jillionaires should exist at all, or if they must, they should not share the Bay views the 1% have.

I remember when Sausalito had culture. It was an interesting place, primarily due to the nautical influence in its history. Clearly the present residents have no respect for any of this. I am glad I was able to live in Sausalito in the good times, before greed became the dominant religion.

Michael Daley

↑↓ APPLAUSE FOR THE CITY OF SAUSALITO

I have kept my sailboats in a Sausalito marina for over 30 years. I have never missed a payment for my slip. Each year, I pay a Marin County tax of \$850 for the 'privilege' of renting a slip in Marin. Meanwhile, I have watched Richardson Bay become a giant floating homeless encampment, harboring a strange mix of off-the-grid 'outdoorsmen'.

I observe these people daily. They are all, unquestionably, sketchy individuals. The visual pollution created by all the derelict watercraft (of which few, if any, are still capable of navigation) is off the charts, but what really burns my toast is that no one can convince me these freeloaders do not shit directly in the Bay. What? You believe every one of them dutifully rows or paddles ashore to perform their daily ablutions?

And where, pray tell, do they perform these? In whose rest room or on whose property? Some will actually hit the beaches and show up in our marina parking lot, hanging out until a slip holder comes along to use the facilities; when the door is opened, the vagrant can slip in, but in actuality, the majority can't be bothered.

I fantasize about Richardson Bay free of all anchored-out craft, which would turn Richardson Bay into a pristine seascape, and a small sailboat paradise — a perfect place for youngsters to learn to sail. Currently, Richardson Bay is an eyesore of floating junk heaps that impede all navigation, and is used as a giant toilet for the dregs of society. I applaud the City of Sausalito for its efforts to bring this absurdity to an end — it's about time! I wish them Godspeed. Please do *not* publish my name as my boat is easily subject to vandalism.

Anonymous
Sausalito

↑↓ THIS IS WHAT IT'S ALWAYS ABOUT

Seems like bullying and being declared guilty without due process. In National Forests, the public has two weeks or more to occupy public land. It's always about money and people without always lose.

Jim Hood

↑↓ IT WAS NEVER GOING TO WORK

The idea of long-term squatters and derelict 'boats' on Richardson Bay was never politically sustainable.

John Henry

↑↓ A MATTER OF SCALE

Sounds like what is happening on a *much smaller* scale with immigration in our state and country, not to mention all the thousands of local homeless people. I would focus on that instead of the couple of hundred anchor-outs!

Jose



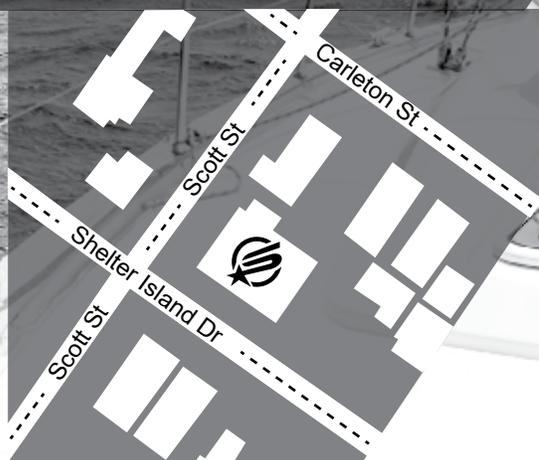
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ANONYMOUS

LETTERS

⇕ CAN THEY EVEN DO THAT?

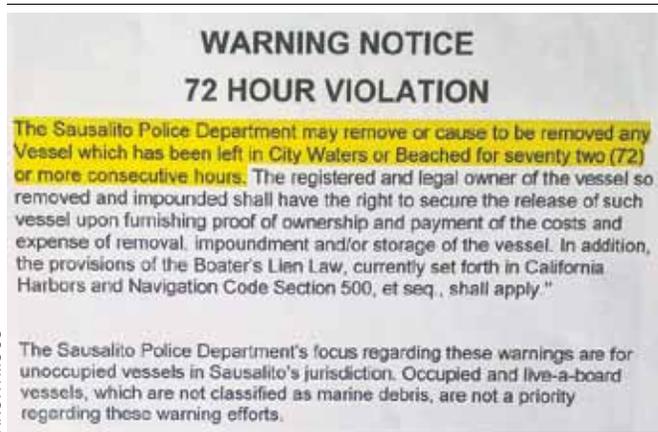
Is "serving notice" legal? State and federal [laws?] say otherwise. Anchoring out is not a city matter.

Ken Brinkley

⇕ MEANWHILE, IN THE REST OF THE COUNTRY

Florida cities have been variously restricting anchoring for years — even for a 24-hour overnight or an afternoon swim. It's not a federal question. And concurrence with state-authorized BCDC regulations makes state problems unlikely.

Anonymous



A photo of the notices (the Sausalito Police Department called them 'flyers') that were posted on boats in Richardson Bay.

Readers — As we've said before, Richardson Bay is, by far, the most controversial and complicated piece of water on the West Coast. Your letters reflect the polarity of opinions and passions, and many suggest that the issue can be boiled down to one thing, be it the environment, the rich vs. the poor, the poor vs. the rich, ineffective government or government overreach.

To us, it's just not that simple.

Anonymous — We don't think anyone should lump all anchor-outs into any one category or automatically consider them "dregs of society." That being said, we don't want to defend some of the abhorrent behavior we've heard about, such as the retaliatory vandalism that you mentioned. We also don't condone people 'poaching' private facilities such as bathrooms, fresh-water outlets or dumpsters. We respect that some people, such as yourself, have played by the rules and paid your share of taxes, fees and other levies, while you watch other people live off the grid. But we also know of plenty of people on Richardson Bay who are good stewards and practice good seamanship.

Where exactly are people shitting? We don't know. Some anchor-outs have reminded us that there is a free pump-out service, that some people without holding tanks diligently ferry their waste to shore, and that they've never seen evidence of human waste in the water. But at the same time, we've spoken with several stakeholders who shrug when we ask this question. "How can they not be shitting out there?" they say, though people making this claim haven't supplied direct evidence.

Raymond — We agree that the environment is a traditionally underserved stakeholder, and needs all people to advocate on its behalf. You said that E. coli is prevalent in Richardson Bay, and that water quality in general has suffered as a result of the anchor-outs. Please see this issue's Sightings for some reporting on this issue, but for now, we will say that in terms of large-scale pollution, sewage spills from local municipali-



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LETTERS

ties are a larger problem. In 2008, 2.7 million gallons of both treated and raw sewage spilled into Richardson Bay. In 2016, "there were three reported sewage spills in Marin, all in the Richardson Bay/Sausalito area that prompted a beach closure," according to a Marin County press release. But despite these spills, Richardson Bay frequently receives "very good or excellent" grades for its water quality.

You also said this, Raymond: Do not let this issue get cast as people with an alternative lifestyle vs. the politicians, city of Sausalito, yachtsmen, etc. That is not the issue. Simply, the issue is [the environment]." Again, we don't think there's anything simple about this issue.

Regarding the eelgrass, we hope that a county as prosperous as Marin will one day find the money to install moorings. To us, environmentalism is a question of balance, and we don't think that healthy eelgrass beds and a populated anchorage are mutually exclusive.

Ken — Our understating is that, while Richardson Bay is technically a "Federal Anchorage," what that means exactly and where those boundaries lie is highly debatable. According to Sausalito councilmember Jill Hoffman, the designation only refers to the lights certain-sized boats have to carry. Hoffman also cites California case law, which says that limitless mooring is considered bay fill. Other people say that the federal designation should technically protect anchor-outs. So, like most aspects of this issue, the "rules" are subject to interpretation.

Jim — You said: "Seems like bullying and being declared guilty without due process." We think the City of Sausalito has tried their best to have a public debate, hear from all stakeholders, and make the process as open as possible. In the end, there will be winners and losers, but as the anchor-outs and community have struggled to coexist, there have been winners and losers all along. We still believe that a kumbaya spirit is possible in this debate, but it will require all sides to compromise, sacrifice, and get their heads around the unyielding complexity of the problem.

↑↓ FIRE SAIL (FROM OUR FACEBOOK POST)

One of our favorite reasons to sail is to get out on the water for some fresh air. But not this weekend (November 10-11) on the Bay. Lots of sailing canceled for the fires. Did you sail?



LATITUDE / JOHN

You may or may not be able to see the Golden Gate Bridge in this photo (and another sailboat in the bottom right of the photo).

We held our first Midwinters race . . . a lot of us wore masks. Berkeley Yacht Club

We went sailing. The City was totally enveloped by the smog and an end-of-the-world type of glow.

Nicolas Popp

It's so sad. We've had our share here in Colorado recently. Wishing the best possible for those affected.

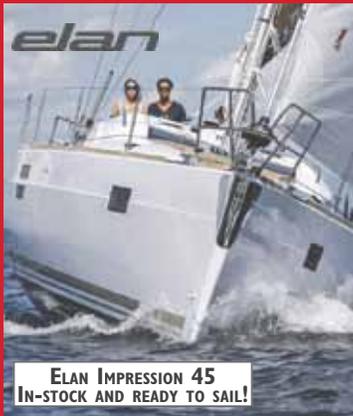
Ric Geiman

I sailed out of Santa Barbara today. You could see the smoky haze against the coastal hills above Carpinteria, past



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LETTERS

the oil platforms.

Roger Briggs
Santa Barbara

BAADS [Bay Area Association of Disabled Sailors] held our 10th annual Herb Meyer Regatta on Saturday. We had a few cancellations due to the smoke.

Chris Naughton
San Francisco

I went out to get on the boat and was having a hard time breathing. I went back to the car so I could breathe some filtered air. It was really bad.

Dan Knox
Luna Sea, Islander 36
San Francisco

↑↓ THESE ARE SERIOUSLY THE LAST LETTERS ABOUT CLIMATE CHANGE

You shouldn't be so impressed by my knowledge of Great Lakes region coal power plants [from last month's 'And a Few More Letters about Climate Change']. Anyone with a modest intellect and interest in the facts could find this information readily available from reliable sources on the Internet.

Not to parse your words, but I think you missed my point that exaggeration of the facts hinders and hyperbole discourages, rather than facilitates, rational discussion and the search for solutions to pressing issues. The caricature of covering New York's Central Park a mile deep with all the world's coal burned in a year is a classic example of a ridiculous notion to obscure the facts and leads the discussion into an emotional rather than a rational dialog. If all the coal burned in a year were actually diverted to cover Central Park, it would be more like a mile and a half deep. If you like such speculation, here's one for you: Central Park has about 35,000,000 square feet; 80% would have to be covered by solar panels to generate an amount of electricity equivalent to the Gibson, Indiana, coal-fired power plant.

Your response characterizing fossil fuel as "dirty and destructive" indicates a sophomoric lack of understanding of how the use of fossil fuels has dramatically improved living standards worldwide in the past 150 years. Notwithstanding how fossil fuels impact every other aspect of our lives, sailors have come to benefit from the use of fiberglass, Dacron, polyester, nylon, and yes, even gas- and diesel-powered engines, all with the direct contribution of fossil fuels.

The juvenile characterization of fossil fuels as dirty and destructive exposes ignorance of the fossil-fuel usage cost/benefit relationship and huge net benefit to mankind. Failure to acknowledge the enormous progress that has been made in mitigating the "cost" side of the relationship further indicates an innocence or unawareness of the facts.

I get your point that you (and some scientists) think humans are using too much fossil fuel, causing climate change. Other recognized scientists don't agree. My point was/is that silly examples and failure to recognize both sides of an issue are counterproductive to the search for the truth.

Art Ciancio
Battello III, Cal 42
Southern California

↑↓ SOME HOPE

I have recently read a number of interesting letters in *Latitude 38* bemoaning the terrible effects of climate change, and how apocalyptic things may get. Through my work with



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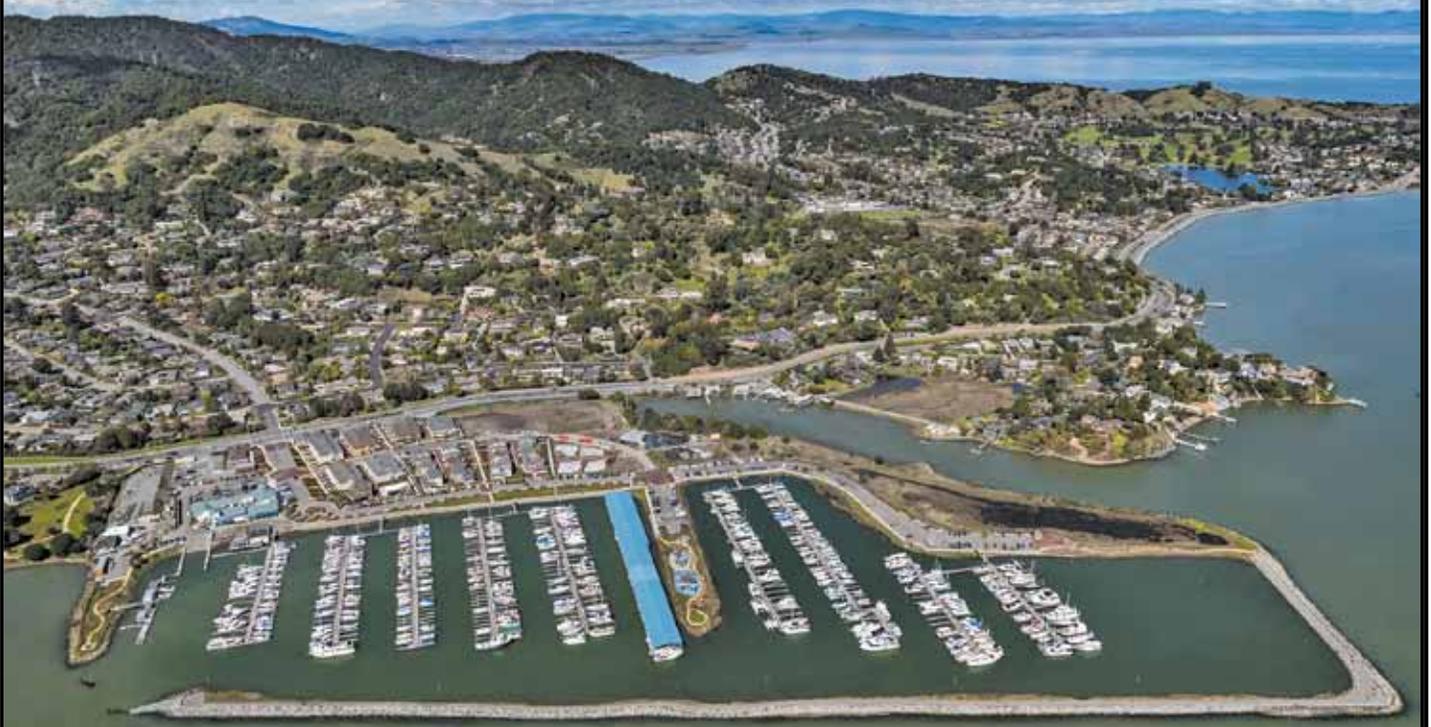


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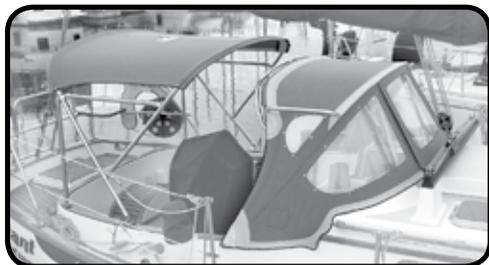
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LETTERS

a bipartisan nonprofit called Citizen's Climate Lobby (CCL), I'm optimistic that we just might pull this thing out of a dive.

One of the reasons greenhouse gases proliferate is that the person who generates the gas pays no cost, and yet, the whole world suffers. CCL promotes putting a fee on greenhouse gases at their source. The problems with this fee are that it may break the household budget of lower-income people, and it would likely put a brake on the economy. To remedy these problems, all of the money collected through the fees would be distributed to citizens as 'dividends'.

The 58% of us who drive hybrids or take buses would receive more in dividends than we're paying in additional gasoline costs (as one example). The economy would actually be stimulated both through citizens spending their dividends, and the transformation we'd go through from a petroleum-based system to a solar/wind-based system. To discourage businesses from moving to countries where carbon pollution is still free, a border tax would be applied to goods coming in from such countries.

Canada just announced that they are implementing such a climate fee and dividend system to combat global warming.

Note the last word in Citizen's Climate Lobby's name. They have lots of expertise in how to lobby effectively. One of the most exciting things they've done is to help set up the Climate Solutions Caucus, which is a forum where an equal number of Republican and Democrat members of the House of Representatives can discuss, in private, climate solutions agreeable to both parties. Currently, there are 84 members.

So there is hope.

Dan Marshall

⇕ THE LAST WORD

I've been very disappointed to see letter after letter about the global-warming scam in a *sailing magazine*. Please stick to sailing. Don't tell me the global-warming scam affects sailing. Violence, piracy, visa requirements, taxes, the youth participation crisis, homelessness, bottom-paint restrictions, and the BCDC affect sailing a lot more than that. I'm tired of "97% of climate scientists . . ." I don't care. Truth is not determined by voting, or by fake statistics about who is actually a "climate scientist." Do you still think truth is determined by voting? If the global-warming scammers could *prove* global warming they would. Do you think anyone voted on relativity?

Now for some actual science: Global temperature has been proven to be insensitive to at least two things: 1) global CO2 concentration; 2) taxes paid to government. Since the 1950s, CO2 concentration has gone up about 30%. Taxes paid to government, in constant dollars, are at an all-time high. The global temperature has not risen for 20 years. This is called "The Pause," and is a torment to those climate scammers who don't simply ignore it, lie about it, or hide it. The global temperature has not gone up, despite the vast increase in CO2, and the global temperature has not gone down, despite the vast increase in taxes paid to government.

One last thing: Haven't you noticed that the "answer" to every climate "problem" is the same, i.e., more taxes? The End of Snow: more taxes. Historic snowstorms on the East Coast: more taxes. The Antarctic icecap is melting: more taxes. The Antarctic icecap is the biggest ever recorded: more taxes. No named tropical storm hits the East and Gulf Coast: more taxes. Florida finally gets walloped by Hurricane Michael: more taxes. I do not think a single person is stupid enough to believe the global-warming scam.

Robert Schnelle
Coulee City, WA

LETTERS

Robert and Art — Over the last six months, as we've heard an array of views on climate change from our readership, some of our readers have wondered why we've dignified denier arguments by printing them, while people such as yourself have wondered why we're talking about climate change at all.

We're about to have the last word on this, because it's time to move on. Besides, we don't believe that this discussion has necessarily been about the respectful exchange of ideas and debate over science, or how to be better stewards of the planet. Instead, and in keeping with the times that we live in, we seem to be arguing about the argument itself, and further driving a wedge between our points of view, rather than trying to find common ground. This entire discussion started because we mentioned climate change in a tongue-and-cheek story about Bay Area winds ('we've got a feeling about the weather', in the June issues's Sightings), where we quoted environmental engineer Mike Dvorak, who said, "I think sailors are always looking for a way to understand their environment. It's natural to wonder if climate change is causing the wind to be lighter."

With that, we received a letter much like yours, Robert, saying that climate change was a storm of BS perpetuated by so-called scientists seeking fame, journalists and the government — a hoax and conspiracy, in other words. In fact, most denier letters sound very similar: They reject that we're having the discussion, or using the phrase climate change, at all.

Another similarity we've noticed: Most denier letters seem to start by saying that science can never possibly come to a consensus on anything, and even if it could, that consensus would be suspect because of any number of conspiratorial motives. They've said that the data on climate change is ultimately unattainable in that it doesn't go back far enough, and, even if it did, that data would be suspect because of said scientists and their machinations. But the same people who say that science can't be trusted then go on to spurt scientific "facts." It seems that people feel completely comfortable picking and choosing what they deem to be fabricated truths, and what they believe are unimpeachable certainties. This, too, is reflective of the world in which we currently live: "Facts" have become something that people can select to best suit their personal beliefs and narratives.

You did it yourself, Robert. First you said that "truth cannot be determined by voting," (a point that we don't understand; are you saying that every climate scientist got together and raised their hand?), but then you say, "Now for some actual science." We have to ask, why is this actual science valid while everything else is suspect — or an outright lie? We also disagree with all of the "actual science" you quoted, of which there's too much to refute. But we'll pick this one: "Global temperature has been proven to be insensitive to global CO2." Absurd.

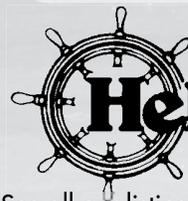
Last month, we quoted San Rafael boatwright Richard Mercer, a student of climate science. In response to your letter, Robert, he wrote: "That CO2 traps heat in the lower atmosphere has been understood since 1859, after research done by John Tyndal. How much warming to expect from a doubling of atmospheric CO2, (climate sensitivity) was first quantified in 1896 by Svante Arrhenius, who was one of the founders of the science of physical chemistry, who went on to become the director of the Nobel Institute. Arrhenius's first estimate was high, but after correcting a few mistakes, he came up with about 2.5°C, right in the heart of estimates by today's climate scientists, which center on about 3°C." This brings us to the first person, or, in this case, organization stupid enough to believe the global-warming scam: NASA, which writes extensively about climate change on its website.

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Other organizations that believe the global-warming scam include the US military. A few months ago, we quoted a January Department of Defense report that said, "Various studies have identified a broad range of [climate and extreme weather] effects that could impact our ability to fully execute the defense mission of protecting and maintaining the security interests of the United States." The report said that nearly 50% of DoD installations worldwide reported effects from drought, wind, both non-storm-surge and storm-surge flooding, extreme temperature and wildfires. (Deniers, please send any future letters to the office of the Joint Chiefs of Staff.)

We reject the notion that the theory behind global warming is especially difficult to grasp. A few months ago, we quoted a New York Times article by Nathaniel Rich that described an effort in the 1980s to stop climate change. "Compared with string theory and genetic engineering, the 'greenhouse effect' — a metaphor dating to the early 1900s — was ancient history, described in any Introduction to Biology textbook. Nor was the basic science especially complicated. It could be reduced to a simple axiom: The more carbon dioxide in the atmosphere, the warmer the planet."

You said, Robert, that climate change is a scam for the government to collect more taxes, and that seems to be one of the core denier arguments. Climate change is an excuse for the government to take money from its people (which some say is a form of hegemonic control). But if we're talking conspiracy theories, then we have to mention the hundreds of millions of dollars that fossil-fuel companies pump into lobbying (some would say buying) politicians to support their industries. But it's not a conspiracy. It's done completely out in the open.

Dan — You said it outright: There needs to be a fee on greenhouse gases. We agree, but realize that this is a slippery slope. While such a tax would indeed be devastating to some and a significant burden to the rest of us, we think it's important to start being honest about the true cost of fossil fuels, and to accordingly wean ourselves off such dirty energy. But taxes cannot be the wholesale answer. We need alternatives.

About costs, we can say this for certain: Every fire, hurricane and increasingly regular 'sunny-day' or non-storm-related flood costs taxpayers money. Lots of money.

Art — You mentioned our ignorance of the "cost/benefit relationship and huge net benefit to mankind," of fossil fuels. Just because we emphatically believe in the urgent need to wean ourselves off carbon does not mean we don't recognize the triumph of industrialization. Indeed, because of that achievement, we think it's only logical that there's now a green industrial revolution. And, because coal and oil have been so beneficial to humanity, we believe in preserving these resources for future generations so they can build cheap fiberglass boats instead of dumping oil into an SUV that gets 10 miles to the gallon.

There are lots of technologies that, after offering benefits and convenience, were found to have some nasty side effects. Smartphones connecting us to social media networks are an astounding achievement, but we're already starting to become wary of what both of these innovations are doing to our bodies and souls. And, as we said in previous Letters, we think that the whaling industry made an amazing contribution to the world. ("Candles that burn round the globe, burn, as before so many shrines, to our glory!" said Melville.) Given that heritage, should we keep hunting whales to keep the lights on?

Is that a theme of the denier argument? Have people convinced themselves that there aren't any side effects from burning billions of tons of carbon, so that we don't have to change, and can continue to celebrate (or even fetishize) our own genius? Do people feel entitled to cheap and consequence-free fossil

LETTERS

fuel? Do people feel that humankind's legacy is under assault?

Art, we can't defend a reader's caricature of covering Central Park in coal. Does it "obscure facts and lead the discussion into an emotional rather than a rational dialog?" While we think that environmentalists and the media need to do a better job of explaining how climate change affects us right now (something that former Governor Schwarzenegger said in a recent interview), we don't know how helpful these types of analogies are. But if we're talking about obscuring facts or being counterproductive in the search for truth, then how can you fail to mention the dangers of pollution from coal plants — not climate change, but deaths from air pollution? Would you live next to a coal-burning plant?

But we're getting into the weeds, arguing about the argument again, and getting stuck on superfluous details. To deniers, we would ask this: Don't you want solar panels on your house so that you can have low-cost electricity? Don't you want a car that gets 100 miles to the gallon? Do you agree that fossil fuels are a finite resource? If your answer is yes to any of these questions, then we agree on a few common-sense ways humanity can evolve.

We'll take another step back and say to you, Robert and Art, that we're not trying to "win" this argument (even though we've been snarky in our responses). While we respectfully disagree with you, we don't want to draw lines in the sand that further separate us into warring tribes.

Does this discussion belong in a sailing magazine? While it may stray a bit from our core mission, this weekend (in early November) saw sailing affected by the wildfires burning at both ends of California. As we write this, the inside of our office has a veil of smoke. Climate change, in other words, is very much in our wheelhouse, and, at present, in our face.

If you're reading our magazine, then we must share some interests and passions. We have heard some deniers say that humankind must find an equilibrium with the planet, manage our resources, and check our greed. We haven't met anyone that isn't appalled by the amount of plastic in the ocean. We might disagree on the science, but in the end, who really cares? We agree that we love being outdoors, we love the ocean and we love sailing — and if you have kids, you probably want them to share in the things that you love. We hope the things that unite us are greater than those that divide us.

We agree that science, the media and government aren't perfect. They're institutions staffed by flawed, fallible human beings. But we also believe that moving toward clean, renewable energy is the natural evolution of humanity. We think a majority of people agree, even if they disagree on the numbers. We recently saw a political cartoon where a skeptic asked: "What if climate change is a hoax and we create a better world — energy independence, sustainable energy sources, preserving rainforests and biodiversity, clean water and air, green jobs, livable cities, healthy children — for nothing?"

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

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



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LOOSE LIPS

The flavor of this month's Caption Contest(!) was a re-sounding "Can't Touch This," as well as a few sprinklings of "Student Driver," "Fender Stratocaster," and several variations of, "If you think I'm lame because of my fenders, you should meet my neighbor." A special thanks to the Facebook Yacht Club for the photo, and to reader Jere Visalli for sending it in. Aaaaaaaannnnnd the winner is:



FACEBOOK YACHT CLUB

It's a bumper crop. — Klaus Kutz

"Until the insurance check clears . . ." — Greg Clausen

"Protection you can trust!" — Megan Rudie

"Listen, you'd understand if you saw the last bill." — Jack Calvin

"Nerves of rubber." — James Anthony Cotton

"I like boat fenders and I cannot lie!" — Mary Mork

"My wife said I'd have to fend for myself, so . . ." — Dwayne Newton

"Yes, I practice safe boating." — Michael Satterlund

"Fred Farquart's floating fender flea market. Four fenders for 40 francs." — Steve Costanzo

"Broken steering cable, sorry!" — Rich Brazil

"Let's see. What should I choose? The round one or the ball? Eeeny, meeny, miny . . ." — Michael Childs

In the *West Wing* episode "The Indians in the Lobby," President Bartlet was furious after his campaign manager commissioned a seemingly trivial poll about where the president's family should spend Thanksgiving.

"You don't poll where my family goes. Am I making myself clear?" Bartlet (played by Martin Sheen) said emphatically.

"Sometimes I have difficulty talking to people who don't race sailboats," the campaign manager (played by Ron Silver), said after a pause. "When I was a teenager I crewed Larchmont to Nassau on a 58-ft sloop called *Cantice*. There was a little piece of kelp that was stuck to the hull, and even though it was little, you don't want *anything* stuck to the hull.

"So, I take a boat hook on a pole and I stick it in the water and I try to get the kelp off, when seven guys start *screaming* at me, right? Because now the pole is causing more drag than the kelp was. See, what you gotta do is you gotta drop it in and let the water lift it out in a windmill motion. Drop it in, and let the water take it by the kelp and lift it out. In, and out; in, and out, until you've got it.

"If you don't think that your family should matter, my suggestion to you is to get out of professional politics. And if you think that I'm going to miss even one opportunity to pick up half a knot of boat speed, you're absolutely out of your mind."

A circular logo for Marina Bay Yacht Harbor. The text "MARINA BAY YACHT HARBOR" is arched across the top, and "RICHMOND CALIFORNIA" is arched across the bottom. In the center, there is a stylized red sailboat with a mast and sails. The background of the logo shows a dock with two wooden pilings and a body of water.

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A circular logo with the text "Clean Marine" inside.

LOOSE LIPS

Speaking of kelp, sailors might have to start worrying less about weed on the keel. In late October, the *New York Times* reported that California's kelp forests are being devoured by an exploding population of sea urchins. The story ("California's Underwater Forests Are Being Eaten by the 'Cockroaches of the Ocean'"), said that Northern California's kelp forests have declined by over 93%.

"The underwater forests — huge, sprawling tangles of brown seaweed — are in many ways just as important to the oceans as trees are to the land. Like trees, they absorb carbon emissions and they provide critical habitat and food for a wide range of species. But when climate change helped trigger a 60-fold explosion of purple urchins off Northern California's coast, the urchins went on a feeding frenzy and the kelp was devoured.

"The story of the kelp's disappearance is the story of an interwoven food system breaking down, and in the process threatening people's livelihoods. Some of the first people to sound the alarm about the purple urchins were commercial red urchin harvesters. Red urchins, larger than purple urchins, are commercially viable because people eat them — or more specifically, their gonads. The delicacy is better known to sushi aficionados as uni. But the growing purple urchin population outcompeted the red urchins for the available kelp. Without kelp, the red urchins starved."

We were perusing Facebook when we came across a new video by *SV Delos*. "Nice," we thought, a "new episode." We hit play, and watched the 53-ft Amel Super Maramu sail to weather . . . and that was it. It was a nearly 40-minute, single-take video of *Delos* sailing and sailing and sailing without any narration, music or any other scenes. We thought, for a moment, that there was some kind of mistake.

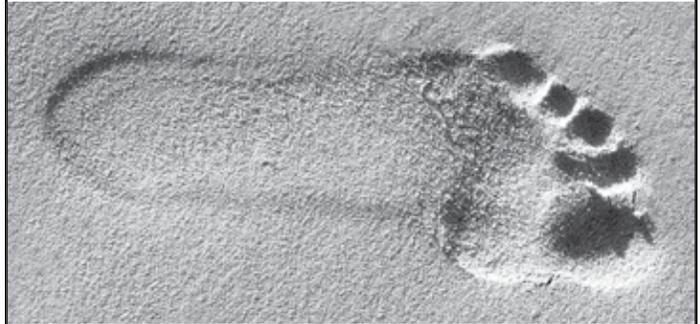


SV DELOS

The video is part of the phenomenon known as Slow TV. "The experiment continues," *Delos* wrote. "For this one we strapped the camera just above the cockpit. It's one static view of *Delos* beating upwind from Trinidad to Grenada. The idea behind these videos is to provide a relaxing, ambient experience with natural audio and no editing. Something to relax to, put up on your flat screen or second monitor, and just zone out and watch the world go by." *Delos* said they got interested in "Slow TV" from a TED Talk with Norwegian television producer Thomas Hellum, who started shooting "long, boring events," such as a seven-hour train ride, or a five-and-a-half-day ferry voyage.

Google "SLOW TV — Beating Upwind to Grenada — Sailing Vessel *Delos*" to watch the video. This might be "the world's most boring television," according to the TED Talk, ". . . but it's hilariously addictive."

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a snapshot of the *matthew turner*

As of this writing, work on the 100-ft brigantine *Matthew Turner* continues at a steady pace. The rigging is 85% complete, several sails are onboard, and every day *Matthew Turner* looks more and more like a completed ship. But this isn't a story about what new system has been installed, who's on the crew, or when the first sail is planned. Instead, we just wanted to stop and take a moment to appreciate the remarkable fact that a tall ship is being built right before our very eyes, right here on the Bay.

"It's a rare thing," said project director Alan Olson of the *Matthew Turner*, which, at 100 feet and 175 tons is the largest wooden ship built in the Bay Area in almost 100 years. "It represents our history." Since the keel was laid in October 2013, community support for the project has been astounding. This has meant real cash to the tune of about \$6 million, as well as an army of volunteers logging well over 156,000 hours. Olson said that Call of the Sea, the nonprofit building *Matthew Turner*, is still in fundraising mode. They need \$328,000 to get the ship ready for sea trials and USCG approval.

"Our vision is to build a ship that can last 100 years," Olson told us during a recent conversation at the *Matthew Turner* office in Sausalito. "Sailors will have the same experience sailing on *Matthew Turner* 100 years from now." Olson said he's excited to finally see the new tall ship out on the Bay. "We think it will be a striking sight. We don't want to make too big of a deal over it — but, we think she could become an icon." We contemplated the idea of a classic square rigger, representing the late 19th century, sailing off the Cityfront. We then wondered aloud about *Matthew Turner* sailing a century from now, representing not just one but two bygone eras. The thought tickled us. "Transcending time," Olson said.

Call of the Sea aims to give youth and passengers of all ages an opportunity to sail on traditional tall ships, to be immersed in the Bay's marine environment and maritime history, and to inspire future generations to become stewards of their newly discovered world. During his own youth in Minnesota, Olson worked for Ski Antics, a famous water-ski show. The show's promoter saddled Olson with tremendous responsibility for a young man. "It was a dream job," Olson said, "but he was a demanding mentor who accepted no excuses." Once in his 20s and craving adventure, Olson would eventually build a 40-ft catamaran and sail down the Mississippi, on to Florida, and into the Caribbean.

The idea of taking on responsibility has found its way into the Call of the Sea, which Olson co-founded in 1984. The organization's 82-ft schooner *Seaward* has served over 60,000 students, averaging 5,000 a year. "Today, youth recreate or play games, and there's nothing wrong with that. But when you're on a ship, it's not a game. It's an alternative experience compared to what many youth are used to. You're working with and connecting to the power of nature."

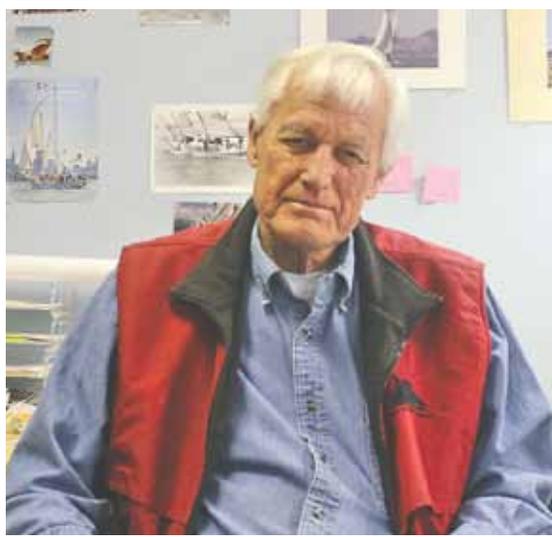
Among the many extraordinary details about *Matthew Turner* — and its devotion to future generations — is its small carbon footprint. The ship was constructed with Douglas fir and Oregon white oak that comes from sustainable and responsibly managed local forests. All the paint is acrylic based, and, for the pièce de résistance, *Matthew Turner's* propulsion is twin 200-kW electric motors that generate power under sail using BAE HybriDrive systems. "It's the greenest tall ship ever built, Olson said. "It's a commitment we made early on. We thought about looking out for the next generation's future."

continued on outside column of next sightings page

sailing books

Game of Thrones author George R.R. Martin once noted, "The mind needs books as a sword needs a whetstone." What a great thought! Here's another: Books make great holiday gifts. Any of these will go far toward making your loved ones' minds — and sailing — sharper.

Plumbelly (Gary Maynard, \$25) — When singlehanded cruiser 'Ohio Dave' dies in an accident, nobody seems to notice that his little sloop, *Plumbelly*, is slowly sinking in the anchorage at Tongu Tongu. Nobody, that is, except a trio of



ALL PHOTOS LATITUDE / TIM

for holiday gifts

teenagers who save the boat and eventually become her de facto new owners. Maynard spins that premise into a quirky coming-of-age yarn that reminded us at various stages of *Treasure Island*, *Stay with Me*, *Huckleberry Finn* and even *Lord of the Flies*. We especially appreciate the spot-on accuracy of all the sailing references. Maynard started cruising — just like his main character — aboard a home-built boat with his parents.

Natural-Hy (Trevor Stickler, \$14) —

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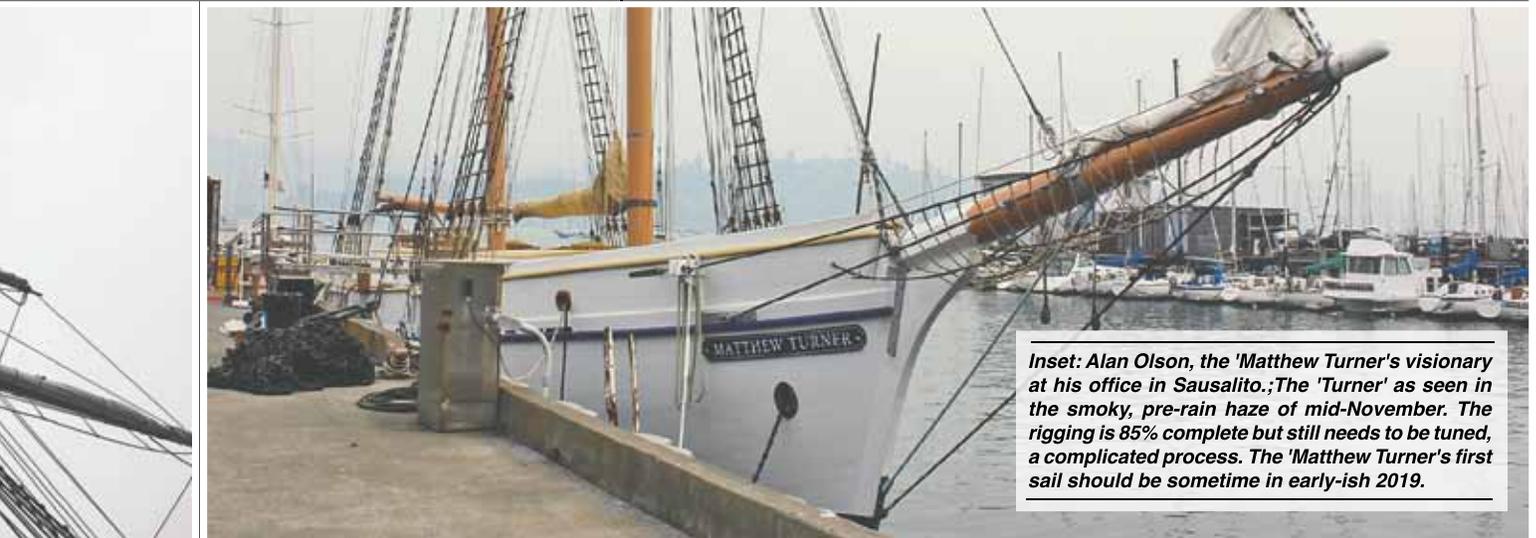
matthew turner — continued

Longtime *Latitude* contributor John Skoriak told us that "Alan is one of the most humble, generous and unassuming guys you will ever meet, and a great guy to sail with. It was his dream to build *Matthew Turner*, but it was a risky venture. People follow Alan because of how genuine and honest he is. That's why we have an incredible team of volunteers and donors with enormous commitment to the project."

After our meeting with Olson, we took a quick walk onboard *Matthew Turner*. The skies in mid-November were smoky from the devastating Camp Fire in Butte County, and our snapshot of one of the world's newest tall ships was taken while much of California burned.

But we took comfort in the idea of this ship carrying the next generations toward what we hope are brighter horizons.

— tim



Inset: Alan Olson, the 'Matthew Turner's' visionary at his office in Sausalito.; The 'Turner' as seen in the smoky, pre-rain haze of mid-November. The rigging is 85% complete but still needs to be tuned, a complicated process. The 'Matthew Turner's' first sail should be sometime in early-ish 2019.



SIGHTINGS

notices served on richardson bay

In late October, the Sausalito Police Department posted 72-hour notices on boats anchored in their swath of Richardson Bay as part of the city's longterm cleanup plans. Sausalito officials say the move is part of a widely disseminated plan created in a public, transparent process. Several anchor-outs have said that the notices have caused confusion and anxiety within the community.

"We're at a crossroads and a turning point. It could go either way," said Chad Carvey, who's been moored in Richardson Bay for three years, and who has worked with the city and anchor-out community to move toward a clean and well-managed anchorage.

In late October, Sausalito Police Lieutenant Bill Fraass told us that the department had "posted informational flyers on all the vessels in City of Sausalito waters." The notices concluded by saying that SPD's "focus regarding these warnings are for unoccupied vessels . . . Occupied and liveaboard vessels, which are not classified as marine debris, are not a priority regarding these warning efforts."

sailing books

Along with *Watergate* and *Smokey and the Bandit*, the '70s ushered in the age of ferrocement boatbuilding. The siren song of the movement, published in such books as John Samson's *A New Way of Life*, was that such globe-girdling craft could be built by amateurs for a fraction of the cost of wood or fiberglass. Thousands of boats were started; derelict remains can still be spotted in backwaters around the country. But a few were not only completed, they went on to fulfill the dreams of their builders. This absolutely delightful book is the story of one of them. *Natural Hy* is a Samson Marine C-Bird 36, built in Vancouver in the early '70s by three

"In this issue's letters, a reader said that E. coli in Richardson Bay is a persistent problem. We spoke with the staff at the San Francisco Bay Regional Water Quality Control Board, who said this is not the case. "In recent years, the water quality in Richardson Bay has been pretty good," staff said, adding that since an effort was launched nearly 10 years ago, quality has improved. The SFB RWQCB bacteria water quality monitoring covers the Sausalito shoreline and marinas. They do have one monitoring station in the Richardson Bay channel, which serves as a background station for the open waters, away from the marinas. This station also happens to be closest to the boats moored/anchored outside of the marinas, and always has very good water quality. "However, if [an anchored boat] does discharge into the bay, it would be very hard to detect that," the staff told us. "These are individual boats scattered in a big body of water." The staff added that there are occasionally spikes in bacteria concentrations following rain and runoff, which diminishes the water quality and causes "spikes" in the levels of certain bacteria.



— continued

teenage friends, none of whom had much experience with sailing, boatbuilding, or concrete. On the first sail, the tiller broke off and they used a pipe wrench on the rudder post to steer. The boat went on to carry the Stickler family on sailing adventures over the next 38 years, including to the South Seas and back.

Shakedown Cruise (Nigel Calder, \$25)

— Before Nigel Calder was a maritime tech guru (his books include *Marine Diesel Engines* and *Boatowner's Mechanical and Electrical Manual*) he was just another starry-eyed dreamer who wanted to build his own boat and sail into the

continued in middle column of next sightings page



LATITUDE / JOHN

notices — continued

Fraass said that the 72-hour notices have nothing to do with the condition of the boat. "The vessel could be in seaworthy condition, but it is subject to being towed." Fraass said there was some confusion among the anchor-outs when the flyers were handed out. "There's been a lot of conversation, and we've had a lot of citizen correspondence via email. But we want people to know that there are several different categories of things that we're looking at." Fraass was referring to Sausalito's four-phase plan, which places the highest priority on removing marine debris, then removing unoccupied vessels being used for storage, then vessels occupied by persons who are a danger to themselves and others, and finally, addressing the question of the longterm community anchored out on Richardson Bay.

Several years ago, Carvey and other established anchor-outs discussed how to clean up Richardson Bay with the city. "We said, if you're not going to remove the clean, safe anchor-outs, then we'll support you to remove derelict and storage vessels and people who are a danger to themselves." Carvey said that since the notices have been served, it's been a "nerve-racking time," and some people worry that the city is reneging on its agreement to allow the core group of anchor-outs to stay.

Nick Leal, who's been living aboard his 35-ft sailboat on Richardson Bay for a year, received one of the notices. "I did speak with the persons on the Sausalito Police Department boat; they told me that the goal is 'no boats,'" he said. "The notices are confusing and don't seem to reflect what's stated in the city code." Leal is a member of the newly formed Sausalito Maritime Community, a group of professional and recreational mariners and business and boat owners. Leal went on to say that the way SPD determines whether a boat is occupied is unclear. "There is no hearing to dispute removal of the boat, and there is no appeal process. In short, the city is taking individuals' homes without sufficient process. They're disregarding the property rights we have in our homes on the water."

At a November 13 meeting, several members of the Sausalito City Council said that their objectives — which they again said reflected a consistent message — have been misrepresented by the media. Carvey touched on the debate in an op-ed in the *Marin Independent Journal*: "Sausalito Mayor Joan Cox [was quoted as] saying that the city's goal was to remove *all* boats, regardless of liveaboard status. While Mayor Cox stated that she felt she was misquoted, her statement is reinforced by what anchor-outs have reported — that Sausalito Police Officers are telling them that their goal is simply to get rid of all boats in Sausalito city waters. This puts the anchor-outs once again in the position of either trusting that the city will *not* do as they are officially stating, or ceasing to cooperate with the clean-up efforts and starting a massive resistance movement."

Sausalito Vice Mayor Joe Burns said that, "We've been very consistent; we've said the lowest priority are the liveaboards." Burns said that people's fears about their homes and where they'll live has created a misinterpretation of the city's actions "in an understandable way. People's emotion and fear aren't wrong, similar to renters of property on land in today's housing market." Burns was careful to say that any discussion about the removal of anchor-outs is "not the direction of the city council, nor is it how we've directed staff. I've asked if there are any behind-the-scenes conversations [about the anchor-outs] — there are not." Burns said that in discussing the phases of the Sausalito's plan, Lieutenant Fraass often uses the phrase, "At this time, we're not looking at the anchor-outs." Burns said some people might confuse "at this time" with the implication that action against the community is impending.

Burns added that, "If people are 'strong mariners in a nice boat, that's definitely a benefit to our housing issue that would offer housing to a more diverse socioeconomic group.'"

— tim

whitall stokes' grand adventure

It seems like everybody's doing it now. Sailing around the world singlehanded has gained traction through the years. Right now the Golden Globe Race is running, Jeanne Socrates is trying to be the oldest female to circumnavigate, and Randall Reeves is doing it differently by tracing a figure 8 around the globe. And next year Whitall Stokes plans to leave from San Francisco, singlehanded, and sail around the planet on his Open 50 *Sparrow*.

Whitall is from Southern California and has been racing in the Pacific Singlehanded Sailing Association for a few years. He competed in the 2012 SSS Singlehanded Transpacific Yacht Race on his Tartan 10 *Slacker*. "Two years ago I bought an old Open 50 that was built in 1994," said Stokes. That Open 50 was formerly owned by Brad Van Liew, who raced it around the world in the 1998 Around Alone.

"I had the idea of sailing around the world in the back of my mind, and this boat had been on the market for at least five years." Sometimes waiting for the right moment to ask her out takes time. "The boat goes with the trip — she was built to do that one thing."

Whitall has a history in ocean racing. His father Francis was a very active solo sailor. In 1970, Francis made his first solo transatlantic voyage. He competed in the OSTAR transatlantic solo races in 1976, 1980 and 1988, plus numerous Bermuda One-Two races with Whitall. In 1982-83 Francis sailed in the first BOC Challenge

Solo World Race, finishing second in his class. Obviously sailing is in Whitall's blood.

In order to qualify for the official distance in a circumnavigation starting and finishing in San Francisco, Whitall must go around Hawaii before heading south and rounding Cape Horn. "Going around the Big Island was an idea I had to gain the mileage to possibly qualify for an official around-the-world voyage. The rules are a bit strange, but that's what's out there. They also only recognize a 40-ft or 60-ft class."

Whitall's goals are to become the first American to complete a solo nonstop unassisted voyage around the world starting and finishing from a US port, and to set a speed record for monohull vessels 50 feet and under. Guo Chuan holds the current record of 137 days, 20 hours, 1 minute, 57 seconds.

"The only reason I care about this is to compare my times with an official record," he says. "I'm not looking for PR or anything. This is just a personal goal." Some goals are easier than others; we can't imagine the amount of effort required to take this on, even before the actual sailing. "There's two parts to this. It's really hard doing the preparation. I'm doing the electrics and electronics myself. I've been up and down the mast many times. I'm taking weekends and vacation time to work on the boat. The second thing is getting away from the land life and all its civilities for two to three months."

Fortunately for those of us who follow these exploits, Whitall already has a website, www.svsparrow.wordpress.com, where he shares his musings and chronicles his preparations "I plan on having a tracker and to post daily updates during the trip."

We wish him well, and hopefully a year from now he'll be doing the Grand Adventure that some only dream of.

— ncs

Editor's note: As we were laying out this story, the Woolsey Fire came within a mile of Whitall's home in Thousand Oaks.

sailing books

sunset. Based entirely on a one-sentence recommendation in Ferenc Máté's *From a Bare Hull*, in 1978, Calder and wife Terri ordered the bare hull of an Ingrid 39 (no deck), and, over a period of four years, completed it in a barn upriver from New Orleans. They couldn't agree on a name, so they called her *Nada* — Spanish for "nothing." On the first voyage to the ocean, Calder found out the rig was too tall to fit under two bridges. Luckily, it turns out the overbuilt deck is so top-heavy that when Calder climbs to the top of the mast to remove the masthead light, the boat heels enough that they clear — by



COURTESY WHITALL STOKES

Whitall Stokes, age 56, plans to depart on his record attempt on November 9, 2019.



SPARROW

— continued

less than a foot. In between such hilarity (and there is lots of it), Calder inserts helpful sidebars that tell readers the right way to do all the stuff he did wrong. Compared to his other works, we did a lot more laughing than learning, but it's fun to find out that he really is one of us.

Heavy Weather Sailing (Peter Bruce, \$50) — A movie critic told us years ago that the only hard-and-fast rule of movie reviewing is that you never criticize a John Wayne movie. So right up front we'll tell you that *Heavy Weather Sailing* is the John Wayne of maritime books. It's rug-

continued in middle column of next sightings page

the bay's treasure chest

For 20 years, the Treasure Island Sailing Center has been a hub for lessons, racing, SUPs and kayaks, and all-around good, clean fun on the water. But TISC has also served a higher purpose. "Outwardly we will look like any junior sailing program," said Travis Lund, the executive director. "We're teaching kids how to sail, how to tack and jibe, learn the rules of the road, and the other staples of sailing. But most of the kids sailing here aren't paying — they're on scholarships." TISC partners with dozens of other groups around the Bay Area working with under-served kids; programs range from three hours of sailing to one week.

A nonprofit tucked into Clipper Cove (which has been saved from being turned into a megayacht marina), TISC recently received a grant from NOAA to expand its already successful "Set Sail Learn" program, a STEM sailing class for fourth graders. Next year, TISC will

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Left page: a bird's eye view of 'Sparrow'. This page: Whitall Stokes aboard 'Slacker' in Belvedere Cove at the start of the 2012 SHTP. They won the '30 Somethings' division.



SIGHTINGS

treasure — continued

include the soon-to-be-launched Sailing to Save the Sea program for fifth graders. "Our curriculum is intentional about building human character traits, goal setting, respect for others, and environmental stewardship." Lund said that sailing is an ideal platform for teaching these skills. "Take right of way: It's an opportunity to educate not just about teaching port and starboard, but about communication through using the right tone, making eye contact and other character traits."

While TISC is known for its youth programs, Lund reminded us they have plenty of adult sailing, too, including keelboat lessons, "social sailing," Tuesday night team racing and Thursday Vanguard 15 fleet racing. So if you're sailing at TISC (or perhaps donating to this worthy nonprofit), there's something for everyone in the Bay's treasure chest.

— tim

sailing books

ged, no-nonsense, and always right in the end. First penned by Adlard Coles in 1967 and republished with updates every few years (Coles died in 1985 and Bruce has been at the helm ever since), this book is not only a classic and the 'bible' on the subject, it is one of the few how-to books that really can save your life. While the basics are still there, this seventh edition includes lots of new info on recent storms, wind and sea science, and techniques. How important is this book for offshore sailors? If you're about to cast off and

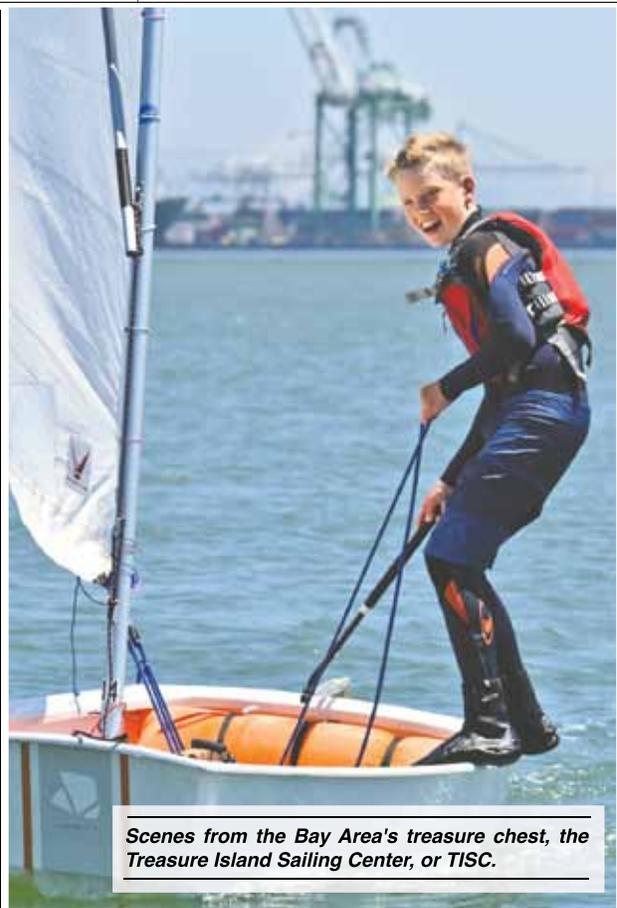


— continued

you're down to your last \$50 but you need to buy food, buy the book instead.

Sailing Around the World (Howard and Judy Wang, [Vols. 1 and 2], \$12.75 each) — With no disrespect meant, if the Wangs can do it, so can you. Which is why we heartily recommend this two-volume series to any dreamers who think they're too over-the-hill to go cruising. Howard suffered a heart attack at age 48, and one of the books he read in the hospital was Tania Aebi's *Maiden Voyage*. That planted

continued in middle column of next sightings page



Scenes from the Bay Area's treasure chest, the Treasure Island Sailing Center, or TISC.

TREASURE ISLAND SAILING CENTER

innovations in pacific puddle jump

Among long-established international cruising rallies, the Pacific Puddle Jump is unique. Rather than its entire fleet departing on the same day from the same port, as most rallies do, Puddle Jumpers from many nations set sail for French Polynesia — anytime between February and May — from various points along the West Coast of the Americas.

Despite the dispersion of each year's fleet, on-the-water camaraderie has always been an element of the Jump, achieved via radio nets and buddy boating. Each year the PPJ maintains an extensive 'safety database' that includes details on each boat's communications resources and emergency gear — info that has been crucially important during several off-shore emergencies.

This year, without sacrificing the loosely structured nature of the rally, the PPJ is taking steps to improve both fleet safety and fleetwide camaraderie during this 3,000- to 4,000-mile bluewater passage.

Every boat will be required to check in daily via email or another electronic means, and its position will be plotted on a special web page available to invited family and friends (on an opt-in basis).

Brief electronic status messages can accompany each boat's plotted location (if opted-in), and boats in mid-ocean will be able to request low-res graphics from the shore base that show the location of fleet members who are relatively close to them.

These and other innovations are meant to make the crossing — which can take a month or longer — safer and more fun. And take the whole Puddle Jump experience up a notch or two in terms of added value.

The 'participation fee' this year is \$75 per boat (\$60 for boats shorter than 35 feet or owners younger than 35 years of age). Registering online at www.pacificpuddlejump.com gives you access to all sorts of important fleet info, an official PPJ burgee and other swag, invitations to PPJ parties, and discounts from sponsors and supporters, including a substantial discount from a Tahitian yacht agency on a special PPJ package that includes clearance in and out, 'repatriation bond' exemptions for your crew, and duty-free fuel access, beginning at your first clearance port in the Marquesas.

Although details of this year's PPJ Sendoff Parties are still firming up, dates are February 27 at Panama's Balboa YC, March 1 at the Shelter Bay Marina (also in Panama), and March 4 at the Vallarta YC in Mexico's Nuevo Vallarta. An additional gathering in La Paz, Mexico, is a strong possibility. All of these events will be supported by *Latitude 38* and the newly formed South Pacific Sailing Network.

Who does the Puddle Jump? Both young and old sailors from a wide variety of countries. They all have adventurous spirits, of course, and whether sailing aboard million-dollar yachts or vintage fixer-uppers, they all share the dream of idyllic South Pacific cruising — a vision that many of them have been nurturing for decades.

Look for more on the 2019 Pacific Puddle Jump fleet here and at www.pacificpuddlejump.com.

— andy



MICHELLE FRIEND

Not every Puddle Jumper likes to practice navigating with a sextant. But one way or another making this 3,000- to 4,000-mile crossing introduces every fleet member to new challenges and revelations. Gar Duke (seen here) and Michelle Friend eventually completed a circumnavigation aboard 'Dreamkeeper'.

SIGHTINGS

field of dreams

It's a field full of backyard boat projects for people who don't have a backyard. It's a place where dreamers get surrounded by doers, which is always an infectious opportunity. It's an elephants' graveyard, except this isn't where elephants, but boats, go to die.

But here, instead of dying, many boats are resurrected.

Welcome to Leland Parsons and his wife Cecily's dusty lot, which lies about 12 miles east of Shelter Island, San Diego. While down in SoCal for the start of the Baja Ha-Ha, we drove inland to find a bustling center of do-it-yourselfers saving boats from an ignominious end. Leland and Cecily were featured in *'Lectronic Latitude* way back in May 2005 when they launched their current home, the 65-ft schooner *Frank Edmund*, which Leland had spent 29 years building in their backyard in Poway, a suburb of San Diego. Leland was again featured in a 2007 *Sightings* after he and Cecily had sailed to Half Moon Bay and took on the project of restoring a 39-ft Monterey fishing vessel, or clipper, *Irene*.

It must be his Gloucester, Massachusetts, fishing roots that keep Leland away from a turnkey sailboat and taking on projects that would overwhelm most sailors. But in his 'field of dreams' outside Shelter Island, Leland is not alone. In the yard, we found a collection of the dreamers and doers in the midst of significant restorations of formerly declining and

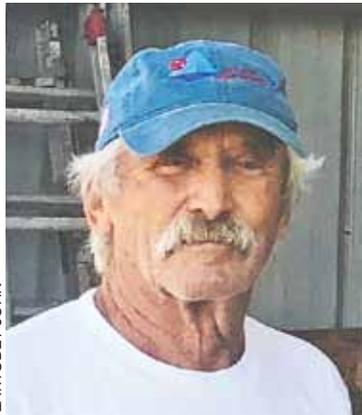
inglorious vessels. Every daunting project of this nature takes a dream, but completing it takes some doing, and at Leland's, it's the synergy between the two that makes his dusty yard special.

One of the apparent benefits of taking on a big project in a communal 'backyard' is the inspiration, knowledge and expertise of being surrounded by like-minded souls. Working in your own backyard can be a lonely proposition with no shortage of unfinished to-do lists. Some projects underway at Leland's included a 56-ft Roberts steel ketch getting ready for ocean voyaging, the restoration of a Cal 40, an Islander 28 that was headed to the scrapyards before being sold for \$1 and is now also undergoing renovation, and a Rawson 30 and Grand Banks 40, both of which are getting major refits.

Beyond these projects, Leland has a still bigger dream. His primary business is hauling boats around the country with San Diego Boat Movers. One component of the business is crushing and scrapping boats being discarded by area marinas. Leland will scrap and crush boats if he has to, but he'd much rather save them. He likes to find condemned boats that have a chance at a second life, where he'll use them as a foundation for a trade school to teach veterans marine trade skills. This serves several purposes: It helps preserve some abandoned vessels, and makes them available as affordable, entry-level boats. It also provides vets with a skill, and the marine trades an opportunity to fill jobs with trained, skilled marine technicians. It might sound daunting, but it's a perfect mix of elements.

One of the most popular boats built in the '70s was the Westsail 32. The majority of them were delivered as a bare hull and deck to owners who would finish them themselves. Today in California, marinas are filled with a flotilla of boats that represent a similar opportunity for those with a limited budget who enjoy a project, and, in keeping with our theme, have a dream. At Leland's, we were inspired to see so many boats being brought back from the dead that will soon be enjoying a second life. In this field of dreams, just doing it makes the wish come true. We'll introduce some of these individual projects in future issues.

— john



LATITUDE / JOHN

Who's land is this? Leland's. The Massachusetts native has brought his brand of East Coast grit to San Diego.

sailing books

a seed that took 13 years to bear fruit. In 2003, by now in their early 60s, the couple bought a French-built Kennex 42 cat in their homeport of Ventura, named her *Laelia* (after Judy's favorite orchid), and after much work, sailed south with the Baja Ha-Ha fleet of 2004. Volume 1, *Adventures of a Second Life*, gets them to Australia; Volume 2, *Finding Our Way Home*, details the circumnavigator's difficult journey to California in 2012.

Sailing to the Edge of Time (John Kretschmer, \$28) — We can honestly



LATITUDE / JOHN



JIM QUANCI



Top spread: Leland's yard, where boats go to . . . live! Bottom spread: Jim Quanci, owner of the Cal 40 'Green Buffalo', shot this near the Ukrainian research base Vernadsky on the Antarctic Peninsula at about 1 a.m. in January 2017.

— continued

say that it is one of our favorite cruising books. Kretschmer is another well-known sailor, teacher, delivery skipper, lecturer and author. He travels the world — often with sail training charterers — aboard his Kaufman 47 *Quetzal*, out of Fort Lauderdale. Kretschmer is a philosopher at heart, and his insights are gems. "Life is another name for the present, and while it's getting harder to find the present these days, I am happy to report that there's still an abundance of it at sea."

— jr

hit the donate button

The end of the year is a time when people ask, "What can I do to help the world?" Profiled in this very *Sightings* are the nonprofits Call of the Sea and Treasure Island Sailing Center, but there's also Alameda Community Sailing, STEMSail in Richmond, Sailing Education Adventures in San Rafael, Pegasus Voyages in Berkeley, the Blue Water Foundation in San Francisco, and many more. And then there are groups like Oceana, Greenpeace, Sea Shepherd, Mission Blue, San Francisco Baykeeper, and, again, many more. Then there are the Leukemia Cup regattas, which have raised more than \$60 million. Also remarked upon in these pages are the devastating wildfires burning in California. There are, in other words, many people in need and many worthy causes. If you have the means, please consider donating and paying it forward. The next generation will thank you!



Season's Greetings
from the staff of
Latitude 38

BAJA HA-HA XXV —

"Do the Baja Ha-Ha and you'll have the time of your life," event vets told us, "and you'll make friends for life." That pretty much describes our experience this year." — **Tim and Anna Hogan**, *Pakele Loa*, Tayana 48, Sausalito.

"We really enjoyed the morning nets and are going to miss listening to them



GRAND POOBAH

Because they don't want to spend their lives in an office and are ridiculously young-looking for their age, Matthew and Britt Stoltzfus, a manager and financial planner respectively, along with Britt's brother Elijah, did the Ha-Ha to start a one-year sabbatical.

and hearing how people are helping each other. The offers of free mechanical and sail repairs were awesome, even though we didn't need them. And we loved the parties. I thought the Poobah might have oversold the live band on the bluff at Bahia Santa Maria, but it really was great!" — **Matt and Britt Stoltzfus**, *Malolo*, Beneteau 411, Oakland.

Christy Radecic of the San Diego YC was crew aboard the Beneteau 58 'Wild Orchid'. The Ha-Ha was a grand learning experience for Christy.

"I'm a new sailor who recently completed ASA courses 102, 103 and 104, but I learned so much by being part of the Ha-Ha community. If I had a question, somebody had an answer. If I had a concern, somebody made me feel comfortable. If I didn't know how to do something, somebody would take the time to teach me. Watching experienced sailors do things in a calm way, and seeing how they helped one another, kept my anxiety level to a minimum." — **Christy Radecic**, crew, *Wild Orchid*, Beneteau 58, San Diego.

"All my expectations were exceeded. For relative newcomers to open-ocean sailing, the Ha-Ha is a perfect venue for getting one's feet wet in that you are required to solve your own problems — but with a group willing and able to assist in almost every eventuality. I'd never sailed overnight before leaving Sausalito, and got three nights on the way to San Diego, and then five on the way to Cabo. Being 30 to 50 miles offshore was a new experience for me, but I feel much more confident now." — **Mark Nolfi**, *Janina*, Hans Christian 33, Pacifica.

"I loved the Ha-Ha, as it was all about the community, a lot of whom I'll be seeing at different anchorages throughout the winter. I loved the morning nets so much that I even recorded one, and could listen to the Poobah for hours. The Poobah has the ability to herd cats in the right direction. My big question is, do I leave my boat in Mexico for the summer, or bring her back to California so I can do another Ha-Ha next year?" — **Marshall Peabody**, *Tenacity*, Roughwater 33, Seattle.

"Did the Ha-Ha have to end so soon? What an amazing adventure! The friends we made, the sea life we saw, the epic parties we've danced at." — **Daniel Casey**, *Shanti*., Jeanneau 37, Santa Barbara.

"We had lots of great memories from when we did the Ha-Ha with our Catalina 34 back in 2009, but this year was an even bigger blast with our cat. A cat is way, way, way better in terms of room, comfort and sailing. We just did a load of laundry in our boat and put it in the dryer! Couldn't do that on a Catalina 34. As for having to be on the hook when we got to Cabo, we loved being able



to swim in the bay." — **Steve and Tracey Dolling**, *Salish Dragon*, Manta 40 Vancouver, BC.

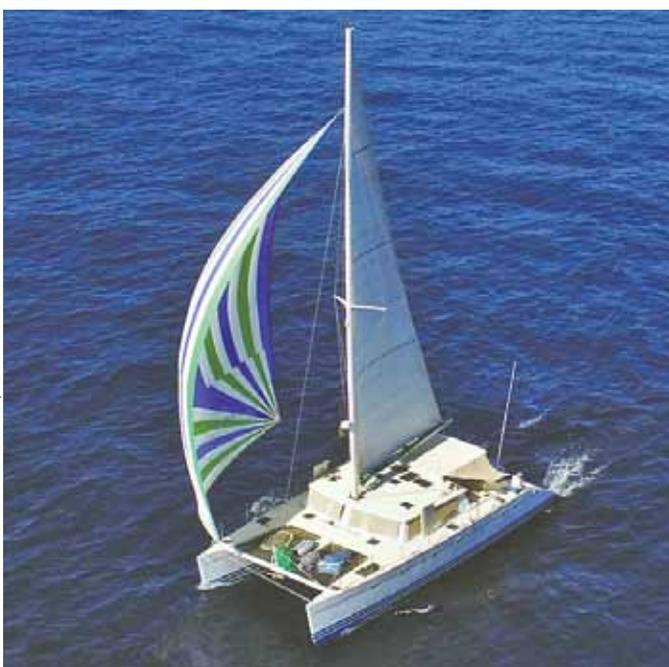
A quarter century of *Latitude 38*-sponsored Baja Ha-Ha's — the 750-mile cruisers' rally between San Diego and Cabo San Lucas with R&R stops at Turtle Bay and Bahia Santa Maria — is now part of sailing history. The record 551 mariners aboard the 149 boats that participated this year brought the event's cumulative totals to over 10,000 sailors on over 3,000 boats. At 750 miles per participant, that's a total of 7.5 million ocean miles — or the equivalent to about 288 times around the world.

This year's fleet ranged in size from two-time Ha-Ha vet Thomas Carr's Santa Cruz-based Mirror 19 *Bluebird*, which had received special dispensation for being less than the normally required 27-ft length, to Lowell and Julie Potiker's Port Townsend, WA-based



BAJA FOG

THE SILVER ANNIVERSARY



PHOTOS BY FIN BEVEN, JOHN SCHULTHELL, SABINE SUESSMANN AND THE GRAND POOBAH

Clockwise from bottom right: The mothership 'Profligate' in typical conditions; there's more to the Ha-Ha than sailing; the 'Mariana' crew tries to heel to leeward; the colorful dawns of Baja; fireboats heralded the Ha-Ha start; in light air, the lighter the cat, the faster the cat; Mexican kids love the creepy look; the F-31 'Kailani' in light air; Chuck Skewes with an early dorado.

Hylas 70 Runaway.

There was the explosion of multi-hull entries this year, as the previous record of 14 was crushed by this year's fleet of 24 multihulls in three divisions. They ranged in size from Bryan Martin's Santa Cruz-based Corsair 31 trimaran *Kailani*, to two 55-ft catamarans: Glenn Howell's Reno-based Atlantic 55 *Rock-eteer*, and Eric Laakmann's Seattle-based Outremer 55 *Light Zephyr*.

It's a good thing that the Ha-Ha is so much more than just sailing, because this year's event featured the least wind of any Ha-Ha to date. The 360-mile first leg, and the previously reliable 240-mile second leg, were bedeviled by the lack of good sailing breezes. There was very light-air sailing except for the last 50 miles of the first leg, not much at all in

the second leg, and only the 175-mile final leg featuring winds typical of or better than previous Ha-Ha's.

Were the Ha-Ha a race, we suspect most of the fleet would have retired for lack of wind. Thanks to the Ha-Ha's cruiser-friendly 'rolling starts' (aka motoring), and allowing skippers the discretion to motor when and as much as desired, there was only one weather-related dropout. That was Thomas Carr, who was illegally single-handing, and who had engine problems and was running low on fuel. He bailed at Punta Colnett, to the relief of the Poobah.

What else was there to the Ha-Ha besides sailing? There was the Last Cheeseburger in

America and Costume Kick-off Party at the West Marine Superstore in San Diego; the opening parade celebrated by three Port of San Diego fireboats squirting for all they were worth; the daily roll calls and nets, either electronically or via SSB; the much-longer in-port VHF nets; the epic 'everybody plays' cruisers' and Mexican kids' baseball game in Turtle Bay; the massive beach party in Turtle Bay; the surreal live rock 'n' roll band party on the bluff at remote Bahia Santa Maria; the self-inflicted Tropic of Taurus initiations; the silly dancefest at Squid Roe in Cabo; and the *From Here to Eternity* Kissing Contest in the 84-degree waters of Cabo's Medano Beach. Small wonder the event seemed as though it went on for a month as opposed to less than two weeks.

Except for checking in each day, all the Ha-Ha activities were optional. This meant people could participate in as many or as few social events as they wanted. Most were very interested in making lots of new cruising friends, a lot liked to dance, and there were plenty of opportunities for both. But for self-described introverts in the fleet, such as the five aboard Randy and Karla Mather's Bainbridge Island-based *Catana 471 Lola*, there was plenty of opportunity for solitude. Each person could make the Ha-Ha into the kind of event they wanted it to be.

For most participants, the highlight of the Ha-Ha was the evolution of a strong sense of community. Playing a big part in the development of fleet cohesion was the fact that so many Ha-Ha folks helped so many other Ha-Ha folks.

Once the fleet arrived in Turtle Bay, for example, the 'mechanical problems' part of the net was filled with requests for various types of assistance. Help

Greg Himes of the Jeanneau 52 'Scout', a vet of five previous Ha-Ha's, tried to get in as much sailing as he could.



FIN BEVEN

BAJA HA-HA XXV —

was needed understanding SSB radios, sussing out alternator and other charging problems, fixing diesels, understanding autopilots, repairing sails, finding obscure plumbing parts, and much more. While not every problem was solved or every part sourced, the majority were, giving folks a warm and fuzzy feeling that they weren't alone on the big adventure.

Even more important than mechanical help was medical assistance. When a crew member on Doug Erickson's Long Beach-based Ericson 39 *Cat's Paw* experienced heart-attack symptoms, several doctors from Bob Bavasi's Everett, WA-based *Echo Juliet* rushed over. Fortunately, the 'patient' was only suffering from dehydration.

Later, a young woman aboard the San Diego-based Hunter 466 *Amelia Rose* suspected she had a urinary tract infection. Not only was a test kit immediately found in the fleet, but another Ha-Ha boat chimed in to report they had the appropriate medicine. First World medical care should be so swift and efficient.

After a bad bump to the head of a crewmember on Philip Jonckheer's Palm Beach, FL-based Jeanneau 45 *Bow Tied*, a physician in the fleet glued the victim's eyelid back together. And when a crewmember on David and Jan Hostvedt's Seattle-based Wauquiez 43 *Severance* suffered a deep cut to his hand, a fleet doctor gave advice over the InReach on how to treat it.

Fleet assistance was also in evidence at sea. When Kenneth and Cheryl Cooper's Nanaimo-based Bavaria 42 *Sedna* got hung up on a fishing net in the middle of the night about 40 miles

After 24 Ha-Ha's the Vera Cruz restaurant up on the hill in Turtle Bay closed down. The slack was taken up at the beer depository on the beach.



GRAND POOBAH

north of Cabo San Lazaro, Derick and Barb Sindell's Vancouver-based Lagoon 380 *Stray Cat 2* came to the rescue. Taking *Sedna* in tow meant they didn't have to dive on their prop at night or in the middle of the ocean. Cheryl later reported that her husband, normally not outwardly very emotional after a long career as a police officer, shed a tear or two of gratitude while on the VHF thanking all Ha-Ha boats that had offered assistance.

If there was a positive side of the unusually light conditions, it was that an unprecedented amount of sea life was caught or observed. By 8 a.m. on the second morning out, Ha-Ha'ers were landing yellowfin, dorado and *ahi*. In addition to countless throw-back bonita and skipjacks, Ha-Ha'ers were also landing lots of various types of marlin (unusual for the Ha-Ha). Most marlin were released, but the crew of *Lola* kept theirs, prepared it, and swore it had the texture of steak and tasted like halibut!

But the 2018 Ha-Ha was clearly the Year of the Turtle. For it was a rare Ha-Ha boat that didn't spot more than a few of them. Kristie Home of the San Francisco-based Hallberg-Rassy 39 *Rejoice* counted 43 in less than 90 minutes — before giving up from numerical exhaustion.

Even better than seeing a turtle was saving one. James Denmark and Eileen Daniel aboard the Pennsylvania-based Nonsuch 30 C.A.T. spotted a turtle in distress thanks to a fish hook stuck in its head. James jumped in with the stricken animal and successfully removed the hook.

Whales migrate south at the same time as the Ha-Ha fleet, and were spotted regularly. Sometimes too close for comfort, as one breached just a few yards from a boat during a change of watch. Another whale spun a boat 360 degrees, much to the alarm of the crew.

We don't think owls are seabirds, but one stowed away on Terrance Stow's Alamitos Bay-based Beneteau 39 *StowAway* for several hours before hooting off.

Nature repeatedly put on brilliant atmospheric displays, particularly south of Cedros, where the skies were so clear and blue. Sunrises and sunsets featured mix-



tures of yellow, orange, pink and purple. Many sailors reported seeing the green flash — or at least a green dot. The evening celestial displays, starring the Milky Way, were more brilliant than normal thanks to a small or non-existent moon. And never more so than during the tropical third leg.

By the middle of the second leg, the water temps were up to the mid-70s, so the five crew from Bryan and Shannon Bush's San Francisco-based Beneteau 38 *Valhalla* took the opportunity for the always exciting middle-of-the-ocean swim. This was not the only crew to jump in.

No event is perfect, of course. Thanks to miscommunication between the Ha-Ha and longtime Ha-Ha friends at IGY Marina Cabo San Lucas, a conflict with a fishing tournament and the basing of an oligarch's space-hogging 273-ft megayacht *Swallow the Sun*, meant the fewest Ha-Ha boats ever got a berth in the marina. Fortunately, the

THE SILVER ANNIVERSARY



GRAND POOBAH, TIM DICK, FIN BEVEN, PAUL KAMEN, ANNIE GARDNER AND BILL CHAMPION



Clockwise from bottom: the unique Turtle Bay beach party site; wild scenery on the third leg; no worries batter, you can't strike out in Ha-Ha baseball; the women beat the men in tug o' war for the 18th time; 10-year-old Everett Smith of 'Mariana' initiates himself into the Tropic of Taurus; Bryan Smith of 'Valhalla' was great with repairs; Rose Champion, 13, drove 'Agatha' across the finish lines.

anchoring conditions out in the bay at Cabo were unusually good. And once the tournament was over, many more Ha-Ha boats got in.

Ha-Ha'ers, aided by the joys of a silly group dancefest at Squid Roe the night before, were happy to overlook any shortcomings, and the Poobah, Assistant Poobah Patsy Verhoeven, and Chief of Security Doña de Mallorca received countless compliments about the event. Despite the lack of wind and blunders in Cabo, many described the Ha-Ha as "absolutely fabulous," while others merely allowed that it was "the greatest adventure" of their lives.

In actuality, the success of the Ha-Ha was a tribute to the quality of the members of the fleet. What a fabulous group of positive people!

Over a quarter of a century, the Poobah has observed that the dispositions of most Ha-Ha participants are

elevated by the fact they are all but entirely removed from the sensory overload of the normal distractions of work, news, politics and natural disasters in the 'real world'. When you're out in nature on the Ha-Ha, you almost have to 'live in the moment' 24 hours a day. That's a good thing.

With so many boats and so many sailors, it would take a book to describe the event lyrically, so we're going go with a host of random bullet points:

— Scott Launey's San Diego-based Brewer 42 *Sunshine* broke up the 360-mile first leg by spending a night anchored at the Benitos Islands, where her crew hiked to the lighthouse

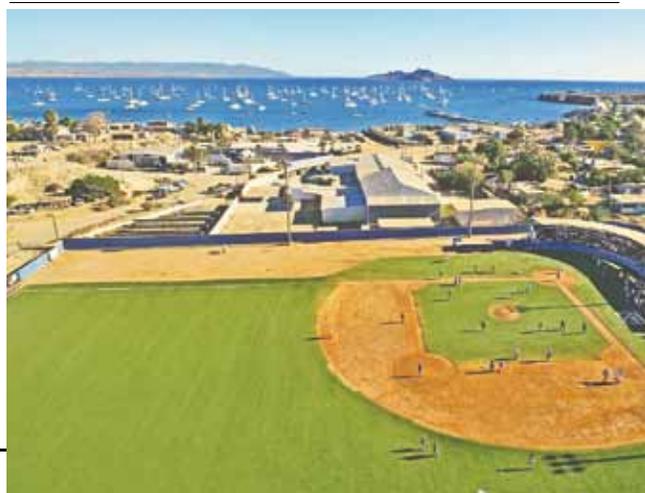
that is famous for the laborer who built it having murdered the architect who designed it. Patty and Perry Chrisler's Scottsdale-based Beneteau *C'est Si Bon* was one of several boats that spent the night at Cedros. Ha-Ha participants are encouraged to do whatever they like — as long as it's safe and responsible.

— The overwhelming number of Ha-Ha boats — 125 — reported their daily positions using either the very efficient Garmin InReach or Iridium Go! as opposed to SSB. Voice communication by SSB is more 'human' to be sure. Alas, SSBs and their installation are expensive, and propagation can be hit or miss, or riddled with static.

— The efficacy of two-way communication provided by the inexpensive InReach devices — as opposed to 'one-way' EPIRBs — was demonstrated after the Ha-Ha, when Ronald and Mary Kuris' San Francisco-based *Privilege 39 Jane 'O* was about 50 miles into a passage to Puerto Vallarta. One of the crew began to suffer from a serious internal medical condition, at which point the InReach SOS button was pressed. Two-way communication was promptly established, and a short time later a vessel was sent out to meet the patient on the returning boat.

— There were some surprising radio 'bounces' on VHF, the range of which is theoretically limited to line of sight. The Poobah bounced a transmission to a 75-mile-distant Ha-Ha boat one day, and another to a 150-mile distant Ha-Ha boat the next day. The biggest bounce, however, came on the last leg, when the fleet was 600 miles south of San Diego and switched to 22A for a hailing channel. The Coast Guard in San Diego came on to request — in the nicest way possible — that the Ha-Ha

The Turtle Bay baseball game has become a major Ha-Ha tradition, with lots of action and laughs — and gifts for the local kids.



GRAND POOBAH

BAJA HA-HA XXV —

fleet switch back to 69, as their 22A transmissions were being picked up in San Diego!

— With a group of 551 sailors on 149 small boats offshore, there are always going to be some personal issues. One sailor, who had greatly exaggerated his offshore experience, reportedly became increasingly agitated with each mile the boat got offshore. The crew worked carefully to keep the situation under control while they backtracked something like 100 miles to Ensenada, where the crewmember was dropped off. Although they lost 36 hours, they were able to rejoin the rally.

— After just one leg, the crew on another boat decided that offshore sailing wasn't for him. Overcoming unfounded fears that he would be robbed, he caught the 3 a.m. bus — the only bus — from remote Turtle Bay to the Transpeninsular Highway, where he could wait an hour to catch another bus to Tijuana.

— In an odd twist, Danna Pomykal, a former Ha-Ha'er who was crewing on a non-Ha-Ha catamaran headed south, jumped ship at Turtle Bay for a Ha-Ha boat. While she hated to break her commitment to the skipper of the first cat, she decided it was a matter of her personal safety.

— Several boats had mechanical issues right from the start. Philip Jonckheer's Palm Beach-based Beneteau 45 *Bow Tied* returned to San Diego with a saildrive problem (this boat had *Latitude's* 'ad guy' Mitch Perkins onboard). The folks at Shelter Island Boatyard reportedly all but dropped everything to get them back into the rally as quickly as possible. Several other boats benefited from quick repairs in Ensenada.

— A few boat just soldiered on with their problems. Gavin and Jennifer Pearce's Vancouver-based *Deerfoot*

They traveled many hours from La Paz over land, over sand, and over water to rock the appreciative Ha-Ha fleet.

60 *Slingshot* had a "chunk" of their transmission coupling fly off, but decided they could continue on to Cabo and then limp up to La Paz for repairs. And for the second time in a couple of weeks, Glenn Howell's Atlantic 55 cat *Rocketeer* broke all her mainsail battens. She managed to borrow some used ones from another cat in the Ha-Ha fleet.

— Christian Berg-Hansen of the Newport-based Hans Christian 44 *Allure* pulled off the most admired DIY temporary fix of anyone. After his transmission cooler went out, he somehow managed to rig an alternate system using a five-gallon bucket. MacGyver has nothing on him!

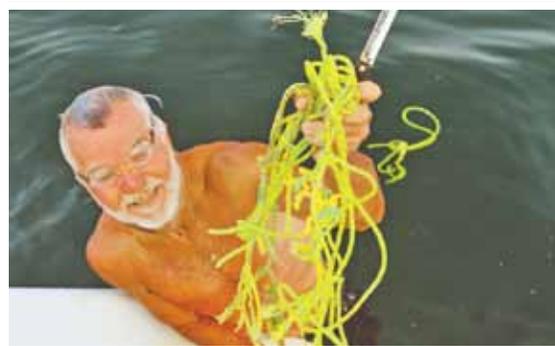
— Fleet fishing honors went to Bruce and Audrey Toal's San Diego-based Beneteau 58 *Wild Orchid*. They landed more fish than we can list here.

— Close behind in the 'Master Baiter' category were Chuck Skewes and his sweetie Sabine Suessmann, who could take consolation in the fact that they were ultimately presented the Philo Hayward Spirit of the Ha-Ha Award. It was in recognition of their fixing torn sails — well over 50 — in the last three Ha-Ha's at no charge.

— We didn't want to do it, we had to do it! Teresa Clark's Costa Mesa-based Irwin 33 *WeNoKea* was the only boat to sail the entire second and third legs — but only because mechanical problems forced them to.

— Boats that did not pass in the night. Multiple Ha-Ha vet Lloyd Clauss's Los Angeles-based Catalina 445 *Tranquillo* T-boned Christopher and Colette Whaley's anchored Moss Landing-based Hans Christian 43 *Karuna* during a middle-of-the-night departure from Turtle Bay. Fault is something for the insurance companies to sort out, as *Karuna* was apparently completely dark at the time.

— Lights out! Garry and Cheryl Dobson on the San Francisco-based Catalina 47 *Stainsby Girl* were miraculously able to make arrangements for a water taxi to take them back to their boat in the Cabo anchorage at 8:30 p.m. one night. But their *panga* was stopped just outside the harbor entrance for not having running lights. The Mexican navy was almost going to take them back to their boat before relenting and allowing the *panga* to proceed in the dark.



— Do as I say, not as I do. After repeatedly warning the fleet not to cut the corner at Punta Hughes to get into the wide-open Bahia Santa Maria anchorage because of offshore rocks and fish traps, who snags the biggest trap of all? That's right, the Grand Poobah on the mothership *Profligate*.

— A just-purchased West Marine 10-ft inflatable with a six-horsepower Mercury was stolen from a boat on the hook in Turtle Bay. They had not been locked to the boat. This was only the second reported theft from the Ha-Ha fleet in Turtle Bay in 25 years. Always lock your dinghy.

— Once again this year Paul Kamen put on celestial navigation seminars during Ha-Ha stops. A total of 18 Ha-Ha'ers took noon sites at Turtle Bay, despite the horizon's being obscured by the pier. Nonetheless, Greg Newman of the Berkeley-based Caliber 40 *Rapture* got to within a mile of the actual position. Anything within two miles is



THE SILVER ANNIVERSARY



PHOTOS BY THE GRAND POOBAH, TIM DICK, FIN BEVEN AND PAUL KAMEN.

derful sashimi that we shared with Steve Schafer's Napa-based Hylas 42 *Shooting Star*. We used plugs and a squid lure."

— Catch my drift? David Sitarski of the Sheridan, WY-based Beneteau 47.7 *Blue Horizon* reports that despite setting a Manta 60 anchor in 30 feet of water in Cabo, he and his wife Kris' boat drifted out almost to the Arches before they realized it. They were alerted to it by the sound of 145 fishing tournament boats simultaneously throttling up around them. It's possible that *Blue Horizon's* anchor rode was tripped by another boat, but it seems more likely that 100 feet of chain in 30 feet of water isn't enough, even in light wind.

— Having graduated from university in earth systems in June, Leah Ferguson didn't have any solid plans with what to do with her gap year. So at the last minute she hopped aboard to help her parents, Bill and Juliette Thomas, sail their Seattle-based Pacific Seacraft 37 *Epiphany* in the Ha-Ha. Leah already had tall-ship experience in the South Pacific and owns her own 22-ft boat. But no good deed goes unpunished, of course, so Leah came down with a bad cold and was sick much of the way. She reported that drinking beer made her feel better.

— More than a few members of the Ha-Ha fleet have already circumnavigated, among them Paul and Suzette Baker of Seattle, who crewed aboard Kent Powley's Seattle-based Jeanneau 45 *Coquette*. The Bakers had done the 2000 Ha-Ha with their Cal 35 *Altair* as the start of a six-year circumnavigation. Their verdict on the event:

"The Ha-Ha is the best warm-up and send-off for world cruisers. It gives new cruisers confidence to make repairs, catch fish, sail at night, talk on radio, be offshore — and they make 500 cruising friends in the process. We did Ha-Ha #7, we did Ha-Ha #25, and we'll be

Because Marina Cabo San Lucas was packed with fishing boats, it was a blessing that conditions in the anchorage were so lovely.



Clockwise from below: The surreal party site at Bahia Santa Maria; new buddies playing in the estuary; fog near the Tropic of Taurus? Yep, three mornings in a row; look what the Poobah caught!; the iconic third leg leaves BSM at 0700; noon sitters working on the angles, the panga fishermen were great at both Turtle Bay and Bahia Santa Maria; Leah hopped on 'Epiphany' to help her parents.

considered good. During the next stop in Bahia Santa Maria, Ann Conner of the Ventura-based Norseman 447 *Silver Heels* came within two-tenths of a mile!

— Unlike years past, most folks weren't able to get on the Internet from their boats while in Turtle Bay or Bahia Santa Maria. It made no difference if they had Verizon, T-Mobile or AT&T. Phone service, yes, but the Internet, no.

— Is God online? Doña de Mallorca got the fastest Internet connection of anyone — after being escorted to a secret pew in the Catholic church!

— According to official statisticians, there were 423 batters, 310 hits, no strikeouts, but 679 errors in the annual baseball game at the shockingly beautiful field in Turtle Bay. Even a blind batter got a hit. According to the rules of Ha-Ha baseball, the less natural talent

you have, the more breaks you get. And the Poobah handed out breaks right and left.

— There as so much donated baseball gear that not only did every child get a bat or glove and a ball, there was still gear left over for future stops.

— As expected, the farther south the fleet got, the warmer the water was. It was 70 in San Diego when the fleet left, 72 in Turtle Bay, 76 in Bahia Santa Maria, and 82 in Cabo. Warm water is a good thing.

— How good was the fishing? Jim Lacey of the Pacifica-based Hans Christian 33 *Janina* put it this way: "I've been fishing since I was a kid, and the Ha-Ha was the best offshore fishing I've ever had. Among others, we caught two bluefin tuna and made won-



GRAND POOBAH

BAJA HA-HA XXV



LATITUDE / MITCH

Will Jonckheer (left) and Dan Physick land and release a monster marlin.

back to do another with our Sceptre 41 in a few years. If we lived in California, we'd do the Ha-Ha every year."

— Despite countless warnings by the Grand Poobah, a number of Ha-Ha folks bought boats that had Mexican Temporary Import Permits (TIPs) that had not been canceled. In some cases it wasn't too difficult to get the old one canceled and a new one issued, but in other cases it cost a lot of time, anguish

and money. Don't buy a boat with an active TIP! Make getting it canceled a condition of the sale.

— Buying a boat, particularly a used boat, particularly a used boat built in a foreign country just before the start of the Ha-Ha or any other long-distance passage is asking for trouble. Randy and

Karla Mather of the Bainbridge Island-based Catana 471 *Lola* bought their boat just two months before the start of the Ha-Ha. They found the French-built boat to be much more complicated than the Westsail 42 they still own, and after six weeks of hard work report they'll need several more months to figure everything out.

FIN BEVEN



And seal it with a kiss. The truly brave members of the Ha-Ha fleet participated in the 'Here to Eternity Kissing Contest' on Medano Beach.

As in all previous years, the majority of the fleet thought that remote and pristine Bahia Santa Maria was their favorite stop, and many are lobbying for an additional day there and one less in Cabo. If it's true that Victor the ship's agent says he could take care of all the paperwork in advance, it might be a viable option. It's something for the Ha-Ha organizers to consider before registration opens up for Ha-Ha 26 on May 1.

— richard spindler aka grand poobah



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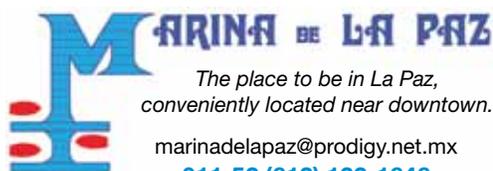


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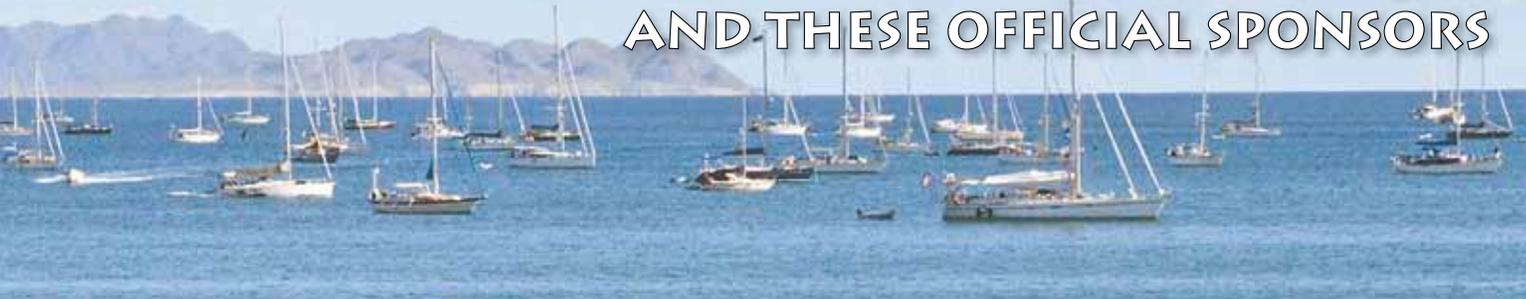
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You won't hear from the Baja Ha-Ha again until spring 2019 when we get ready to open entries for the 26th running of this annual cruising rally.

Registration for 2019 will open in early May and departure South will be at the end of October.

To keep in touch with announcements follow 'Lectronic Latitude' at www.latitude38.com.



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MARTIN MACHADO —

A few months ago, we were scrolling through Instagram when we came across Martin Machado singlehandedly to Clipper Cove. A local artist, merchant marine and commercial fisherman, Machado was sailing what looked like an old plastic classic (which turned out to be a Santana 22) around Treasure Island and into Clipper, where he set up an easel and went about painting the Bay Bridge and surrounding panorama. He spent the night on the hook, and sailed back to his home dock in Gashouse Cove the next day.

We were thrilled to discover that Machado was a sailor. We had first seen his work in a 2015 issue of *Juxtaposed*, a Bay Area-based contemporary art magazine. His work at the time consisted of a series of detailed drawings of containers adrift at sea, almost like a floating stage with, shall we say, odd inhabitants on top such as surfers, exotic natives, and pirates (the machine-gun wielding kind). Machado said the images — which evoke a feeling of history and exploration — were inspired by etchings made by artists on the first European voyages exploring the South Pacific.

"Wayfarers & Fairway'ers," (partially after Sébastien Leroy after Jacques Arago) Ink and Gouache on Paper 25" x 20," 2015.

"When I was young, I dreamed of taking off on a sailboat, exploring the oceans, and claiming deserted islands for myself."

ALL PHOTOS / MARTIN MACHADO
UNLESS OTHERWISE NOTED

Juxtaposed also featured some of Machado's black-and-white film photography, showing stacks of containers onboard ships steaming toward empty horizons, as well as photos gazing into the endless roiling foam of ships' wakes. All of Machado's imagery has what we'll call an adventurous feel, but his photographs are a little drowsy and prosaic (the

San Francisco *Chronicle* called them "surprisingly tranquil"). One gets the feeling of long hours on watch, staring at the ocean.

We eventually found Machado's website, where he talked at length about how he got work on ships, a process he called very "grass roots." Machado made a 20-plus-minute video titled *Six Months at Sea in the Merchant Marine* which documents his first stint on a container ship, where he did a near circumnavigation from New York to San Francisco.

"When I was younger," said the first line of his narration, "I dreamed of taking off on a sailboat, exploring the oceans, meeting exotic women, claiming deserted



islands for myself."

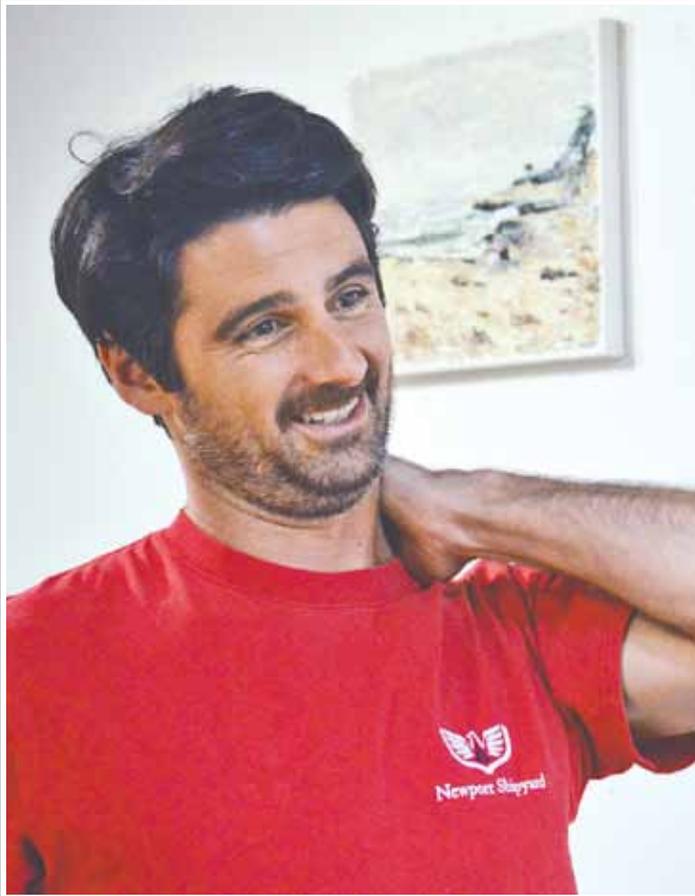
Upon deeper dive, Machado's work was, to us, more than a feeling of adventure. There was a "Go to Sea" quality, not unlike reading London, Slocum, Moitessier or Dana (in his documentary, he quotes *Two Years Before the Mast*: "We must come down from our heights and leave our straight paths"). Machado's art — much of it made at sea while he was working — makes the adventure seem within reach. So many people would ask Machado how he managed to get work on ships (ourselves included) that he eventually created a FAQ page.

Machado's work is deeply rooted in his sense of surroundings, history and community — especially around his Russian Hill apartment, which is just a few short blocks from Aquatic Park (this summer, we caught his show *Fluid State* at Fort Mason, where he keeps his boat). The 37-year-old, who's married and has a three-year-old son and another child on the way, is incredibly forthcoming not just about his art, but about the art, or *knack*, of forging a life as an artist and traveling sailor while raising a family.

"I started sailing on small sailboats, and that's my love — the whole idea of getting the wind in your sails," Machado told us as we took a tour of his basement studio. "My goal is to live on a sailboat



THE ART OF A LIFE AT SEA



LATITUDE / TIM

with my family, travel around, and make work of what I'm seeing — very straightforward stuff." Machado said he envisioned a similar work/family scenario to his current situation, where he takes jobs on commercial vessels for a few months a year. "But we'll see if that ever happens."

Martin Machado grew up in San Jose but has family in Santa Cruz. "That's where I originally learned to sail as a kid in El Toros." Machado said he came back to sailing when he was in high school, when he crewed in beer cans. His parents eventually got him bareboat lessons at ASA. After a brief stint in Miami studying oceanography, Machado "got burnt out on chemistry," came back to California to go to UC Santa Barbara, and "went the art route."

Everything about Martin Machado seems driven toward the ocean.

"I think part of it was growing up in San Jose and spending a lot of time as a kid in Santa Cruz. There's something very special about it, and that feeling has never faded away. I was always envious of the cool, ripping surfer kids at the beach. San Jose and the strip malls always got me down a little bit. I didn't know why as a kid, but something about

this clean expanse of open sea always did it for me. So I got into surfing, and got sucked into that punk surf scene in

Santa Cruz in the '90s. When I go to the beach now, there's still something very special about it."

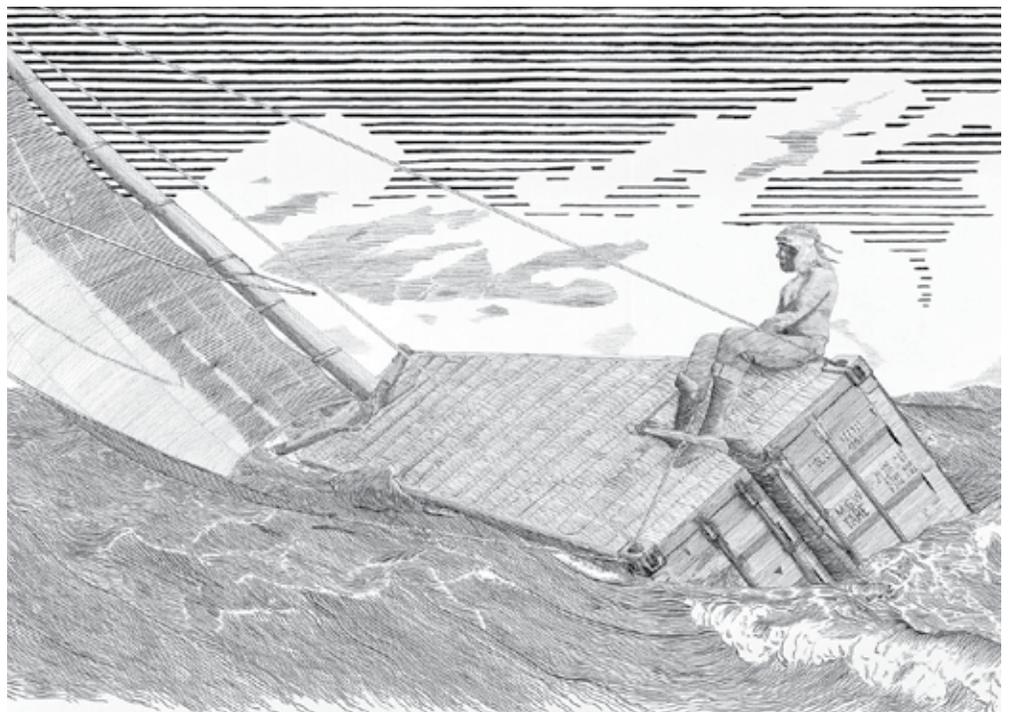
While in Santa Barbara, Machado did a month aboard the *Hawaiian Chieftain*. "And that really blew my mind. There were all these kids who had grown up on sailboats. Cruiser kids. We went down the coast in the winter, and that was just, mind-blowing — going past Big Sur on a tall ship with all the sails up. The captain on that boat was kind of like . . . have you ever read Jack London's *The Sea-Wolf*?"

"Yes," we said.

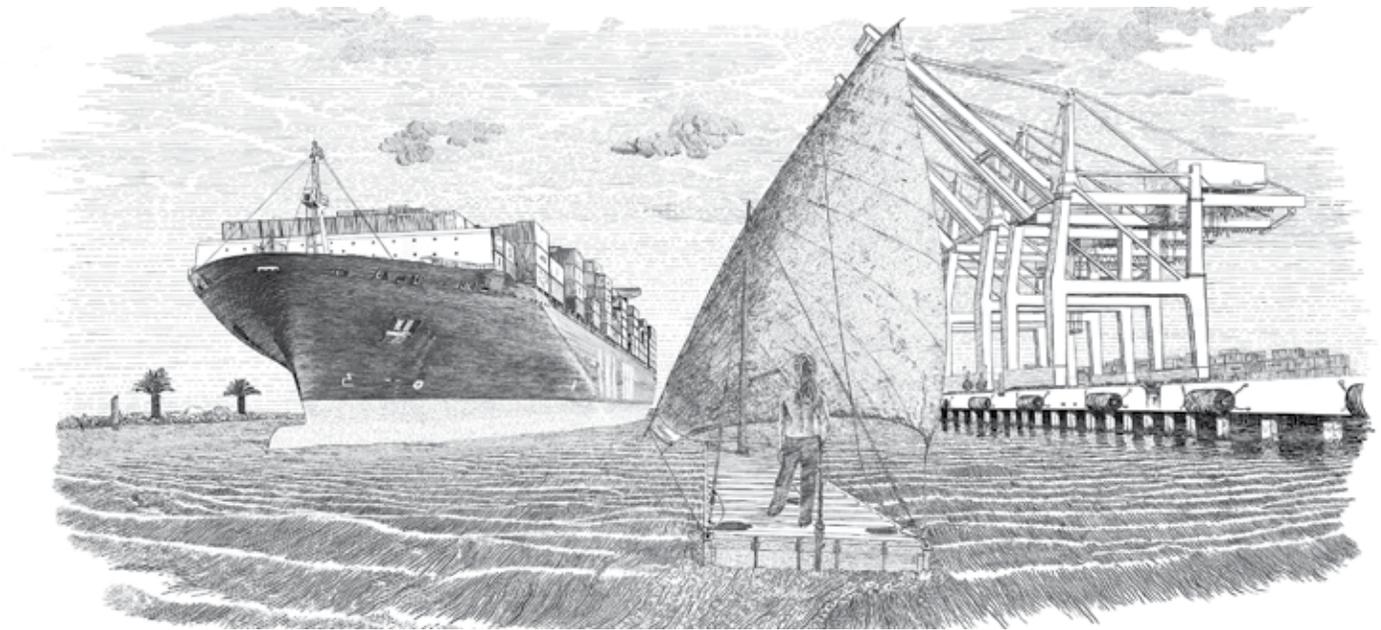
"He was a total mind fucker, you know? He was your best friend, and then he was your worst enemy, and then he was your best friend again. And you just wanted to make him happy." Machado said the *Chieftain* skipper told sailors to save their sea-time letters and work their way up through the ranks of Coast Guard certifications. "And he told us about working on container ships. So he definitely planted these seeds."

After graduating from UCSB but before he came back to the Bay Area for art school, Machado was working for a charter sailboat company in Santa Barbara when someone offered him an essentially free Coronado 25. "I sailed that around for a while, and out to the Channel Islands sometimes; I fixed it up over the course of the year." While at

Main spread, left: Machado at sea onboard a ship; right: the artist in his Russian Hill apartment basement studio in front of one of his works; below: "Breezing Up," Ink on Paper 25" x 52," 2014.



MARTIN MACHADO —



anchor. Machado said the Coronado's anchor line likely went slack, allowing the rope to fall to the bottom and sever on something sharp (he wasn't aboard at the time). The boat went on the beach and took some damage, and Machado eventually trailered it to the Bay, where he spent another year fixing it up before he sold it. "And I wished I had kept it because by then it was in great condition. But at that point, I was just trying to save up money for school." He eventually went to the San Francisco Art Institute where he got a masters in fine arts.

Machado recently went in on the Santana 22 *Sea Goat* with some friends who were looking for a boat-owning partnership ("Maybe too many partners," he joked). He said that he hoped the Santana would satisfy some of his wanderlust. "I'm doing these little solo

"The Dhow Embarking," 97" x 52" Ink and Gouache on Paper, 2017. "I go off into these fantasy tangents where I'm, like, playing off old etchings, as well as this super-rich history of maritime etching," Machado said. "And then I bring stuff in from my own travels."

trips on the boat to connect myself to these paintings — it's been fun. I haven't done solo sailing in a long time, and I've been trying not to use the motor at all when going in and out of the harbor, which has been cool."

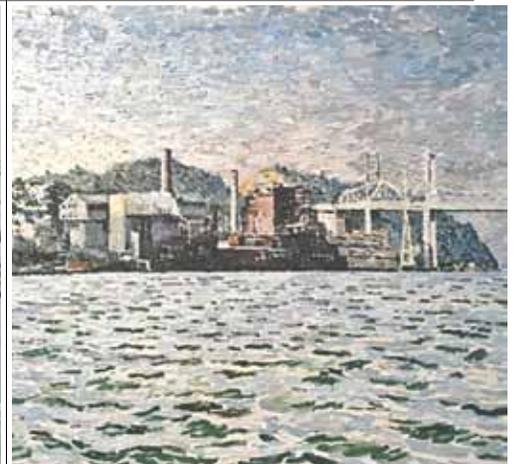
Machado has done a few sail/painting trips, including an especially long day to the C&H factory in Crockett on the Carquinez Strait, a place where he also has family roots. "My great-grandparents settled in Crockett on the bluff, and my great-grandfather opened a bar where the C&H workers would go when they got off work. I feel like it has an interesting

connection to Hawaii and California."

Shortly after he graduated from SFAI in 2007, Machado had accumulated enough sea time through various gigs — including working for an oil-spill clean-up crew — to join the Sailor's Union of the Pacific. He's been shipping out ever since. "But this is my first winter taking off shipping in a while. When I go to sea I can just focus on myself and my artwork. But it's getting trickier now with the kiddo," Machado said, referring to his three-year-old son. "We'll see how it goes as he gets bigger; maybe I can do it without damaging him. The reality is that I'm home the rest of the year. But some people just don't get it; they look down on me for being gone for a few months, but for the rest of the year I'm there all day, every day."

In addition to shipping, every summer

From left: Machado's Santana 22 'Sea Goat' with a ubiquitous-to-his-life container ship in the foreground; a snapshot of Martin Machado's trip to the C&H factory in Crockett; Machado talked about the trip on his Instagram: "Recently sailed the lil' 22-ft 'Sea Goat' 22 miles up the Bay to the Carquinez Strait to start a painting of my grandma's home town and C&H [an 18-hour round trip]. Cool to imagine my great-grandparents traveling this route, passing the Brothers through San Pablo Bay. Sure wish I could have seen the salmon runs through the strait back then."



THE ART OF A LIFE AT SEA

Machado heads to Graveyard Point in Bristol Bay, Alaska, for the salmon run. "It's total off-the-grid, communal-style living with basically 100 to 150 fishermen who show up every summer and live — or squat — at this old abandoned cannery. I fish out of a 20-ft aluminum skiff with an outboard; sometimes I'll pull up into the mud and sleep onshore. It's really kind of magical." Machado said he's proud to be a part of such a clean and sustainable fishery like Bristol Bay. "There's so much farmed salmon and aquaculture that's a total environmental disaster, but Bristol Bay is really well managed. Over the last four years, 50 million fish have returned, and it's growing every year."

When he's back at home, Machado has been keen to get his family sailing. He said that given their unique needs, he's hoping to get his own boat. "If I have another good fishing season, I'm thinking I can get a pocket cruiser-type boat and dial it in so my kid can be comfortable, because there's not even a guard rail on *Sea Goat*, and I bring my dog and my son, and I'm tying everybody to something. I want them to be happy and get into sailing. I'm trying to slowly hypnotize them."

From under a big work bench, Machado pulled out boxes of framed (by him) photographs. "It's nice to make more of an object with a print because it has a unique border," he said. "It helps me appreciate the imagery more."

Immediately, there were containers.

"Whenever we see containers, we think of you," we said. Machado shrugged.

"There's a few artists doing floating containers now. I don't know, I can't even remember if I saw it somewhere.

I remember helping a guy sail his boat back from Hawaii and he told me if we were going to hit anything, it was going to be a whale or a floating ship container — so that was in my head. I was like, 'Whoa, I didn't know this was a thing.' That was in 2000. And, obviously, once I started shipping out in 2009, containers are very much in my field of vision for months at a time. As an AB [Able Bodied Seaman], my main job is to be a watchstander and make sure we don't hit anything."

As he spread out the pictures of containers, ships and empty ocean, memories seemed to be triggered.

"It's interesting — as these photos get older, I'll think back and notice something in the background. And I'll think, wait, that's probably the pirate corridor coming out of the Suez Canal, because the ships are lined up and steaming in a row. I'm not positive, but I remember that trip." There were other moments. Port Elizabeth in New Jersey, or standing on the bridge wing while trying to take photos in hurricane-force winds while on the way to Hawaii. ("The captain had us steering by hand to stay on course with the big swell.")

Machado said that he's not an overly conceptual artist, although he does feel like his voyages on ships — and to a smaller degree, on the *Santana* — are



Machado, surrounded by art and art supplies.

LATITUDE / TIM

part of the art, but in that previously mentioned straightforward way. "I've always been trying to think about ways to incorporate maritime themes into the contemporary art world. Working on ships is my source material, and obviously, if you're making art about shipping, you're going to get better material if you go to sea. To me, I think it adds another layer to my stuff. It's super-practical, but also, you can get all conceptual if you want to.

"What I really love about van Gogh's work is that so much of it was done right there — in *plein air* [outdoors] — and I think that's why his work has lasted so long. So much of it is about him; it's not about trying to be perfect, it's about trying to find the essence of that scene. That's more of what I'm trying to do — less photo-representational painting, and more trying to simulate the feeling of sitting on the bridge at night."

Machado also wrote about his singlehanded sail/painting/adventure to Clipper Cove in late summer on Instagram: "Alone, I set out upon the waters near the village of Yerba Buena in search of provisions. As the tide began to ebb, I cut across the Bay and found safe anchorage between two small islands under a large bridge; horseless carriages crossed the bridge throughout the night. The natives on shore were non-violent, highly industrious, and wore bright orange helmets and vests. At dawn I recorded the scene with this painting and set out again, after claiming the islands for myself."



MARTIN MACHADO —

Machado has said that the maritime themes and imagery of his work touch on issues around global trade, and the somewhat hidden, below-the-radar industry of merchant mariners themselves. Machado has done several portraits of his shipmates, but said he doesn't think those works have much commercial value. (We saw one such piece that was done over a chart, something Machado says said he wants to do more of. "I want to find a way to relive going to all of these places," he said.)

"It's just random people to others, but to me, I think it rounds out the body of work and puts a personal touch on it." Machado said his shipmates are very diverse. "There are all races and all walks of life, as well as people that are way older. That's a cool thing about being an AB: I'm closer to what I'd consider the more interesting folks. There are great officers, too, but in general, the unlicensed folks are the characters onboard."

For Machado, it's not just about making art. Sometimes the *art* is in the community and the interactions with other people. In 2012, he was involved

in the Clipperton Project, a three-week voyage from La Paz to Clipperton Atoll, which lies over 1000 miles to the south of Baja. "That was put together by a pretty eccentric playwright fellow from Gibraltar; I think there were around 20 of us from half a dozen countries, mainly artists, scientists, and writers on two sailboats and a dive boat. Everyone had their own projects they were working on — exploring the history of this fascinating little place and studying how it is today.

"I missed color and getting sloppy with paint."

"Of course our interactions were a piece of art in itself — many languages being spoken, many folks having never sailed in their lives, coexisting on small boats over a 2,000-mile voyage. All in all an amazing experience."

Machado is also the project lead on a concept with the working title of "Easy Breezy," a proposed forum on clean shipping, and another chance for artists and

sailors to congeal into a community. Or put another way, a "gathering of crazy water people to learn about and discuss sail/cargo operations happening around the world, and innovative industrial design," Machado said. He envisions a market showcasing all of the food, drink and goods brought by sailing vessels.

According to their 'official literature' Easy Breezy's "goal is to create a dynamic environment that shines a light on a growing movement of low-carbon shipping worldwide, and bring these opportunities and innovations to the West Coast." Machado said at this point the project is a bit of a dream. "I'm awaiting a spark to kick it into gear, but I've applied for a grant to help jump-start things, and have a team that's been meeting to try to find ways to get it going."

Taking a snapshot of modern shipping, Easy Breezy notes that 90% of all goods are transported by ships, but the ships themselves contribute at least 4% of all greenhouse emissions (container ships famously use bunker fuel, one of the dirtiest fossil fuels in the world).

In this age where the concept of globalism is being questioned, Easy Breezy embraces the cultural and economic

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THE ART OF A LIFE AT SEA

benefits of maritime shipping, but hopes to find ways to remove fossil fuels from the equation. "Today, there is a growing movement of people looking to successful sailing designs of our past while incorporating modern green technology to offer low-impact shipping options." (If you're interested in this project, you can contact Machado at martinmachado@gmail.com.)



"Thailand Wake 1," 35-mm, 2017. Machado's wake photography and paintings give us the calm, relaxed feeling of staring for hours at the water while onboard a ship at sea.

A few weeks after we met him, Machado got work on a crab boat, and had been putting in long days, though the on-again-off-again schedule of shipping and fishing has additional benefits. As he mentioned, Machado is able to be a full-time dad for the bulk of the year. But working in the maritime trades has also afforded him the ability to forge his own artistic path.

"Painting income has always been in little spurts. I've never made a full-on living off my art, and I've never really had to because of these other jobs. In a

way, that's been nice because I haven't had to worry as much about the market." Machado said that as he gets older, he wants to focus on more personal work, "as opposed to making art that I was trying to get into the contemporary scene with," referring to his etching series. "Not

that I wasn't behind that body of work, but I missed color and getting sloppy with paint."

Machado was recently commissioned to do a mural at Facebook. ("With that project, I want to try to visually connect our commerce," he said.) He recently published a small book called *Modular Memory*, which includes his photos, drawings and short stories inspired by his travels. He has an upcoming exhibit at the San Francisco Maritime Museum in January, and he's working toward a solo show at the San Francisco gallery Park Life this spring.

We're looking forward to seeing Machado on his Santana again soon, and watching his unique brand of sailing and making art, and tying it all together with history and the occasional flights of fantasy. But we also look forward to hearing his insights on how someone does it. How do you balance family, sailing, adventure, art and work? What exactly is that unique ability, knack or art of a life at sea?

latitude / tim

Season's
Greetings
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SEASON CHAMPIONS, PART II —

As the leaves of autumn — as well as smoke and ash — settle over the greater Bay Area region and drift toward winter, we continue our seasonal profiles of fleet champions with a second collection of one-design fleets.

Catalina 34 — *Queimada* David Sanner, NoYC

David Sanner of *Queimada* has repeated as the Catalina 34 Fleet 1 Racer of the Year. "It was a great year for us, as we won our division in the Seaweed Soup Regatta as well as the six-month-long InterClub Series," said Sanner. "Lots of close action in our one-design fleet makes nearly every series come down to the final race."

Sanner recounts a favorite tale from the Golden Gate Yacht Club's Seaweed Soup midwinter series: "Since there was no throwout, we had to finish Race 5 on March 3 to win our class, and we needed a first to win overall.



David Sanner

"Just as we were starting, a winter squall came in over the Presidio and dropped down hard on the start area. By our second tack near Anita Rock our genoa was in two parts with an 8-ft tear above the spreaders. We were able to partially furl it, and just made it around Blackaller as the wind shut down. On a near-float to Harding Rock we somehow stuck the genoa back together on the foredeck with clear duct tape. We

tightened the leech cord and hoisted the genoa in 3-5 knots of wind. I thought the weight of the sail would pull it apart, but it stuck together for the reach back to Fort Mason. We were able to nurse it across the finish still in sight of our fleet. We lost the overall cup but it was still a win for duct tape!"

Another challenge arose during the InterClub Series. "We've had to pick which side of a container ship to navigate many times, but never a 600-meter pipe, which blocked our rounding of Blossom Rock." It was the Ocean Cleanup exiting the Bay. "The lead boats got it wrong, which helped compress the fleet in the fluky winds off the Ferry Building."

David's regular crew this year were Jackson Haring, Nathan Hadlock and Michael Jordan.

The ROTY is determined using 15 races and two throwouts in the Seaweed Soup Series; Oakland YC's Rites of Spring; the InterClub Series; and the C34 San Francisco Cup, hosted by South Beach YC on October 13.

Ray Irvine of *Crew's Nest* reports on the SF Cup: "The format was planned to be three races on one day; however,



J/24 racers prepare to set spinnakers at the windward mark in a race during RYC's Great Pumpkin. This regatta is popular with many one-design fleets.

the gentle sea breeze did not fill in until mid-afternoon, so two races were held. Both were one time around a windward/leeward course. In the first race, *Queimada* had a good start and was able to break free and round the windward mark first. The battle was heating up between *Allegro*, *Crew's Nest* and *Amandla* for second. *Amandla* was able to edge out *Allegro* to finish second and third respectively. In the second race, the start was competitive, with *Amandla*, then *Queimada*, rounding the first mark in that order. The two boats rounded the leeward mark first and second and then battled to the finish with Kurt Magdanz's *Amandla* nosing out *Queimada* in a near-photo finish of 1 second." *Amandla* thus won the SF Cup. "Victor Havin's *Lucky Cat* valiantly finished the same two courses to place first in the Cruising Division."

See www.jibeset.net.

1) *Queimada*, 7 points; 2) *Amandla*, Kurt Magdanz, HMBYC, 13; 3) *Mottley*, Chris Owen, SBYC, 15. (8 boats)

J/24 — *Downtown Uproar* Darren Cumming/Melissa Litwicki, SSS

"This was the closest season in memory," says Darren Cumming. "I have a hard time imagining how it could have been any closer. There was never much more than a 4-point spread between the top three boats. Many of the regattas were determined by a single point. The J/24 fleet is very competitive. Our boats

The C34 SF Cup-winning crew of 'Amandla'. Left to right: Steve Saparno, Yen Le, Kurt Magdanz, Igor Romanovskij and Mike Baer. Vadim Dymshyts was behind the camera.



GETTING THE DRIFT OF ONE DESIGNS

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



are well matched in performance, and success comes down to nailing the maneuvers and mitigating tactical/strategic mistakes — maybe a little bit of luck as well."

While many fleet champions keep the same crew race after race and year after year, *Downtown Uproar* often welcomes newbies and guests. Regulars were Loren Moore "providing great expertise on the headsail and spinnaker trim," and boat partner Melissa Litwicki, whose "prowess at the front of the boat is unmatched." Others included Lester Igo, James Pipe, Ivan

Hayes, Paul Zimmer, Malcolm Fife, Michele Sumpton and Marina Modlin. New to racing, Marina "has great athleticism and enthusiasm."

The later-season races — Great Pumpkin and the District 20 Championships (see *Racing Sheet*) — were Darren's faves because of growth in the fleet. Robin Van Vliet of *Evil Octopus* has been encouraging Ron Whittier to get *Woof* back out racing, and Anthony Jacuzzi, the new owner of *Rail to Rail*, joined the fleet. "Plus we normally get a couple of the J/24s from Lake Tahoe. It's a lot of fun to mix it up with more boats on the line. I know there are more J/24s out there; it would be great if they could come out and share the fun with us."

Downtown Uproar has held up well this season. "I don't think we really had any major failures or breakages. We did sail over our spinnaker sheets in a not-so-graceful dose. Melissa was on top

Melissa Litwicki



of it, though, and got everything re-run before we were back at the top of the course. The competition in our fleet is so exhilarating. There are monumental highs and lows in almost every race. If we started poorly in one race, we seemed

The most terrifying moment of *Looper's* season came during their Pre-Nationals hosted by StFYC on the Berkeley Circle. "We were on our first beat of the last race for the day in 20+ knots of breeze when we heard the shotgun blast of the jib halyard parting. On a Melges 24, the jib halyard is your forestay, so the rig fell back and the boom struck



The 'Looper' crew at the Melges 24 Nationals, hosted by SFYC on September 7-9. (They placed fifth out of 18.) Left to right: Cassidy Lynch, Ellise Smolenyak, Duane and Caleb Yoslov, and Brian Gravenstine.

to be able to work hard and climb our way back up. Have what feels like a secure lead in another race, only to read the current or shifts wrong and be sent back. Racing J/24s on the Bay is just a ton of fun: cheap thrills."

Downtown Uproar is signed up for the RegattaPRO Winter One Design. "We really enjoy Jeff Zarwell's events; he is such a great organizer, so communicative, and the course and start lines seem to get the best out of what conditions are available."

See www.j24class.org/j24sf.

1) **Downtown Uproar**, 46 points; 2) **Evil Octopus**, Jasper Van Vliet, RYC, 47; 3) **Shut Up and Drive**, Valentin Lulevich, OPBYC, 51. (7 boats, 5 qualifiers)

Melges 24 — *Looper* Duane Yoslov, SFYC

To determine a local champion, the Melges 24s sailed eight regattas, ending with RYC's Great Pumpkin. *Looper* repeated as champion.

"We spent more time on the road this year traveling to Victoria, BC, for the Canadian Nationals and World Championships," said skipper Duane Yoslov. "On the way back home we stopped in Cascade Locks, OR, for the Columbia Gorge One-Design Regatta."

the cockpit floor hard, sending shudders through the boat. The entire weight of the rig was held up by the rigid boom vang that now was fully extended. The crew quickly rigged the spinnaker halyard to the bow, and we managed to save the rig and mainsail. After some antics in getting the boat back to the club, we were able to make repairs and returned to the course for the final races.

"The US Nationals here on San Francisco Bay was our absolute favorite. Aside from having our best performance at a National event, the conditions of the early September regatta were outstanding, with 15-25 knots for all three days of racing. Every downwind run was in full planing mode!

"We continue to refine our knowledge and execution on the boat and feel like we are making progress year-on-year to become more competitive both locally and nationally. The fleet continues to evolve, and each year we see more Corinthian teams. This makes it more fun for us and others in the fleet as it is more about just getting out on the water than the arms race of trying to compete with pro teams."

Yoslov is planning to keep it simple this winter with some small midwinters before hitting the road again for Charles-

SEASON CHAMPIONS, PART II —

ton Race Week and the US Nationals in Fairhope, Alabama. "From there we will bring the boat back home for a three-regatta series that we are organizing with the Pacific Northwest and Southern California fleets. The idea is to hold one regatta in each region and encourage reciprocal participation to build some strong events with 15+ boats on the water."

Regulars this year were Caleb Yoslov (tactics/main), Ellise Smolenyak (spinaker/jib trim) and Brian Gravenstine (bow). Additional crew were Logan Ashcraft, Colin Lough, Ian Sloan and Cassidy Lynch.

1) **Looper**, 81 points; 2) **Bones**, Robert Harf, RYC, 108; 3) **Posse**, Sallie Lang/Jan Crosbie-Taylor, TISC, 110. (10 boats)

Cal 20 — *Sprite* Paul Kaplan, StFYC

There's a new sheriff in Cal 20 Town. But this sheriff didn't just blow in from the hinterlands.

The story of *Sprite* goes back almost 50 years when Paul Kaplan was a teenager racing a Cal 20 against *Sprite*. "Last spring a friend of mine, Scott Lamson, handed me a *Latitude 38* classified ad offering *Sprite* for sale. He made it clear we needed to rescue the boat. I said OK with the proviso that the boat would be owned by our grandchildren (Will and Charlie Deuyour) and his son, Scotty Lamson. They acquired the boat with the intention of keeping *Sprite*, with her San Francisco berth, in the family for many, many years to come. What also made the purchase very special is that we bought the boat from the original owners, the same brothers I'd raced against so many years ago. Last summer we lovingly restored the boat, and my then-94-year-old mother rechristened her.

"Our success came from sailing reasonably well, as well as our persistence in showing up for each race. I guess that's also the story of life, isn't it?"

The crew consisted of Paul's wife Chrissy, Scotty and Scott Lamson, and Marianne Armand.

Their favorite race this year was the Plastic Classic, where they won their PHRF class. "It was a perfect sailing day, the water was smooth, and we almost got hung up on the anchor line to the boat that served as the windward mark. Which, if this had taken place, would have pleased most of the crewmembers aboard *Sprite* — given the festive attire of the crew on board the T-mark boat!

"While sailing the Bay in a Cal 20 can be wet and the chop a bit punishing,

there was one race on the Berkeley Circle that was just horrible. It blew so hard the race committee abandoned the second race, and our main rival, *Can O'Whoopass*, blew up their mainsail. Sailing from the Circle back to Belvedere at the end of the day was not fun at all. Without a doubt, that day ranks as one of the most unpleasant I can recall. As a result, I have been informed by our crew they will be calling in sick whenever there's a race scheduled on the Berkeley Circle!"

Sprite is currently sailing in the GGYC midwinters. "We're going to take a break from racing on the Bay next year," said Paul, "and *Sprite* will spend the summer on Lake Tahoe."

See www.sfbaycal20.com.

1) **Sprite**, 17 points; 2) **Can O'Whoopass**, Richard vonEhrenbrook, SFYC, 29; 3) **Raccoon**, Jim Snow, CYC, 38. (11 boats, 9 qualifiers)

Ultimate 20 — *UAgain* Dave Woodside, CSC

"We had a number of regattas on the list," said fleet captain Mike Josselyn. To count, a regatta needed to have at least three U20s registered. "The ones that met that requirement were the RYC Midwinters (each weekend counted as a separate race), Big Daddy, TYC's Don Wan, Behrens and HO Lind, the Pacific Coast Championship at Huntington Lake, RYC's Sportboat Regatta, and the Great Pumpkin." To qualify, a boat had to race in eight of those regattas. Only *UAgain* and *Breakaway* qualified. "The other boats sailed six to seven races." *UAgain* won the championship for the first time.

"The class has a healthy slate of fun races throughout the year, so just showing up and lucking into a few good wind shifts can bubble you up to a competitive position," said winning skipper Dave Woodside.

The RYC beer can races helped tune up the crew work for 'real' racing. "We aren't the fastest boat in the fleet, but



Paul Kaplan, Scott Lamson and Chrissy Kaplan have been reliving their youth with the beautifully restored Cal 20 'Sprite'.

because the crew is great at avoiding mistakes and quickly solving problems, we can sometimes sneak to the front.

"I've owned a few boats, and this is the best fit for me. It's a sportboat, so it's fast. You can rocket down the waves

Paul Gadow, Dave Woodside and Annette Bousina of 'UAgain' at the Great Pumpkin. Not shown "but critical to the season" was Tim Hannell.



GETTING THE DRIFT OF ONE DESIGNS



under the spinnaker, and sometimes even without the spinnaker. There are no winches, so it's easier on the crew's backs. Speaking of crew, a driver and two crew are all that's needed, so crew management is a lot easier than with larger boats. Parts are inexpensive. The class rules limit the possibility of buying your way to the head of the fleet, so you don't spend a lot on the spendier sails. And it's a competitive fleet. As another U20 sailor, Phil Kanegsberg, said, 'It's easy to sail the boat well, but difficult to sail it great.' So it's fun to sail right away, yet there's always a chance to get better."

1) **UAgain**, 68 points; 2) **Breakaway**, John Wolfe, RYC, 50. (8 boats; 2 qualifiers)

Laser (tie) — Humble Pie Marcel Sloane, SSC, and 'murrica, Lance Kim, TISC

"There's no provision for a tiebreaker in our rules," explains Laser District 24 secretary Stephen Aquilar, "so it's a tie in the Standard class."

Marcel Sloane was last year's champion. "It seemed like Lance and I were trading the lead for the series after every regatta," he said. "In fact, I believe the most separation we had all season was Lance's 2-point lead going into the final showdown — StFYC's Fall Dinghy. It came down to our match race on the last

downwind leg on the seventh and final race. Chris 'Boomer' Boome squeaked between us ensuring that Lance and I finished in a tie. Crazy fun!"

"This 2-point difference between Marcel and myself negated my 2-point advantage going into the regatta, resulting in a tie for the season," explained Lance Kim.

Totally Dinghy at RYC in September was Kim's favorite regatta of the season. "It was probably the first time thoughts of the season trophy led to match-racing tactics on the water."

Lance's scariest moment was when he tasted blood and grit after chipping a tooth on his boom at the Laser Masters North Americans on the Cityfront. "An Aussie's diagnosis from a support boat was, 'You'll be all right, mate!' I sought a second opinion."

Kim is thrilled to be racing Lasers on home waters for the first time, after racing Lasers in SoCal, Italy and the Gulf Coast. "I'll be floating around in a Laser all winter and trying to get swoll at the gym," he says.

"But if I am to pick one favorite this year, it was Spring Dinghy on the Cityfront. The first and second places were kind of untouchable (one became the champion of the Great Grand Masters class in this year's Masters Worlds, and the other won fourth place in the Masters class), and I was competing in third place with one sailor. It all came down to the final race, but since the wind became stronger — typical Cityfront conditions — I thought I would have a very slim chance (I am a lightweight sailor). As expected, he was leading the race, but in the middle he made a mistake, I became ahead of him and I thought I might win, but eventually he almost caught me up and I thought I might lose, then he capsized in the last moment, and I won. It was a very challenging race, but the never-give-up sprints panned out."

Takayanagi participated in the Masters World Championship in Dublin last September. "Every day the wind was blowing and it was a very challenging regatta for me. In the second race of the fifth day, my boom vang key was completely torn off at the first windward mark. I thought it would not be pos-



Seen here in front of Half Moon Bay YC's partially reconstructed deck on October 6, Laser sailors Marcel Sloane (left) and Lance Kim duked it out all season.

Laser Radial — Voyager 1 Toshinari Takayanagi, RYC

"I like many of the Grand Prix regattas," says Toshi Takayanagi. "Lake regattas (Lake Yosemite, Scotts Flat, Huntington, etc.) tend to offer clean flat water, enjoyable mild wind, beautiful scenery, fun camping, and socializing. Bay/ocean regattas (Cityfront, Richmond, Monterey, Santa Cruz, etc.) tend to offer great breeze and serious competition, with occasional fun interaction with sea life.

sible to continue the race without the boom vang under that wind, and I was about to retire from the race. But I had a second thought and decided to give it a try. It was both challenging and scary to maneuver the boat, but I was able to successfully finish. From the race result perspective, it did not matter whether I finished that race or not, because that became my discard race, but I was pretty proud of myself that I did not give up.

"Youth sailors are growing and getting

SEASON CHAMPIONS, PART II

faster every time I meet them. They beat me in several regattas. The competition has become more challenging with them, but it also has become more fun. I would also like to become faster and like to offer them competition."

During the winter the wind tends to be mild, so Toshi will focus on basic boat handling



Toshinari Takayanagi

(tacking, jibing etc.) and improving his speed in light air. "From the spring to summer, I would like to improve my boatspeed in strong wind, taking advantage of the consistent wind conditions of this Bay Area.

In June, some of us are discussing

participating in the European Masters Championship in Rosas, Spain. I have heard it is a beautiful place. If we can make it happen, it will be lots of fun!"

Although the Radial class had 60 entries in various Grand Prix regattas, Toshi was the only one who sailed in enough to qualify for the championship, partly due to overlap with the standard rig class. See <http://svendsens-grand-prix.myfleet.org>.

LASER SVENDSEN'S GRAND PRIX

STANDARD (13 regattas) — 1) **Humble Pie** and **'murrica**, 123 points; 3) #196080, Steven Schmidt, ILCA, 77. (84 boats; 5 qualifiers).

RADIAL (11 regattas) — 1) **Voyager I**, 73. (60 boats; 1 qualifier).

El Toro Senior — *Cygnus* **Arthur Lange, FSC/HPSC**

Yes folks, Art Lange has done it again. He has now won the El Toro Senior Series in 2008, 2011, 2012, 2013, 2014, 2016, 2017 and 2018.

His funnest race this year was the Bullship on April 8. "It is a very difficult race to win, and this year I did win for only the second time in 25 years of racing in it. The Bullship is a severe test of your luck (sometimes skill) in predicting the current over the racing course, which starts at Sausalito and finishes at the breakwater near Marina Green in San Francisco.

"I started this year's Bullship Race near the Sausalito shore, hoping I could catch the early ebb, and most of the fleet started offshore right at the committee boat in very light wind. That end of the start line was where some recent winners started because it allowed them



Arthur Lange

inshore. However, after about 10 minutes it became clear that the inshore boats were doing much better. The speed of the inshore boats was slightly better with a slightly stronger wind, and some help from the early ebb current. After an hour of racing, the five of us who started inshore opened a big lead on the remainder of the fleet. Fred Paxton caused me some concern the entire race. It was a relief when I finished about 10 feet ahead of him. At the end of the season, Fred was second in the fleet season championship series.

"In this season, with mostly light-air races, I finished one place ahead of Fred in more than half of the races, which was very unusual. We usually split races against each other, and end up almost tied going into the last race. This year I had about a 6-point margin going into the last race, the Corkscrew Slough Race in Redwood City in October. John Pacholski has won this race three of the last four years. The wind started blowing very hard in the last half of the race as we were coming back down the channel to the downwind finish. It was a scary ride broad-reaching in an overpowered El Toro. We don't often get two very windy races during the season."

The other breeze-on race was the Flight of the Bulls, held on the Foster City Lagoon on May 12. "In a strong wind, this race is long and difficult, with lots of wind shadows as the wind swirls around the homes on the windward shore. About a quarter mile from the finish, one of the very strong puffs caused me to go into irons, and the few seconds to recover allowed Vaughn Seifers to pass me and finish first."

This fall, Art sent his boat to Elkhorn Composites in Watsonville to have the hull repaired. "I've been racing it hard for nearly 20 years, and it needed some TLC. The gelcoat became very rough outside of where I usually sit. Craig at Elkhorn Composites has already repaired a number of El Toros and did a beautiful job re-

to take advantage of some favorable current. About 20 minutes into the race the offshore boats seemed to be going better in the slightly stronger wind than the few of us who started

pairing the bottom of my boat. I expect to race midwinter series at RYC and at Oakland's Lake Merritt. I am looking forward to the fleet championship series next year. The series is great fun, with many experienced El Toro racers providing a great experience." See www.eltoroyra.org.

1) Art Lange; 2) Fred Paxton, RYC; 3) Gordie Nash, RYC. (37 boats)



Wesley Seifers

El Toro Junior **Wesley Seifers, RYC**

"I have been sailing El Toros in the Junior Program at Richmond YC since I was 8 years old — although I've been sailing since I was born," says Wes Seifers, whose dad Vaughn has been a member of the club for 40 years.

"I'd have to say my favorite regatta was Pinecrest, because it's always fun sailing with my friends there and then swimming and cliff-jumping after the races are over." The Pinecrest Worlds were held on the lake of that name on August 4-5.

We wondered what constitute the most thrilling moments of El Toro sailing. "Anytime there is a neck-and-neck finish is exhilarating and a bit terrifying."

At age 15, Wes is now sailing a Laser. "I'm excited to start races and travel to different regattas. I also plan on continuing to sail my El Toro, and I'm looking forward to sailing in Hawaii for the El Toro Nationals with the Seniors in July."

"As an El Toro class, we work together to teach our young ones the love of sailing," says Vaughn. "We are leaning on history and the strength of the class to teach our Juniors how to be superior sailors. Our hope is these kids someday come back to RYC with their kids and continue the long tradition of teaching the next generation to become great sailors who truly love to sail."

1) Wesley Seifers, RYC; 2) Chase Englehart, RYC; 3) Elsa Simenstad, RYC. (23 gold; 18 silver fleet boats)

We kicked off this season's crop of winners in our November issue and will have much more in the January edition of *Latitude 38*. Coming up will be profiles of the YRA, SSS, BAMA and a few more one-design fleets.

— **latitude**/chris

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CATALINA STORIES —

Catalina — and the Channel Islands at large — offer everything that the Bay Area does not. Sitting a mere 20 miles offshore in a temperate climate with mellow summer winds, Catalina has long been a warm(ish)-water haven for all manner of cruisers. And while the summer months are certainly the prime season, being in SoCal, Catalina is cruise-able year round.

Catalina is of course just one of eight islands making up the Channel Island archipelago. The rest of the islands offer their own unique beauty, idiosyncrasies and complex, wildly different microclimates. But for now, we're focusing on the crown jewel itself.

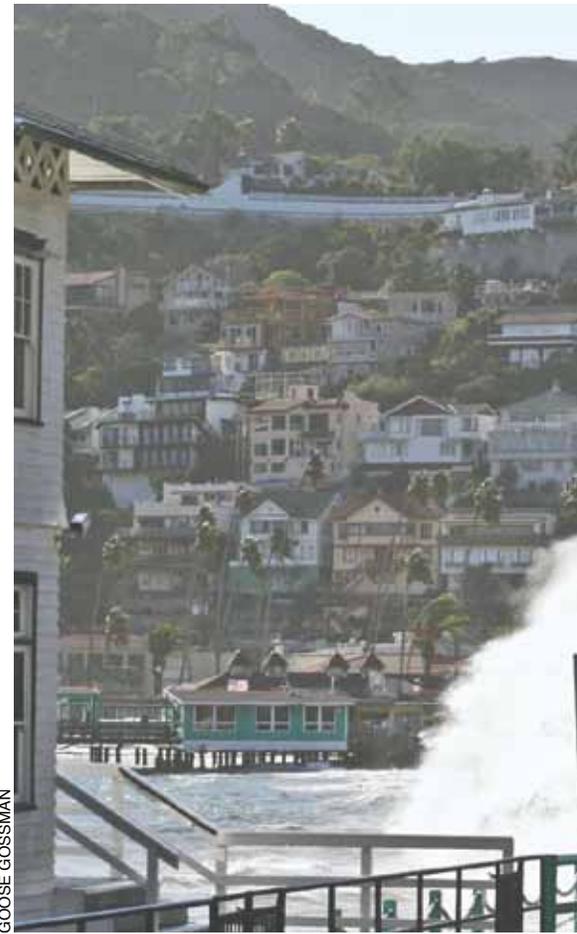
As with most of California, Catalina was first populated by Native Americans, claimed by the Spanish, and squabbled over with Mexico before being absorbed into the United States. Catalina has been populated for between 7,000 and 8,000 years, and "Archaeologists excavating on a limited scale at Little Harbor on the seaward side of the island have found evidence of increasingly complex material cultures," said the Catalina Island Chamber of Commerce & Visitors Bu-

reau. After Cabrillo claimed the island for Spain, hunters moved in to prey on seals and otters, while pirates and smugglers enjoyed Catalina's many hidden coves. The island had a brief and unsuccessful history with mining and cattle ranching, and several investors tried to make a go of turning Catalina into a high-class getaway. Many saw financial ruin before the town of Avalon was founded, and the first hotel was built in the late 1800s.

But it was William Wrigley Jr. — the gum magnate, if that doesn't sound too weird — who put the resort-island touches on Catalina almost exactly 100 years ago that have shaped the island as we know it today. "[Wrigley] brought the Chicago Cubs baseball team, which he owned, to the island for spring training from 1921-1951, with the exception of a few years during WWII," the Visitors Bureau said.

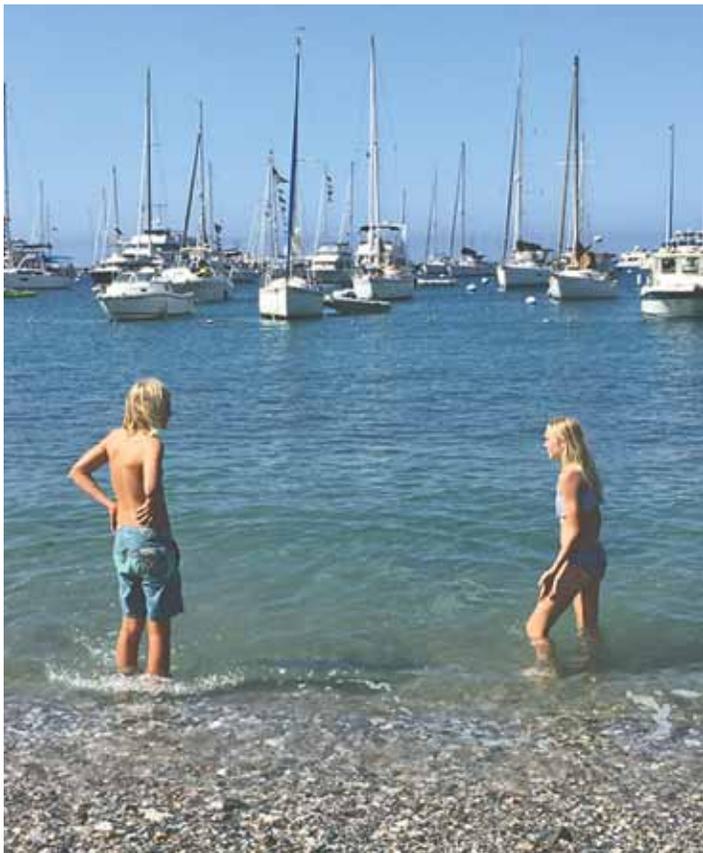
Long story short, sailors have been enjoying the 22-mile-long, 8-mile-wide Santa Catalina Island long before our tenure as the West Coast authority on these matters. We've heard of families who have made pilgrimages to the island for generations — kids who were playing on the beach in Avalon Harbor in the '60s are now watching their grandchildren do the same. Catalina is full of history and stories.

"I grew up going to Catalina on powerboats with my parents from the late '50s, and have never stopped loving it,"



GOOSE GOSSMAN

Catalina can seem like the most crowded place in the world or the most remote. All it takes is a short walk or bike ride.



KENT CARTER



KENT CARTER

wrote Jim, 'Goose' Gossman, who now lives in the Bay Area, but trailers his 18-ft West Wight Potter pocket cruiser all over California.

"Its basic charms have not changed: The sense of adventure leaving the mainland, dolphins rushing to surf your wake, and the anticipation of landfall with the first whiff of the island's scent are the

same as ever. As a kid, I dove for coins tossed from the SS *Catalina* while it was docking (always with some kid braver than I grabbing the bow for a tow in), and watched sea planes skirt the Casino's rooftop to land inside the harbor."

Kent Carter, who sails his Beneteau 40 *Lynn Lee* out of Marina del Rey, echoed the draw of childhood memories. "Growing up in Southern Cali-

THE SOCIAL ISLAND GETAWAY



It's not all calm, 10-knot days on Catalina. When the Santa Anas blow, the populated east side of the island becomes a slightly treacherous lee shore.

fornia, I have fond memories of visiting Catalina Island as a child. Though it was definitely America, it still felt like a world away from the hustle and bustle of the mainland. I remember walking at night in Avalon with my mom, hearing the laughter and smelling grilled food coming from the boats in the mooring field. 'Someday that will be me,' I thought."

Lamenting on a complaint that we often hear from Northern California sailors, Tom LeDuc, who sails his Catalina 310 *Bubbly* out of Monterey, told us that, "While Monterey is a nice place for day sailing, there is a real

shortage of sailing destinations for a weekend or so. I miss being able to dash out of Ventura Harbor and go to Catalina, even for one night. Having the islands close by was a great time."

In the Bay Area, the Farallones are off limits to all but scientists. Even if they weren't, the "Devil's Teeth" aren't exactly a warm, welcoming archipelago (just getting there can be a harrowing act of survival). Simply put, we have no equivalent to Catalina here at latitude 38.

"It's quite possible to sail to the Channel Islands all 12 months of the year," according to Chad Kominek,

who used to sail his Islander 38 *Bella Dama* out of Ventura, but now calls San Blas, Nayarit, Mexico, home. "The weather varies more November through

April (compared to the summer, where the wind seems the same almost every day), but if you listen to NOAA forecasts and avoid the Santa Anas and other occasionally hazardous conditions, one can sail, overnight, to the Channel Islands all year long. In the winter months, you'll sleep inside your sleeping bag, and wet landings in your kayak or dinghy are more bracing. In the summer, sleeping requires only a sheet, and getting wet in the surf can feel good, depending on the time of day.

"Catalina feels like it's within reach of a densely populated city and frequent ferry boats, while Santa Cruz Island is much harder to reach. In my own experience, keeping my boat in Ventura Harbor was the best of both worlds. The numerous, naturally protected overnight anchorages at Santa Cruz Island could be found starting at around three and a half sailing hours from Ventura Harbor — perfect for a weekend sail. Catalina is around 13 hours away, downwind from Ventura Harbor, but upwind on the way back (funny how that works).

"Fortunately, Catalina has ample charms to make the longer trip worth it: Two large, protected, harbors with plenty of mooring balls, plus a real city at Avalon, a more rustic boater's paradise at Two Harbors, and even several remote, natural anchorages around the island.

"A note to San Francisco-based sailors: If you're sailing southward through

The Casino in Avalon is Catalina's most iconic structure, but don't expect to gamble there. The building is now a ballroom and movie theater.



KENT CARTER

CATALINA STORIES



KENT CARTER

the islands and come across San Miguel or Santa Rosa on a calm day, enjoy! It's hard to get to those islands from Ventura Harbor or Channel Islands Harbor, and pleasant sailing and anchoring up there is hard to predict."

Many of our readers talked about the change that's swept through Catalina over the last few decades — or, in some cases, the lack of it. "Isthmus [the colloquial name for Two Harbors] is still a time capsule," said Jim Gossman. "Regardless of the new 'improvements', it's largely the same. The walk over to Cat Harbor on the same dusty oiled road hasn't changed, except for the possibility

This beach could be anywhere in California, right? In fact, it's an offshore island getaway.

of encountering bison, which still freely roamed into Two Harbors in the '60s. I went to a baseball camp there in 1960, and would hike to Little Harbor. The sea planes (which used to buzz over the baseball field before touching down) are gone, but the Greek-island feel and pure west wind are still there."

Tom LeDuc said his first experience on Catalina was the Boy Scout camp at Emerald Bay in the early 1960s. "The tent cabins seemed quite plush compared to the pup tents and tube tents we used on our regular camping trips. Wild boar would wander through the tent area at night.

"There were lots of water activities: swimming, canoeing, even diving (I don't remember sailing, although I imagine it was available). They had an old hard-hat dive helmet with a hand operated air pump on a raft. The weight of the helmet was enough to hold a kid on the bottom while we walked around. Of course, being normal juveniles, your friends could be counted on to stop pumping at some point."

Thanks to everyone who wrote in with their Catalina stories — we'll bring you more, soon, in a future installment. If you have any stories, insights or cruising knowledge to share, please write us at editorial@latitude38.com.

latitude / tim



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"Thirty-seven!"
"Going once . . . Going twice . . . Sold! To the gentleman in the yellow PFD."
"Okay, what was the advertised price?" asked the buyer.
"Thirty-one fifty," said the auctioneer.
"Sorry, you lose fifty-five hundred points. Next up . . ."

The auctioneer flipped through the listings before choosing a new boat to put on the block.

"Here's a real gem for the upscale market," he said. Fifty-four feet of cruising luxury. Ketch rig, 60 horsepower Perkins, watermaker, genset, autopilot, sails in excellent condition."

"I'll start the bidding at a hundred thousand," said a potential buyer.

"One hundred and fifty," added another buyer, jumping right into the game.

"One seventy-five," countered the first bidder.

The auctioneer read off some more of the boat's attributes, which included air conditioning, a trash compactor, a bow thruster and a big-screen TV in the main salon. The bidding finally stopped at three hundred and seventy-five thousand dollars.

"Sold!" announced the auctioneer. To the lucky lady in the red flip-flops. Asking price . . . wait for it . . . Six hundred thousand!"

The rest of the crew groaned. The buyer had earned two hundred and twenty-five thousand dollars.

This was not a marina impound auction, and it was not a boat dealership fire sale. We were playing "Yacht Broker," and we were well offshore, running slowly in light air and smooth water off a tropical coastline. Faced with another week of smoky air at home, and having accumulated some vacation time, I decided to join a friend for an easy downhill cruise from one tropical port to another on a comfortable cruising boat.

I was not disappointed. The following breeze was warm and mild, the air was crystal-clear and the stars were amazing, especially before the moonrise that would come later that night on my 3-to-4:30 watch.

Lee Helm, as it turned out, knew one of the other crew and had come to a similar conclusion about escaping the fire smog during her winter break from



For the sailor who has everything: the rope puzzle from Lumberjack Toys.

classes. She was playing auctioneer, with a copy of last month's *Classy Classifieds*, and we all gained or lost points according to the difference between our winning bids and the listed asking price of each yacht she auctioned off.

One thing that makes cruising very different from racing is that there is time to kill, especially with an experienced crew sailing in stable conditions. I had foolishly not brought enough to read. But Lee's game was passing the evening hours while giving us all an expert's knowledge of the current market for used sailboats. The only problem was that the last player had made such a killing on the 54-footer, the rest of us started to lose interest. That was when the owner of the boat left the game to fetch another serving tray full of fresh yellowfin sashimi.

"All the *maguro* we can eat," boasted the navigator, who had brought the fishing gear and took credit for the catch.

"This is much better than the dorado sashimi we had yesterday," I said. "Dorado is a great-tasting fish after it's cooked, but not so good raw. Too fibrous or something."

"That's exactly what Spencer Tracy's character says in the 1958 movie version of *The Old Man and The Sea*," added our

cook. "The movie is that authentic. And by the way, *maguro* is just the generic term for all species of tuna. Yellowfin is usually called *ahi*."

I scarfed down another few chunks of *ahi*, so fresh that it was better without the usual soy sauce and wasabi, and tasting even better because it was not costing the usual two dollars a bite.

Cassiopeia was high in the clear night sky, with the right angle to its axis dutifully pointing to Polaris, which was much lower in the sky than I was used to.

No Big Dipper, however. It was well below the horizon this early in the evening in winter.

"The constellations really need to be, like, updated," mused Lee. "When I look at the big dipper, I see a great big Amazon shopping cart in the sky."

"I suppose Cassiopeia could be McDonald's arches," I suggested.

"Auriga," said the cook as he gazed up at the sky, "is close enough to a circle to be the Target logo."

"No, I see Auriga as a kite flown by Orion," said Lee.

"But Orion makes me think of the movie studio, not the ancient hunter with his dogs Sirius and Procyon" said the skipper.

"No, Orion is a baseball player at bat,"

KILLING TIME IN THE TROPICS

said his wife and co-skipper. "Sirius and Procyon are foul balls."

"And he's swinging at a trick curve ball that's in three places at once," I added.

Then the cook informed us that Cygnus is really a U-2 spy plane, not a swan. He pointed out the three bright corners of the big summer triangle made by Vega, Altair and Deneb. "But any big airplane with straight wings will do."

"A Lockheed Constellation," I suggested. "But I could never understand how anyone can get a horse figure out of the big square of Pegasus. All I see is a map of Colorado."

"The aspect ratio is like, closer to Wyoming," added Lee.

There was more *ahi* tuna than we could finish, so the tray went back to the galley, bound for tomorrow's fish stew. I turned my attention to a diabolical rope puzzle that the navigator had brought, explicitly for the purpose of torturing old sailors like me who fancy themselves to be good with knots.

"This is how the special ultra-light shackles work on the new America's Cup," he had explained when he first handed me the puzzle that morning. The shackles don't open, to save weight. You are set up for a port-side hoist of the downwind screacher. Ten lengths from the windward mark, the afterguard decides to make it a jibe-set and orders the bow crew to set up for a starboard-side hoist. Your job is to move the shackle from the port side of the bow to the starboard side. Go."

It had looked simple enough, but I had already invested about three hours on the stupid puzzle with nothing to show for it. Lee, of course, had solved it in just a few minutes.

"It's obvious," she insisted. "You can't move the metal ring through the wooden ring, so you have to, like, move the knot to the same side of the wooden ring as the metal ring."

I was told that the average solution time, according to the manufacturer, is six hours.

"We should jibe," announced Lee, noting a small wind shift. The navigator agreed, and I put down the puzzle to tend to the sheets of our big asymmetrical cruising spinnaker. But I had carelessly

left the puzzle on top of the main traveler, and when the main came across it flung the puzzle overboard. I was secretly delighted to see it go, but the navigator was distraught.

One thing that makes cruising very different from racing is that there is time to kill, especially with an experienced crew.

"Puzzle overboard!" he screamed. "It's irreplaceable!"

I fumbled with the touchscreen menu on the cockpit chartplotter display, searching for the MOB button. But the owner took faster and more effective ac-

tion, pulling a flashlight out of one of the winch handle holders and tossing it overboard in the direction of the little wooden puzzle. The flashlight floated high in the ocean and immediately started to flash red from the back of the handle.

"I'm not going to use up a re-arm kit on the inflatable MOB gear," said the owner. But in this smooth water we won't have any trouble returning to the flashlight. Let's get the chute socked, this is a good drill."

In less than a minute we had the spinnaker in the sock and the boat sailing back upwind under main only. We recovered the flashlight with the fish net, and after a few minutes of scanning the immediate area with a powerful spotlight, we found the puzzle too.

"Let me see that flashlight," I said.

It was the same size and shape as a traditional old-style flashlight, the kind that uses two big D cells. But this was much lighter, with the center of gravity way forward. It looked like there were three double-A batteries inside, but the white LED was pretty bright. The single

Cool new self-igniting flashlight from Life Gear, perfect for night-time POB practice. Buy the three-pack and put one in each stocking.



MAX EBB

button cycled it through all the different modes: White spot, white area light, red area light, red with white, flashing red, etc. etc. before finally cycling back to off.

"If you leave it on in any one mode for more than about five seconds," explained the owner, "it goes right to off and you don't have to go through all the other modes."

"Nice feature," I said. "But I'm more interested in the auto-on when it gets wet. In smooth water and light air, I can see this as a great alternative to the usual MOB gear with the big self-igniting strobe, and the pole, and the little sea anchor, and all that required stuff."



Lightweight mesh fabric winch handle holders from Harken. Much lighter than those grimy old PVC handle holders at 3.2 ounces.

"Especially if it's, like, just a hat or a puzzle that blows overboard, not a person," suggested Lee. "How much do those lights cost? If they're not too expensive I think my sailing club should keep one attached to a buoyant cushion for nighttime person-overboard practice."

"That's the best part," said the owner. "They're cheap. The three-pack is only \$22.99 on Amazon. You can put one in each stocking for the holidays."

max ebb

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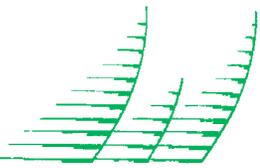
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THE RACING

The various activities at RYC's **Great Pumpkin Regatta** kept sailors entertained. **RegattaPRO** ran the **J/24 District Championships**, and the **Berkeley Midwinters** endured smoky skies. We visit three women skipper regattas: **ICYC's Jill & Jack + 1**, **RYC's Amazing Grace Cheney Cup** and **SoCal's WOW/WAH**. **Box Scores** slip out of the box, and **Race Notes** sound from near and far.

Great Pumpkin Regatta

The Great Pumpkin Regatta at Richmond Yacht Club is replete with a long list of entertaining activities. Start with a kids' pasta feed and pumpkin carving contest on Friday night, continue with a used-gear yard sale, proceed to no fewer than three buoy races on three different racing areas on Saturday, a spooky Halloween costume party that night, and conclude with a pursuit race on Sunday enhanced by a trivia contest and in-the-water pumpkin hunting. Boredom doesn't stand a chance.

Conditions on Saturday were just about perfect for drop-mark racing on the Southampton and Berkeley Circle courses. After a mellow start to the first race, a westerly filled in and held, and three fun races were completed in an efficient manner. As the boats reentered RYC's harbor, a costumed benefactor walked the seawall to toss candy into their cockpits.

The weather was pleasant for post-race socializing. Halloween decorations included an altar appropriate for the Dia de los Muertos theme. The theme lent itself to especially beautiful costumes. Bottles of wine were awarded to costume contest winners, and Shark Sandwich

again played the party tunes. We could have danced all night, but there was another day of racing ahead.

The pursuit race sails around Angel Island and Alcatraz, skipper's choice of direction. Those rounding clockwise will be on port when the two groups meet, but there are other factors to consider. A strong flood made the start challenging. A tidal whirlpool and a wind hole trapped several CCW-rounders at Angel Island's Point Stuart. Another trap was set at the Little Alcatraz buoy. The waters between the buoy and the Rock are restricted (there's a littler rock in there), and the pull of the current was deceptively tenacious. Wind was clocked into the 20s at this, the windiest part of the course. Even being on starboard didn't keep everyone out of trouble.

The question before and after the pursuit race in any given year is always which way is the 'right' way around. This year there didn't seem to be one right way. First to finish was the clockwise D-class catamaran **HMB Boys & Girls Club** (aka *Beowulf V*), doublehanded by Alan O'Driscoll and Bryan Wade.

"Monohulls and catamarans or multihulls are different types of boats, and 90% of the time we go clockwise because there's fewer tacks," O'Driscoll explained. "We don't have to short-tack through Raccoon Strait, and the reach where we're really able to turn on the speed from Alcatraz to Raccoon Strait is a broad reach and we can use the width and the length of the boat to really get powered up. I'm sure we were going over 30 plenty of times on the reach over there."

"When did you set the kite?" we asked.

"We didn't set a spinnaker; we ran a roller-furling reacher. We kept it furled going to weather and unfurled it at the entrance to Raccoon Strait. It provided just enough pull to get us over toward the Corinthian YC. When we got a puff of wind — just like sailing an iceboat or landsailer downwind — we jibed. We shot right through the Strait, and we were able to put a little time on the fleet."

Bryan Wade normally sails monohulls, including his own Ultimate 24 *Max*. "I've corrupted him to sailing multihulls occasionally with me," said Alan, "and he's a great asset to the program."

O'Driscoll is wondering if his cat has

Great Pumpkin pursuit race winners, left to right: Skip Shapiro, Buzz Blackett, Nico Colomb, Steve Hutchinson, Jim Antrim and Brent Draney from 'California Condor' (missing are Wally Hanson and Tommy Pistalka); and Alan O'Driscoll and Bryan Wade, who doublehanded 'HMB Boys & Girls Club'.





LATTITUDE / CHRIS

Spread: J/24s and a Hawkfarm start the Great Pumpkin pursuit race against a strong flood. Inset: The pursuit race suffered from carnage including crew injury and boat collisions; 'Lois Lane' displayed the most spectacular property damage after Little Alcatraz snagged her rigging.

set a new course record. "Bryan got our elapsed time at the finish at about 1:01."

"I will have to check the files. But as of right now, I'm fine with Alan claiming the course record," said race chair Fred Paxton. Has anyone sailed the course within one hour?

Going the opposite direction was the first monohull to finish, the Antrim Class 40 *California Condor*. "For the bigger monohulls it was probably a toss-up," said skipper Buzz Blackett about the choice of direction. "We finished less than a minute ahead of the J/125 *Velvet Hammer*, the second monohull, and they went the other way, clockwise."

Blackett thought counterclockwise was the right way to go because there was enough wind to get through Raccoon, and because they wanted to benefit from the additional breeze on the long leg from Alcatraz to the finish. "I think that worked out for us. But what really worked out for us was that our instruments went out, so we were sailing with just a Windex and our eyes on the tell-tales and got our heads out of the boat. It was really a fun race."

— latitude/chris

GREAT PUMPKIN REGATTA, 10/27 (3r. 0t)

EXPRESS 27 — 1) **Peaches**, John Rivlin, 4

points; 2) **Wile E Coyote**, Dan Pruzan, 5; 3) **Ergo**, Steve McCarthy, 9. (8 boats)

SANTANA — 1) **Alegre**, Chris Klein, 4 points; 2) **Anemone**, Hank Lindermann, 7; 3) **Zingaro**, Jennifer McKenna, 7. (5 boats)

J/70 — 1) **Kangaroo Jockey**, Mark Thomas, 3 points; 2) **Rampage**, Tom Thayer, 6. (2 boats)

CAL 20 — 1) **Raccoon**, Jim Snow, 3 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 7; 3) **Sprite**, Scott Lamson, 8. (6 boats)

J/105 — 1) **Russian Roulette**, Sergey Lubar-sky, 3 points; 2) **Vuja Star**, Chris Kim, 6; 3) **Archimedes**, Larry Levit, 10. (5 boats)

J/24 — 1) **Downtown Uproar**, Darren Cum-ming, 5 points; 2) **Evil Octopus**, Jasper Van Vliet, 7; 3) **Feral Rooster**, Paul Van Ravenswaay, 10. (8 boats)

SC27 — 1) **No Name**, Mark Voropayev, 7 points; 2) **Lickety Split**, Rick Raduziner, 8; 3) **Gotcha**, John Ross, 11. (6 boats)

PHRF A — 1) **Twisted**, Farr 40, Tony Pohl, 3 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 7; 3) **Velvet Hammer**, J/125, Zachery Anderson, 8. (4 boats)

PHRF B — 1) **Swift Ness**, J/111, Reuben Roc-ci, 5 points; 2) **Invictus**, Jeanneau SunFast 3600, Nico Popp, 7; 3) **Gentoo**, Soto 30, Paul Dorsey, 8.5. (6 boats)

PHRF C — 1) **Jeannette**, Frers 40, Bob Novy, 5 points; 2) **Encore**, Sydney 36 CR, Wayne Koide, 6; 3) **Shenanigans**, J/120, Mike Clarke, 9. (8 boats)

PHRF D — 1) **Stewball**, Express 37, Bob Har-ford, 3 points; 2) **Another Girl**, Alerion 38, Cinde Lou Delmas, 8; 3) **Snowy Owl**, Express 37, Jens Jensen, 9. (5 boats)

PHRF E — 1) **Posse**, Melges 24, Sallie Lang, 6 points; 2) **Blue Dream**, Melges 24, Ryan Con-ner, 7; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 10. (5 boats)

PHRF G — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 3 points; 2) **U Decide**, Ultimate 20, Phil Kanegsberg, 11; 3) **Kwazy**, Wylie Wabbit, Colin Moore, 12. (9 boats)

PHRF H — 1) **Friction Loss**, J/30, Jennifer Thompson, 5 points; 2) **Ahi**, Santana 35, Andy Newell, 7; 3) **Sea Star**, Cal 39, Bob Walden, 11. (7 boats)

PHRF K — 1) **Shadowfax**, Olson 25, Mark Simpson, 7 points; 2) **El Gavilan**, Harkfarm, Chris Nash, 8; 3) **Balein**, Olson 25, Dan Coleman, 8. (12 boats)

GREAT PUMPKIN PURSUIT RACE, 10/28

MONOHULL — 1) **California Condor**; 2) **Vel-**

For more racing news, subscribe to *Lectronic Latitude* online at www.latitude38.com

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THE RACING

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ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



vet Hammer; 3) Swift Ness; 4) Twisted; 5) Jeanette; 6) Blue Dream; 7) Gentoo; 8) Zamazaan, Farr 52, Greg Mullins; 9) Arch Angel; 10) Kangaroo Jockey. (123 boats)

MULTIHULL — 1) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 2) **Double Trouble**, F-18, Matthaues Leitner; 3) **Mama Tried**, Open 8.5, Randy Miller; 4) **Hammer**, Seacart 30, Jonathan Hunt; 5) **Khimaira**, F-25c, Mark Zimmer. (19 boats)

Full results at www.richmondyc.org

J/24 District 20 Champs

Jasper Van Vliet's *Evil Octopus* won the seven-boat J/24 District 20 Championships on November 10-11. Fleet captain Van Vliet says that this regatta is extra-competitive because the winner gets a berth for the Miami Worlds next year. "So we squeezed in a ton of races — seven, with no throwouts. Pretty harsh. Jeff Zarwell (RegattaPRO) was the PRO and did a great job."

Sailing on the Berkeley Circle, they had so much smoke they almost canceled. "And a very weird northeasterly ranging from 8 to 18 knots. It all came down to the last race. Very, very tight racing."

District 20 will be holding 'Frostie' racing every Sunday during the winter, starting at 11:30 out of Richmond.

More scenes from RYC's Great Pumpkin Regatta on October 27-28. Top row: pursuit winners 'California Condor' (seen here buoy racing on Saturday) and 'HMB Boys & Girls Club' (seen here throwing in a jibe during a fast transit of Raccoon Strait). Bottom row: the (muertos) faces in the crowd, including an appearance by Beetlejuice (far right).

"Newbies are very welcome. No drama. The Frosties are self-sponsored, though recently we reached out to RYC to invite their J/22 Juniors. There's no RC boat. We grab some big fenders and anchors, then drop them, and start the countdown using VHF." Prospective racers can contact Jasper at jaspersvliet@gmail.com.

— latitude/chris

J/24 DISTRICT 20 CHAMPIONSHIP, REGATTA-PRO, 11/10-11 (7r, 0t)

- 1) **Evil Octopus**, Jasper Van Vliet, 15 points;
- 2) **Downtown Uproar**, Darren Cummings, 16;
- 3) **Shut Up and Drive**, Valentin Lulevich, 19. (7 boats)

Full results at www.regattapro.com

Mercurys Can't Come Home

'Home' for the Nunes-built Mercury class is Sausalito, but the crane in Sausalito is out of service, so Sausalito YC wasn't able to host the Homecoming Regatta as planned. Richmond YC stepped up to run the event on October 20.

Nine boats from the Bay Area, and Park Densmore, representing the SoCal fleet, were treated to a sunny day and

fairly steady breeze without too much chop. Races started on time with 8-10 knots favoring the left side of the course for most of the day.

Courses were simple "paper clips" as PRO Fred Paxton described them. Racing was close, particularly at the weather mark, where some action ensued. There was a bit of light air after the first race, but after that the wind filled and held for the rest of the day.

— lyn hines & latitude/chris

MERCURY HOMECOMING REGATTA, RYC, 10/20

- 1) **Rob Moore**, Scott Easom, 8 points; 2) **#572**, Park Densmore, 17; 3) **Fortran**, John Ravizza, 19. (10 boats)

Full results at www.mercury-sail.com

Smoky BYC Midwinters

The operational word for the week-end of November 10-11 was "smoky!" The barely contained Camp Fire raging to the north and the prevailing NNE winds managed to turn San Francisco Bay into what the 'End of Days' might look like. From Berkeley, the Golden



THIS ROW FRED FAGO



PATRICK HIND-SMITH



LATITUDE / CHRIS

Gate Bridge, the City and Angel Island all disappeared.

Racing sailors were not deterred. Face masks covered the grins of many who came out to sail. In fact, the ppm on the Bay was less than that found in other parts of the Bay Area.

On Saturday 34 boats in five divisions were treated to light and fickle winds. The wind gods were feeling capricious at the scheduled noon start. As the countdown commenced there was a 60-degree shift. We postponed and proceeded with the restructuring of the course. After 15 minutes, the wind swung back. Then after two (or more?) of these shifts, they managed to coerce the Race Committee into starting everyone before shifting yet one more time back to where they started, resulting in a reaching first leg. Not to worry, there were plenty of shifts, place changes and wind shutdowns to be 'enjoyed' before the day was done.

On Sunday, 24 boats showed up and were greeted with much different wind conditions. The fires were still raging, and the winds were very gusty from the northeast. The gustiness and strength convinced a couple of boats to change their minds and simply go home. We were able to start on time, and the wind

Top row: Encinal YC's Jack Frost on November 3. "The winds were light for Race 1, then the west-erly filled in for Race 2," reports Fred Fago. "A brisk breeze made pleasant sailing on a sunny day with moderate temperatures." Bottom right: Golden Gate YC Seaweed Soup race on the same day. Bottom left, one week later: Driven by a northerly, smoke and ash blanketed the region, but racing went on regardless in the Berkeley Midwinters (pictured) and RegattaPRO Winter One Design.

(amazingly) stayed reasonably constant throughout the race.

The day's results can be found at www.berkeleyyc.org/racing.

— bobbi tosse

Jill & Jack + 1

On Sunday, November 4, Island YC in Alameda welcomed triads to a women's skipper race on the flat waters and narrow confines of the Estuary.

A breeze with quite a bit of south to it puffed up in the late morning, but by the 1 p.m. start time the puffs had petered out. The wind angle held, however, and skewed the usually more-or-less square course. A strong ebb current helped make short work of the windward leg, most of which was sailed on port tack. The main challenge going uphill toward the KTVU building in Oakland was picking through a fleet of CFJs competing in a high school regatta out of Encinal YC midway up the course. Might doesn't make right, and the big boats were on port, after all.

Once around the windward mark, the

triplehanders had to pick sides, and the spinnaker division boats had to keep their kites flying despite a wind angle that often crept forward of the beam. The winning skipper in that division, Sandy Andersen Wertanen, said that she and crew Nathan Bossett and Ric Wee went right down the middle, into the ebb, on her Express 37, *Eclipse*. They carried a spinnaker but didn't set right away.

The Merit 25 *Faster Faster!* set right at the windward mark, went over to the left (leeward) side (the side favored by local knowledge). They carried past the USCG cutters docked at Government Island, and onward all the way to the leeward mark.

Eclipse had been signed up for the Grace Cheney Regatta, but several crew dropped out during the week, so the triplehanded option was fortuitous. Sandy had another reason for not racing on the bumpy Central Bay. *Eclipse* had been in a collision with the Martin 243 *Nice Rack* the previous Sunday not long after the start of the Great Pumpkin pursuit race. The Martin's rack got caught in *Eclipse's*

THE RACING



RYC's Amazing Grace Cheney Cup on November 4. Spinnaker winner 'Bad Hare Day' (left) and Non-Spinnaker winner 'Zingaro'.

stanchions. They had to lift the rack off, while the boats' hulls were bumping against each other. *Eclipse's* forestay was bent. Glenn Hansen checked out the rig and reinforced it with Spectra lines, but the pulpit was off, so Sandy was grateful for the flat waters of the Estuary.

— latitude/chris

ICY JILL & JACK + 1, 11/4

SPINNAKER — 1) **Eclipse**, Express 37, Sandy Andersen Wertanen; 2) **Faster Faster!**, Merit 25, Junette Kushner; 3) **Vitesse Too**, Hobie 33, Emily Zugnoni. (7 boats)

NON-SPINNAKER — 1) **Wuvulu**, Islander Bahama 30, Dawn Chesney; 2) **Wayward Whale**, Ericson 38, Terri Griffith; 3) **Fun**, Santana 22, Rosanne de Vries. (4 boats)

Full results at www.jibeset.net

Amazing Grace Cheney

Richmond YC's Amazing Grace Cheney Cup was unfortunately scheduled for the same day as IYC's older Jill & Jack + 1. Undoubtedly, some of the participants of either might have otherwise sailed in both. Three races being run on the Bay that Sunday (the third being Sausalito YC's Chili Midwinter) were assigned the same VHF channel by the Coast Guard. Fortunately the start times happened to be staggered.

In its third year, this event, a memorial to an RYC member who died suddenly in 2016, welcomed men aboard the boats. The dudes had pleaded to be included, so the regatta chair amended the Notice of Race. But the helmspeople still had to be women.

The large Spinnaker Division was given a course from Southampton Shoal around Little Harding and Blossom Rock and back, while the tiny Non-Spinnaker Division had only to round Little Harding. The racers enjoyed what one volunteer called "a delightfully bubbly breeze" of 8-12 knots.

The big question was when to set the chute on the leg from Little Harding to Blossom. "It was a Wabbit sort of day," commented our source. "Darn, they can point high with a kite and someone on the wire."

— latitude/chris

RYC AMAZING GRACE CHENEY CUP, 11/4

SPINNAKER — 1) **Bad Hare Day**, Wylie Wabbit, Evelyn Ivey; 2) **Keala**, Wylie Wabbit, Kelsey Tostenson; 3) **Bombora**, Express 27, Rebecca Hinden. (15 boats)

NON-SPINNAKER — 1) **Zingaro**, Santana 22, Jennifer McKenna; 2) **Jewel**, Alerion Express 28, Lynda Corrado. (2 boats)

Full results at www.richmondyc.org

Racing in the Land of No Wind

The 'Land of No Wind' lived up to its name. On November 3-4, the Women's Sailing Association and the Association of Santa Monica Bay Yacht Clubs ran the annual Women on Water/Woman at the Helm series.

First held in 1980, WOW/WAH is intended to get more women involved in racing and encourage all-female crews to participate. The two divisions are WOW — all-female crews — and WAH, coed crews with a woman driving the boat.

It's difficult to break the glass ceiling, since the majority of boat owners are men, but this year 18 boats signed up. The boats ranged in size from the Martin 242 *Sails Coll*, driven by Julie Coll with an all-female crew, to *Margaritaville*, a coed 52-ft sloop with Carey Meredith at the helm. There were two PHRF classes and one cruising class (random leg).

The wind decided to set

its clock back to zero plus a couple of knots. Daylight saving was all but gone Sunday as the partly cloudy conditions deteriorated to a pea-soup fog.

It was so light on Saturday that *Margaritaville* took line honors with a 56-minute tour around the 3-mile first course. The top cruising boat, *Shibuni*, a Capri 30 driven by Carolyn Cole, arrived at the finish line at 2 p.m., two hours after the first start, on a 5.5-mile shortened random-leg course.

Julie Coll and *Sails Coll* rattled off four bullets to claim overall WOW honors. The little Martin performed very well in the light air and foggy conditions. *Shibuni* took overall cruising honors with a pair of bullets. The flat seas helped the racers, but all agreed on two things: More wind would have been nice, and they had a great time.

Pacific Mariners YC hosted Saturday's after-race festivities with a fine Italian dinner and live band on the outside aft deck. Sunday's trophy presentation

Julie Coll (left), WOW-winning skipper of *Sails Coll*, drove a textbook series with an all-female crew. She's pictured with Jana Davis, commodore of the Women's Sailing Association.



ANDY KOPETZKY



LATTUDE / CHRIS

IYC's Jill & Jack + 1 fills pails with goodies for top finishers on November 4. Left to right: Non-Spinnaker winners John New, Dawn Chesney and Julie Pimentel of 'Wuvulu', and Spinnaker winners Nathan Bossett and Sandy Andersen Wertanen of 'Eclipse'.

party had hors d'oeuvres, libations and sea stories exchanged at Del Rey YC.
— andy kopetzky

ASMBYC WOW/WAH REGATTA, 11/3-4 (4r, 0t)
WOW PHRF B — 1) **Sails Coll**, Martin 242, Julie Coll, 4 points; 2) **Rascal**, Hunter Legend 37.5, Monica Chaban, 8; 3) **Cassiopeia**, Hanse 371, Margie Woods, 12. (3 boats)

WAH PHRF A — 1) **Margaritaville 1.5**, 52-ft sloop, Carey Meredith, 5 points; 2) **TBD**, Synergy 1000, Michelle Shanks, 9; 3) **Tiburón**, Santa Cruz 37, Krista Harris, 12. (5 boats)

WAH PHRF B — 1) **Twelve Bar Blues**, J/105, Evelyn Crommett, 4 points; 2) **Cuchulainn**, J/105, Hallie Petersen, 8; 3) **Crimson Star**, Santana 30/30 GP, Hollie Stenson, 18. (3 boats)

WAH RANDOM LEG (3r, 0t) — 1) **Shibumi**,

Capri 30, Carolyn Cole, 4 points; 2) **Leilani**, Hunter 34, Stacy Sinclair, 6; 3) **Ruby d'Eau**, Beneteau Oceanis 55, Michelle Kringen, 8. (5 boats)
Full results at www.dryc.org

Out of the Box Scores
SIFYC FALL DINGHY REGATTA, 10/27-28 (7r, 1t)
505 — 1) Mike Holt/Rob Woelfel, 10 points; 2) Bob Tennant/Steve Bourdow, 13; 3) Mike Martin/Reeve Dunne, 15. (6 boats)
CFJ — 1) Johnny & Charlie Perkins, 7 points; 2) Leo Sabharwal/Zoë Shane, 18; 3) Ryan Froeb,

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THE RACING

22; 4) Anson Walker/Audrey Whitney, 36. (19 boats)

CLUB 420 — 1) Justin Lim/Amir Tadros, 7 points; 2) Chloe Holder/Kristen Zarebinski, 13; 3) Mason Stang/Timmy Gee, 25; 4) Connor Bennett/Ted McDonough, 28; 5) Sean & Megan Engelbrechten, 28; 6) Simon Boeger/Jasper Reid, 46; 7) Dylan Wondolleck/Scarlett Dawson, 47. (27 boats)

LASER — 1) Peter Phelan, 6 points; 2) Mike Bishop, 23; 3) Marcel Sloane, 25; 4) Chris Boome, 27. (16 boats)

LASER RADIAL — 1) Sarah Young, 9 points; 2) Will Foox, 12; 3) Toshi Takayanagi, 17. (14 boats)

OPTI CHAMPS — 1) Tor Svendsen, 23 points; 2) Cooper Smith, 25; 3) Yann Menard, 35; 4) Ethan Sargent, 36; 5) Jack Murphy, 42; 6) Nathan Fasano, 43; 7) Christopher Tang, 45; 8) Henry Vare, 56. (35 boats)

OPTI GREEN (9r, 1t) — 1) Beckett Kern, 16 points; 2) Kaito Bratti, 16; 3) Molly Connelly, 39; 4) Tomer Polak, 41; 5) Felix Ho, 42; 6) Alexander Moon, 53. (26 boats)

Full results at www.stfyc.com



ST. FRANCIS YACHT CLUB

Mike Holt and Rob Woelfel show winning form on the 505 'IO Integration' in StFYC's Fall Dinghy Regatta. For results, see Out of the Box Scores.

RYC LASER SHORT COURSE, 11/11 (6r, 1t)

LASER — 1) Nicholas Sessions, 5 points; 2) Chris Boome, 14; 3) Lance Kim, 21; 4) Justin Foox, 24. (18 boats)

LASER RADIAL — 1) Raffi Baumann, 9 points; 2) Jayden Benedict, 12; 3) Wes Seifers, 28. (4 boats)

Full results at www.richmondyc.com

Race Notes from Near and Far

Stanford University dominated the **Big Sail** this year. The rivalry was hosted by StFYC on a smoky Tuesday, November 13. Sailing three races in the club's J/22s, the Cardinal won four divisions: Varsity, Women Alumni, Young Alumni and Grandmasters Alumni. The Cal Bears took Masters Alumni. See www.stfyc.com.

Santa Cruz YC's One Design Series enjoyed great wind for every race this year. Fall Series winners were Tom Faraola's *Rio* in SC27s, Mark Langer's *Hot Tuna* in Santana 22s, and Andy Kolb's

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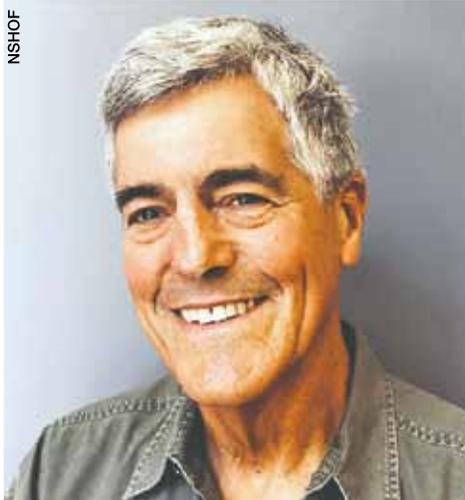
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Yellow Dawg in A Cats. For full results and more, see www.scyc.org.

The **Red Bull Foiling Generation US Final Qualifier** included many young sailors from California. The regatta for 16- to 20-year-olds was held on November 2-4 in doublehanded 18-ft Flying Phantom catamarans at Virginia Key Beach Park in Miami, FL. Romain Screve/Jacob Rosenberg, Jack Sutter/Pearce Mendoza, Aidan Doyle/Neil Marcellini, Jack Joslin/Max Mayol, Peter Sangmeister, Lucy Wilmot, and Wells Drayton were among the entries. Rosenberg and Screve made it to the final heat, but Ian MacDiarmid and Nicolas Muller went on to represent the US at the World Finals on November 9-11. New Zealand won. See www.redbull.com/int-en/events/foiling-generation.

Also in Florida, World Sailing announced at their Annual Conference in Sarasota on November 4 that a mixed two-person keelboat offshore event will be included in the **Paris 2024 Olympics**. Which keelboat they'll use for this event



San Diego sailor Vince Brun was inducted into the National Sailing Hall of Fame in a ceremony on November 11 in Fort Lauderdale. Brun has won world championships in Solings, Stars, Melges 24s and Etchells.

is "to be confirmed." And you'll soon tire of being reminded that the sailing will be held 779 km away from Paris in

Marseille.

The 2018 six-man class of sailing luminaries inducted into the **National Sailing Hall of Fame** consisted of three-time Soling World Champion, Brazilian-American Olympian and America's Cup sailor Vince Brun of San Diego; John Biddle; George Coumantaros; Bill Koch of America's Cup fame; Ding Schoonmaker; and William H. Webb. Learn their stories at www.nshof.org/hall-of-fame.

Nominations are accepted year-round at nominate.nshof.org. March 30 is the cutoff for nominating someone for 2019.

The C. Thomas Clagett Jr. Memorial Clinic and Regatta boat grant program has awarded a 2.4mR to **Challenged Sailors San Diego**, which was formed in 2015. Kevin Wixom, president of Challenged Sailors San Diego, attended the first Clagett Regatta held in Newport, RI, where he earned the Sportsmanship award. The San Diego program currently has a fleet of Martin 16s, which are used weekly, and the addition of the 2.4mR will help train the sailors and allow them to travel to regattas to race in that class.

— *latitude/chris*

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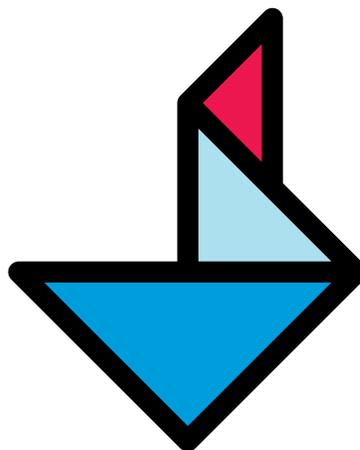
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WORLD

*We depart from our usual format this month, and invite you to test your knowledge about **The World's Top Chartering Destinations.***

Sailing Through History: Test Your Travel Trivia Prowess

If you've done a bit of traveling, you'll probably agree that you don't have to be a diehard history buff to enjoy visiting historic places and learning the stories that brought them fame. During our own extensive travels, we've learned that whether we planned to vacation ashore or on the water, the more we learned about a destination in advance of traveling there, the richer the experience was once we finally arrived.

So, in order to inspire you to do some pre-travel 'homework', we occasionally attempt to stimulate the gray matter inside your skull and excite your 'vacation genes' by testing your knowledge of nautical trivia about popular international charter destinations. It's good fun, and who knows? Some of the little nuggets of history found on these pages may inspire you to travel to sailing venues that you'd never considered before. If that happens to you, by the way, we'd certainly love to hear about it.

(You'll find the answers on the last page of this World of Chartering section.)

1) This charter base is ideal for those in search of solitude and marine life, as most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

Seen here during an annual sailing festival, the waters of Vava'u, Tonga, are clean, deep blue and alluring to international sailors.

2) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It's large enough, by the way, for a 40-ft sailboat to enter, as its entrance is 130 feet high!

- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

3) This popular European chartering destination on the Adriatic Sea contains more than a thousand islands.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

4) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

5) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie-Galante
- c) Martinique
- d) St. Barth

6) Lying off the eastern coast of Spain, the four major Balearic Islands are Mallorca, Minorca, Ibiza, and...?

- a) Chubasco

- b) Gaviota
- c) Formentera
- d) San Sebastian

7) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea



8) At a certain time of the year in this popular South Pacific bareboating destination, vacationers can enjoy observing and swimming with humpback whales.

- a) The Marquesas
- b) Tonga
- c) The Solomon Islands
- d) The Marshall Islands

9) In what country will you find a popular chartering region called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

10) This archipelago of arid islands is located less than 100 miles off the West African coast, but it belongs to Spain.

- a) Gibraltar
- b) The Balearics
- c) The Azores
- d) The Canaries

11) In which charter venue will you find a spectacular white sand beach called Whitehaven?



OF CHARTERING



LATITUDE / ANDY

What Virgin Island is world-famous for its annual Wooden Boat Regatta, and the irreverent singer-songwriter who runs it? We recommend renting a bareboat and joining the fun.

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

12) In 1776, a few months after the American Revolution, this tiny island made history by becoming the first foreign entity to acknowledge US sovereignty, by way of a salute fired from Fort Oranje in reply to a salute by the American brigantine *Andrew Doria*.

- a) Bequia
- b) Guadeloupe
- c) St. John
- d) St. Eustatius

13) Which young English naval officer — who would later become internationally famous — was sent to Antigua in 1784 as head of the West Indies Squadron, and eventually developed the Naval facilities at English Harbor?

- a) Benjamin Disraeli

- b) Napoleon Bonaparte
- c) Horatio Nelson
- d) Admiral Rodney

14) This popular tropical chartering destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

15) This summertime chartering venue is the largest estuary in the US.

- a) Sacramento Delta
- b) Mississippi Delta
- c) Chesapeake Bay
- d) Penobscot Bay

16) On which Eastern Caribbean island was founding father Alexander Hamilton born?

- a) Nevis
- b) St. Croix

- c) Barbuda
- d) Dominica

17) Which Greek island in the Cyclades group is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesvos

18) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

19) Adjacent to which Caribbean island did the Cousteau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia

20) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

21) Nearly 300 years before Christ, a 110-foot-high statue of the god Helios straddled the mouth of this island's harbor.

You won't find many waterside resorts in Mexico's Sea of Cortez. Instead, it offers dozens of unspoiled natural anchorages.



COURTESY THE MOORINGS

WORLD OF CHARTERING

bor. At the time it was considered to be one of the seven wonders of the ancient world.

- a) New York
- b) Bali
- c) San Salvador
- d) Rhodes

22) Historians believe that Christopher Columbus took his first steps in the New World on one of the islands within this group. Today they comprise a British Crown Colony. Much of the population here is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas



DAN & ALISON LEININGER

Al fresco dining in Split. Thanks in part to its rich, centuries-old culture, Croatia has become a favorite European charter destination.

23) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti

- c) New Caledonia
- d) Tonga

24) All waters of this charter venue are part of a protected marine preserve.

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

We'll give your brain cells a rest here, but we hope our little quiz has stimulated your curiosity about some potential charter destinations that had previously been off your radar. And please remember, wherever you happen to charter, we always encourage you to email us a few paragraphs on your experiences along with a few favorite photos (editorial@latitude38.com).

— latitude/andy

- 1) "d" Mexico's Sea of Cortez
- 2) "b" Santa Cruz Island
- 3) "b" Croatia
- 4) "b" Downeast Maine
- 5) "d" St. Barth
- 6) "c" Formentera

- 7) "b" The Gulf & San Juan Is.
- 8) "b" Tonga
- 9) "d" Turkey
- 10) "d" The Canaries
- 11) "b" Australia's Whitsundays
- 12) "d" St. Eustatius

- 13) "c" Horatio Nelson
- 14) "a" Belize
- 15) "c" Chesapeake Bay
- 16) "a" Nevis
- 17) "c" Delos
- 18) "c" The Florida Keys

- 19) "b" Guadeloupe
- 20) "b" nutmeg and mace
- 21) "d" Rhodes
- 22) "d" The Bahamas
- 23) "d" Tonga
- 24) "d" British Virgin Islands

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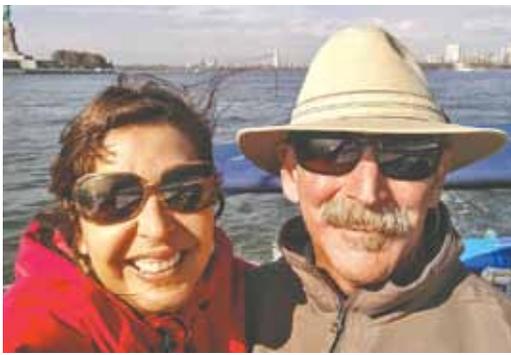
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CHANGES

*With reports this month from **Pono's** stop in Malta; Joel Sorum's sabbatical from his **Compañera** to help friends on **Exit Strategy** cruise the coast of Africa; and **Pamela** shaking off some cobwebs for a summer cruise to Hawaii — followed by fo'c'sles-full of **Cruise Notes**.*

Pono — Fontaine Pajot Eleuthra 60 Jim ("Homer") and Claudia Holm Mission In the Med Santa Cruz

It frequently feels like our life with and on boats is so much more full than at home on land. Aboard our new-to-us catamaran *Pono*, that's been even more



Cruising with a purpose — Claudia and Capt. Homer are combining pleasure cruising with a plan to help save the oceans.

true than ever. In the first year, we put in five months of boatyard work, 10,000 sea miles and a five-month charter season while running our rentals at home and volunteering for Clean Oceans International. A bit much.

After buying the boat in Spain we replaced the rigging in Canet-en-Roussillon, France. The food made the work much more tolerable and I've had enough garlic to quell any fear of vampires. In September, we met a new family member. Jack Giacomo is a 28-year-old Italian ex-

The 'Pono' crew retrieves an errant fishing net in the Atlantic.



plorer who traveled from Australia to Europe without using air travel. We looked like a decent taxi to the Americas and he put out his thumb. He thought enough of his time with us that 'Pono' is tattooed on his shoulder, and in his first 5,000 miles he went from novice to salty sailing, with stops in France, Malta, Italy, the Canaries and Virgin Gorda.

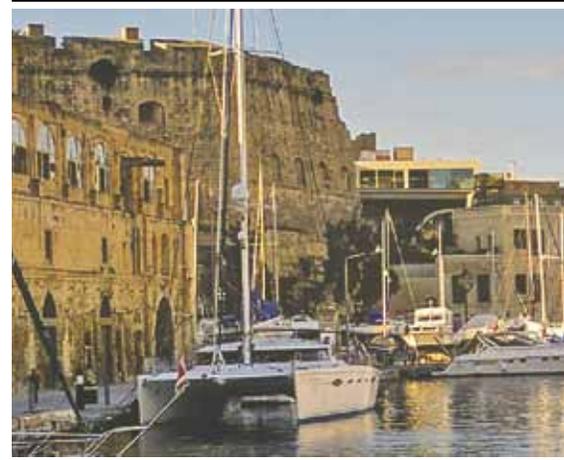
I was invited to the Our Oceans Conference October 4 in Malta to discuss our organization's efforts to reduce plastic waste in the ocean by creating smaller versions of simple technology that cooks plastic to create diesel fuel. The idea is that if we can impart a monetary value to plastic waste, then humans will be more inclined to manage it more effectively.

Sailing on a schedule is not always possible or even prudent. Weather calls the shots always. So we did our best to be ready ahead of schedule and watch the forecast. This went well, except . . .

We shipped our miniature portable plastic-to-fuel converter to France so it could ride to Valletta (Malta's capital) to "talk trash" with kings and presidents. It got held up in French customs for import duty, and we were fortunate to liberate it from the local FedEx terminal before the paperwork for seizure arrived. Down to the dock in a taxi, start the engines and out the door before someone said no.

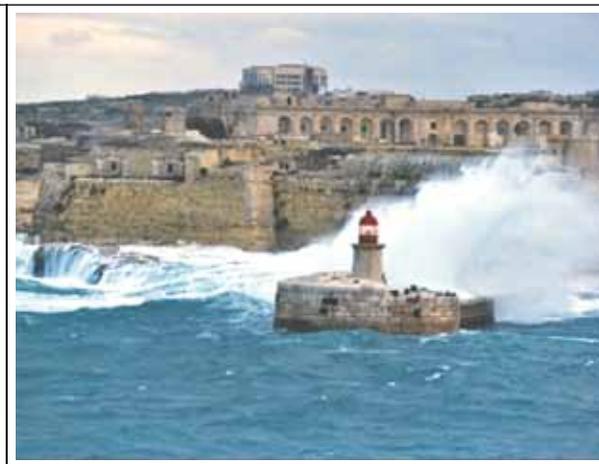
I'm betting that most voyagers have experienced that when you are ready to go, the wind is not. Although we did not have perfect sailing wind, we did have a safe window to travel, so we took advantage. *Pono* gets along at six knots at slow idle on one engine. We made good time and enjoyed the warm Mediterranean vistas. On day two, we stopped to let a small sperm whale and calf cross about 40 feet in front of our bows. There are notoriously few fish and mammal sightings in the Med, so we felt as though the sea had blessed our mission to reduce plastic pollution.

But not the weather. Our arrival coincided with a tropical disturbance that was said to be the worst in a generation,



and our marina was closed by high surf. The Valletta port captain demanded that we leave the harbor immediately after clearing customs, and with a fuel problem causing one engine to stutter, we were fortunate to pirate a commercial mooring for two more days of 35-knot winds and rain.

The harbor opened to us 30 minutes prior to the start of the conference. Getting our 28-ft-wide cat in the marina, making the turn and getting tied up with one engine faltering was a rush the likes of which I had not experienced in 40 years of driving boats for a living. Waves broke into and over the 15-ft-tall seawall not 30 feet abeam and the cauldron was boiling as we made our turn to actually enter the basin. The harbormaster asked me to turn around and I politely declined. We were fortunate that it was not as bad



made the place strategically important. Conquerors included Phoenicians, Arabs, Napoleon, Sicilians, French and British, to name a few. These days, Malta is a cruise ship destination and a business center based on the euro. Our time there was short but it was a memorable destination and another reminder that the

world is complex and mysterious.

During the conference, I was on a panel with the port director for the city of Rome. Upon his invitation, we decided that would be the next destination.

— Homer

Readers — Look for Part II of Pono's 'mission in the Med' trip to Italy next month. For more information about Jim Holm and Clean Oceans International, see our Sightings story 'Plastic to Diesel' in the December 2017 issue, or log onto www.cleanoceansinternational.com. The Our Ocean conferences were created by the U.S. State Department. More information at www.state.gov/ourocean.

**Exit Strategy — Wauquiez PS 40
(via Compañera — Tartan 3800C)
Sailing to Africa
Joel Sorum
Woodland, CA**

I never thought I'd live long enough to sail the east coast of Africa, but here I am in Richards Bay, South Africa, tied up to the International Dock on the sailing vessel *Exit Strategy*. I've crewed across much of the Indian Ocean this year with my friends Tom Christensen and Kim Maclean on their Wauquiez PS40 out of the Royal Victoria Yacht Club, BC, Canada. What fun and high adventure it's been! Meanwhile, my vessel, *Compañera*, is on

The crews of 'Exit Strategy' and a few other cruising yachts enjoy a beach party with locals on Bazaruto Bay, Mozambique.

as the "Medicane" at the end of September. In this recent storm, the surf in Portomaso marina reached the third floor of the Hilton Hotel and the photos of the entrance to Valletta looked like Mavericks at its biggest.

Portomaso marina is small but shiny, and pricey even by California standards. The harbor staff are very helpful and graciously allowed a local mechanic to assist me with our fuel issue. Chris was a rare gem and the black fingernails nailed him as the real deal. I was comfortable heading to the conference with him looking after my engines. We polished the fuel and all was good.

At the conference, our little machine was quite a hit. A small handful of European journalists joined us on day two for an evening with Global Youth ocean leaders mentored by Celine Cousteau

(daughter of Jean-Michel; granddaughter of Jacques). We now know that *Pono* can easily handle at least 30 people for adult beverages and trash talk at the dock.

The young delegates were excited to learn about Clean Oceans International and our plans for sailing to share these ideas where it counts. These young folks give me hope.

We were happy to have time to explore a bit before we left. Valletta is a serious step back in time. It was used as the set for the newest edition of *Murder on the Orient Express*. Thousand-year-old fortresses and cathedrals ring the harbor, and the Maltese speak their own dialect that makes me think of Spanish spoken in Arabic. Their history is long and their position in the trade routes

Spread, 'Pono' on Italy's Amalfi coast. Above, fueling in Malta. Center, sailing in the BVIs. Right, over the centuries, Malta has been assaulted by all sorts of invaders and storms.



ALL PHOTOS PONO



JOEL SORUM

CHANGES

the hard waiting for me back in La Paz.

I met Tom and Kim while we were both sailing down the coast of California to join the 2011 Baja Ha-Ha. For them, this was the beginning of a circumnavigation, and over the past seven years I've joined them



The 'Exit Strategy' crew — (left to right) Tom, Joel and Kim — hiking Nosy Komba, Madagascar.

on several legs of their journey.

Meanwhile, I've sailed *Compañera* down the west coast of Mexico, across to French Polynesia, back up to Hawaii and on to San Francisco in time to join the 2017 Baja Ha-Ha. I met Laura Ashton four years ago living on her sailboat at the Elkhorn YC in Monterey Bay, and we have been cruising and enjoying life together ever since.

For this portion of their circumnavigation, I rejoined Tom and Kim in Nosy Be, a small island just off the Northwest Madagascar coast where I flew into the small airport. The following morning, we motored to the nearby island of Nosy Komba where we spent a couple of delightful days hiking up to the summit, having great fun with a family of lemurs and enjoying the friendly people in the little village. In between, Tom was checking for a favorable weather window for a crossing

of the Mozambique Channel. They had secured the services of a weather router, and were in contact with an experienced South African sailor very familiar with local conditions. Weather forecasting has greatly improved along with the technology available to obtain it — but there are unique reasons for carefully planning a transit across this notorious channel.

Every few days, a regular weather pattern brings strong southerly winds up the Mozambique Channel. These are generated by frequent southwesterly depressions originating in the Southern Ocean that blow up the eastern coast of Africa. This area also has strong currents and countercurrents; the south-flowing Agulhas Current is the second-fastest in the world. A rapidly flowing current against gale-force winds quickly creates dangerous sea conditions for vessels of any size. Additionally, there are many tiny islands — mere dots on a chart but with miles of fringing reefs waiting for the unwary.

It is therefore critical to wait for a weather window of sufficient length to allow passage to the next safe harbor.

Initially, we harbor-hopped south along the Madagascar coast. Our first overnight stop was Russian Bay, a picturesque place named for an abandoned Russian warship that had arrived there in 1905. The next stop was the city and huge river delta of Mahajanga, where we took on fuel and provisions. The waters in this area drain a large river delta, which turns the bay and sea for miles around a rusty red, and which is afforded an unexpected grace from the hundreds of dhows scurrying about with lateen rigs and clamshell-like sails.

At dawn on October 11, we weighed **'Exit Strategy' at rest. Owners Tom and Kim are more than halfway through a circumnavigation.**



EXIT STRATEGY



EXIT STRATEGY/JOEL

anchor and made excellent time down the coast, proceeding toward Cape St. Andre. Early the next morning we passed the Cape as night faded into day and the last view of Madagascar slipped below the horizon. That night it was moonless and the stars were brilliant. *Exit Strategy* skipped through the placid seas at an easy 5-6 knots. It was a sailor's delight!

Later, with favorable conditions predicted, we turned west for Mozambique, some 570 miles away on the African coast.

By the fourth day, we were enjoying beam- to broad-reaching in 10-18 knot winds. Currents were erratic and slightly contrary, but not a significant problem.

We arrived at Bazaruto Bay early on Tuesday, October 16. It took three hours of careful navigation through the winding channel before we dropped anchor. Bazaruto Bay and its islands are part of a nature preserve, and we were soon visited by a park ranger in a skiff who was quite friendly, spoke good English, and collected a small fee for our stay. This is

EXIT STRATEGY/JOEL



Above, Leapin' lemurs! Joel makes friends with some locals at a nature park in Madagascar. Left, Joel and Laura Ashton on 'Compañero' at the start of the 2011 Puddle Jump. Above left, 'Exit Strategy's recent track into mainland Africa. Next stop, Cape Town.

part of the Bazaruto Archipelago Islands preserve which is thought to be one of the most beautiful places in the Indian Ocean. We were to remain at this anchorage for nine days waiting for a weather window and safe passage to our next landfall. And we certainly weren't alone. There were more than 20 other yachts from Europe, Canada and the US also in the 'waiting room.' This afforded a wonderful opportunity to visit other voyagers, explore the island, and get to meet many locals.

Our window opened on the 24th. We weighed anchor in the morning, and again spent four hours winding our way through the narrow — and at times, shallow — south channel. I stood at the bow keeping a lookout for uncharted reefs and shallow patches, while Kim monitored our progress on our downloaded Google Earth image of the area on her iPad. The climax of this nail-biter was passing the

last sandbar with depths just under 3 meters and breaking seas on both sides! Tom did a marvelous job of piloting, with most of the fleet following close behind and Kim and I just holding our breath!

Then it was off on a three-day passage to Richards Bay, some 470 miles to the south. Once well clear of Cabo Correntes we were increasingly in the grip of the Agulhas Current, which swept us along at 2-3 knots until we were in sight of Richards Bay. Except for our first night with choppy seas, our passage was great; a nice mixture of good sailing, variable winds and kindly seas.

We are now safely at rest in the Zululand Yacht Club Ma-

rina. Cape Town still beckons, some 1,000 miles distant through some of the world's most challenging seas. But for now we will enjoy a brief respite from the sea and visit several of South Africa's nature preserves. All is well!

— Joel 10/24/18

**Pamela — Crealock 37
Peter Pan for a Season
Dennis Maggart
Redwood City**

I needed a good reason to take *Pamela* back to sea after a two-year hiatus. I'd sailed her all the way to New Zealand and back (2014-2016), yet still I felt adrift and bereft, unsure of what to do next — one voice in my head asking if I'd ever make another long-distance voyage; a different voice saying, "You're turning 60, you old coot, you'd better get out there while you still can!"

Hawaii for the summer appealed for several reasons. It takes three weeks to get there and four to return, so you might as well set your anchor and stay a couple of months, then split before the hurricanes begin

to form. Sailing there is a sweet treat, all downwind. Yes, I would have to psych myself up for the long, bumpy trip back to San Francisco. I could do it solo . . . 60 and solo. That had a nice ring to it.

When my son, Lindsay, heard I was sailing to Hawaii, he signed on immediately as crew. He and I have crossed oceans together and we get on well at sea. Then a week later, while cycling through Monterey with my old buddy, Milo, he announced that he was coming too! The day

Squalls are familiar sights to Hawaii-bound sailors — except at night, when they can pounce on you unseen.



PAMELA

EXIT STRATEGY/JOEL

CHANGES

was warm, the ocean looked like Walden Pond, and a light seabreeze beckoned. I couldn't tell if he was serious.

Now, Milo is a landsman — in a good way, of course. He golfs four times a week, cleats firmly planted; and he is a horse-



PAMELA

'Pamela,' Dennis, and The Big Six-Oh.

racing fanatic, the sound of thundering hooves further rooting him to the land. Yet my tales of seasickness, long hours of abject boredom, and midnight squalls with flying squid hitting you square in the face would not shake Milo from his intention to go.

Three is actually a good number for a crew to Hawaii. The watch schedule would be two hours on, four hours off, right 'round the clock. As owner, if anyone starts to get on your nerves, simply alter the schedule such that you never have to experience them awake.

At this point my simple plan for sailing like a contemplative mystic to Hanalei needed an overhaul. I would sail solo on the homeward voyage at the end of the summer, but for the outward leg I would need to provision for a crew of three, as well as prepare my crew for the three-week journey.

When provisioning for a long passage

There's nothing like an ocean voyage to reveal all the stuff that needs fixing. At least this topping lift repair could be done in nice weather.



PAMELA

at sea, start with Provisioning Rule #1: Never take anything you actually don't like to eat. This is not obvious! Plenty of world-class, long-distance sailors return from voyages with lazarettes still full of rice and ramen, crates of Dinty Moore beef stew, and pallets of energy bars.

One-pot meals are the easiest dinners at sea, and you can stuff these with your fresh vegetables before they spoil. My half-size pressure cooker is the secret to scrumptious and savory one-pot meals. I leave the pot on the stove until it's all eaten up, then start the next one a couple of days later. Even the most vile of one-pot meals will transcend before your eyes into a gastronomic delight if you throw in a can of coconut milk, like when a princess kisses a toad.

Next on my agenda was the shake-down. *Pamela* had not been to sea in two years, so I would have to nudge her down the coast for a ways to see what might be broken. Lindsay and I left Redwood City on a strong ebb that pulled us up the Bay to Aquatic Park Cove where we anchored for the night. We mustered at 0200 to catch the next ebb. Next stop: Monterey, where we would pick up Milo.

We happened to get there the day that the Kentucky Derby was running and Milo was throwing a big party. Mint juleps and Kentucky bourbon flowed in copious measure. We cheered and hollered at the horses until we were all hoarse.

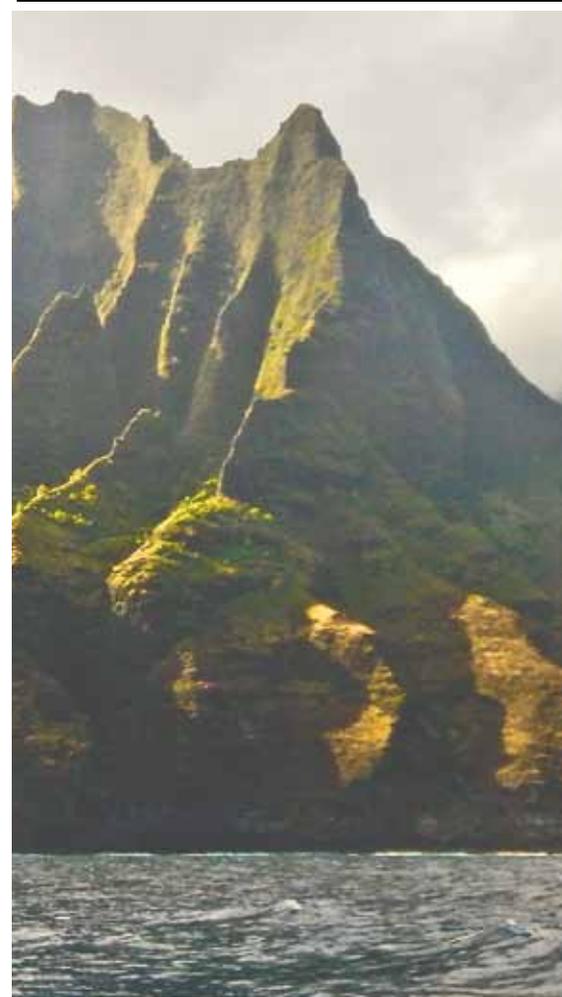
It took until 1300 the next day to recover sufficiently to load our final provisions aboard the boat. It was all smiles as we cast off our lines and squeezed through the breakwater bound for Hanalei Bay. Two miles out we were getting a shellacking. The wind gusted to force 6 on the nose as we clawed away from the coast. Welcome to the ocean.

The first day was miserable, as was the second. By the third day, we were getting our sea legs and appetites back.

Lindsay wanted bacon. Coming right up! We had 144 pre-cooked slices aboard, courtesy of a sympathetic aunt who'd sent us two giant packs via FedEx. Milo's stomach was still adjusting to life at sea and he was happy with raw vegetables and fruit juice. I served one-pot meals with coconut milk and made stove-top bread in my heavy iron skillet. When the yeast wouldn't rise, I smeared tomato paste on one cooked side, then topped it with cheese and bacon and called it pizza.

A few days later we hit light winds. The weather charts showed five days of pretty much 0 knots, 'gusting' to 4.

Fortunately, that only lasted a day before enough breeze filled in to push *Pame-*



la along at about four knots. The old girl can do quite well in seven knots of wind if the seas are not too rough.

For a week we moved along at low speed. Life at sea became quite tranquil. Then we met the freighter. Milo and I were spinning yarns in the cockpit one afternoon, enjoying the fine, settled weather. He glanced up quickly and pointed. "Is that a ship?"

I had to crane my neck around the awning to see what he was looking at. And there it was, a mile away, all ugly dull green, steaming at 20 knots straight across our path.

Instantly, we changed course and hove-to, then hailed the freighter's captain by radio. "*Argo, Argo*, this is sailing vessel *Pamela*. We are hove-to off your starboard bow. How copy?"

No response.

"Milo! Quick, get the GoPro!" This was going to make a hair-raising video clip if we didn't get smashed.

After a couple more hails, a sleepy voice came over the VHF: "Okay." And the freighter continued on its way to the Orient, never changing course.

It was a very near miss, the closest I've



Far left, if Kauai's spectacular Na Pali Coast looks familiar, it may be because it's appeared in films such as 'Jurassic Park'. Left, even fish-head soup becomes delicious with a dash of coconut milk. Above, 'Pamela' in Suwarro, 2014. Below, the Singlehanded TransPac fleet at anchor in Hanalei Bay this summer.



amped up, glaring at their restaurant meals and anxious about the next rain squall, I stopped worrying about rain squalls. I became, almost, a local.

With no good reason, yet with a sea bag full of aspirations, I'd done it: sailed once more to the tropics on lovely *Pamela*. It felt really good. I would stay a while. In time I would sail back home, solo, upwind. But for now, I would be Peter Pan for a season.

— Dennis 9/17/18

Readers — Dennis departed Kauai the last week of July with "a busted SSB and no weather info" and, after a week of strong NE trades, sailed smack into the Pacific High and "a sea of 'absolute calm, not even a dimple of a ripple.'" After several days of motoring, one night, under a waning moon, he was visited by a pod of dolphins — one even performing a backflip. The next day, the wind returned. He made it back in 24 days.

Cruise Notes

- After years of full-time work restoring their 1974 Formosa 41 ketch **Blossom**, Charlie and Sarah Patterson agreed to go on a weekend trip with friends to Half Moon Bay. "The sail was cold and long, so we decided to make it a one-way trip and just keep going," says Sarah. "This entailed several weeks of long commutes and lots of poor planning." The harbor-hops south were relatively uneventful,

One of the coolest dolphin photos we've ever seen is all the more remarkable for being taken in idyllic conditions — off Point Conception.



been to a freighter at sea. Milo was a little wild-eyed for the rest of the day.

The week-long calm spell had driven us far to the south and the nor'east trades finally kicked in with a vengeance. Now we were surfing waves and gybing downwind.

It was a rollicking finish and our excitement rose as we sailed into Hawaiian waters. Then one morning, the rain clouds parted just enough to reveal the sharp features of the Anahola mountains. Land ho! Twenty and three-quarter days from Monterey.

It's always magic when you make landfall, especially in Hanalei Bay. There is a long fringing beach with coral reefs and surf breaks on either side, lying seemingly in a bowl cut into the bowels of a range of volcanic mountains. There are six waterfalls that are several thousand feet high. The cliffs could never be scaled by anything less than a well-disciplined mountain goat. At the shoulders, the drop is sheer, and at the knees you will see groves of eucalyptus fighting Norfolk pine and poinciana for territory. There are fields of taro at the base of the mountains that have been cultivated for over a thou-

sand years.

In Hanalei, you show up in bare feet and swimming trunks, and dress down from there.

We each made our transitions. Milo flew home, Lindsay set out on a backpacking trip, and I had little more to do than putt-putt my dinghy each day to the Hanalei River to Black Pot Beach, where I had the difficult decision of which of two coconut trees to tie up to.

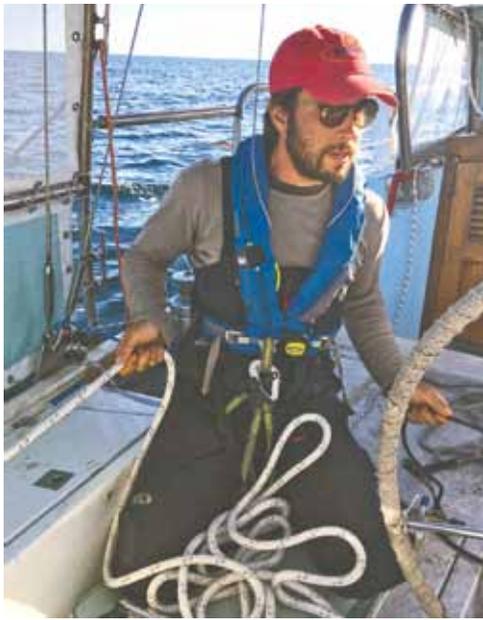
Black Pot Beach is what you see in the opening scene in *South Pacific*. If you've seen the movie, you would recognize it immediately. It's a point of land where the Hanalei River meets the bay, a gathering place where the community in old times came together to cook in a giant black iron pot.

There had been floods in Kauai back in April and I joined the volunteer efforts going on around Hanalei for the flood victims. I also met the participants in the Singlehanded TransPac fleet sailing into Hanalei Bay from San Francisco — and became an honorary member! For the remainder of the summer, I sauntered about in a hang-loose shuffle in three-quarter time. While the tourists seemed

ALL PHOTOS PAMELA

BLOSSOM

CHANGES



Despite the benevolent forecast, Charlie kitted-up for the Conception passage like any prudent sailor — better safe than sorry.

except for numerous whale sightings and a one-hour period of 'heavy splashing' in Monterey Bay. The forecast for Pt. Conception looked . . . idyllic? And it was! "A

pod of dolphins swam at our bow for three hours!" says Sarah. "We spent an hour enjoying gentle winds and sunshine rounding the point before tucking into Cojo Anchorage mid-afternoon. We felt very lucky, grateful for the kind seas and a bit of warmth on our skin for the first time in a long time."

• If you're going to be stuck someplace, you can do a lot worse than Mexico. That's how things worked out for George Scott and partner Denise Rosales of the C&C 35 **Freyja** after the last Ha-Ha. They attempted a Baja Bash, but got ultra-bashed near Mag Bay and George called a retreat. They headed back south, ending up at Marina Palmira in La Paz. They engaged the services of Rich and Lori Boren of La Paz Cruisers Supply to care for the boat, then flew home to Corte Madera for the summer. They returned last month for more cruising, and will continue to commuter-cruise, with many NorCal friends planning to come down and share the experience, through next spring. When the time



Better than a Bash — 'Freyja' at anchor under another gorgeous Mexican sunset.

comes, the boat will be likely be heading home on the back of a tractor-trailer.

• In July 2017, with only four years of sailing under her belt, Elana Connor set sail under the Golden Gate aboard her Sabre 34 **Windfola**, bound for Hawaii. For crew, she had only her dog, 'Zia', so she was reluctant to say that she was "single-handed."

In late October, after more than a year cruising around the Hawaiian Islands, Connor cast off the lines for the 'single-handed-with-dog' passage back to the

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Bay. She knew this was the hard way, but the first week or so was "pretty amazing conditions" — light swell, perfect winds

for an easy beat, dolphins playing off the beam, a visit from a red-footed booby — not to mention the nighttime show: the moon, the stars, the sunrises and sunsets, the bioluminescence. It was nothing short of breathtaking every night.

Enjoyment turned to apprehension as she approached the Pacific High. "There were lots of serious weather systems churning around us as we raced toward the relative safety of the High," she wrote. One of them happened to be the high-wind and sloppy-sea remains of Tropical

Storm Walaka. Elana may not have exactly reveled in it, but she did use those three days to



Elana Connor is back sailing the Bay after more than a year cruising the Hawaiian Islands.

"really learn how to get the most out of *Windfola*, sailing upwind in higher winds, while still staying comfortable enough to be able to rest."

After 28 days, Elana and Zia finally sailed back under the Golden Gate. "My



MAX PRITT

confidence and trust in *Windfola* has grown," she says. "She carried us through moments that made me cry with sadness, cry out with fear, or the myriad other emotions that arise out there."

• "We had no idea what we were in for," says Devon Anderson

of returning to 'dry land' after cruising aboard the Jeanneau 45 *Mobert* for almost two years. "I thought I did, because we'd lived on land before, only two short years ago. We'd even had one of our girls in public school. And this trip was only temporary, after all. How is it that the world changed so much in less than two years?"

With the boat safely tucked away in El Salvador, the *Mobert* crew — Richard, Devon and daughters Morgan (8) and Ellie (6) — stepped off the plane in Seattle to their first shock of re-entry: the wet and chilly weather. But that paled in comparison to the complete and utter lack of a

STEPHANIE TAN



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no more
water worries

CHANGES

proper happy hour. "Sure, restaurants and bars have happy hour," she says. "But it requires planning, organizing, and



Cruisers in Bahia del Sol, El Salvador, demonstrate the proper way to do happy hour. That's Mober't's Richard Anderson in the blue shirt and daughter Morgan in pink

usually driving somewhere."

"On a boat? You wake up, crack open a beer, and take a walk down the dock, or a dinghy cruise through the anchorage — instant happy hour."

Of course, she's kidding — we think.

"What really makes a cruisers' happy hour happy isn't alcohol; it's friends. As cruisers, we're surrounded by friends almost everywhere we go."

Happily, they'll be returning to Mober't and proper happy hours in April.

• "It's a dark but not stormy night and five of us are crammed in a bouncing, leaky dinghy heading toward a constellation of anchor lights in Turtle Bay, Mexico," writes Marianne Mangold of the Monterey-based Hunter 45 **Prana**. "Where's the boat?' Nearly two hundred of them are anchored here for the first stop of the 25th Anniversary Baja Ha-Ha. The more clever captains string blinking lights or strobes so their boats stand out. Our variation on the theme is a blue deck light — ah, there it is — and we are soon back aboard."

Marianne and husband Tom are on their third-straight Ha-Ha, which this year arrived in Turtle Bay on Halloween (the fleet departed San Diego on October 29). "Costumed children trick-or-treated among the beachfront restaurants and bars where the gringos hang out, and everyone was in Day of the Dead spirits,"



Marianne of 'Prana' met with the principal of Turtle Bay's elementary school to donate books, including one she authored documenting native cultures in Mesoamerica, 'Vanishing Voices, Fading Traditions.'

says Marianne — including, it so happens, the principal of the elementary school, who was lavishly painted up like Frida Kahlo when Marianne went to donate books for the kids.

• Speaking of the Ha-Ha, it took two

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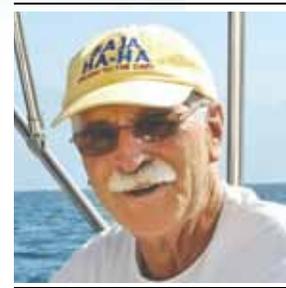
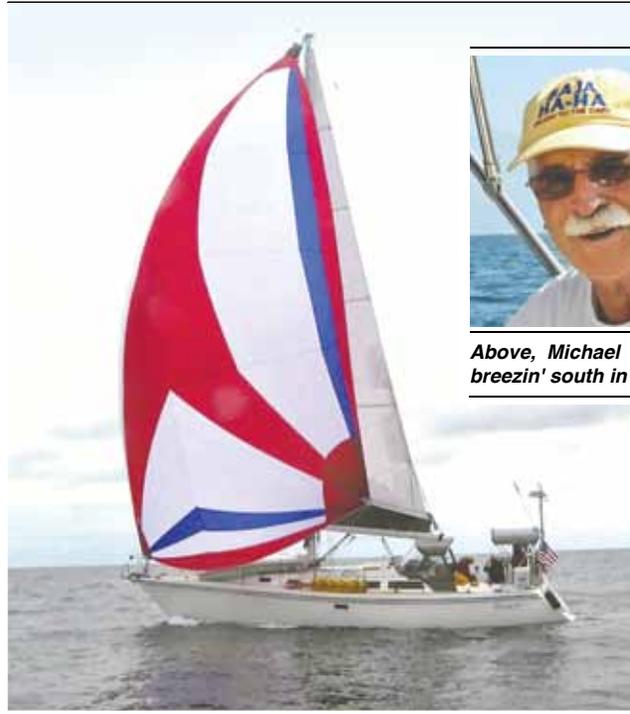
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tries and a completely new game plan before Michael Ramos finally got to go. The first time he tried was as crew in 2015. "Unfortunately, the boat ruptured its black water tank in San Diego, right before the start, making mutiny for me a no brainer," he says. Soon after, he decided if he was to make the Ha-ha rally a reality, he needed to do it on my his own boat with his own crew. He accomplished that goal last year on his Catalina 42 **Breezin'** with three friends, all seasoned shipmates from the Vallejo Yacht Club. Like many before him, Michael rates the experience one of the best times of his life.

And it didn't stop after the Ha-Ha fleet dispersed. Michael and the *Breezin'* boys headed over to Mazatlan and later Nuevo Vallarta, where the Vallejo shipmates finally had to head home to jobs and obligations. What followed for Michael was eight more months of sailing the Mexican coast with five different crews aboard for periods of two to three weeks. Look for more about that experience in next month's *Changes*.

• Alameda's Rich Holden did the 2017 Baja Ha-Ha on **Sea Bird**, his F27 trima-



Above, Michael Ramos. Left, breezin' south in 'Breezin'.

beat to weather at 55 mph all the way back to Alameda. Since then, Rich has been sailing the *'Bird* locally and doing his traveling by air (including trips to Iceland and Madagascar). Next year, it's

back to more seaborne cruising. He'll trailer the boat to the Pacific Northwest and spend some time exploring the Vancouver area

• Who is the most memorable character you've ever met through sailing? Someone asked this writer that question

recently and the first person who came to mind was not some hotshot racer, cutting edge designer, or hard-working boat-builder — it was a cruiser, and his name

ran, with son Mike and Mike's old college roommate, Brian Wade, as crew. After the rally, they headed up to La Paz for a week, then put the boat back on its trailer and



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CHANGES IN LATITUDES

was John Calvert. We met the sometime movie star, stuntman, pilot, sailor and magician in Malta a zillion years ago when helping him tie up his powerboat **Magic Castle**.



Back in the '70s, magician John Calvert cruised the Med with a chimp and cheetah aboard.

We could not help notice at the time that,

along with everything else, he appeared to be an animal lover, too — he had both a chimpanzee and a cheetah aboard.

Calvert explained that, yes, he did love animals, and as a matter of fact, worked as an animal trainer for the movies (mainly training horses to fall — without tripwires — for Western movies). So when he came across animals being mistreated, he did what he could to rescue them. Which is how Tommy, the chimp, and Fifi, the cheetah, came to live aboard *Magic Castle*. The even bigger surprise was that Fifi

(who still had all her claws and teeth) was the more gentle of the two — picture petting a 100-pound housecat with a purr like a diesel engine and a tongue like 80-grit sandpaper. Tommy? Let's just say mischief was his forte, and we do mean forte.

For fans of old movies, Calvert's credits include the role of debonair detective Michael Waring in three of *The Falcon* series of films. As a stuntman, he 'doubled' many stars of Hollywood's Golden Age, including Clark Gable and Gary Cooper.

But his first and lifelong love was magic, and that's how he supported his cruising. He would pull into a port, rent a theater and put on three to five magic shows in a week with his assistant — and crew, and significant other — the lovely

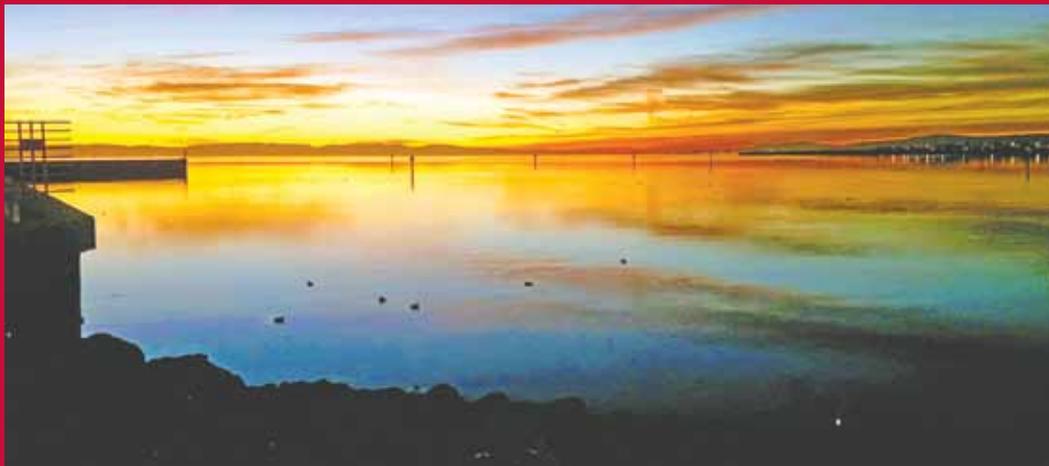
Tammy. (The animals were not part of the show and in fact were not allowed ashore.) Then he'd go to the next place and do it again. We later found out that before *Magic Castle*, he traveled the world on an old schooner named *Sea Fox*. Before that, he flew from place to place in his own vintage DC-3, *Mystic Lady*.

We were only around him for a few weeks, but never failed to be amazed by some new story or trick he'd reveal every time we'd see him. Yet for all he'd done, there wasn't an ounce of arrogance about the man, and he had a knack for making you feel like you were a valued part of his orbit. In the years since, especially after the Internet came along, it was always fun to Google his name and see what popped up.

Calvert lived a long life, with many more adventures after we parted ways in Malta. According to an online bio, over the course of seven decades, he took the stage an estimated 20,000 times to perform magic shows all over the world, including his 'Magicarama' show at the London Palladium in 2011 at age 100.

He died in Lancaster in 2013.

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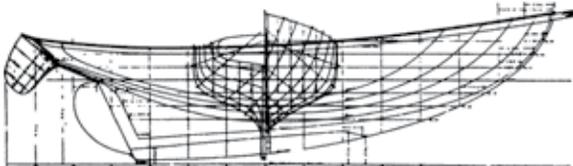
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24 FEET & UNDER



24-FT PACIFIC DOLPHIN #299, 1978. Paradise, CA. \$13,000. Last sailed 2011 in San Juan Islands, Washington. Price includes trailer, 8hp Suzuki motor, 2 anchors, 2 rode. Lots of extras. Includes 10-ft Achilles tender with 4hp Mercury motor. Registration current. Good condition. Selling for health reasons. Email lulu2mcc@gmail.com.



17-FT MOLLY CAT, 1988. San Rafael, in water. \$27,500. Designed/built Fernandes Boat Works, Richmond, for SF Bay conditions. Quite rare, the Molly Cat is gaff-rigged with a 1000lb. keel. She is extraordinarily seaworthy. The Molly sails like a dream. She also has a 1GM-10 Yanmar diesel with range 100+ miles @ 5 knots. A pocket cruiser, the wide beam (7'6") makes a comfortable cabin. Engine overhauled 2015. Bottom painted, mast sanded to metal and refinished 2017. Annually serviced by Yanmar dealership of Sausalito. Prior owner did restoration of Port Orford cedar interior, and re-bedding of all fittings 2013. Draws 2'2" (board up). (415) 377-7005 or nate@natesummer.com.



22-FT VENTURE, 1972. Redding area, CA. \$5,000. By MacGregor. Crank-up keel, electric OB, new inflatable, two burner stove, Porta-Potti, carpet, curtains, positive flotation, five life jackets, anchor, fenders. Trailer has new tires. (530) 410-1199.

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14-FT WHITEHALL SPIRIT & TRAILER. 2005. Marshall. \$8,500. Single scull with new trailer. Quality Canadian glass, teak, bronze, minimally used, excellent condition. Sculling equipment unused! Unused EZLoader trailer. New cost \$17,450 without trailer. See <http://whitehallrow.com>. Contact jerfishersmith@gmail.com or (415) 663-8336.



20-FT SANTANA, 1977. San Jose. Best offer. Looking for a good home for Yes Dear, a Santana 20 with good racing history and large sail inventory. Trailer included. Contact (408) 828-4824 or ronmaloney55@yahoo.com.

25 TO 28 FEET



SANTA CRUZ 27. Santa Cruz. \$10,500/obo. Saffron available. Race-ready; restored decks, carbon pole, full instruments, VHF. Great one-design fleet, win at PHRF, or sail PacCup. Trailer and OB. Contact (408) 605-6850 or charlesraymondabraham@gmail.com.

CAL 20, 1969. Richmond. \$1,900. Looking for a good home for my ready-to-sail/race Cal 20. With trailer, good sails (including spinnaker), new standing and running rigging. Fast (for a Cal 20)! Email artstove@hotmail.com.



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27-FT CATALINA, 1981. Alameda. \$9,990. Well maintained inboard motor version with tiller. Survey available. (510) 504-6626 or 1216foundobject@gmail.com.

26-FT BALBOA, 1974. Antioch. \$6,000/obo. Project boat, 26-ft Balboa on restored trailer. New brakes, thru-hulls removed, sealed. New bottom paint, retractable keel, pivot bolt and support replaced and stiffened, new keel cable and attachment, and keel winch, rebuilt 8hp electric start, complete set cushions, complete set sails. If interior remodeling, topsides painting and basic wiring are your skill set, safe, comfortable, historic Bay boat, online group support, make it be yours. (510) 828-0242, (510) 828-1082 or williamconroy@gmail.com.



25-FT BAHAMA. (Cape Foulweather), 1973. Alameda Marina. \$2,000/obo. Woodworker's unfinished project. Epoxy bottom, all lines led aft, electronic OB. Custom interior needs completion. Good main, jib and genoa. See <http://bastress.com/bahama25> or email woodshop@bastress.com.



27-FT CATALINA, 1976. Slip E18 Monterey Marina. \$7,500. *MS Star* is for sale. Slip is transferable to new owner. New Honda 10. Blue canvas cabin cover. Roller furling. Last hauled 2016. Bottom cleaned every 2 months. Price includes trailer in very good condition. (925) 759-6770 or cordisjones@gmail.com.



25-FT OLSON, 1984. Corvallis, OR. \$9,000. Hull#9 *Asta*. Actively raced with many upgrades including KiwiGrip deck, Garmin Instruments. Rebuilt rudder with upgraded bearings. Current sails: North-3Di's. Includes double-axle trailer, 4hp Mercury OB. Call for details. (541) 760-5467 or billsohana@gmail.com.

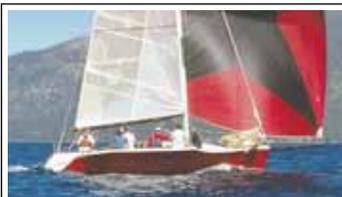
OLSON 25, 1984. Pt. Richmond, Brickyard Cove. \$12,000. 2000 Singlehanded TransPac vet. New standing/running rigging. New unused interior cushions, removal of all interior cabinetry for refinishing, not yet reinstalled after deep cleaning. Sails recently refurbished including Wichard jib hanks. 6hp OB. Single-axle trailer with spare/tool/storage box and ladder. Clean title for boat and trailer. USCG Documented. Email lyear84@gmail.com.

28-FT PEARSON TRITON, 1963. Channel Islands Harbor, Oxnard. \$3,999. Sausalito-built Triton. Great gear, lots of restoration, but no engine. Cape Horn vane, new main, electrical, standing rigging, rudder post. Solid decks, no blisters. Excellent ground tackle. See more at <http://never-mind.cabin31.com>. Email nevermind@cabin31.com.



25-FT NORDIC FOLKBOAT, 1976. Richmond. \$15,000. Fiberglass Folkboat USA 102 built by Svendsen's Boat Works. New spars and rigging. OB with less than 20 hrs. Barely used sails. Great condition. Ready to sail. Email eaashcroft@aol.com.

29 TO 31 FEET



MOORE 30, 1990. Carson City. \$15,000. Moore 30 modified with carbon/lead bulb keel, Carbon rig, new rod rigging, sprit A sails. Tandem-axle trailer. Epoxy bottom needs minor keel work. More pics available. (775) 843-5342 or les@cmsrno.com.



LANCER 30, 1985. Oyster Pt. Marina, #006. \$5,000/obo. Beautiful Lancer. Good condition, very clean and well-kept. But non-working engine. (415) 483-6181 or Organichealing310@gmail.com.



30-FT BIRD BOAT, 1928. Sausalito. \$12,000. Well maintained, 1928, *Petrel*. Selling to someone who will care for and sail this wonderful boat. New frames, keel bolts and boom. (415) 924-2731 or pierrejosephs@yahoo.com.



30-FT CATALINA, 1982. Pier 39 Marina. \$15,000. Recently rebuilt Atomic 4. Wheel helm, Garhauer traveler, boom vang, self-furling jib, good sails, inflatable dinghy. Clean and very well maintained, regular haulout and bottom paint. (650) 302-4735 or vrhentz@me.com.



30-FT SAN JUAN CLARK, 1977. Napa. \$9,000. Will sell fast and bargain at svgoldstar.com. Set up for singlehanded, racing or a minimalist liveaboard. Ready to sail. Low mileage on inboard. On hard in Napa. See <http://svgoldstar.com>. (530) 906-2571 or mfr935@gmail.com.



30-FT KNARR, 1962. Tiburon. \$16,000. Knarr 114 built in Norway. Wood with fiberglass deck. New spars, rigging and sails. 2x RocketShip award winner. Full cover. OB. Professionally maintained. Excellent condition. Very competitive boat. Contact dbthelman@comcast.net or (415) 259-8831.



31-FT WYLIE GEMINI TWINS, 1977. Pittsburg Marina, Delta. \$25,000 Each. The famous Tom Wylie Gemini Twins are for sale. Both restored, both with nice diesels and sails. Cold-molded with recent bottom jobs. *Encore* and *Legacy* are legendary racers built to no rule. Fast and solid with awesome PHRF ratings. See <http://tinyurl.com/yakcpngo>. (415) 686-0907 or john@spinnerisland.com.

32 TO 35 FEET



NOR'WEST 33, 1979. Pier 39, San Francisco. \$26,000. *Catbird* is a full keel ocean cruiser designed by Chuck Burns. Reliable Yanmar, liferaft, solar, roller furling, autopilot. See website for more info: www.konawalkdesign.com/catbird.html. (415) 735-8167 or kris@konawalk.com.



33-FT NEWPORT, 1988. Sausalito. \$35,000. Excellent condition, new interior, roller furling main/jib, radar, recent bottom paint. 2-time winner of Farallon singlehanded race under first owner. I am second owner. Moving forces sale. (403) 561-8821 or pruben@albertamining.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolfteart@gmail.com.

35-FT J/35, 1988. Emery Cove. \$28,000. Sailed in 2008 PacCup. Only used twice since. Bottom cleaned monthly. SSB, etc. Motivated seller! Reasonable offers considered. Contact (415) 613-8764 or nadzia444@comcast.net.



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33-FT HUNTER, 1993. Ballena Isle, Alameda. \$49,900. This 3-owner Hunter is in sail-away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS and radar. Contact (510) 878-1142 or amaylon44@gmail.com.



32-FT BRISTOL KETCH, 1977. Redwood City, Bair Island Marina. \$19,500. Very well maintained Ted Hood-designed cruising ketch. Teak/holly cabin sole, cherry wood cabinetry. Lots of storage. Galley, head, sleeps 6. Upgraded Yanmar 2GM20. Sails/standing rigging in great condition. Desirable Redwood City marina (pool, hot tub, fitness center). (510) 387-8130 or keith@mariposatrainig.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.



32-FT ARIES GILMER SLOOP, 1974. San Diego. \$45,000/obo. Cruising sailboat. Westerbeke 30, 1,500 watt inverter with Link 2000, 4 solar panels. Tow generator, 2-burner stove, oven, Force 10 cabin heater, Adler Barbour fridge/freezer, Pur 40 watermaker, Icom 700pro, JRC 2000 radar, Monitor windvane. Much more. To see boat, by appointment only. (928) 514-7018 or sailsecure@frontier.com.



ERICSON 35 MK II, 1979. Marina Village, Alameda. \$18,500. 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.



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 work- shop 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 YORKTOWN, 1974. Oakland. \$20,000. Great boat. New batteries, folding prop, refrigerator, washdown pump, top end on Perkins, includes spinnaker, radar, VHF, tricolor on mast. 2nd owner, has been to Hawaii and Caribbean. (510) 435-5609 or mbberndt09@gmail.com.



34-FT OFFSHORE ONE DESIGN, 1980. Pt. Richmond. \$25,000. Milagro Peterson design Rodgers-built. Strong racer/cruiser, roller furling, all lines led aft. VHF GPS, wind instruments, stove, head, holding tank, sink, sleeps 7. 3-cycle Yanmar 600hrs, fin keel, spade rudder, 2 mains, 2 chutes, 2 jibs. Well maintained. Clean. Must see! Contact (415) 892-5776 or wcoastconst@yahoo.com.

36 TO 39 FEET



39-FT FREEDOM CAT-RIGGED KETCH, 1983. \$59,500. Solidly built, easy handling by one or two persons, Ron Holland-design, free-standing carbon fiber masts, control lines led aft, sails in excellent condition and fully battened, 6"4" interior headroom, Alpha belowdecks autopilot, Monitor windvane, watermaker, SSB, radar, 45-lb and 36-lb CQR and other anchors, 300-ft, 5/16 high-test anchor chain, Achilles inflatable/5hp OB, staysails to fly off mizzenmast, three solar panels, EPIRB, 70-gal fuel, 120-gal water, dodger. Email delightfulsailing@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.



37-FT EXPRESS, 1985. Sausalito. \$69,000. 2017 & 2018 OYRA champion. 2018 regatta winner in One-Design series. Turnkey with complete offshore gear. Extensive spares. Cruising inventory. New bottom 11/2018. \$30k invested last 2 years. See <http://express37.net/for-sale> or email takechances@gmail.com.

37-FT BENETEAU, 2013. Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.

39-FT FREYA, 1985. Morro Bay. \$85,000/obo. Solid world cruiser, loaded. Beautiful interior. For photos, see website: <http://tinyurl.com/ydafem9g>. Reasonable offer considered. Patrick. (831) 238-5697 or svlaughter@aol.com.



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 [sjcim@gmail.com](mailto:sjcjim@gmail.com).



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.



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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.



38-FT HANS CHRISTIAN 38T, 1977. Alameda. \$99,000. 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. Baby on the way. Bring offers. Email appmatrix2007@gmail.com.



36-FT FRANS MAAS - SABRINA, 1961. Puerto Vallarta, MX. \$39,500. 36.6 Frans Maas, Sabrina design. Fully equipped. See all at website: <http://begonephotos.shutterfly.com> or teridonm@hotmail.com.



CATALINA 36 MK II, 1998. Emeryville. \$88,500. Two cabins, sleeps up to seven, VacuFlush toilet. Universal M35B engine with 1280 hrs regularly serviced. In-mast furling main, never any problems. New tall mast, standing rigging and sails (2014). Radar. Windlass with up and down foot switches. Winches: 2 Lewmar 30s and 2 Lewmar 48s, all self-tailing. Avon 4-person liferaft (needs inspecting). Boat well maintained. Boat partner available if you want one. Contact (510) 534-3254 or 1999wildcat@gmail.com.

38-FT BLUEWATER INGRID, 1976. Pt. Townsend, WA. \$20,000. Aluminum masts, factory deck, factory-finished, teak interior, barrier coat. Many new parts, insulated, no frills, no gadgets, Yanmar, Dickinson, monitor, CQR, Schattauer, Walker Bay. Motivated seller, trades considered. Contact (425) 785-5828 or michaelecummings8@gmail.com.

40 TO 50 FEET



47-FT ALUMINUM BLUEWATER. Cruiser, 1983. Bodega Bay, CA. \$150,000. Custom cruiser designed by the late, great Gary Mull. Fast, comfortable, strong. Great cruiser for around the planet. Professionally built hull to open-ocean standards. See <http://muchogustosailing.wordpress.com>. Contact (925) 948-5613 or ed.witts@gmail.com.



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.



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.



42-FT CHEOY LEE CLIPPER. Schooner, 1972. Jack London Square. Reasonable offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bulletproof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. (510) 435-3819 or tag@cpan.org.

47-FT OLYMPIC, 1975. Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



42-FT TARTAN, 1981. Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans make this a vessel that is ready to go. A list of upgrades include: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (416) 460-4601 or denacem1234@gmail.com.



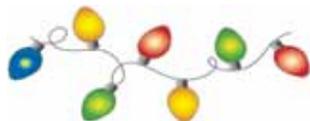
43-FT HANS CHRISTIAN 43T KETCH. 1982. Bradenton/St. Petersburg, FL. \$205,000. Make your cruising dream a reality on this magnificent blue water and liveaboard world cruiser. *Calypto* is fully refurbished and ready once again to cruise the seven seas in comfort and safety. She recently underwent a complete \$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. *Calypto* 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 more at <http://tinyurl.com/y7p2y6x2>. Contact (262) 781-7162, (414) 218-9781 or yachtcalypto@aol.com.



44-FT LANCER MOTORSAILER, 1984. Sausalito. \$84,900. LOA 38'-10". Center cockpit. 61hp Volvo diesel with saildrive. Roller furler, main and headsail. Two strms, one with walk-around centerline queen bed w/new memory foam mattress. Sails like a dream and motors 9+ knots. Recent in-slip refit. New: running rigging, bimini, dodger, and boom tent, varnished sole (floor), foredeck laydown mattress, Racor 500, electric head, chartplotter. Perfect for a big family or share with two families. Partnership may be considered. Email GrantatSail@gmail.com.



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.



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46-FT SEA STAR 460, 1983. Sausalito, CA. \$165,000. 46-ft heavy displacement cruiser. Hand-laid fiberglass, cutter rigged. Aft strm, pilothouse, two heads, galley, main salon and forward V-berth. Most everything has been renewed over the last 10 years, too much to list. Loads of spare parts, cruising gear, etc. See <http://seastar460norm.shutterfly.com>. Contact (707) 367-4183, (707) 961-6011 or jeffnielsenx1@yahoo.com.



40-FT BENETEAU 393, 2007. Brickyard Cove, Richmond, CA. \$131,500. Shows as new and always professionally maintained with a low 300hrs on the 54hp Yanmar diesel. Perfectly laid out for cruising with a two-cabin, two-head layout, canvas dodger, in-mast furling main and furling genoa, electric anchor windlass and Raymarine ST60 tri-data and chartplotter and GPS. You will not find a better 393 on the market. See <http://flic.kr/s/aHsmT83eAM>. Contact (916) 765-5054 or 2007beneteau393@gmail.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.



51-FT SPENCER, 1970. Guaymas, MX. \$49,000. *Feel Free* (see June *Latitude 38 Changes*) has too much gear to list but all goes with the boat. For further info and photos visit website: <http://boatus.com/cruising/feelfree/boat.asp>. (778) 441-2641 or svfeelfree@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. Include your personal information.

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38-FT CUSTOM CUTTER-RIGGED. Sloop, 1970. South Beach, SF. \$10,500/obo. 38-ft sloop, 17,000lbs, strip-planked mahogany on oak, perfect for coastal. 4k in a 10k breeze and 7 in 18. Beautiful and comfortable. See <http://egaible.wixsite.com/anne>. Contact (415) 867-1770 or edmond@sonic.net.

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50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$475,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in the.wind@icloud.com.

26-FT FARRIER F25A, 1997. Cambria, CA. \$34,500. Excellent condition, extended length 26-ft to plans, racing rig to plans, completed many extras and building plans New 9.8 Tohatsu sail model. Call or text Les. (805) 909-0915 or lessails.mcdonald@gmail.com.



37-FT SEARUNNER, 1996. Richmond Bay. \$38,000. Searunner Trimaran. New motor, canvas, trampolines. Extensive sail plan. Propane range and heater. Call for more info. Perfect for Bay Area or a season in Mexico! See <http://tinyurl.com/ybfoy3ra>. Contact (907) 252-1755 or bee.litzenberger@gmail.com.

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38-FT PRINCESS POWER CRUISER. 1985. La Paz, MX. \$59,000. Twin Perkins 6-cylinder. Centerline queen bed. New Furuno electronics 2015. 10-ft Caribe. 15hp Yamaha. Fully equipped. Well maintained. Perfect coastal cruiser and terrific liveaboard with sundeck. Contact owalerius@gmail.com.



21-FT RANGER TUG, 2011. Sausalito. \$47,500. Ranger Tug 21EC, 30hp Yanmar. Full Sunbrella with Eisenglass, head, butane stove, fridge, 6.5ft berth, Garmin GPS Map and VHF, 496hrs, AGM batteries. Beam 6'8", draft 2ft. Cabin heater, Ritchie compass. Email ohana854@yahoo.com.

PARTNERSHIPS

47-FT LEOPARD SAIL CAT. St. Martin. 20% partnership in 2005 47-ft Robertson & Caine Leopard catamaran. 4-cabin, currently in St. Martin with Turks, Caicos and Bahamas planned for upcoming season. Partners enjoy 6+ weeks per season (Dec. 1 to June 15). Partners may sail wherever they choose during their weeks, which may be broken up. This is a long-established partnership. Cost: \$62,000 with annual maintenance costs approximately \$6,000 per partner. Full description and photos upon request. (702) 768-5100 or lynnlemond@yahoo.com.



40-FT LANCER 1984, CC. Motorsailer. Sausalito. \$44,500. 50% equity partnership. 61hp Volvo diesel. Roller furler, main and headsail. Two staterooms, motors 9 knots. New: running rigging, bimini and dodger, white leather seats, Racor 500, electric head, chartplotter. Email GrantatSail@gmail.com.



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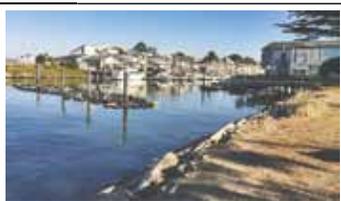


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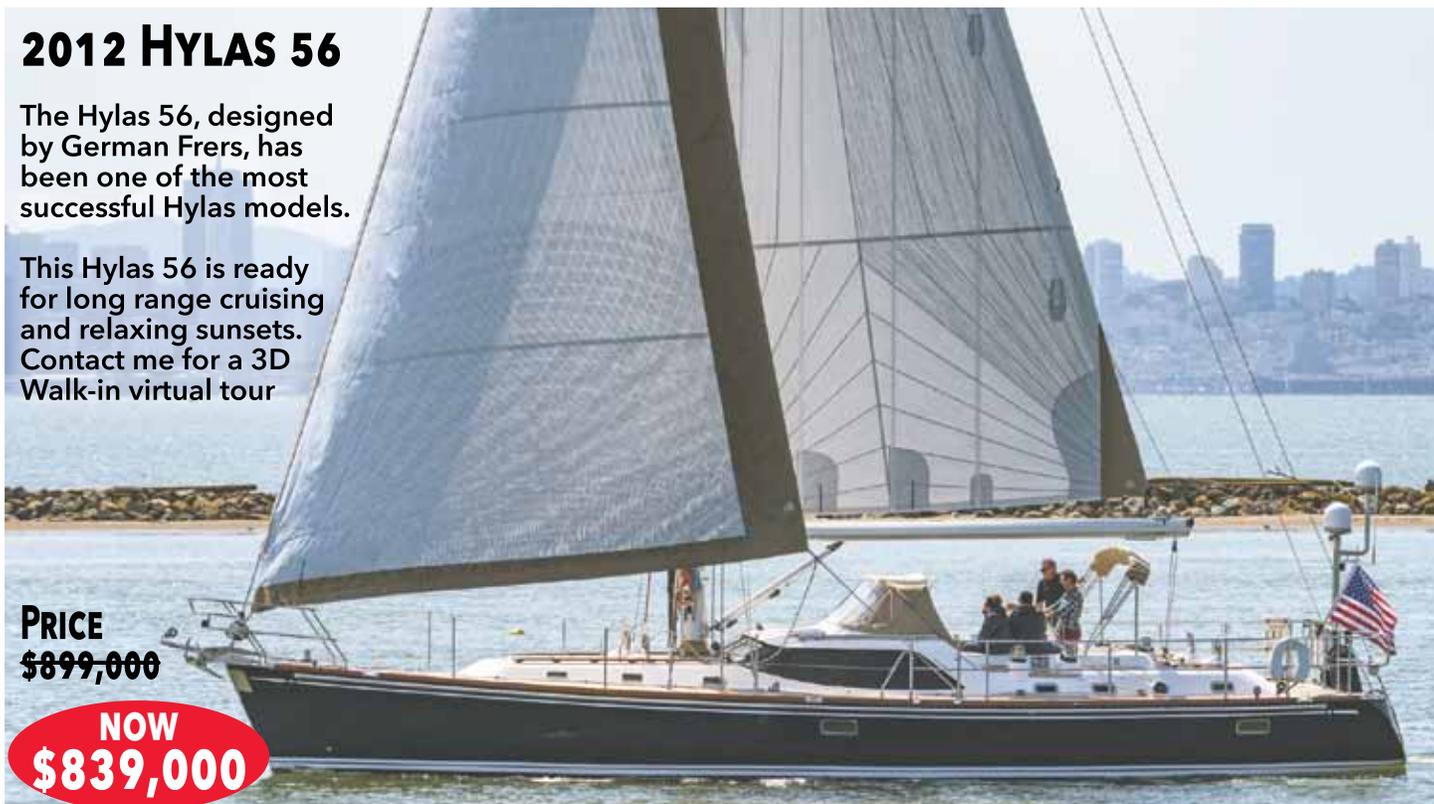
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