

Latitude 38

VOLUME 499 January 2019

WE GO WHERE THE WIND BLOWS

A person in silhouette is working on a sailboat. The sail is a vibrant orange and red color. The person is wearing a dark jacket and shorts. A yellow speech bubble icon is visible near the person's head. The background is a bright orange and red sail.

**Morning Star
Cruising Kids
Season Champs 3
More Catalina Stories**

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Boat Yard at Grand Marina, The ...	12
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CONTENTS

subscriptions	6
calendar	10
letters	18
loose lips	46
sightings	48
season champions part 3	58
cruising kids	64
morning star: the unexpected	70
more catalina stories	74
max ebb: upwind intuition	78
racing sheet	82
world of chartering	88
changes in latitudes	92
classy classifieds	104
advertisers' index	111
brokerage	111

Cover:

Oranjegekte (orange frenzy) aboard *Bow Tied* in the Silver
Anniversary Baja Ha-Ha. Read the recap in the
December issue starting on page 58.

Photo: *Latitude*/Mitch

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

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OCEANIS 55, 2016.....	\$549,000
OCEANIS 55, 2016.....	\$499,000
JEANNEAU SO 49, 2005.....	\$239,000
DUFOUR 460, 2018.....	\$399,000
BENETEAU 46, 2009.....	\$227,000
LAGOON 450, 2016.....	\$620,000
BENETEAU 423, 2005.....	\$164,000

BENETEAU 423, 2003.....	\$154,000
CATALINA 42, 1993.....	\$84,500
BENETEAU 393, 2006.....	\$124,900
OCEANIS 38.1, 2018.....	\$249,000
LAGOON 380, 2016.....	\$340,000
FIRST 36.7, 2005.....	\$77,000
CATALINA 36 MKII, 1995.....	\$49,500
OCEANIS 35, 2015.....	\$169,000
CATALINA 34 MKII, 2005.....	\$103,000

CREALOCK 34, 1990.....	\$69,000
FIGARO BENETEAU 2, 2003.....	\$59,000
HUNTER 31, 2006.....	\$54,950

POWER BROKERAGE

305 CONQUEST, 2005.....	\$119,000
GRAN TURISMO 44, 2015.....	\$399,000
ISLAND GYPSY, 1986.....	\$92,500
BARRACUDA 7, 2015.....	\$79,000

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2006 Wauquiez 41 \$195,000



2012 Beneteau Sense 43 \$299,000

New Catalina Yachts (base price)

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

Pre-Owned Catalina Yachts

42' Catalina, 1993	118,000
38' Catalina, 2007	165,000
36' Catalina, 1989	40,000
31' Catalina, 2005	69,500

Pre-Owned Sailing Yachts

46' Blanchard Seaborn, 1946.....	COMING SOON
43' Beneteau Sense 43, 2012	299,000
41' Wauquiez 41, 2006.....	195,000
37' Pearson, 1989	49,900
36' Islander, 1974	29,500
34' Irwin, 1986.....	35,000
32' Freedom, 1984	28,000
20' Schock Harbor 20, 2012	25,900

Pre-Owned Power Yachts

55' Grand Banks Alaskan, 1974.....	170,000
43' Ocean Alexander, 1984	110,000

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Latitude 38

we go where the wind blows

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31' ISLAND PACKET, 1988
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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.

Dec. 29-Jan. 26 — 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. 30-Jan. 27 — 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.

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

Jan. 2-30 — 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.

Jan. 5, Feb. 2 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Jan. 9-13 — Portland Boat Show, Portland Expo Center. \$10; free for kids 12 & under. Info, www.pdxboatshow.com.

Jan. 10, Feb. 14 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Jan. 10-13 — Los Angeles Boat Show, Fairplex, Pomona. \$5-\$15. Info, www.losangelesboatshow.com.

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.

Jan. 20 — Sail under the full moon on a Saturday.

Jan. 21 — Martin Luther King Jr. Day.

Jan. 24 — Corinthian YC Speaker Series presents Lia Ditton: Rowing Solo from Japan to SF, CYC, Tiburon, 7 p.m. Free, open to the public, but RSVP to speakers@cyo.org.

Jan. 24-27 — San Diego Sunroad Marina Boat Show. New & used boats in the water, marine vendors, food & drink, boat rides, free seminars. Info, www.bigbayboatshow.com.

Jan. 25-Feb. 2 — Seattle Boat Show, Centurylink Center & South Lake Union & Bell Harbor Marina. Free shuttle between the three locations. Cruisers' Forum on 1/26, 10:15 a.m.-12:15 p.m., Stage 5. Info, www.seattleboatshow.com.

Jan. 26 — About Boating Safety course, Berkeley Marina, 8:30 a.m.-5 p.m. \$15 for USCGA members & college students; \$40 for all others. Doug, (510) 295-7430 or doug_beckstein@yahoo.com.

Jan. 26 — How to Get Your Captain's License seminar, Ballena Bay YC, Alameda, 9-10 a.m. With speaker Dan Leininger. Free. Sheila, (510) 523-5528.

Jan. 26 — PICYA Commodore's Ball and Installation of Officers, Sheraton San Rafael, 6-10:30 p.m. Black tie suggested. \$85. Lynda, (415) 602-9961 or www.picya.org.

Jan. 26-27 — Whalefest Monterey, Old Fisherman's Wharf, 10 a.m.-5 p.m. Free. Info, www.montereywharf.com.

Jan. 27 — US Sailing Race Management Seminar, Sequoia YC, Redwood City, 8:30 a.m.-5 p.m. Taught by John Super & John Christman. \$45 includes lunch. Bring a copy of the *Racing Rules of Sailing*. Info, www1.ussailing.org/calendar.

Feb. 2 — Sailing Convention for Women, Bahia Corinthian YC, Corona del Mar, 8:30 a.m.-8:30 p.m. \$200-\$250. Gail, (951) 677-8121 or www.sailingconventionforwomen.com.

Feb. 4 — PICYA Delegates' Meeting, Sequoia YC, Redwood



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CALENDAR

City, 6-10 p.m. Info, www.picya.org.

Feb. 10 — North U Sail Trim Seminar, Sequoia YC, Redwood City, 9 a.m.-4 p.m. Taught by Andrew Kerr. \$50-\$125. Info, www.northu.com/types/seminars.

Feb. 14 — Save the date for a Valentine's Day sail.

Racing

Jan. 1 — Master Mariners New Year's Day Race, TI to Pt. San Pablo YC, Richmond. MMBA, www.mastermariners.org.

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

Jan. 5 — Berger/Stein Race #1: Malibu & Return. Del Rey YC, www.dryc.org.

Jan. 12, Feb. 9 — Santana 22 Team Racing. SCYC, www.scyc.org.

Jan. 26 — Three Bridge Fiasco, an epic singlehanded/doublehanded pursuit race. SSS, www.sfbaysss.org.

Feb. 2 — Double Up & Back Regatta. CPYC, www.cpyc.com.

Feb. 8-10 — Pac52 Midwinters. SDYC, www.sdyc.org.

Feb. 9-10 — BAYS Winter Series #3 hosted by TISC at Treasure Island. Info, www.bayarea-youthsailing.com.

Feb. 9-10, 16-17 — SCYA Midwinter Regatta, hosted by 25 SoCal yacht clubs. Info, www.scyamidwinterregatta.org.

Midwinter Series

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

BERKELEY YC — Midwinters, with separate series on Saturday and Sunday: 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: 1/5, 2/2, 3/2. Info, www.encinal.org.

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

ISLAND YC — Island Days: 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: 1/13, 2/9, 3/10. Duncan, toro3889@comcast.net or Vickie, vickiesail@aol.com.

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 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: 1/6, 2/3, 3/3. Green Fleet Junior Midwinters: 1/5, 2/2, 3/2. Info, www.richmondyc.org.

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

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

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

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

SOUTH BEACH YC — Island Fever: 1/19, 2/16, 3/16.

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CALENDAR

Info, www.southbeachyachtclub.org.

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

VALLEJO YC — Tiny Robbins Midwinter Series: 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. 4-10 — Zihuatanejo Sailfest, Mexico. Games, volunteerism, sailing rally, parade and cruises, auctions, concerts, chili cook-off, street fair, school tours, more. Tim & Donna, (755) 106-5090 or www.porlosninos.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. Barth 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. 3-7 — La Paz Bay Fest, Sea of Cortez. Club Cruceros de La Paz, www.clubcruceros.net/TheClub/BayFest.html.

Apr. 14-20 — Les Voiles de St. Barth. St. Barth 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.

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.

July 10-13 — 50th Transpac race from L.A. to Honolulu starts off Point Fermin. Info, <https://2019.transpacyc.com>.



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CALENDAR

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.

January Weekend Tides

Predictions for station 9414290, San Francisco (Golden Gate)
Source: NOAA Tides & Currents

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
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	
	LOW	HIGH	LOW	HIGH
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
01/05Sat	0422/3.0	1023/6.3	1717/-0.7	
	HIGH	LOW	HIGH	LOW
01/06Sun	0035/4.9	0503/3.1	1058/6.1	1751/-0.6
01/12Sat	0402/5.0	0946/2.6	1509/4.2	2128/1.0
01/13Sun	0441/5.1	1055/2.3	1625/3.8	2216/1.5
	LOW	HIGH	LOW	HIGH
01/19Sat	0300/2.8	0914/6.8	1610/-1.2	2326/5.0
01/20Sun	0352/2.7	1003/7.0	1655/-1.5	
	HIGH	LOW	HIGH	LOW
01/21Mon	0009/5.2	0443/2.6	1053/7.1	1741/-1.6
01/26Sat	0349/5.8	0948/1.6	1545/4.6	2137/0.9
01/27Sun	0438/5.9	1104/1.3	1711/4.1	2236/1.6

January Weekend Currents

Predictions for .88 nm NE of Golden Gate Bridge, 37.83°N 122.46°W
Source: NOAA Tidal Current Predictions

date/day	slack	max	slack	max
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	0928	0014/2.3E	0334	0636/3.0F
	2246	1246/4.3E	1642	1949/3.3F
1/05Sat	0112	0318/1.3E	0554	0906/2.9F
	1200	1454/2.4E	1924	2224/3.4F
1/06Sun	0200	0406/1.3E	0642	0948/2.8F
	1236	1530/2.4E	2000	2306/3.4F
1/12Sat		0212/2.6F	0600	0812/1.0E
	1100	1418/1.4F	1712	2006/1.1E
	2300			
1/13Sun		0300/2.5F	0630	0854/1.1E
	1200	1524/1.3F	1836	2112/0.8E
	2342			
1/19Sat	0000	0206/1.1E	0424	0800/3.1F
	1042	1336/2.8E	1800	2112/3.4F
1/20Sun	0042	0254/1.2E	0518	0848/3.3F
	1130	1424/3.0E	1848	2154/3.7F
1/21Mon	0130	0342/1.3E	0618	0936/3.4F
	1218	1512/3.1E	1930	2242/3.9F
1/26Sat		0142/3.5F	0506	0736/1.7E
	1106	1412/2.4F	1718	1954/1.7E
	2306			
1/27Sun		0236/3.2F	0554	0830/1.7E
	1224	1524/2.2F	1836	2106/1.3E
	2354			



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LETTERS

⇕ **MORE TALES FROM THE 30-YEAR CLUB**

Here is a little information for you regarding my 'application' for the 30-year club.

My sailing days turned rapidly into years beginning in 1972 at the age of 12. My family bought a Catalina 22. We lived in Salt Lake City, Utah, and learned to sail on the large and unpredictable Great Salt Lake. Our yacht club dubbed its members "The world's saltiest sailors." My love and attachment to the sport only grew exponentially while sailing on the lake and visiting San Francisco several times a year, and sailing with friends since 1978.

My 1975 Ranger 33 *Moonshine* came into my life in 1985 when I found her in San Diego. It was one of those "I will



MOONSHINE

Steve Ingram aboard his Ranger 33 'Moonshine'.

know it when I see it" moments, and after only two weeks, she was purchased and trucked to the Great Salt Lake to float 3 inches higher in the briny water, and spend the next 19 years sailing the 2,000-square-mile lake. Over the years, there have been many upgrades: A new Perkins 30hp diesel engine replaced the old single-cylinder

Farymann. A professional paint job took place in a warehouse in Salt Lake. Rewiring the AC and DC systems, a new suit of sails, and much love followed over the years.

Mother Nature started dropping hints that she might begin a long-term drought affecting the lake around 2001. As the already-shallow lake began a slow fall, I started looking to San Francisco Bay to save *Moonshine* and me from giving up the sailing dream. My search for new home waters was a short one. In September 2004, I followed the truck hauling *Moonshine* over the 800 miles of desert and mountains to the Bay, where she has called Marina Bay in Richmond home ever since. Being in yacht sales and a licensed captain, I spend five to six days a week on the water, but most of them not aboard *Moonshine*. It's nice to know she is always there waiting for the next breezy Bay day.

Thank you, *Latitude 38*, for this opportunity and your fantastic magazine. My dad turned me on to *Latitude* around 1978 as his favorite read. He was a dentist in SLC and loved the sailing life as his retreat from a stressful day in the office. I always recall him reading the magazine cover to cover, enjoying the *Letters* section and the editor's spot-on comments the most. His sentiments are mine exactly.

Steve Ingram
Moonshine, Ranger 33
Richmond

Steve — The 30-year club started a number of years ago when a reader sent us a story and we began to realize just how many people develop a lifelong relationship with a boat. We're also particularly partial to your story since we have our

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LETTERS

own 16-year relationship with our Ranger 33 Summer Sailstice. Furthermore when we were kids sailing on our grandfather's Rhodes 19 our dream 'big boat' was the then-dazzling Ranger 23. Locals know it was part of the full line of revered Ranger sailboats designed by Bay Area designer Gary Mull and built in Southern California. We've always thought it would be great to have a Bay Area Ranger rendezvous just to get an idea of how many are around. Among all the models there must be well over 100. Maybe this is the year to try it out.

In fact, the Ranger 33 has always been a highly admired boat. Latitude's Andy Turpin even wrote a Boat of the Month story about it in our August 2003 issue. You can read the story at www.latitude38.com/feature/boat-month-ranger-33.

We always appreciate hearing how people got 'hooked' on sailing and the miles and years they've enjoyed with whatever boat captured their heart. We'll hope our blue Rangers cross tacks on the Bay sometime soon.

↑↓ THE 36-YEAR CLUB

We've been readers since the beginning and have enjoyed seeing *Latitude 38* evolve.

As 2018 comes to a close, we will be toasting *Grimsby*, our 39-year-old Cal 39. We wish we could say we had sailed her for 39,000 miles, but it's more like 35,000.

We have owned *Grimsby* for 36 years. She is a Corinthian version, one of six built, and we were lucky enough to find her for sale in Alameda in 1982. We had fallen in love with Cal 39s when we did two BVI charters in 1979 and 1981.

We cruised for 10 years. We spent nine years working our way to Maine. We sailed fast, but we were dawdlers — we spent two and a half years in Mexico before we headed farther south and east, and one year sailing home. We've been back for 21 years, and we still love sailing on San Francisco Bay.

A number of our letters were printed in *Changes* while we were gone — but this was in the first one, and it's still great advice: Go now!

Greg and Val Gillen
Grimsby, Cal 39
San Francisco



PETER LYONS

All kinds of 39. The Cal 39 'Grimsby' turned 39 years old in 2018.

↑↓ THANKS FOR THE FOLKBOAT LOVE

The Folkboat article you wrote [in a November 16 *Lectronic*, "What's Wrong with Folkboat Skippers?"] has made it to all the Folkboat guys in Sweden, Denmark, Germany, Finland and Estonia. They are having a good laugh. Thank you for the Folkboat love. Very much appreciated.

Eric Kaiser
Josephine, Folkboat
San Francisco

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LETTERS



ROXANNE FAIRBAIN

Sitting forward in a Folkboat increases the waterline and downwind speed, according to one reader. Having crew on the bow also sets the perfect stage for all sorts of jokes.

And this is not just in San Francisco — you will see it on Folkboats all over the world, trying to get the edge downwind.
Ditte Andreasen



ROB TRYON

A different kind of Folkboat love. Rob Tryon sent us this photo. Half the crew is naked, in case you can't tell.

H a h !
My brother and I used to fight over who got to be bowman on the Soling when we crewed for Don Bever back in the '70s, just for the chance to get out of the cockpit a bit.

Robert Ward

It's just more fun to be the first to cross the finish line.

Kurt Hemmingsen

Folkboat racing is a crew event. You know how bad the skipper's breath is by number of crewmembers on bow.

Edward

It's to increase the waterline going downwind. You should at least inform your readers with correct information if you claim to be a source of sailing knowledge and information. Also, a Nordic Folkboat is closer to 25-ft than 26-ft.

Yikes.

Kenneth

Kenneth — Whoa, easy there. We think our readers are more than aware that this piece was meant to be cheeky, and that we don't need to be the 'authority' at all times (then we'd just be an encyclopedia). You're right, a Folkboat is about 25.2 feet. But please, don't forget the first rule of sailing: Have fun!

↑↓ A HULL CLEANER WEIGHS IN ON A MAX EBB

This month's *Max Ebb* (*Underwater Eyes* in the November issue) is quite fascinating and certainly gives directions for a fun project that I'm sure many hull divers will be interested

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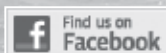
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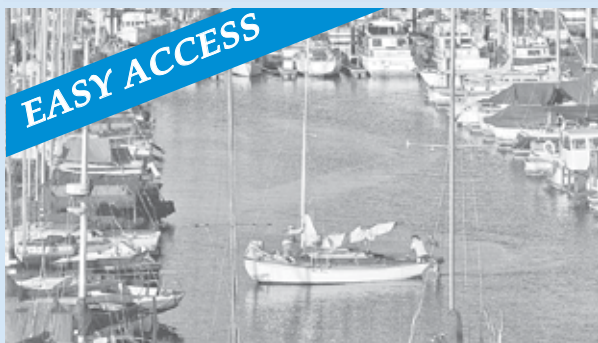
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LETTERS

in. For that reason, I have posted it in the Facebook group that I started and administer, Hull Divers & the Business of In-water Hull Cleaning (membership currently over 1,300).

However, I couldn't let a discussion of underwater drones used for hull cleaning go by without adding my \$.02. While it is true that there are currently a number of 'drone' hull-cleaning devices either already on the market or being developed, none of them can come close to doing the kind of proper in-water hull cleaning that a human diver can do. Further, I think it will be many years before they can, if that ever comes to pass — artificial intelligence notwithstanding. Here are my bullet points about this:

1) Any of the current crop of drones do a pretty poor job of hull cleaning. Have a look at any of the videos used to promote these devices. They all show hulls that are so lightly fouled that they almost do not need cleaning, and even then, the drones leave plenty of holidays. The reality is that most boat owners do not have their bottoms cleaned frequently enough.



This means heavier fouling requiring more aggressive cleaning than any drone I've ever seen is capable of delivering. And radically radiused curves (like the leading/trailing edges of appendages) or tight spots (like above a prop shaft or the top of a rudder)?

Drones like the Hultimo offer some interesting options, but don't come close to doing the job of a human diver, according to one local bottom cleaner.

Forget about it. Not getting cleaned. If any of the divers

who work for me did the poor quality of hull cleaning that drones seem to do, they wouldn't be working for me for long.

2) The drone cannot clean running gear, thru-hulls or transducers. It is simply incapable of performing this extremely important aspect of boat maintenance.

3) Anode replacement? Still need a human for that, too.

4) No drone currently available can match a human diver for speed. For instance, Keelcrab claims their machine can clean 1.5 square meters per minute. A human can clean that same amount of hull surface in a matter of seconds. But let's be conservative and say a human would need 15 seconds to do what Keelcrab does in 60 seconds (in reality, a diver would work much faster than that.) So when I or one of my divers cleans a 30-ft sailboat, it typically takes about half an hour. That means a drone would take two hours to do the same job. Except of course, the drone would do a half-assed job of hull cleaning and not do any of the other underwater tasks frequently performed by hull divers.

5) Cost. You can buy a lot of human diver service for the cost of a semi-autonomous hull-cleaning machine. Fully autonomous devices will be even more expensive and push the window for widespread use even further back.

It may come to pass that drones gain more traction in the pleasure-craft hull-cleaning industry than they currently have. But I believe that potentiality is many years away.

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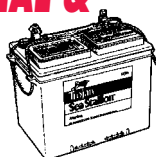
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LETTERS

By the way, the Remora (mentioned in the article) is not in any way, shape or form a "drone." It is a handheld, battery-powered rotary-brush system that requires a diver to use it. In fact, Max's boat has been cleaned with this device on multiple occasions, as I am the factory sales representative for Remora Marine, Inc. I, my divers and several hundred other hull cleaners all over the world use it to clean boat bottoms every day.

Matthew Peterson
FastBottoms Hull Diving
Martinez

Readers — Matt and Lee appear to be in agreement with respect to the state of the art of automated bottom cleaning: A human diver does the job better if we're limited to current technology. But AI is coming on faster than many of us had predicted, and it's probably a matter of when, not if, the hardware and software can fulfill Lee's fantasy of fully autonomous bottom scrubbing.

I don't know which tools Matt's divers are using on my boat's bottom, but whenever I have FastBottoms do my boat, I seem to score another win against my club fleet. — max ebb

↑↓ KUDOS TO RONNIE'S ALL-TIME REPORTING

Ronnie, I greatly enjoy your style of race reporting. If you are not the author, I find I tend to stop reading about halfway through for whatever reason. Thank you for continuing to report on these major races.

Richard Bradley Smith

Richard — We agree, Ronnie Simpson has a one-of-a-kind race-reporting style that makes us look forward to the recaps more than the races themselves (no offense, Volvo Ocean Race, Transpac, Pacific Cup, Vendée Globe and Route du Rhum).

But we hope that at some point, you'll find the rest of us at least somewhat captivating!

↑↓ ABOUT THOSE APPS

In reading Andy Turpin's fine article *Offshore Comms* — *So Many Choices* in the October issue (pages 80-82), I wanted to add some notes and share my two cents.

— VHF. It's my opinion that people should replace their old pre-DSC VHF, period. DSC is a basic and powerful feature, and any pre-DSC radio should be considered obsolete. The USCG refers to the DSC SOS button as taking the search out of search and rescue.

— The VHF antenna system is critical. This is the source of 80% of the poor performance we see with radios. In the past 10 years, there have been great advancements in coax cable, and it has made a huge difference in VHF performance.

— Ship Station License. If traveling in international water, you are required to have a ship radio license. It is not specific to SSB and has everything to do with all transmitters on the boat (VHF, satellite, EPIRB etc.).

— The Iridium GO! has an excellent SOS feature, a programmable SOS button that can be configured to notify specified contacts in case of an emergency. Once configured, an SOS can be initiated either from the Iridium GO! device or the application.

— Fleet One operates worldwide, but has two rate groups, coastal and global. We have many clients worldwide using Fleet One for bluewater passages.

Comms need to be looked at as an ecosystem. It's important to match the design features to the user needs. For instance, if you are using nav software over Wi-Fi to your boat instru-

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ments, it will stop working if you switch Wi-Fi networks to use the Iridium GO! There are solutions to this (they're not hard), but it needs to be addressed up front. Same issues with cellular and ship-to-shore Wi-Fi — they all play into the design.

I agree with Stan Honey that the KVH V3 is a way to go, but I would add that it's power-hungry at ~200 watts and requires AC voltage, so not an option for most sailboats under 80 feet.

Thanks to *Latitude 38* for providing this great forum.

Eric Steinberg
Farallon Electronics
San Rafael

THE UN-BAJA HA-HA

Due to work commitments I could not make the Baja Ha-Ha this year, even though I had an invitation to crew on Dave Fiorito's *Irie*. I've never done the Ha-Ha, and it was difficult to turn down the offer, including the San Francisco-to- San Diego delivery in August. So what did I do to satisfy my adventure-seeking while the Ha-Ha was wrapping up? I did a four-day

backpacking trip up to Kaweah Gap (10,700 feet) in Sequoia National Park.

I like to back-pack light, so I generally don't take reading material, but it being November with barely 10 hours of daylight, I needed something to do during the long nights. So I brought along the November issue of *Latitude*. The other handy thing about the magazine: It's printed on newsprint, making it good paper to start a fire if needed — dual purpose is a hallmark of packing light.

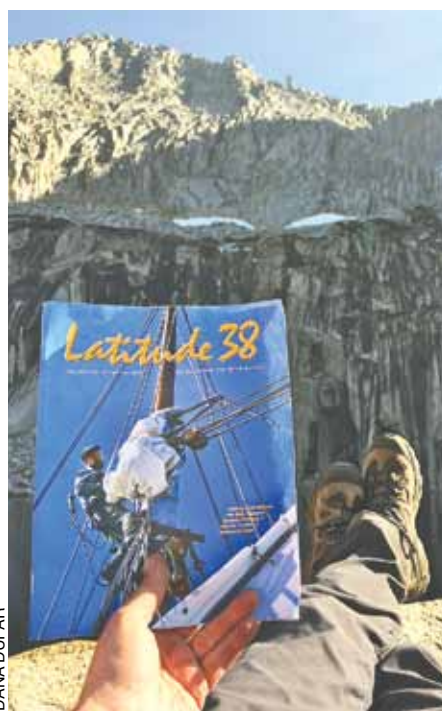
Dana Dupar finding a totally decent alternative to sailing at Sequoia National Park.

The picture is me reading my *Latitude* at Precipice Lake (10,400 feet) looking across the lake to Eagle Scout Peak and last year's snow. So while y'all were in Mexico enjoying the warm sun, beer and sailing, I was enjoying sunny 48° days in the mountains and nights in the 20s. But for three days of my hike, I did not see another soul, which was pretty awesome, and about as 180 degrees as you can get away from 10 days on a 40-ft boat with three other mates. Hope you all had a great time in Mexico.

Dana Dupar
No boat and nobody to crew for
Bay Area

Dana — Thanks for this most excellent story and photos.

DANA DUPAR



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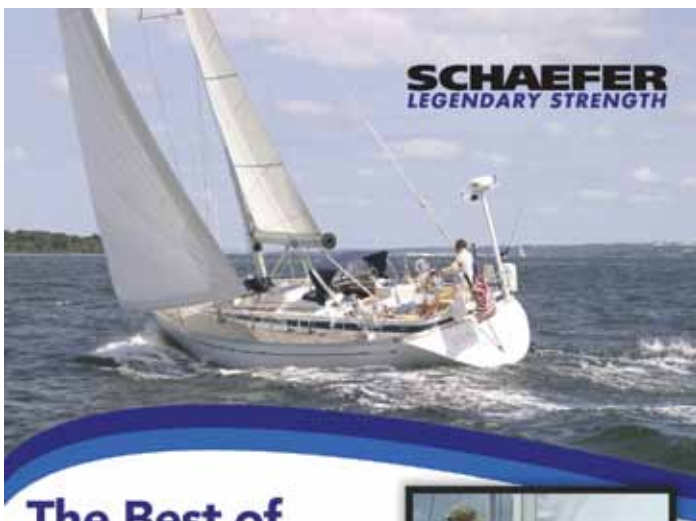
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LETTERS

Readers — We met Dana at the Fall Crew List Party at Spaulding Marine Center in Sausalito back in September, but, prior to that, he had contributed several photos and anecdotes, many of which were published right here in Letters.

Many of us here at the office were feeling Dana's pain as we saw reports of something like 74,000 boats head south for fun in the sun (74,000 is a bit of an exaggeration). But we were also feeling Dana's pleasure, and found our own little smaller-scale, local adventures. There's a Ha-Ha-esque getaway around the corner for all of us.

⇅ DO A HA-HA, CHECK. HAVE A GREAT TIME, CHECK.

The Captain and crew of *Dawn Treader* had a great time on the Baja Ha-Ha. All recounted this as their longest sailing adventure to date, and we sailed a majority of the time, not counting the rolling start time. We caught a yellowfin tuna on Day 2 of Leg 1, followed by sushi prepared by crewmember Abi on Day 3. Just like water tastes like the best drink you've ever had after you run a marathon, that sushi was the best sushi I've ever had.

The Ha-Ha was a great experience. I felt we were well accounted for on our passages; the Poobah and Patsy [Verhoeven] did a great job of making sure all participants were present, and that any medical or mechanical issues were being addressed by those with expertise in the fields. A special shout-out to Rick on *Big City Fish* for technical support when I was having alternator trouble at 0100 hours on Day 2 of Leg 2, and Steve on *Salish Dragon* for his comic relief with a statement of, "We'll have a service man right out to you in 10 minutes." It was funnier at the time.

It was a great event with one drawback: The Pacific side of Baja is so beautiful, I wish I'd had more time to explore all the places we passed. This was definitely a great event for newbies on their first extended cruise, and a great opportunity to meet other cruisers. I would do it again in a heartbeat. Cheers, *Latitude 38*, and thanks for supporting another Ha-Ha.

Peter Bozek

Dawn Treader, Catalina 34 MkI
Ventura



PAUL HEDBERG

⇅ OH NO, THANK YOU

Thanks for sponsoring the Baja Ha-Ha. It was my first, and I am enjoying the lasting memories still.

After the first few days, I was sure that the motto, "We Go Where the Wind Blows" needed to be revised. Fortunately, it got better toward the end.

Paul Hedberg
San Diego

⇅ DEAR LATITUDE 38

An unidentified member of the 'Profligate' crew gets his 'Latitude' on. Literally.

Jerry and I decided before we were married to make a trip on a sailing boat to the South Pacific. Jerry was living

on his Ericson 30 in Marina del Rey, and we saw a slide-show from a couple who had recently completed a passage to Polynesia. We held onto that dream, and in 1999, took our Pearson 424 *Free Spirit* to Mexico with the Baja Ha-Ha.

We stayed in Mexico for a year and a half, leaving for the Marquesas in March 2001. For the next eight months, we

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traveled through the South Pacific and all the way to Fiji, then on to New Zealand. Leaving *Free Spirit* on the hard, we took a break, traveling home and to Europe. We returned to NZ and took a rental car from the north tip of North Island to the islands off the south tip.

In April 2003, we left NZ, traveling east and north to the Cook Islands. From there, we sailed to Hawaii. The following year, we brought *Free Spirit* to Washington State, having completed our dream trip.

We learned to love being out in the middle of the ocean on a sailboat. There is simply nothing that can compare to that experience. We have taken three transatlantic/transpacific cruises on a ship hoping to capture that feeling, but nothing works . . . We never saw another boat the whole time we covered thousands of miles offshore. The beautiful part is being just feet from the water and looking at an uninterrupted horizon for 360°. There are unequaled sunrises and sunsets, storm cells off in the distance or overhead, and bird life — on our trip out of Hawaii, an albatross followed us for a week. And, of course, there were plenty of playful porpoises on the bow. We know that we were fortunate to have had that experience, but the longing will always be there.

PS: During our time cruising on *Free Spirit*, you printed two articles in *Changes*, in August 1993, when we sailed to Hawaii, and in December, 2003, for our trip to New Zealand.

Jerry and Barbara Phillips
Riverbank

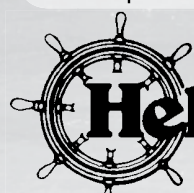
Jerry and Barbara — All we can say is that you make us want to go cruising!

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DEAR LATITUDE 38

We were shocked to read Patsy Verhoeven of *Talion's* account of losing steering off the coast of California, because it was eerily similar to our experience on our Gulfstar 50, *Alegria*. We had just set off on our journey from Oakland to Mexico in October. During only the second leg of our trip from Half Moon Bay to Morro Bay, our steering cable snapped about 8 miles offshore from Año Nuevo.

Luckily, we were able to stop the boat with no steerage, access the broken chain, and eventually secure a temporary fix using spare Dyneema line. Our autopilot had been acting up, so thankfully the fix was enough for us to hand-steer and hobble into Morro Bay. We were able to source just about all our parts and #50 chain via Amazon.

Onward to Mexico and hope to see you out there!

Mike and Katie Gabriel
Alegria, 1976 Gulfstar 50
Oakland

A PLEASANT STAY/PAINT JOB AT NAPA VALLEY MARINA

In July 2018 we drove our Nor'Sea 27 *Entr'acte* from Phoenix, Arizona, to the Napa Valley Marina in California. We were going to have a copper bottom-paint job done. We have owned our boat since we bought her as a bare hull in 1977 and completed her to a sailaway boat. We have been through several bottom jobs. Now in our golden years, we hoped to eliminate some of the work with this new process we would apply in California.

Once the paint is applied and carefully dried, the bottom should be good for 10 years. The instructions say just rough up the surface with a 3M scrubber, and you should be good to go. This seemed to be a dream come true for us.

In May, I telephoned the marina and talked with Kirby,




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the yard manager. We set up a tentative arrival date and gave him a deposit for buying the paint. Back in Arizona, we were at the end of a two-year refit. Recently, our boat had seen a 15-year trip from New York to the Bahamas to Europe, then through the Panama Canal across the Pacific and back to Europe, then on to Maryland, then trailered across the country to Arizona for her refit. She needed some TLC, and we were going to give it to her.

Upon arrival at the marina *Entr'acte* was put into a shed and preparations were made to remove all of the bottom paint. This was gently done over several days and was the most costly part of the process. We let the yard do this and were not onboard during this time. When we returned three days later, we lived on our boat in the shed while the yard workers prepared her for the paint. We were finishing up small touches for the next two weeks. We were happy for our time in the



shed, which was very comfortable and quiet, and was kept very clean and tidy, as the paint process does not like any dust particles around. Finally the work was done. The paint had dried, and we were ready to go into the water.

All Bay Area boatyards offer something unique. Napa Valley Marina offers an unusual proximity to the "country," complete with grazing cows, which you can just see here (as mere dots) behind the boats.

We spent a week at the dock as we were transported back in time. The Napa Valley Marina has a quality of the '60s about it, and we felt we were living back during the time we built *Entr'acte* — the

good old days, as we called them. Soon, we left for a short San Francisco Bay cruise. We left our truck and trailer with the yard and returned in late August for our trip back to Arizona.

The bottom is looking good. Plans for next summer include a trip to Florida and a sail to the Bahamas. We hope to trailer-sail for the next few years, so we will test this bottom job each summer. Many thanks go to the Napa Valley Marina and their fine workmanship. They are a friendly yard and it was our pleasure to have spent many days there.

Ellen and Ed Zacko
Entr'acte, Nor'Sea 27
 Minneapolis, MN

⇅ EAST COAST BOAT SHOWS

Of course, the Annapolis boat shows are phenomenal events [as we wrote about in the November *Sightings*].

That said, if one is trekking east, don't forget the Newport (Rhode Island) International Boat Show. There's something very special about the environment. The Brokerage Boat Show at Newport Shipyard gives folks the opportunity to see boats from all over the world. Over the past two years we've had the chance to see and go aboard (among many others) *Comanche*, *Spirit of South Carolina*, *Ranger*, etc. This show — details of which can be found at



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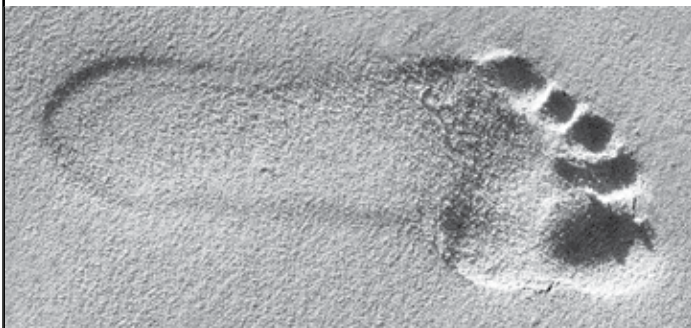
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Chuck Cohen
Marina del Rey

↑↓ WOMEN

I'm writing in response to the letter about women in yacht club leadership positions [in the December issue's *Letters*]. In 2019, the Santa Cruz Yacht Club will have two of the three flag-officer positions filled by women.

Last year, SCYC celebrated its 90th anniversary; in that time, there have been five female commodores, starting with Joy Free (1979), Susie Thomsen (1988), Lynn Smardan (2001), Barbara Booth (2005) and Lena Blackburn (2009). In 2019, Ashley Basanese will take the helm with Tina Verutti as rear commodore. I think we may be a bit ahead of the curve.

Joe Altmann
2018 Commodore, Santa Cruz Yacht Club

↑↓ IS USING THE ENGINE CHEATING?

I could write a book on this subject, as I find it one of the most interesting in sailing. I think if more 'sailors' knew when and how to use motors — and if newbies weren't shamed for using their engines at appropriate times — there would be a whole lot more people on the water. There would also be a lot more attention to designing propulsion systems far more elegant than treating motors as a necessary evil.

I usually start my engine when speed drops below a couple of knots, and I won't sail the treadmill against a current at zero knots VMG for very long. Like all sailors, I still get that wonderful feeling when I can turn the key off and dance with the water. I believe that even the sweetest sailing boats need auxiliary propulsion in order to be safely out on the water in inevitable circumstances. Drifting is sometimes blissful — like the time in Monterey I was swept north by the current on pure glass surrounded by thousands of feeding dolphins and birds, but not so fun on a 50-ft ketch in Greece in 100° heat with a 'purist' skipper!

People need to develop their sailing skill set, but most never get enough water time, so their boats sit. Just getting out of their slips for a putt on a regular basis would help, but they've got to get over feeling that using their motors is being 'bad'. As I get older and want to continue being out there, I've modified my vessels to suit my needs (to the chagrin of purists), but have still managed to win trophies in Jazz Cup, Cruiser Challenge and Delta Dinghy Ditch regattas.

Electric start and power-tilt are wonderful! When sailing with the Potter-Yachters, we often motorsail to get to our destinations in a timely manner. Just a little bit of throttle to create some apparent wind and maintain steerage is prudent.

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

↑↓ FOR SAFETY

The engine is for safety, and when we're going slow. Sailing out of L.A. Harbor, we always have the engine running. It's for safety, as the commercial traffic is heavy and we never know when we'll have to take evasive action.

Bob Mirabal



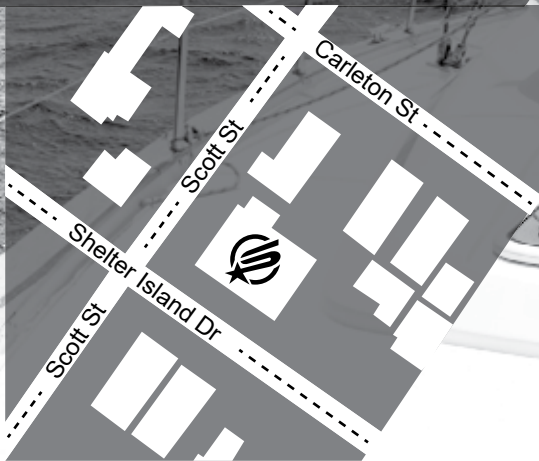
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LETTERS

↑↓ AN ENGINE? WHAT ABOUT TRIANGULAR SAILS?

I was taught that using a Marconi rig, aka triangular sails, was cheating. I sailed from 1968 to the present day both with and without engine, and using a Marconi 'cheater' rig. An engine is merely a rocks-keeperoff.

And, for the record, what kind of divisiveness must we tolerate as world travelers? Preferences are personal, and the use of an engine, if you have one, is a blessed aid. *Eleanor*, a little 36-ft wooden gaff-rigged Clinton Crane raceabout — which served as a training ship for our family for so many great years of sails —

is receiving aux propulsion before her return to water in the form of a Torqeedo kicker. Our uncle spins in his grave. Ha!

Cheat? Triangular sails cheat. Engines cheat death if used correctly.



'Eleanor' has sailed on the Hudson without any auxiliary power since 1903. But she will soon get an electric kicker.

HUDSON RIVER HISTORIC SAILING SOCIETY

Zee Hag

Eleanor, 1903 Clinton Crane-designed raceabout
Hudson River, NY

↑↓ THE RULES?

The good news is that there aren't really any rules outside of official events. Even commercial and Navy crews are considered sailors. Personally, I prefer sailing over motoring whenever possible, and I have more personal satisfaction and enjoyment doing things such as anchoring while under sail only. For world sailors, there's no such thing as cheating. The satisfaction often comes in the travel more than from the means of travel. Some will look down their noses at those who turn the key more often — oh well. The question for each of us is, "What satisfies *me* the most?"

Chris Chesley

Allelu, Mainecat 38
Anacortes, WA

↑↓ A CHEAP INVESTMENT

We 'sailed' about 8,000 miles from Seattle to Alaska and then down and through the Panama Canal, albeit with the engine running about half the time. We turned it on when the speed dropped into the fives — especially if we were timing an overnight crossing. In the almost-two years we were out, we went through about 1,000 gallons of fuel for propulsion, electrical and heating/cooling. It was a cheap investment to enjoy the destinations fully.

David and Melissa DeLong
Apsaras, Hunter 45
Woodinville, WA

↑↓ IMPORTANT SKILLS

I think being able to sail up to a mooring, along a dock, and, most importantly, into or out of a slip is something *all* sailors should learn and practice on a regular basis. You never know when your engine will fail, and having these skills under your belt is something we all should be capable of doing

LETTERS

singlehanded or assisted. You can start your engine in case you need to bail out of your attempt.

Shelly

Readers — We thought that this topic might spark a healthy discussion on the "purity" of sailing, though we're making absolutely no statement about the so-called "rules" or "righteousness" of sailing, nor would we ever lord those concepts over someone. As Chris said, the most important question is, "What satisfies me the most?" Indeed, whatever floats your boat. We obviously advocate using the motor for safety, but we consider this idea such a no-brainer as to require no further explanation.

We're reminded of a saying we saw somewhere: "Motorboat-ers are trying to get somewhere. Sailors are already where they want to be." With that mantra in mind, we will absolutely and emphatically say that using the motor as little as possible and being becalmed has brought us unexpected bliss. When the wind gets fickle here on the Bay during winter, it's not uncommon to get little patches of breeze surrounded by glass. You might be sailing along contentedly at a few knots before gliding to a stop.

Don't feel like you need to fire up the motor right away! We have found sublime moments sitting on still water. As Goose said, "Drifting is sometimes blissful." As Randall Reeves said from the Southern Ocean last year, "It is beautiful to be becalmed in that you get to see the world in a different way. The water of this ocean, as it lays prone beneath the sun, is blue but with a white or milky quality that reminds of the sea in glacial fjords." We've found that patience and a go-with-the-flow attitude can reveal a million tiny details. Sea life always seems more active in calm water; seals pop out of nowhere to steal a look, and birds can be heard for what seems like miles.

We've also learned that after the wind dies, it often comes back (a fact that falls into a no-shit-Sherlock category). In our earlier, impatient days, we used to lower the sails and start the motor as soon as the wind shut down, only to scramble 20 minutes later (after there was no sign of breeze in any direction). On a few occasions, we've sailed and were barely making headway against the current, then drifted back to where we started. We take this as a cue to just sit there and soak in the serenity. Being freed from driving and trimming sails, it's also a moment get a drink of water and some food, and relax before cracking the silence and getting on with the drab business of "getting somewhere."

But on a few lucky occasions, the wind would play an encore. In certain parts of the Bay, it's not at all unusual for it to go from glass to 25 knots in a matter of minutes. If you can tolerate the extreme lulls — or, if you learn to take those moments of stillness as a gift — then you're often rewarded with breeze on the other end. And you end up using your motor as little as possible.

We'll have more of the "Is using the engine cheating?" conversation next month.

⬆️⬆️ CRUNCH TIME

I'm waiting for the crew's explanation [on the ferry crash in San Francisco on November 23]. Better be a good one!

Jamie Lamka

If, as is being investigated, it is mechanical failure that caused the loss of control, then the pilot did the right thing, having no room to maneuver, he put the nose into the strongest point of the dock, where the pier meets the embankment, stopping the boat with no chance of its continuing farther and doing further damage.

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LETTERS

Donn R. Westmoreland

That was my take on the angle of approach. Smart move under a quickly stressful situation, I'm sure.

Ian Patrick Hughes

This looks like the same type of problem that happened to a tour boat in San Diego on March 31, 2016. In that



case, the bridge lost control of the engines and was unable to throttle down or shift into reverse due to a control-system failure. This crash looks very similar. In the San Diego incident, the captain purposely side-swiped the dock in an attempt to slow down the boat, knowing full well that they were going to hit the seawall head-on. I suspect that the captain of this ferry did the same thing.

Bob Atkins

The 'San Francisco', a Golden Gate Bridge Highway and Transportation District ferry, ran into a dock at the Ferry Building on the Embarcadero over Thanksgiving weekend.

Why do people never consider the obvious explanation? From the picture you can plainly see that the boat is tied up, so the only logical explanation is that the Ferry Building broke loose and hit the boat. Max Ebb wrote about something similar happening with Alcatraz some years ago.

Michael Bender

↑↓ MORE ON BAY AREA INFRASTRUCTURE

San Francisco Bay is one of the most awesome places to sail on the planet. The downside is that S.F. doesn't have many places for boaters to dock or anchor overnight or even just for a few hours. Pier 1-1/2 has only a few spaces, and it's very rocky from ferry wakes. I wish there were more places in the City to dock and visit, more boater-welcoming.

Warren Paradise

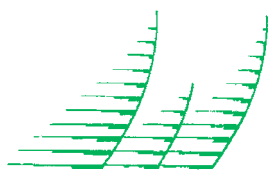
↑↓ A STICK IN THE MUD IN SAN LEANDRO

When we first moved our boat to the Bay in 2006, we landed in San Leandro for a time. The location was super-convenient (right next to Oakland Airport), the facilities were in good shape, and the staff was very friendly.

But as the year wore on, we got very tired of having to time our sails to the tide — and still bumping mud on the way in and out. San Leandro requires about a mile of dredged channel, and with no more Fed money, the city couldn't deal.

Hartley Gardner

LATITUDE / CHRIS



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LETTERS

↑↓ A RITE OF PASSAGE

Back when I first bought my Santana 22, I sailed over to meet a friend for dinner in the San Leandro Marina. Sailing in was easy. Getting home required a little more thinking. The first part required waiting until 3 a.m. for the tide to come back up. The second part involved figuring out how to navigate out the mile-long channel without a motor.

It was a gray January morning with a light drizzle in the air. I hadn't had my boat for long, and I wasn't yet too confident about sailing it. The next hour and a half was to be the best sailing lesson I ever had. Leaving the marina, I made wonky tacks as I belatedly started to appreciate the value of speed before using the rudder. I began to see how the jib could be an enemy as well as a friend when it would push me down after critical tacks.

All this was much-needed preparation for the mile-long channel that led out to the southwest — directly into the wind. The channel was narrow, and when I pushed the edges I could feel the keel dragging on the mud. At one point I pushed it too far and became spun around and stuck. I thought I was done for, but I found that by leaning the boat as far as I could, it would spin farther, and I was able to gradually inch back into the channel. That was met with a huge sigh of relief, for by now the tide was on its way out. Getting stuck in the mud again might mean an embarrassing 12-hour sojourn on a mudbank.

Out there, alone, in the dark, in the rain, with total concentration and my adrenaline pumping, I might have let out a few whoops of joy — or fear. But my tacks improved, and the Bay gradually got deeper, until eventually I was free.

San Leandro Marina was, for me, a rite of passage. I recommend you try it while you still can.

James Dilworth
Pip, Santana 22
Sausalito

↑↓ YOU NEED TO ASK WHY

And why is the silting occurring, along with the entire South Bay? Because of reduced water flows due to pumping it south to Big Ag and Big Real Estate. To solve this, they are putting in two more 50-ft diameter tunnels to pump even more (the rest of it?) south.

Robert Schulke

↑↓ BUT SERIOUSLY, ASK WHY

You need to find out *why* the cost of dredging is soaring. That's the main villain in this. Eco-freaks with political power maybe?

Steve Bondelid
Flexible Flyer, Dragonfly trimaran
Whidbey Island, WA

Steve — It's true that stricter environmental laws have driven up the cost of dredging, but we try to look at this as part of a balance of interests. We think being more environmentally sound is a good thing, and hope there's a way to have robust regulations while still allowing for affordable maintenance to sailing infrastructure. Are these concepts mutually exclusive at the moment? Perhaps, but we're idealistic, and think something like this should be possible. Hopefully, a better balance can be struck to maintain healthy sailing facilities and a healthy environment.

↑↓ SMOKY SAILING

In a Monday, November 19 'Lectronic, as terrible wildfires

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LETTERS

burned at both ends of California, we asked our readers: Did you sail at all during the blazes?

We had two weekends of 'dust-mask sailing' on the Alameda



LATITUDE / TIM

Mid-November in the Bay Area saw nearly two weeks of smoky days.

Estuary and around Treasure Island. While the selfies may have looked a little odd, wearing protective gear hasn't dampened our enjoyment of the Bay.

If anything, the greater curse has been the lack of wind; it's not only meant no relief from the smoke, but a disproportionate amount of motoring vs. actually sailing. My heart goes out to those in and around the fire zones.

Ros de Vries
The Sunken Hat, J/24
San Francisco

I stayed mostly indoors in my sail repair shop and used the opportunity to repair the sails for the Inverness Yacht Club Youth Sailing program. It was awful out here.

Milly Biller
Inverness YC

Wash your sails, mast, and standing rigging before going out unless you want dirty sails for next season.

Jeff Cook
Annie, 33-ft Sprague cutter
Sacramento

↑↓ MORE BUMMER BALLOONS

I snapped a picture of a pile of balloons, recovered from our waters on Sunday [November 18] in the fog.

Jeffrey Berman
Perseverance, Catalina 36
Alameda



JEFFREY BERMAN

Jeff — It's especially sad and somewhat ironic that such a festive, fun and celebratory thing has become a scourge. In past Letters, other sailors have talked about balloon-fishing tournaments, which bring in a shockingly large "bounty."

Should balloons be banned? That seems extreme (and some-

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LETTERS

thing that the Grinch would do). Rules aren't the answer to everything. We believe instead in taking action and taking responsibility.

Do we all agree that this kind of inadvertent pollution is a problem? What's the solution? Email us at editorial@latitude38.com.

↑↓ CITIZEN SCIENTISTS WANTED

I am reaching out with hopes that somehow your seafaring readership can help with some interesting marine research. My name is Steven Miller, and I am a research scientist at Colorado State University. Part of my research involves using satellites to detect marine bioluminescence. In particular, we are searching for 'milky seas', which are vast expanses of glowing water (you can Google the term to find out more). We had a satellite-confirmed sighting in 1995, off the coast of Somalia.

Earlier this year, we think we spotted another one. We are trying desperately to get in touch with the crew of merchant ships that crossed these waters, based on www.MarineTraffic.com data, but so far we haven't had much luck. Every once in a while I'll be contacted by a private sailor who has reported traversing a milky sea. My sense is that there may be some in the *Latitude 38* community who have as well.

The first milky-sea findings generated world news-level excitement. We are hoping that the new satellites we have will be able to detect them. If any of your readership are connected to the commercial shipping community, perhaps that would help us get in touch with the crews who were crossing the area of interest back in January 2018 — we have the names of the ships.

Steven Miller
Colorado

Readers — If you have any information, please contact Steven Miller at steven.miller@colostate.edu and cc us at editorial@latitude38.com.

↑↓ A PLEA FOR SHORTHANDED OPTIONS

If it pleases *Latitude 38*, I would like to submit an idea to the readership for discussion and, it is my hope, rapid adoption by the local yacht-racing community.

The "think globally, act locally" premise of my idea is to help resuscitate yacht racing, including socializing around yacht racing, on San Francisco Bay and the Gulf of the Farallones. My goal is to help halt the depressing and undeniable contraction of our sport and to reinvigorate racing in our yachting community in the hopes of growing participation again and — dare I say it? — attract newer (and younger) sailors.

I don't have answers to the big-picture issue of shrinking participation in sailing, but there is a really easy way to attract more boats to the existing catalog of sailboat races currently in place.

About 15 years ago, I started becoming a fan of the French and European shorthanded offshore racing circuit, and the amazing boats that have been (and are being) developed. I have been considerably influenced by it and have adapted it exclusively for the way I race my boat. Of course I get routinely throttled on the race course, as we cannot keep up with fully crewed boats. So, in full disclosure, yeah — there is some self-interest here as well, but I digress.

My proposal is simple and straightforward, so all race committees take heed: Introduce and offer a Shorthanded Division in every single regatta on the Bay and Gulf of the

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LETTERS

Farallones.

Why shorthanded? Shorthanded sailing is easier on the skipper, the boat, the budget and the logistics. It is challenging for the participants, and yet in many ways is a much simpler equation to solve. Smaller crews, smaller sails, easier loads — the advantages are many. Any boat can be set up for shorthanded sailing, and once this is done sailors enjoy the extra room in the cockpit and down below, handling smaller sails, fewer crew politics, etc.

Shorthanded classes defined: It's very simple. There are three classes of a Shorthanded Sailing Division. Each would start either individually — if there are five or more boats in the class — or all together, immediately after its equivalent Fully Crewed division boats start. The Shorthanded classes are:

Solo (singlehanded)

Doublehanded (two crew)

Shorthanded (per table below)

Shorthanded Crew Size — To Be Determined by LOA:

LOA (in feet)	Max. Crew
21-27	3
28-32	4
33-38	5
39+	6

Offering Shorthanded Divisions in every race will attract a larger pool of potential participants, and it can be done with minimal change or additional administrative fuss or protocols other than requiring marginally longer starting sequences and some additional record-keeping. Before the naysayers and "nattering nabobs of negativism" (thank you, Spiro T. Agnew) start squealing that "It can't be done," why not at least try it? Otherwise, what bright ideas do you have that will attract more boats back to racing?

When I first got into racing in the late 1970s and early 1980s, the level of participation in all venues was off the charts compared to today. On any given race weekend, OYRA and MORA would have huge fleets, with most races going significantly longer distances. The Midget Offshore Racing Association (MORA) routinely attracted as many as 50 or more boats for every race, and in those days a day race wasn't some quick trip around the Lightship and in. Day races could go 40, 50 or 60 miles; the overnights were epic, with the Memorial Day weekend going as follows: Day 1, San Francisco to Drake's Bay, spend the night. Day 2, Drake's Bay to Half Moon Bay leaving SE Farallon to port. Day 3, Half Moon Bay to SF. The raft-ups at Drake's Bay with scores of boats everywhere were a blast; the parties at the Half Moon YC were the stuff of lore; and seeing all the hungover sailors at the breakfast spots before the Day 3 start was always a hoot. Best of all, it was through all this socializing that I was able to expand my social circles and meet tons of wonderful people I would never have otherwise met. This is, to me, is the most rewarding aspect of yacht racing, but it seems to be going away. Hell, nowadays for the Half Moon Bay Race, more than half the boats turn around at the finish and head back to the Bay. There is no more race back to S.F.

Let's get more boatowners out on the water racing, and the crews socializing after racing. As I looked around at the half-empty RYC a few weeks ago at the peak of their wonderful and always-fun Great Pumpkin party Saturday night, the mostly middle-aged-plus crowd told me this party would die out by 10, as these folks will need to be in bed. Where are all the 20- and 30-somethings? Twenty-five years ago, this party was a barn-burner that stayed alive to the wee hours.

LETTERS

If we don't find a way to get more young people involved now, our sport and our social lives will continue to shrink. Adding Shorthanded sailing classes to every regatta is a simple and surefire way to stimulate larger fleets and participation. So, race organizers and yacht clubs: What say ye?

Kirk Denebeim

Mirthmaker, Archambault 35, a peculiarly French sailboat
Larkspur

Readers — In past seasons, we've enjoyed competing against Mirthmaker in the Doublehanded Division of the Berkeley Midwinters' Sunday series (BYC also offers a Singlehanded Division; see www.berkeleyyc.org).

The most popular race on the West Coast, and probably in all of North America, is the Three Bridge Fiasco pursuit, put on by the Singlehanded Sailing Society for singlehanded and doublehanded entries (it's on the 2019 schedule for January 26; see www.sfbaysss.org or www.jibeset.net). The Three Bridge kicks off the SSS series, with a Bay or ocean race about once a month through October.

The OYRA includes an SHS Division for single- or double-handers in all their races. A few years ago the YRA added a shorthanded division for their Party Circuit/Weekend Regattas, and they now offer a shorthanded division for the YRA Summer Series. The Doublehanded Lightship and Doublehanded Farallones races are run in the spring. We could go on, but a list of shorthanded races in the greater Bay Area is featured on page 64 of the 2019 Northern California Sailing Calendar and YRA Schedule.

On Memorial Day Weekend, the Spinnaker Cup occupies the offshore slot. The race from San Francisco to Monterey is the first leg of the California Offshore Race Week, a brilliant invention that has revived the Spinnaker Cup and the Coastal Cup, linking them in a chain with the SoCal 300 all the way to San Diego. The Spinnaker Cup does offer a Shorthanded Division. See www.offshoreraceweek.com.

Richmond YC's Great Pumpkin Regatta is among many major Bay Area events that don't offer a shorthanded division. We've reached out to them for comment on that possibility for the Pumpkin and/or the Big Daddy — and for the inside scoop on modern party constraints. Our personal take on the Halloween party was that it kicked ass and that the crowd packing the dance floor would have gladly remained for another hour or longer had the band kept playing. Development of the residential neighborhood over the past 25 years may have led to a curfew. But, if boats had fewer crew, wouldn't there be correspondingly fewer bodies on the dance floor?

To our knowledge no organizing authority in our region has tried the intriguing European construct of relating crew size to boatlength. Under that plan, Mirthmaker could carry a crew of five.

We invite comment from racers and regatta organizers on any of the above points; send them to racing@latitude38.com and please be sure to include your full name, boat name and model, and homeport.

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

Latitude Nation, you went big for this month's Caption Contest(!). There were several entries about the tabling of motions, ideas and conversations, not to mention water and tide tables ("The idea that sailing is only for elites can now safely be tabled," said KD Brinkley), and all sorts of shade thrown at Bayliner (who does not advertise with us). Aaaaaaaaaaaaaannnnnd the winner is:



UNKNOWN

If I put the leaf in, I can get two more passengers. — Roger England.

"I wonder if I followed those IKEA instructions properly; something doesn't seem quite right." — Tom Varley

"Gotta catch those four chairs!" — @4bidly

"Dinner is down below." — Elisa Williams

"Tom started innocently with couch surfing, but soon his nautical furniture habit got out of control." — Mark Jordan

"Table for one, close to the water." — Lisa Struneski

"First there was Uber, then there was Lyft. Now there's Tabla." — Pat Broderick

"Dinghy for sale: 11-ft, hard bottom, planes easily, beautiful hardwood trim. Removable four-corner bimini." — Bill Nork

"My other boat is a sofa." — Richard Brown

"It's a four-legged race." — Anne Schreiber Thomas

"Me: 'Will you be taking taxes out of my water taxi job?' Employer: 'No, you'll be working under the table.'" — Dennis Barry

Jeff Spieker said "I've seen this before," and Richard Pearsall confirmed it: "This [is similar to] an old outboard motor ad from sometime in the '60s that said: 'Give me the right power and I'll plane a table.'" Both Jeff and Richard shared this photo.



Given its age and global roots in maritime cultures, sailing is responsible for all manner of unexpected etymology. Take the phrase, "By and large" which is used to express the sentiment, "generally speaking" or "all things considered," according www.phrases.org.uk. In the age of sail, "large" referred to when the wind was blowing from behind a ship's direction of travel, allowing the largest square sails to be set with nearly any downwind course available. "By" meant "in the general direction of." Specifically, "by the wind" meant to face or be on the wind. To sail "by and large" meant a ship had the ability to sail upwind as well as downwind.

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SIGHTINGS

rush hour at cape horn

With "summer" settling upon the Southern Ocean, Cape Horn has seen a virtual rush hour. After Golden Globe Race leader Jean-Luc Van Den Heede rounded in late November, Randall Reeves slid past the Horn about a week later, on November 29, 2018. Then it was second-place Golden Globes Mark Slat's turn, rounding just a few days after Reeves. Then, third-place Golden Globe racer Uku Randmaa from Estonia rounded on December 19, followed by world-record seeker Jeanne Socrates later that day.

Cape Horn is sailing's Everest. Reaching it is the pinnacle of achievement after enduring thousands of miles in the high latitudes. For the battered and greatly thinned-out Golden Globe fleet, the Horn marks a long-awaited exit from the Southern Ocean, the final major hurdle before hanging a left and hitting the homestretch up the Atlantic for Les Sables d'Olonne, France. But for Reeves and Socrates, the Horn is just the beginning — though still a milestone, especially for first-time rounder Reeves on his Figure 8 Voyage.

"My god, not just to round the damned thing, satisfaction plenty,

continued on outside column of next sightings page

how to get away

Back in spring 2017, Lewis Bennett and Isabella Hellman were supposed to be enjoying a belated honeymoon aboard Bennett's 37-ft catamaran *Surf into Summer*. The couple — he 40, she 41 — had been married for three months, but it was the first time they'd been able to slip away together without their 9-month-old daughter, who had been left in the care of Hellman's family. After two weeks calling on various Caribbean islands — including St. Maarten and Cuba — they were on the final leg home to Florida when, on May 14, something went terribly wrong.

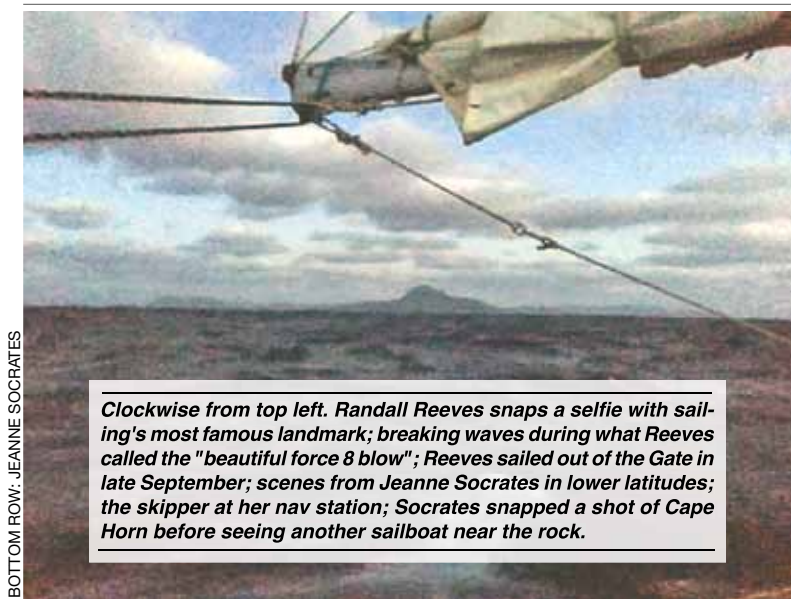
According to Bennett, as night fell, the boat was motorsailing north under autopilot and Hellman had taken the first watch — she was wearing a life-



RANDALL REEVES



RANDALL REEVES



BOTTOM ROW: JEANNE SOCRATES

Clockwise from top left. Randall Reeves snaps a selfie with sailing's most famous landmark; breaking waves during what Reeves called the "beautiful force 8 blow"; Reeves sailed out of the Gate in late September; scenes from Jeanne Socrates in lower latitudes; the skipper at her nav station; Socrates snapped a shot of Cape Horn before seeing another sailboat near the rock.



with manslaughter

jacket. Bennett headed below at about 8 p.m. to get some sleep.

Around midnight, Bennett said he was awakened by a thump that felt like the boat hitting something. He bolted topside — the boat was starting to sink, and he could not find his wife. That's when he set off his EPIRB.

The Coast Guard found Bennett a few hours later about 30 miles west of Cay Sal in the Bahamas. He was in the boat's liferaft with a few belongings. A four-day search turned up no trace of Hellman. But it did turn up the boat a few miles away. *Surf into Summer* was half-sunk, suspended sideways just below the surface, rig still in place, a reefed main still

continued in middle column of next sightings page



LATITUDE / TIM

cape horn — continued

nor even to have it hove into view from afar, but to run up to within a mile such that I could see the great slabs of black rock, the olive green mosses on its flanks, the lighthouse," Reeves wrote on his blog. "To hear the waves crash after their run around the globe. To shudder at the thought of it hulking out of the murk, lee and frothing, on a dirty night."

For Jeanne Socrates, who is trying to become the oldest person to do a solo nonstop circumnavigation, this marked her third(ish) rounding.

"Wednesday [December 19], 12:30 a.m.: Cape Horn light seen flashing on the grey 'mound' of Isla Hornos, nine miles off to the northeast. Seas have got up a bit with increased wind — appropriate, I feel! Moon shining brightly between a few clouds." Two hours later, Socrates slid pass, but saw unexpected traffic.

"2:43 a.m.: Wonderful to be passing the Cape finally! Unbelievably at this hour, there was a lot of light around — it never really got dark and now, well before dawn, the Cape was clear to see, with its white flashing light low down. Caught sight of a sailing boat approaching unexpectedly — I had to change course to avoid it! Wondered if it was [Uku Randmaa on his Rustler 36] *One and All*, but Uku had passed the Cape a few hours earlier.

"I took lots of photos in hope that one or two might turn out well. Wind and seas suddenly got up, as I'd been warned they would, and we were making good speed at the time of passing. The whole setting was exhilarating."

As expected in the high latitudes, both Reeves and Socrates had eventful lead-ups to Cape Horn. Reeves had four days of 30- to 40-mph winds, calling it the "wild and beautiful force 8 blow" where he made regular 150-mile days before coasting into lighter breeze that brought him within a stone's throw of the Horn. "One cannot call these anything but excellent, simply excellent sailing conditions — one gets to see first hand during weeks like this why the Clipper Route was the most efficient around the world for commercial shipping prior to steam and the Panama Canal."

Socrates had a slightly more breakdown-riddled ride, and had to "sort out a problem with my big genoa," she wrote on her blog about a week and a half before her rounding. "Its furling line came away completely last night as I'd just finished furling it away (to replace with the small staysail, ready for strong conditions) and the sail unfurled fully — nightmare!"

About a week prior to rounding the Horn, Socrates and Uku Randmaa had been in contact in the hopes of a mid-ocean hello. Socrates had heaved-to while she was waiting out 50-mph winds and 20-ft seas. "Uku was going to continue on, despite the warnings, but was keen to pass close by me so we could take photos of each other's boats!" (Socrates asked Reeves if he had a single sideband so they could chat, but Reeves lost his SSB last year during a knockdown.) As she was hove-to, Socrates lost her staysail furling line, and had to do battle on the foredeck again. "No safety line, boat rolling in big seas, and my boots kept tangling with [another] line. Felt a bit risky." A few hours later, *One and All* passed 36 miles NNW of Socrates and *Nereida*. "What a pity! No photo shoot. So close, yet so far!"

As Reeves and Socrates continue on, we're reminded of what's at stake as they plow through the Southern Ocean, something that's surprisingly easy to forget when you're reading their blogs from the comfort of your desk. About two weeks after the Horn and in moderate conditions, Reeves took a rogue wave that flooded his cabin. A week later, while weaving through an onslaught of low-pressure systems emerging from Rio de Janeiro, he wrote: "Two days to the next low, which looks to have winds in the 30s and 40s. Six days to the next Rio Low. It's one after the other this year."

— tim

SIGHTINGS

the motorcycle diaries

Match racing an Express 27 for almost 13 days across the Pacific is something that could easily make the top of one's list of sailing adventures. It certainly did for Zach Anderson. This summer he and Will Paxton, co-owners of *Motorcycle Irene*, played out tactical moves like they were Bay racing instead of crossing 3,000 miles of ocean. "It was an amazing feeling and so much fun to figure out how we could get in front of our friends on *Loose Cannon*."

Loose Cannon ended up taking first in fleet ahead of *Irene* by about



Will Paxton, left, and Zach Anderson with their Pacific Cup hardware.

four hours, but it was still a happy time for Anderson. "It was a great race. On the second or third day, we were doing some really hard reaching, which was phenomenally fun — blasting on the Express across the ocean was insane."

Anderson's mom taught him how to sail in Huntington Harbor when he was just 6. He grew up in the Fresno/Central Valley area, but spent summers in SoCal. In high school, he sailed on local lakes and went to Boy Scout sailing camps on Catalina. He started racing on Hobie 18s, and moved into keelboat racing in his sophomore year when he sailed on a brand-new Express 27, and did some ocean racing on an Olson 30. "I did bow because I was tall and lean back then," Anderson

laughed. But, I loved sailing from the very beginning — it's always been a passion of mine."

Since moving permanently to the Bay Area some 18 years ago, 45-year-old Anderson — who does research and analytics at Electronic Arts (better known as EA, the video-game company) — has been racing Express 27s pretty much nonstop. He enjoys the combination of breeze, current and views, which he says makes Bay racing so amazing. "I like the fleet a lot. Expresses are great 'tween boats for the Bay; they're easy to take care of, and the price was right early on in my career. The racing is tight, they're fast, they plane, they go around the buoys really well, and the big rudder is really nice," Anderson explained.

He and Paxton have co-owned *Irene* for 12 years, and have covered a ton of Bay and ocean miles together. Anderson concedes that Will is the better driver; nonetheless, he still gets to drive a fair amount. Their biggest success with *Irene* was a few years ago when Anderson and Paxton decided to focus their efforts. "We took first in all the races we sailed, then we won the Nationals — it was pretty awesome."

According to Anderson, key ingredients for success include embracing an older boat and giving it plenty of TLC, taking measures not to lose a race because of equipment failure, and a great crew of people to race with. "We have a really good group of sailors, all of whom are our friends. Any one of them can step on the boat and do amazing things," Anderson said. "We also take care of the boat carefully. *Irene's* not very pretty; she's kind of beat up, but we take great care to make sure all the lines are right every time we go out and replace them on a regular schedule. We make sure that anything that could fail is not going to fail in a regatta that counts — we really think these things through." Anderson's also quick to note the importance of boat speed. "Will's amazing. He's been racing the Express 27 as long as I have, and is very focused on crew mechanics and boat speed, making sure we're fast everywhere — which gets you out of a lot of trouble." Anderson also loves racing offshore and has a Transpac and several

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manslaughter

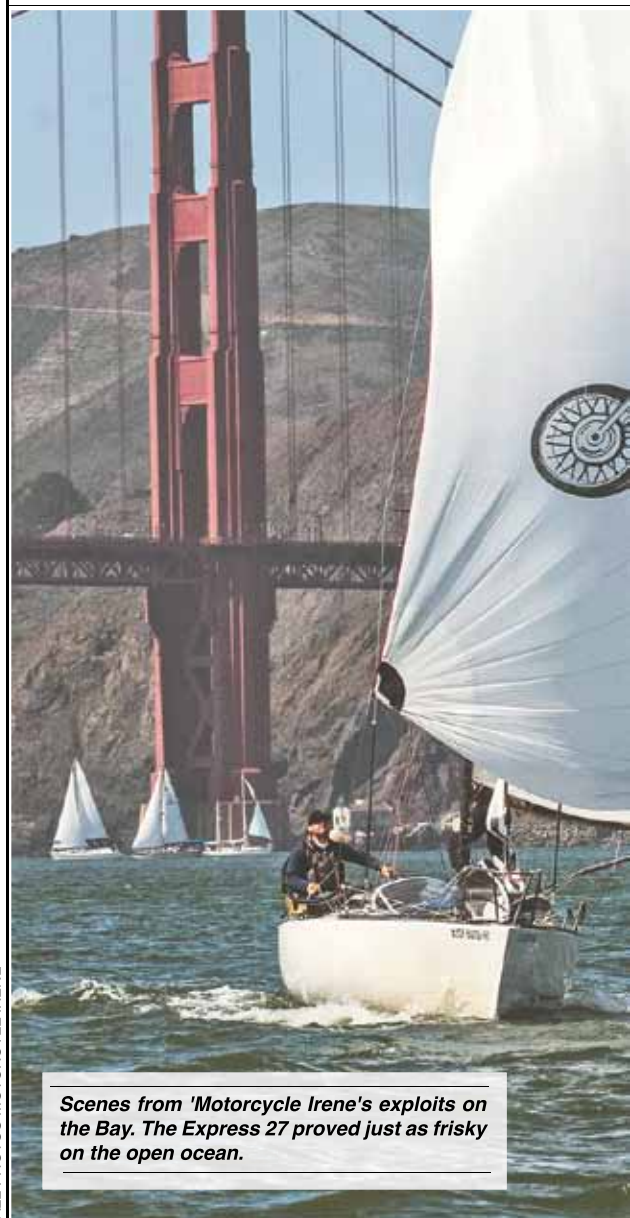
up and jib partially rolled out.

When Coast Guard divers went down to take a look, they found no damage to either hull that indicated a collision. There were, however, indications that "holes had been made from the inside," suggesting *Surf into Summer* might have been scuttled. They also noted that the escape hatches (near the waterline at the aft end of each hull) were both open.

It's unclear if authorities intended to salvage the boat, but a beacon put aboard stopped transmitting after a few days, indicating *Surf into Summer* probably sank.

Things only got weirder from there.

Among the items Bennett had in the



Scenes from 'Motorcycle Irene's exploits on the Bay. The Express 27 proved just as frisky on the open ocean.

ALL PHOTOS MOTORCYCLE IRENE

— continued

liferaft with him was a stash of gold and silver coins. Those turned out to be part of a cache of coins worth about \$35,000 that had been stolen from a St. Maarten-based charter boat that Bennett had worked aboard earlier in the year. Authorities later searched his house in England (he holds dual citizenship in Australia and the UK), where they found the rest of the coins.

For that offense, Bennett was sentenced in late 2017 to seven months in prison in Florida. Luckily, he was back in Florida at the time, having just returned from England where he'd put his daughter in the care of his parents — and was

continued in middle column of next sightings page

motorcycle — continued

Pac Cups under his belt. He and Paxton had been considering an ideal offshore racing boat for a while, and bought a modified a Schock 40 for that purpose — but the boat didn't quite cut it.

"A new ocean-racing boat was our dinner conversation each night across the Pacific," Anderson joked. They settled on a J/125, and, within weeks, had a boat that they named *Velvet Hammer*, which is ready to go for next year's Rolex Big Boat Series (Anderson is hopeful that *Hammer* will be ready for the 50th anniversary Transpac, too).

Keeping his passion fresh with a new boat plays into all the reasons that Anderson loves to sail.

"For me, it's about immediate gratification," Anderson offered. "You do something right or wrong and you see it immediately. Work and life are so much about longterm gratification, so it's fun to do something competitively where you focus in the moment. It's a great way to unwind. I also love the learning. I've been sailing my whole life and I learn something new every day — it's very fun."

— michelle slade



editorial: the westpoint settlement

On December 6, the Bay Conservation and Development Commission, or BCDC, voted unanimously to settle with Westpoint Harbor. The day before the hearing, Mark Sanders received an award for "Large Marina of the Year," given in part for the Westpoint's custodianship of the environment. The irony of settling a 30-year debate with an agency tasked with enhancing the Bay and encouraging responsible use is simply chilling. Sanders first proposed the idea for a new harbor in 1988. "[The BCDC] blocked my permit for about 18 years," he told us. BCDC admitted that Sanders promoted clean boating and ran an environmentally sound business, but still levied hundreds of thousands of dollars in fines against him. We ask: Why?

Westpoint is not the end of this story. As the State is in the midst of auditing the BCDC, the Marine Science Institute (MSI), a non-profit that serves over 50,000 Bay Area youth yearly, is trying to get a permit from the BCDC to restore a badly eroded 150-ft beach. MSI, which has received permits from six other agencies, must use a grant by the end of the year, or risks losing the money. For this, and for Westpoint, we have to ask the BCDC: Why? Just, why? — *latitude*

manslaughter

attempting to convince a Florida court to declare his wife dead, ostensibly so he could take possession of her home and bank account. The court turned him down.

While he was in jail, the FBI continued to work the case and the evidence continued to mount that something more sinister than a collision and "crew overboard" was going on.

The couple had been having disagreements over several issues, including money and the fact that Bennett wanted Hellman and their daughter to move to Australia. Hellman, a real estate agent in Florida, didn't want to go. What seems especially damning was the revelation that Bennett had registered his EPIRB



Westpoint Harbor in Redwood City is one of the Bay Area's newest marinas that appears to finally be untethered from the aggressive and at times mind-numbing enforcement of the BCDC. "There's a sense of well being across the marina from having done the right thing and delivered the right outcome," said Kevin Parker, the director of the new Club at Westpoint, which is temporarily housed at the Westpoint Harbor House. "And, there's a feeling of being able to get on now and make the marina an even more special place."

— continued

BROWARD SHERIFF'S OFFICE

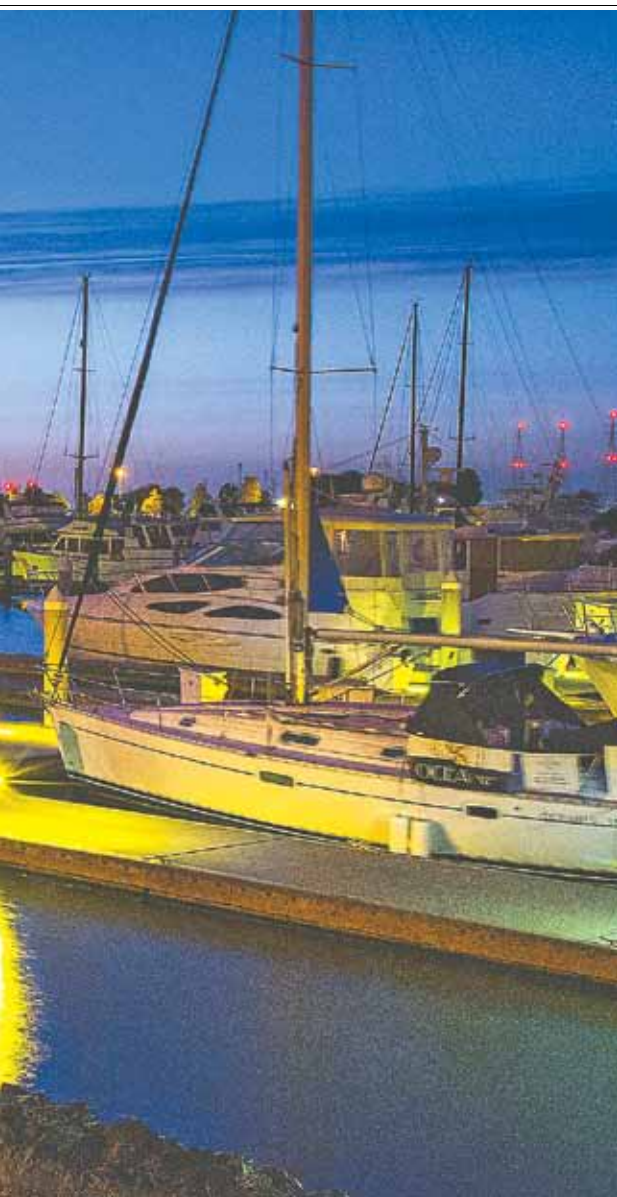


Lewis Bennett will be sentenced for involuntary manslaughter this month.

just one day before he turned it on.

In February 2018, the FBI charged Bennett with second degree murder, al-

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NEIL RABINOWITZ / WESTPOINT HARBOR

sad details of richard carr's last sail

To most sailors, the idea of singlehanded across 3,000 miles of open ocean has little appeal, let alone the notion of attempting a complete solo circumnavigation. But to a small minority of mariners, the inherent challenges of long-distance solo sailing are apparently too seductive to ignore. Retired psychologist Richard Carr was one of them.

Tragically though, he did not accomplish his goal of sailing from Mexico to the Marquesas in late May 2017. As reported at that time, after a bizarre — and now haunting — series of text messages he transmitted via satellite to his family members, he simply said goodbye in a final text. Despite a massive search, neither Carr, his Union 36 sailboat, nor any identifiable wreckage has ever been found.

In November, however, events leading up to Carr's disappearance became much clearer, as the singlehander's daughter, Ali Carr Troxell, laid out the puzzling chronology of events in the pages of *Outside* magazine, where she was a former editor. The lengthy feature, entitled *My Father's SOS from the Middle of the Sea*, gives precise details chronicling her dad's surreal decline while adrift in the doldrums, but she also describes happier times when the family enjoyed sailing together in Southern California. Those of us who did not know Carr can take valuable lessons from this sad remembrance, and we hope its publication has brought some closure to the author and her family.

According to Ali, her dad hatched the idea of sailing around the world — as a family — way back in the 1970s, but apparently the idea held little appeal to his wife and kids. He got serious about his longtime dream, she says, in 2010 when he paid off the Union 36 *Celebration*. After completing a number of major repairs, he registered her in the 2016 Baja Ha-Ha and recruited a dockmate to come along as crew.

It is jaw-dropping to read now that lack of sleep on the very first night out caused Carr to hallucinate. Ali writes that he seriously questioned his aptitude for singlehanded in the aftermath of that eerie night.

A few months later, however, Carr, then 71, registered with the Pacific Puddle Jump, along with more than 200 other boats. For whatever reason, though, Carr departed Banderas Bay, Mexico, for French Polynesia in May, late in the season, when most others would have been ahead of him.

He had apparently kept in touch with his wife and family regularly as he made progress to the west. But on May 28, 26 days into the voyage, while *Celebration* was more than 1,200 miles from making landfall in the Marquesas, Carr sent an alarmingly frantic message was sent to his wife: "Being kidnapped by filmcompany Deep south blackcult took over steering. Ship disabled." As Ali reports, the family was stunned. Six hours earlier he had wished his wife a happy 39th wedding anniversary. Shortly after the first text about kidnapping, Carr sent a satellite text to his brother John: "Being kidnapped by pirates." But John was asleep and didn't see it until later. A couple of hours passed, then Carr sent this message to his wife: "Apparently, I've been spared." Then, "Hugewind pirates left. I'm fine. Talklater." In addition, he asked her to cancel the SOS that he'd triggered with his EPIRB, but the Coast Guard had no knowledge of it.

From there, the tale gets more troubling. And eventually Carr sent his final message, saying goodbye to his family. As we reported back then, the US Coast Guard instituted a massive search of those remote waters, which involved US and French military recon aircraft, plus helicopters from three commercial vessels. Over a 24-day period, nearly 60,000 square miles of ocean were searched without any sign of *Celebration* — "an area the size of Oklahoma," according to USCG Honolulu. The search effort was finally abandoned June 22.

Most likely Richard Carr's fate will remain a mystery, unless *Celebration* drifts onto a sandy beach somewhere and is discovered. While we certainly respect every solitary sailor's right to cross oceans alone, Richard Carr's sad end will serve as a haunting reminder of how twisted reality can become when you are all alone on an enormous ocean.

— andy

stars and new stripes at next cup

There will be a California challenger for the 36th America's Cup in New Zealand come 2021, sailing under the burgee of Long Beach Yacht Club. And their name is — get this — Stars & Stripes Team USA. Yes, as in *that* Stars & Stripes.

"Our name is a nod to Dennis Conner's Stars & Stripes campaigns that defined all-American America's Cup racing for decades. We are the



Taylor Canfield (left) and Mike Buckley hope to make their next-generation Stars & Stripes team an all-American effort.

next generation," said syndicate co-founder and tactician Mike Buckley, who, along with skipper Taylor Canfield, won LBYC's Congressional Cup in April. At that regatta, the duo defeated the New York YC's American Magic, the other American-flagged Cup syndicate challenging in 2021. As we reported in a December 14 *'Lectronic*, the team's CEO Justin Shaffer, a San Franciscan, said Stars & Stripes "funding to this point has come from [our] founding patrons from coast to coast

who are passionate about our message, and I think that's indicative of our inclusive aim."

That message includes a commitment to "making the team 100% American," Buckley said. This scratches at something that has plagued recent America's Cups, and especially bothered our readership. Oracle Team USA, the last "American" America's Cup team, was largely Australian. Currently, 12 of American Magic's 20 sailing team members are from the United States, which, in today's Cup environment, is a healthy number, but we're excited for the Stars & Stripes reboot and a truly all-American Team USA.

On November 30, the late-entry window for new challengers closed, with an "additional eight notices of challenge," according to Emirates Team New Zealand CEO Grant Dalton. The Associated Press reported that there could be as many as 11 challengers total, with rumors of Chinese, French and Dutch teams. On his podcast, Dennis Conner repeated a rumor that Iain Percy would helm the Malta Altus Challenge.

"According to the supporting entry documents, only one of these entries [referring to Stars & Stripes] is capable of immediate acceptance, while the remaining seven notices of challenge carry conditions. Some of the entries are likely to be invalid," Dalton said, using the kind of litigious language we've come to expect from the America's Cup. To be fair, Dalton said that the New Zealand government was expecting a maximum of five challengers. More teams would translate to more of an infrastructure investment needed.

"The event is looking as if it will be much beefier than many thought," wrote Paul Lewis in the *New Zealand Herald*. But "beefy" is relative. Harkening back to that time when Stars & Stripes defined the Cup, there were 13 challengers for the 1987 Match in Fremantle, Australia (nearly half of which were American). Even after Stars & Stripes got out of the game, 11 challengers converged in Valencia, Spain, for the 2007 Cup. (By contrast, there were a mere six teams at the 2017 Cup, and four in 2013.)

With the Kiwis launching a new and ambitious design, it is encouraging to see so much interest in the next event. "We are proud to have this many teams submit entries for the 36th America's Cup, which is a true reflection on the belief and excitement of the new AC75 boat concept and the ideal host venue for racing in 2021 in Auckland, New Zealand," Dalton said.

— tim

manslaughter

leging that he staged the 'accident' to hide the homicide of his wife.

Bennett, who is still in prison in Florida, was due to go to trial for second degree murder last month. But in early November, he pleaded guilty to involuntary manslaughter, for basically doing nothing to look for his wife — not turn the boat around, not shine a light . . . he doesn't even remember calling out her name. He also admitted that her loss was foreseeable and caused by his negligence.

The plea, which carries a sentence



LEFT TWO PHOTOS / AMERICAN MAGIC

— continued

of no less than seven years, is quite a step down from second degree murder, which can carry a maximum sentence of life in prison.

Bennett is due to be sentenced this month.

Hellman's family is proceeding with a civil suit to prevent him from getting any of his wife's assets. They are also seeking an arrangement with Bennett's parents in England for visitation rights with their now 2-year-old granddaughter.

— jr

mr holland's opus

A traumatic experience can change the course of someone's life forever. Ron Holland's epiphany occurred in the late '70s on an ocean race, maybe the baddest one of all: the 1979 Fastnet.

As Holland details in his new book *All the Oceans — Designing by the Seat of My Pants*, he was at the helm of one of his latest designs, Hugh Coveney's 43-ft One-Tonner *Golden Apple of the Sun*, when they rounded The Rock that August evening in 40 knots of wind and huge, froth-covered waves. The next day, it was blowing 60 and they were no longer racing. Skidding along under storm jib, they were just trying to keep the boat from being rolled, pitchpoled or shattered to pieces. "In all my years of racing I had never witnessed seas like those," he writes.

"All those years of racing" began in his native New Zealand on local dinghies. Holland got his first boat at age 6. By 7, he was starting

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Clockwise from top right: It was hard to imagine Team New Zealand's ambitious design going from computer-simulated concept to reality; (Inset:) As we've said many times before, Grant Dalton had the impossible task of trying to satisfy monohull purists as well as foiling aficionados, but it appears that Emirates Team New Zealand has done well; In November, the New York Yacht Club's American Magic launched their prototype nicknamed 'The Mule', a modified McConaghy 38 that blasted around Narragansett Bay; American Magic was the second team to launch a smaller 'surrogate' for training.



RIGHT TWO PHOTOS / EMIRATES TEAM NEW ZEALAND

LOUIS KRUK

SIGHTINGS

mr. holland's opus

to win races and, as he notes, "people began to see me as a natural." As the years passed, his growing passion for sailing — and disdain for academia — led to his quitting school at age 16 and going to work as an apprentice boatbuilder. His growing reputation as a sailor led to more and longer rides on bigger boats, eventually depositing the young Kiwi in San Francisco in 1969. He'd been sent here to oversee the performance of one of the smallest schooners ever built, the John Spencer-designed *Great Hope*. At just 24 feet, she was a 1/3 size prototype for what would become George Kiskaddon's 73-ft *New World*, launched in 1972.

The Bay Area was a happenin' place in those days, on the water and off. Commodore Tompkins became a fast and permanent friend. Holland went sailing with Bill Lee, and they clobbered a sandbar, ripping the keel off. He got to know sailing legend Myron Spaulding. He scored an apprenticeship gig with Gary Mull. He talked music and sailing with Ramblin' Jack Elliott. He frequented the Haight Ashbury

and the Fillmore West, catching shows by the Grateful Dead, Jefferson Airplane and Jimi Hendrix. He participated in the 1970 Tahiti Race aboard Kiskaddon's 33-ft giant killer *Spirit* with Kiskaddon and his two sons, along with Commodore, Doug Peterson and Jim Leech. Holland was just 22.

Fast forward a few years. Ron settled in St. Petersburg, Florida, and started doing lofting work for Charlie Morgan. Every spare minute and dime went into the design and shoestring build of the boat that would make or break him as a designer, the quarter-tonner *Eyghene*. (How shoestring? He used a stock mast from a Morgan 22.) In 1972, against 37 boats and some of the best sailors of the day, the unknown *Eyghene* won the Quarter Ton Worlds in Weymouth, England. That led to a possible design commission from Ireland, and Holland and wife Laurel flew over for a few days to meet with the client. "I would stay there for more than 40 years."

The first office of Holland Designs was a converted pigery. Ron's design table was a door turned on its side, and



LATITUDE / JOHN

— continued

for months he couldn't get a telephone hookup. "I got in the habit of saving pennies in a bag, so I could make my calls from the nearest pay phone," he remembers. "A phone call to America or even to Britain consumed an entire bag's-worth." Incredibly, this arrangement produced not only *Golden Apple* (we'll get back to her in a minute), but one of the most successful and storied West Coast-based boats ever built, Dave Allen's 40-ft *Imp*. With her glorious green-striped paint job barely dry, the boat won both the '77 SORC and was the top-scoring yacht at that year's Admiral's Cup.

But it was that Fastnet on *Golden Apple* that would pivot Holland's life and career 180 degrees. We pick up the story as the yacht tears toward Plymouth in near-hurricane-force winds and seas every bit as big and steep as the learning curve aboard. "The key to steering her in such extreme conditions was to treat the boat as though she were a 15-ton surfboard," Holland writes. "You had to angle her down the wave so she didn't bury her nose in the bottom of the trough,

or she might pitchpole. Then, you steer a little fuller in the trough so the boat doesn't lose momentum as she comes back up the wave out of the sheltered wind in the trough. And finally, at the top of the wave you should feather her into the stronger wind while easing the main so you slow down a little and keep the hull in contact with the breaking water. If you don't, the yacht may end up traveling too fast, flying over the crest and jumping into thin air before crashing down in the next trough . . ."

Golden Apple was eventually hit by a wave that knocked her on her beam ends and snapped the carbon fiber rudderpost, ending her race and Admiral's Cup bid, and, with the rocky coast of the Scilly Isles looming to leeward, perhaps her short existence. When emergency steering options didn't work, *Apple's* 10-man crew abandoned into a liferaft and were rescued by a Royal Navy helicopter. *Apple* was later recovered and towed to port by a fishing boat.

The grim statistics from the '79 Fastnet — 15 sailors dead, 24 boats abandoned, 5 sunk — bestowed with it a reputation as the most devastating sailboat race in history, a mantle it still wears. The repercussions from the race echo to this day — better liferafts, for example. Better radio communication rules. Better draining cockpits. It also influenced IOR design back toward more seaworthy hull forms and boats less prone to capsize.

As for Holland, "I never competed in another major long-distance ocean race. I gradually left behind the slippery pole of IOR racing in favor of bigger — and more profitable — private cruising yachts." Of course, he wasn't done with designing racing boats. Highlights of his creations over the following years included the maxis *Condor* and *Kialoa IV* — the latter being the last of Jim Kilroy's long and successful line of *Kialoas*. And his one and only multihull, the 60-ft trimaran *Colt Cars* for Rob and Naomi James. There was even a stint (with Laurie Davidson and Bruce Farr) on the design team that produced the controversial fiberglass 12 Meter for Team New Zealand at the 1987 America's Cup.

But slowly, Holland designs got bigger and more cruising oriented, starting with the 100-ft *Whirlwind XII* for Noel and Sylvia Lister, and culminating with *Mirabella V* (currently *M5* under her new owner), launched in 2003. At 247 feet, she is the largest sloop with the tallest mast (10 spreaders and 290 feet — the boat literally cannot pass under any bridge in the world), and largest sails (16,000 square-foot main and 20,450-ft reacher, each weighing more than a ton) ever built.

Like *Mirabella* herself, Holland's story is bigger than life and stranger than fiction. And it's still going. Now 71 and based in Vancouver, Holland's 'Just Say Yes' credo — and talented seat of the pants — continue to serve him well.

Turns out that, along with everything else, he is also a 'natural' at storytelling. *All the Oceans* is a great read, and a fabulous look back — and forward — at the sport we love.

(*All the Oceans* retails for \$45. It is available through the usual outlets. A portion of the royalties for the book will be contributed to Project Kaisei Ocean Clean-Up, an initiative of the San Francisco-based nonprofit Ocean Voyages Institute.)

— jr



LATITUDE / JOHN



Ron Holland at the relaunch of 'Spirit', a 33-ft Sparkman and Stephens, at Spaulding Marine Center in May 2018. Holland was 22 when he sailed aboard 'Spirit', originally owned by George Kiskaddon, in the 1970 Tahiti Race.

SEASON CHAMPIONS, PART III —

The end of the old year and the beginning of the new are a traditional time to look back at the past 12 months. In these pages, we're reflecting upon the 2018 season of racing, and the champions whose success might inspire the rest of us to strive for improvement in 2019.

This installment moves the focus from one-design classes (profiled in the November and December issues) and onto the mostly handicap-rating divisions of the Singlehanded Sailing Society, Bay Area Multihull Association and Yacht Racing Association.

SSS Singlehanded Monohull Crinan II, Wyliecat 30 Don Martin, SSS

For singlehanders in even-numbered years, the Singlehanded Transpacific Yacht Race is a counter in the season championship series. Don Martin, a first-timer, finished that race from Tiburon to Hanalei Bay, Kauai, in second place overall. Second-place overall finishes in the SSS Corinthian and Round the Rocks races — and the overall win in the Singlehanded Farallones — placed him on top of the standings.

He wore his 1992 Singlehanded Farallones sweatshirt to the SSS awards meeting in November. "I am not an overnight sensation," he said. "I've been working at this so long and so hard.

"This year a lot of it comes from the Singlehanded TransPac. I look back on the last couple of days of that race, when

Left to right: Terry Benett, Ruth Suzuki and Gordie Nash. Terry filled in for Ruth on 'Arcadia' in SSS when she couldn't make it.

I lost my autopilots and I was driving, as absolutely wonderful. If I was at the best ski resort in the Alps and had a chance to ski, I'd want to ski as much as possible. And I got the chance to drive as much as possible in some of the greatest conditions. For those of you coming along, just hang in there, and maybe your day will come."



Don Martin

SSS Doublehanded Monohull Arcadia, Mod. Santana 27 Gordie Nash, RYC

"You don't know how difficult it is to win this," said Gordie Nash, who also won the Doublehanded Division in 2008, 2013 and 2014.

Gordie gave Bren Meyer of the Wyliecat 30 *Uno* a lot of credit. "He actually beat us in every race he sailed, but he didn't do the ocean races. Bren should also be recognized as a great sailor." He also gave Bill Erkelens credit. "Whenever he shows up, he wins.

"When you're a little kid, you remember looking up at the Paul Elvstroms and the Hank Easoms and you think, 'These guys know everything. They're the masters.' And now you realize the juniors at the yacht club are looking at this generation thinking, 'Wow, they know everything, they're the masters. I don't think

I know everything that these young kids are thinking I do. I posed that question to Hank Easom and he laughed and he said, 'In reality, the old masters didn't know a lot. We know more, and the kids coming up, they have three generations of knowledge; they're the ones we have to look forward to.' The youngsters are coming up and they are going to know a lot. This organization,



SSS Singlehanded Series winner Don Martin prepares to start the Singlehanded TransPac off the Tiburon shoreline.

there's nothing broke. This organization needs to be continued, and with the help of these youngsters."

SSS Doublehanded Multihull Lookin'Good II, Corsair 31 trimaran Rafi Yahalom, BAMA

Last year, Rafi Yahalom won the Doublehanded Multihull division with *Lookin' Good*, a 24-ft Corsair Sprint trimaran. For the 2018 season, he moved up to a Corsair 31, *Lookin'Good II*.

"It was a steep learning curve to learn to sail my new-for-me (2003) Corsair 31 1D," commented Rafi.

"My single crew, for every race, had to work hard to handle the sails and the lines and tame the 'beast'. So I'm very thankful to Marcos McGee, David Kuettel and Dan Mone who made doublehanded racing fun!

"In addition to just showing up and having great people aboard, the reason for our success was that some of our competitors chose to race singlehanded and were scored separately."



Rafi Yahalom



LOOKINGGOOD II

REFLECTING ON THE YRA, SSS AND BAMA

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



Truls Myklebust

Although other multihull entries raced singlehanded in some races, only Truls Myklebust and Cliff Shaw signed up for the solo season. Truls won the SSS series and placed second in the OYRA Multihull division.

SINGLEHANDED MONOHULL — 1) **Crinan II**, 4.278 points; 2) **Sweet Pea**, Islander 30-II, Jan Hirsch, SSS, 4.462; 3) **Double Espresso**, Olson 30, Philippe Jamotte, SSS, 5.618. (34 boats)

DOUBLEHANDED MONOHULL — 1) **Arca-dia**, 2.407 points; 2) **Outsider**, Azzura 310, Greg Nelsen, SSS, 4.052. 3) **Uno**, Wyliecat 30, Bren Meyer, RYC, 4.536. (147 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27 tri, Truls Myklebust, BAMA, 7 points; 2) **Rain-bow**, Crowther 10M cat, Cliff Shaw, SSS, 8.6. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Lookin-Good II**, 4.508 points; 2) **Greyhound**, F-22 tri, Evan McDonald, BYC, 6.125; 3) **Roshambo**, Corsair 31R tri, Darren Doud, SSS, 6.6. (10 boats)

Full results at www.jibeset.net

More info at www.sfbaysss.org

BAMA Cup Greyhound, F-22 trimaran Evan McDonald, BYC

Evan McDonald has only owned *Greyhound* for about 20 months. "The 2018

season was our first season racing her," he said. "The F-22 looked like a perfect daysailer for the San Francisco Bay, with the ability to cover much more ground in a typical three- to four-hour sail than a small monohull. Small and fast is a great combination."

George Kiskaddon, Nicole Barsamian, Sarah Rahimi and John Kiskaddon were Evan's "amazing crew."

The BAMA Cup consists of 11 diverse existing regattas, starting with the SSS Three Bridge Fiasco in January and ending with the Great Pumpkin pursuit race in October. Evan's favorite race of the 2018 series was Island YC's Silver Eagle on July 7. "It's 38 miles, covering the best sailing legs in the Central Bay, with significant excursions into the North and South Bays as well. I also like that it starts and ends in the Central Bay, so we can sail a long race without an overnight."

In the Silver Eagle, *Greyhound* was racing against the large and majestic Dragonfly 1200 *Emma* to the Lash Terminal Lighted Buoy, close-reaching with their screacher. "After inching forward with the screacher upwind most of the day, a sudden sustained westerly had *Greyhound* ripping along, with the leeward float submarining madly through the water. The acceleration of a trimaran in a rapidly building sustained wind can be shocking and thrilling, and we were suddenly right there at the edge of what *Greyhound* and the screacher could handle, with water flying everywhere. With white knuckles all around, we foolhardily kept at it to the mark, rounded, and furling the screach with a great deal of relief and survival celebration."

Evan has spent the last couple of months tinkering, pleasure-cruising and improving the boat for 2019. "I'm looking forward to the BAMA Cup series again next year," he said.

1) **Greyhound**, 29 points; 2) **LookinGood II**, Corsair 31 tri, Rafi Yaholom, BAMA, 22; 3) **Ma's Rover**, F-31R tri, Mark Eastham, 22. (25 boats)

Full results at www.sfbama.org



Evan McDonald

OYRA Multihull — Round Midnight Explorer 44 trimaran Rick Waltonsmith, BAMA

We might as well stick with multihulls as we transition over to the YRA's offshore series.

Regular crew aboard Rick Waltonsmith's Explorer 44 *Round Midnight* were Carlos Runng, Dave Olson and Norbert Kiesel. Chris Harvey crewed for one race. "Great sailors all," said Rick. "We trade off on all positions during the races, with a different sailor steering while crossing the line each time. Great way to do it."

Strangely enough, the slow and ultra-foggy race to Drake's Bay on August 18 was Rick's favorite of the OYRA season. "While the wind was light and the fog thick, we sailed a smooth race and anchored overnight in a beautiful location. My pasta dish with meatballs was divine, even if it is me saying it."

That regatta finally found some big breeze back inside the Bay on Sunday. "On the run to the finish at Belvedere under Code Zero at 18 knots, the tack-line clutch blew up, causing a roller furler to go flying around, until we got the sail down."

Another equipment glitch was a season-long leak in the daggerboard trunk, now being repaired. "It did not slow us down. We bailed 18 buckets out of the bilge on one race leg."

Having finished only one Three Bridge Fiasco, he's looking forward to another go. "I'm just asking for 8-10 knots, but we seldom get even a couple of knots of wind at that event."

OYRA PHRO2 Escapade, Express 37 Nick Schmidt, SSS

"Our favorite races were Drake's Bay and Half Moon Bay," says Nick Schmidt of the big blue Express *Escapade*. "The destination races are great fun because we get to hang out with our fellow competitors afterward over good food and drinks — and then we get to sail on Sunday too! We love rafting up with other racers in Drake's Bay, and the Half Moon Bay YC (and their firepit!) has always been a favorite place to hang out into



Rick Waltonsmith

GREYHOUND

SEASON CHAMPIONS, PART III —

the night.

"The scariest moment this year was getting hit by a 40-knot gust with our shy kite up as we approached the finish off the Cityfront." *Escapade* was coming in from the Duxship on May 12. "The spinnaker halyard



Nick Schmidt

slipped 20 feet in the clutch before it grabbed again. We were able to get the kite down and jib up, but we were very lucky that we kept control of the boat and that nothing broke. The lesson here was to keep the halyard on the winch when it's blowing over 30."

The season otherwise went pretty smoothly. "We had the same great crew as last year, and everyone who races offshore with us also sails one design on the boat, so the crew work was excellent." Coline Gaillard, Chris Gage, Dante Branciforte, Derek Schmidt, Hadley Burroughs, John Taylor, Mike Gabriel, Scott Racette and Ralph Treadway sail on *Escapade*.

"The bow team and trimmers nailed every heavy-air jibe that was called for, and we worked out a mode for heavy-air reaching with a kite up, which had given us some problems last year."

OYRA PHRO 3 — *Sea Star*, Cal 39

Bob Walden, BYC

Make that three for three. "My favorite race is always Drake's Bay and the overnight anchoring," says Bob Walden of *Sea Star*. "That preference was a bit strained this year, as it was a light-wind affair Saturday and made for a very late arrival, not a lot of time to enjoy the bay and dinner. But it was still a lot of fun. And it gave some of our newbies a taste of nighttime racing."

Sea Star has been racing on the ocean for 12+ years, but 2018 was only the team's fourth year in the OYRA. "Before that it was mostly single- and double-handed stuff. Now we pretty much only do fully crewed — the boat's not really set up for shorthanded sailing any more."

This was their first division win. "It's something I've wanted to achieve since we started racing the boat seriously."

"When it's windy, *Sea Star* can really perform, but offshore we often need to contend with light breeze, and we struggle in those conditions. But we've gotten lucky, and we've sometimes also

gone to school on the leaders (seen them find wind holes we could avoid). And it also helps to make it to every single race."

"The most excitement offshore this year was the final race in September, a Lightship race. We were basically tied with Andy Newell on *Ahi* and Jim Quanci on *Green Buffalo*. We all rate the same, so we don't need to do math to figure out who's the loser each day. The start was on the light side, and the two other boats got pretty far in front of us by Point Bonita. I could feel another season second place coming. But the *Buffalo* roamed far to the north, following some breeze that died, and the *Tuna* went far to the south. We stayed near the rhumbline, and we got a very lucky personal breeze that lifted us to the mark."

"We rounded just in front of *Green Buffalo*, and then the slow chase back to the finish started. They were never very far behind, sometimes closer, sometimes farther. We both came into Bonita and hugged the shore to avoid the ebb, and we managed to fend them off for the win. That was a knuckle-biter!"

As we were finishing this issue, *Sea Star* was hauled out for a rig rebuild and to fix some age-related issues. "She's

OYRA SHS — *Hang 20*, Express 27 Lori Tewksbury, BYC

Since Lori Tewksbury's boat partner, Moni Blum, has been injured, Eric Ochs has been filling in on *Hang 20*'s offshore races for the past two years. "This year I also missed one due to Pac Cup," said Lori, "and Eric took the boat out without me."

Lori had two favorite races in 2018. "I really liked Duxship this year, as we broke a jib halyard block five minutes before the start, started without the jib (main only) while I fixed it, and still finished first. I think we had a better sail plan, a #3 with a reef while other Expresses had a #4 and no reef."

"I also always love Drake's Bay. Both this year and last year, we were first overall of all boats on Sunday, and I always enjoy rafting up with *Sea Star* in Drake's Bay for dinner and breakfast." (Bob of *Sea Star* is Lori's significant other.)

"This winter we're doing both days of the BYC Midwinters fully crewed. The rest of the year I'll be doing as much fleet racing as possible (I figure I need to as fleet president), while still doing offshore shorthanded." Like *Sea Star*, *Hang 20*'s 2020 calendar includes the Pacific Cup.



Bob Walden and Moni Blum of 'Sea Star' with Lori Tewksbury and Eric Ochs of 'Hang 20' at the YRA Trophy Party, hosted by Berkeley YC on November 18. The custom-embroidered jackets were prizes.

turning 42 next February! We plan to do the 2020 Pacific Cup, so I'm deep into the planning and spending mode. We're going to be very busy the next year and a half with boat prep and crew training. I plan on not driving a lot, especially downwind, so my folks can be ready to take their turns on the wheel for the race to Hawaii. We'll do the Spinnaker Cups in '19 and '20, with turn-and-burn deliveries to give folks a good taste of life aboard while racing."

OYRA SERIES (8r, 1t)

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul, SFYC, 20 points; 2) **Adrenalin**, Custom SC50, Mark Howe, RYC, 22; 3) **Hana Ho**, SC50, Mark Dowdy, SFYC, 26. (11 boats)

PHRO 2 — 1) **Escapade**, 18 points; 2) **CruzSea Baby**, Beneteau 10R, Brian Turner, SCYC, 23; 3) **Benny**, J/88, Aya Yamanouchi, StFYC, 26. (15 boats)

PHRO 3 — 1) **Sea Star**, 15 points; 2) **Green Buffalo**, Cal 40, Jim Quanci, RYC, 18; 3) **Ahi**,

REFLECTING ON THE YRA, SSS AND BAMA

Santana 35, Andy Newell, BYC, 18. (10 boats)

SHS — 1) **Hang 20**, 10 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, SSS, 15; 3) **Tiki Blue**, Beneteau 423, Gary Troxel/Rune Storesund, RYC, 25. (10 boats)

MULTIHULL — 1) **Round Midnight**, 9 points; 2) **Raven**, F-27 tri, Truls Myklebust, BAMA, 13; 3) **LookinGood II**, Corsair 31 tri, Rafi Yahalom, BAMA, 19. (3 boats)

YRA Summer Series PHRF 1a

Peregrine, J/120

David Halliwill/Mike O'Callaghan, SFYC

Peregrine, no stranger to these pages, boasts an excellent crew assembled by pit man EJ Rowland: Chris Davison, Denis Mulligan, Victor Piltch, Michael Thornton, James Welch, Matt Skafel, Jenny Krone, Mark Maymar, John Verdoia, John Hayes, Steven Fentress, Greg Felton, Mike Spitz, Kurt Hemmingsen, Jeff Wayne, Don Jesberg, Tad Lacey, Mike O'Callaghan and Randy Smith. Conspicuous by his absence is the owner. "David Halliwill has been very busy, and I don't believe he was able to join us this season," says helmsman Mike O'Callaghan. "His presence was very noticeable, if not in person. The boat is very well maintained and has everything we need to win when we leave the dock. David is in regular communication, providing guidance and inspiration."

May 19, YRA #1 on the Cityfront at GGYC, was Mike's favorite race of the series. "It started in big breeze with the little jib. Randy Smith was calling tactics, and it was perfect from beginning to end. The J/111, *Swift Ness*, finished second, boat for boat. Tactics kept us ahead of the faster boat. A building flood made a flat race course — very pleasant conditions. We proved we had what we needed to be competitive for the YRA Series."

"There was no YRA #2 that day. The RC figured we'd had enough for one day. We wanted more. Perhaps they were concerned about the smaller boats that might not have enjoyed the fresh breeze as much as a 40-ft lead mine."

"June 16, YRA #3 and 4, run by RYC, started north of Southampton. We were blessed to have Commodore Lacey and Don Jesberg in the back of the boat, so there was no shortage of opinions on all topics. Race #3 started with the wind from about 200°. The weather mark was Blossom Rock, mostly a fetch with a couple of short tacks. Blossom Rock was difficult to locate against the Cityfront, so our layline call went from footing to pointing when we finally found the mark

late in the leg. We had big breeze on the reach back with great speed bursts on the waves and difficulty finding the leeward mark through the spray, and the odd angle of the first leg putting the kite in our vision to leeward.

Not knowing when to dump was a major issue. Our approach speed to the leeward mark was averaging about 14 knots over ground. We were leading the fleet, so we had a big audience if we blew it. It came together with minimal embarrassment.

"The boats at the top of the fleet are pretty well sailed, so actions are predictable in tight situations. The crewing is very good on *Peregrine*, so it provides the helmsman with tremendous confidence in tight quarters and at take-downs. The kites on the J/120s are so large that the dumps are exacting on the crew work. One little mistake sends you to the back of the fleet quickly."

Peregrine continues to introduce youth sailors to racing on the Bay by including them on the crew whenever possible. "We had several San Francisco Sea Scouts aboard this season. Many of the *Peregrine* crew came from that program, and we owe a lot to the Sea Scouts for the skills they provided us."

YRA Summer Series PHRF 1b *Invictus*, Jeanneau SunFast 3600 **Nico Popp, SBYC**

Daniel Andrieu designed *Invictus* in 2014. "In his day, Daniel won the Figaro solo race; today, he is a famous French naval architect," says Nico Popp. "Cecile, his daughter, is also an avid sailor. In July, she traveled to San Francisco and joined the crew for the YRA Summer Series. That was her first sail on the Bay, racing on her dad's newest design. We all thought it was pretty special."

Nico describes the first race of the series: "It was early in the season. So, we were still learning to master the new big white asym spinnaker (135 square meters). The wind was blowing 25-30 knots in the Slot. Jacques tells me not to look behind, but *CentoMiglia* just missed the jibe and broached severely. Jacques barely finishes his sentence; I look to my left, and, in a twinkling of an eye, the J/111 goes into a big wipe-out. Jacques



Mike O'Callaghan

gives me a tap on the shoulder and with a smile, he says, 'Ready to jibe!' And, yes, we broached too! The Slot looked like a battlefield."

Invictus just switched from a symmetric to an asymmetric spinnaker. "Our main goal is to master the pole and the new sail. Otherwise, our program is simple: Have fun, be fast and learn a lot! *Invictus* is an amazing platform, and we still have a lot to learn and improve as a team."

The team includes of co-owner/tactician Jacques 'Girlfriend' Benkoski, 'Sir Richard' Reitmeyer, Burak 'Da Kid' Kocal, 'Gentleman' Gerhard Esterhuizen, 'Ease Bill' Walters, 'Big Jeff' Bruton and 'Dr. Alex' Huang.

YRA Summer Series PHRF 2a *Sea Star*, Cal 39 **Bob Walden, BYC**

YRA season champions are recognized at a November party at Berkeley YC. Division winners receive custom-embroidered jackets. When Bob Walden stepped up to the podium to accept his second one of the day, he looked at the jacket. "There's a little bit of a problem here," he said. "This is a ladies' jacket. Oh! I know how to fix that. Moni, would you come up here please? Moni's been my tactician all year," he explained. "Her bad luck (straining her arm so she couldn't race on *Hang 20*) was my good fortune."

Sea Star has a big rotating crew list, but the ones who made it to most of the season's races were Amber Moffat, Brian Steele, Craig Charles, Dave Garcia, Elizabeth Bishop, Ephraim Tekle, Jaimie Bartlett, Jocelyn Nguyen, Marty Amon, Tony Thiele, Tyler Sipla and Moni Blum. "Thank you so much for your commitment, passion and teamwork," said Bob. "You guys are such a joy to sail with."

YRA Summer Series PHRF 2b *Allegro Non Troppo*, Alerion 28 **James Titus/Bill Claussen/ Rex Malott, RYC**

At the YRA awards party, MC John Arndt (publisher of *Latitude 38*) said to Bill Claussen: "Google translates '*allegro non troppo*' to 'not too cheerful.' Can you explain that?"

"When we bought the boat, we didn't know what the name meant either,"



Nico Popp

SEASON CHAMPIONS, PART III



Bill Claussen

admitted Bill. "It came with all this fancy writing on the transom. The easiest thing to do was just leave it. We thought it meant fast but not too fast."

Claussen also won the Bird Boat class of the CBRA series with *Cuckoo*. "You probably think I'm nuts for running a two-boat program, and you're correct."

Crew aboard *Allegro* and/or *Cuckoo* were Carl Flemming, Chris Boome, John Skinner, Charlie Brochard, Chuck Rixford and John Buestad.

Bill has joined the YRA board as president of the CBRA. "I'm finally realizing how much effort everyone in the YRA puts into making all these races happen."

YRA SUMMER SERIES (8r, 1t)

PHRF 1a — 1) **Peregrine**, 7 points; 2) **Swift**

Ness, J/111, Reuben Rocci, RYC, 12; 3) **Bad Dog**, J/111, Dick Swanson, StFYC, 22. (6 boats)

PHRF 1b — 1) **Invictus**, 6 points; 2) **Red Cloud**, Farr 36, Don Ahrens, EYC, 19; 3) **Mintaka4**, Farr 38, Gerry Brown, BYC, 19. (4 boats)

PHRF 2a — 1) **Sea Star**, 7 points; 2) **Ahi**, Santana 35, Andy Newell, BYC, 11; 3) **Boomer**, Melges 20, Jennifer Canestra, 23. (4 boats)

PHRF 2b — 1) **Allegro Non Troppo**, 6 points; 2) **Windwalker**, Islander 36, Richard Schoenhair, SSS, 22; 3) **Neja**, Dasher 28, Jim Borger, WYC, 24. (4 boats)

SANTANA 22 — 1) **Albacore**, Mike Quinn, RYC, 7 points; 2) **High & Dry**, Igor Polevoy, NoYC, 12; 3) **Alegre**, Chris Klein, RYC, 18. (4 boats)

YRA CBRA SERIES

BIRD (6r, 1t) — 1) **Cuckoo**, Bill Claussen, RYC, 10 points; 2) **Oriole**, Hugh Harris/Jock MacLean, SFYC, 16; 3) **Skylark**, James Josephs, CSC, 18. (4 boats)

FOLKBOAT (7r, 1t) — 1) **Freja**, Tom Reed, StFYC, 9 points; 2) **Josephine**, Eric Kaiser/Kurt Hemmingsen, StFYC, 14; 3) **Polruan**, James Vernon, GSC, 19. (9 boats)

IOD (4r, 1t) — 1) **One Hundred**, Paul Zupan,

SSS, 10 points; 2) **Xarifa**, Paul Manning, StFYC, 13; 3) **Youngster**, Ron Young, SFYC, 13. (5 boats)

J/24 (6r, 1t) — 1) **Shut Up and Drive**, Val Levich, NoYC, 11 points; 2) **Evil Octopus**, Jasper Van Vliet, RYC, 16; 3) **Downtown Uproar**, Darren Cumming, NoYC, 21. (5 boats)

KNARR (5r, 1t) — 1) **Cahoots**, James Scarbrough, StFYC, 12 points; 2) **Niuh**, George Hecht, StFYC, 16; 3) **Svenkist**, Sean Svendsen, StFYC, 18. (17 boats)

SANTANA 22 (4r, 1t) — 1) **Alegre**, 10 points; 2) **Anemone**, Hank Lindemann, AeoYC, 11; 3) **Albacore**, 16. (5 boats)

See www.jibeset.net and www.yra.org

So many fleets, so little space. We've already run out of room in the January issue. Therefore we'll save the rest for one more month. In the last — a fourth — installment of our 2018 Season Champions series, we'll wrap up with visits to a few more one-design fleets, including Express 27s, Moore 24s, Knarrs, Folkboats and more.

— **latitude**/chris



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CRUISER KIDS —

Do you worry that your kids' obsessions with video games, social media and digital gadgetry might be stifling their imaginations and hampering their ability to communicate spontaneously, face to face? If so, perhaps it's time to get them up off the BarcaLounger, unplug the entire family from the mainstream,

and their parents — we reached out to several dozen families who had set sail during the past decade. Some of them, we discovered, are still out there.

"Since our seven-year cruise has just ended — in Australia — it's an interesting time to reflect on it all," says Windy Robertson of the Washington, DC-based *Fuji 40 Del Viento*. She and her husband Mike cruised from 2011 until last month with daughters Eleanor and Frances. The girls were only 7 and 5 when the cruise began, sailing the West Coast north to Alaska. They're now 15 and 12.

"I've given a lot of thought to the perception that cruising kids are somehow different due to their experiences. They've spent a lot of time with adults who treat them

more as peers than tends to happen in more traditional settings. They've had more opportunities and perhaps greater expectations to contribute: in sailing, driving the dinghy, boat maintenance and household chores. And they have had quantities of down time that are rare these days. Time to pursue their interests. Time to be bored and find ways to relieve their boredom. Time away from electronic screens."

Norwegians Gunnar and Vibeke Horn cruised for nearly two years aboard the Beneteau 52 *Camelot*. Daughter Julia was 15 and son Oscar was 11 when they started out. "Our circumnavigation ended in May 2013. Although that was more than five years ago, we all think of the journey daily with longing. The 21 months that we were on our way have given us a very special unity and made our little family strong."

Swede Petter Bille and his British wife Rosanna cruised for nearly six years aboard the Jeanneau 42 *Lolo* with son Teddy, now 11, and daughter Poppy, now 7.

"We currently live ashore in Bali," says Rosanna, "just a few steps up from the beach. We still homeschool, and our lifestyle still resembles boat life."

"Living and sailing around the world with our two children was the most incredible thing we have ever done for our family. It has shaped the children forever and despite the storms, drama and challenges we faced while sailing, it was a blessing and privileged in every way." Young Teddy, by the way, is now an aspir-

ing pro surfer.

Brits Tamlin and Adam Elgar initiated their kids into the cruising life when son Jack was 2 and daughter Katinka was only three months old. That was a relatively short southern Caribbean cruise. But in 2013, they set sail aboard their Gallant 53 *Galivanter* from the US Virgin Islands to Tonga. Jack was then 10, and Katinka was 8.

"The time you get to spend together will have a lasting impact on your relationships with your children. Both Katinka and Jack are teenagers now, and I feel we have an openness and ability to talk to each other that is missing for some of my friends with children of the same age."

"That said, becoming a perpetual cruiser can limit your children's ability to make friends their own age, as they more regularly find themselves in adult company. So fix a time limit for a family cruise and enjoy it up to the very last."

When the Wells family headed south from Seattle in 2010 aboard their Jeanneau 57 *Perfect Wave*, daughter Whitney was 11 and her brother Tommy was 8. Now a college sophomore, Whitney recalls, "Our favorite moments were never constrained to one part of sailing. Arriving every day or every week to a new location to explore would always catch us



While circumnavigating with her parents, Maia Selkirk made a variety of new friends, including this curious lemur in Madagascar.

and take an extended 'time out' to go cruising.

We meet a lot of cruising families every year, and we're happy to report that many of their kids are impressive. Having been actively exposed to different cultures, fascinating marine ecosystems and the challenges of becoming self-reliant out on the water, many of the 'boat kids' we've met seem to have a wide-eyed curiosity about the world. They're often remarkably conversant on a variety of subjects, and most appear to be more physically fit than their couch-potato counterparts back home.

But, of course, we're admittedly biased. So for some firsthand insights about the effects of cruising on kids —

While hiking in the Marquesas, Adelaide and Isa Vawter of Napa, came across this jovial character — a relic from ancient times.



EDUCATION IN THE SCHOOL OF LIFE

in awe. It was spending the time together and figuring out new little hideaways, bonfire spots, or a surf break no one else knew about."

"Our most memorable experiences are with the natural world."

Reading the following highlights of several families' voyages is apt to make you envious. But these excerpts serve as inspiring examples of the types of experiences families can share while cruising together.

In 2012 Matt TenEick and Jennifer Lee began cruising aboard the Privilege 48 cat *Perry* with their sons Conrad, then 6, and Mark, then 5. Today, after six years 'out there' the Chicago-based family can look back on some amazing adventures.

Cheryl Drinkald and her daughter share a special moment as the Lagoon 42 'Connect 4' makes landfall at Hiva Oa after weeks at sea.



As Matt describes, "Our most memorable experiences are with the natural world. It's hard to forget standing next to the spewing lava chunks on Tanna in Vanuatu and seeing Anak Krakatau exploding ash all over our boat. The Galapagos offered a chance to see giant tortoises, swim with sea lions and penguins, and even chase a cranky sea lion off the boat.

"We have been lucky enough to spend time on endless pristine beaches and see humpback whales from our anchorage. There have been so many pods of dolphins on our passages that they barely rate a glance from the kids now, unless the dolphins are doing something really interesting.

"The boys have also been privileged to become immersed in other cultures, such as remote areas of Vanuatu, Fiji, Papua New Guinea and the Solomon Islands."

Beginning in 2010, Aussies Ian Johnstone and Jo Grace took their kids on a four-year circumnavigation aboard their Catana 42 cat *Chaotic Harmony*. Gill, now 18, and Keely, now 17, were 10 and 8 when they started out.

"Highlights included the sights, sounds, and smells of different cultures," recalls Ian, "the art and science of sailing, learning to use a sextant, and coming to grips with storm and survival tactics. At one stage we lost our rudders south of the Galapagos and sailed 2,800nm with jury-rigged steering and sail-steering in order to reach Tahiti, where we hauled out and built two new rudders. This was a real adventure and it earned our family the 2013 Ocean Cruising Club's Australian Trophy."

Peter and Ruth Nelson of Seattle cruised the Med and Caribbean for two years aboard the Jeanneau 45 *Time Warp* with their son Will. He was 12 when they set sail in 2009.

"Don't let school get in the way of a good education!" cautions Peter. "The responsibility Will gained was enormous. Driving a 45-ft, 20,000-lb sailboat at night in the middle of the ocean in 30-plus knots and a following sea will do that. He got *really* good at sailing. And he is now the current na-



CONNECT 4

As young Nick demonstrates, you can always find new ways to have fun during a long ocean passage.

tional champion in two different classes of Hobie Cat.

"Obviously the exposure to diversity was a great benefit, as well as the cultures, languages, the geography . . . So much."

Australians Steve and Cheryl Drinkald bought their Lagoon 42 cat *Connect4* in Turkey in 2010 and spent two years sailing her west to their home waters. Daughter Chelsea was 11 when they moved aboard and son Nick was 8.

Among the highlights, Steve describes, "In the Tuamotus we drift-snorkeled through some of the most beautiful reefs I've ever seen, surrounded by fish and reef sharks. At Chesterfield Reef, an uninhabited island in the South Pacific, we dove on some of the most amazingly unspoiled reefs, and went ashore to see birds laying eggs on the sand, unafraid of humans. At night we'd watch turtles come ashore to lay their eggs and we'd realize we were so privileged to have such a life opportunity."

Canadian Maia Selkirk was 7 when she and her parents, Diane Selkirk and Evan Gatehouse, set sail from Vancouver, BC, in 2009 aboard their customized cat, *Ceilydh*. They completed their eight-year circumnavigation shortly before Maia's 16th birthday, having visited 31 countries along the way.

As Diane recalls, "There were the amazing moments, of course: snorkeling with whale sharks, seeing the Sydney Opera house, having a *lovo* with new Fijian friends, transiting the Panama Canal . . .

"But I also loved seeing Maia thrive in unexpected ways. In the Maldives, while she appreciated the beauty, it was seeing

CRUISER KIDS —

CONNECT 4



Doing homework aboard isn't always big fun, but the surroundings are often stunning. Chelsea sailed from the Aegean to Australia.

politics in action that really captivated her and changed her level of engagement in our trip. [President] Mohamed Nasheed had just been imprisoned and the villages that supported him were running low on water. Maia had a lot of questions."

Recently, her mom reported, "She was one of 55 Canadian kids accepted to United World Colleges, and will be returning to Southern Africa to finish high school in a very special school [<https://www.waterford.sz/>]. She would never have been accepted if she hadn't sailed around the world and tapped into her passions."

The specific methods used for onboard teaching are as varied as the boats these young scholars sail on. So we'll have to leave that whole subject for another day, in another article.

Instead, we'll focus on the issues surrounding re-entry into mainstream education:

One of the largest cruising families we've ever met sails aboard the Hughes 58 cat *Li'l Explorers* — which is currently in the Philippines on year six of its world tour. We don't know how parents Courage Winter and Shannon Grant have managed to educate six kids and keep them engaged while crossing oceans, but when we met them all in Panama a few years ago, everyone seemed to be happy and content.

The oldest daughter, Cassidy, now 20, is back home in California, soon to enter nursing school. "She did have to do a few remedial classes to get caught up with all the mainstream information," says Shannon (who's a physician), but she's continuously gotten straight A's, and is excelling. She is more mature and self-driven than her counterparts.

"Hands-on learning guided by a parent is such an amazing way to learn. Rather than four concrete walls and worksheets for children to learn from, they get to see and experience the real world firsthand. Don't try to recreate a classroom at home, but rather, take advantage of the natural scenarios that present interesting topics to learn from.

"Teach kids *how* to learn, *how* to look things up, *how* to stage an experiment to learn more, etc. Rather than force-feeding specific curriculum ideas placed externally, look around you and create opportunities for learning. This stimulates curiosity and natural learning. You

can use culture, language, geography, geology, biology (marine and land-based), history and math — currency conversions and shopping are naturals.

"I do not completely subscribe to 'unschooling', as I personally like to see the parent taking some proactive effort in creating a broader range of learning opportunities and assisting the children in making the most of the exposures they have been given through creating projects, research or discussion. It's a great way for families to learn together and for kids to see that parents are also lifelong learners."

Matt TenEick says, "Every kid is different, and we don't actually know how our kids will do in school when we get back to land — although they seem to be testing well to the appropriate levels. But we have met people that do schoolwork almost the whole day. They seem to be quite stressed about it and often miss opportunities.

"If you really boil down the amount of time actually spent learning in a traditional school setting, two to three hours a day is probably a generous estimate. Boat-schooled kids in their one-on-one setting can pick up information more quickly than in a traditional school environment where one teacher is responsible for the administration, discipline and education of dozens of children."

Diane Selkirk adds, "Worry less about the specifics of what they are learning and pay more attention to how engaged they are. If your lesson plan is keeping you on the boat when they want to be



PERRY



PERFECT WAVE

Left to right: Conrad and Mark of 'Perry' were only 6 and 5 when they met this old dude. Tommy Wells years ago with his catch of the day. Mina von Berswordt and a friend scuba diving in the Solomons. Aussies launch a slippery friendship. Mina takes a memorable ride in Vanuatu. Young Chelsea gets a ride in a traditional dugout canoe.



FRITZE VON BERSWORDT

EDUCATION IN THE SCHOOL OF LIFE



CELLYDH

When you find kids your age out cruising, friendships often escalate quickly. The tough part, of course, is saying goodbye.

off doing things, or they choose to be on the boat all the time playing video games because school is so easy, try shaking it up a bit and push them out of their comfort zone.

"Also, don't worry as much about whether they are ahead of or behind their peers. You've opted out of doing things in the normal order, and what you're learning is that there are all sorts of ways to live and be happy. Same is true for your kids. If they take an extra year or two to finish high school because they spent a year being enthralled by surfing, marine biology, politics, writing novels or

whatever, it's not going to matter.

"This is a chance for your kids to become more fully themselves and to discover their crazy passions. Let them be bored on a beach without electronics until something magical happens."

With both of his kids now back in school, Eric Wells explains, "Whitney was happy to have her social life back and girlfriends to enter high school with. The educational aspect was an easy tran-

sition since she and her brother Tommy were ahead of the normal schedule.

"In many situations, they were highly appreciated by the teachers due to their ability to communicate with adults . . .

"Whitney has been able to use our sailing experience constantly since we returned to the States, in ways that she never thought would happen. Our story of sailing was the main topic for a majority of her college and scholarship essays, which proved to be very helpful in her post-high school acceptances.

"Tommy returned at age 11 and found public school highly inefficient, boring and the kids disruptive. On the boat, he could complete his daily assignment in two or three hours, leaving time to surf,

dive, fish and explore. To him, having school from 8 a.m. to 3 p.m. was a waste of time. But this frustration with the traditional educational system subsided after the first few months when he got the hang of it again.

"He is now a junior in high school and has been a starting varsity player in three sports. He has also continued to test in the 90th percentile in the state.

"One of the toughest transitions other than school by far for Tommy was having to wear closed-toes shoes and a shirt!"

If you have an adventurous spirit, like to think outside the box, and are open to new approaches to learning, you may be thinking of following the lead of these families. If so, here are some thoughts to consider:

"As with anything, there are always pros and cons," says Steve Drinkald, "and you can analyze any situation to death. But I've never met a cruising kid who didn't have that special resilience and confidence that gave him or her an edge in life. And isn't that what we try to teach our children? Your kids will learn if you give them the opportunities, and there's no better opportunity than living a lifestyle where they are immersed in new experiences every day."

"Do it!" shouts Windy Robertson of *Del Viento*. But only if the whole family is on board, so to speak. If everyone is up for the adventure, you will not regret it. Even if you can only go for a short time — like six months or a year. We met families who were out for a year, having a blast and making memories together



CONNECT 4



FRITZE VON BERSWORDT



CONNECT 4

CRUISER KIDS

that will last a lifetime. Also, you can do and see some amazing things, but it's really about relationships; your family becoming closer to each other, and making friends along the way."

Eric Wells cautions, "Age is critical. Preteen is the optimal age, as the social demand has not yet been established and parents are still cool. We see kids at age 12 now looking at their cell phones, and their lives seem to revolve around texts. We were able to avoid much of that by leaving at ages 8 and 11."

Aboard their Mason 43 *Banyan*, Anne and Cameron Vawter of Napa sailed to Mexico in 2015 with daughters Adelaide, then 7, and Isa, then 6. Last spring they did the Pacific Puddle Jump to Tahiti. Anne encourages sailing parents to "get connected with other cruising families. Facebook has lots of groups — Kids4sail comes to mind — where you can connect. There are 'kid hubs' around the world



Recent cruiser Teddy Bille hopes to make a career out of surfing. Seen here in Bali, it looks as if he's got the chops to do it.

where families congregate.

"Being around other families makes a huge difference to your kids in their satisfaction aboard. We have made amazing lifelong friends in the other cruising families that we've met. It is a fast and fierce friendship that is made as you already have so much in common. Other moms and dads from all over the world help raise your kids, bring their exper-

tise and learning to teach your kids, inspire them with their own passions, and expose them to their culture and way of life."

We always get a kick out of meeting cruising families, especially if they've been out a while and have all found a comfortable groove. That is, made their peace with the hardships and found ways to make the most of the

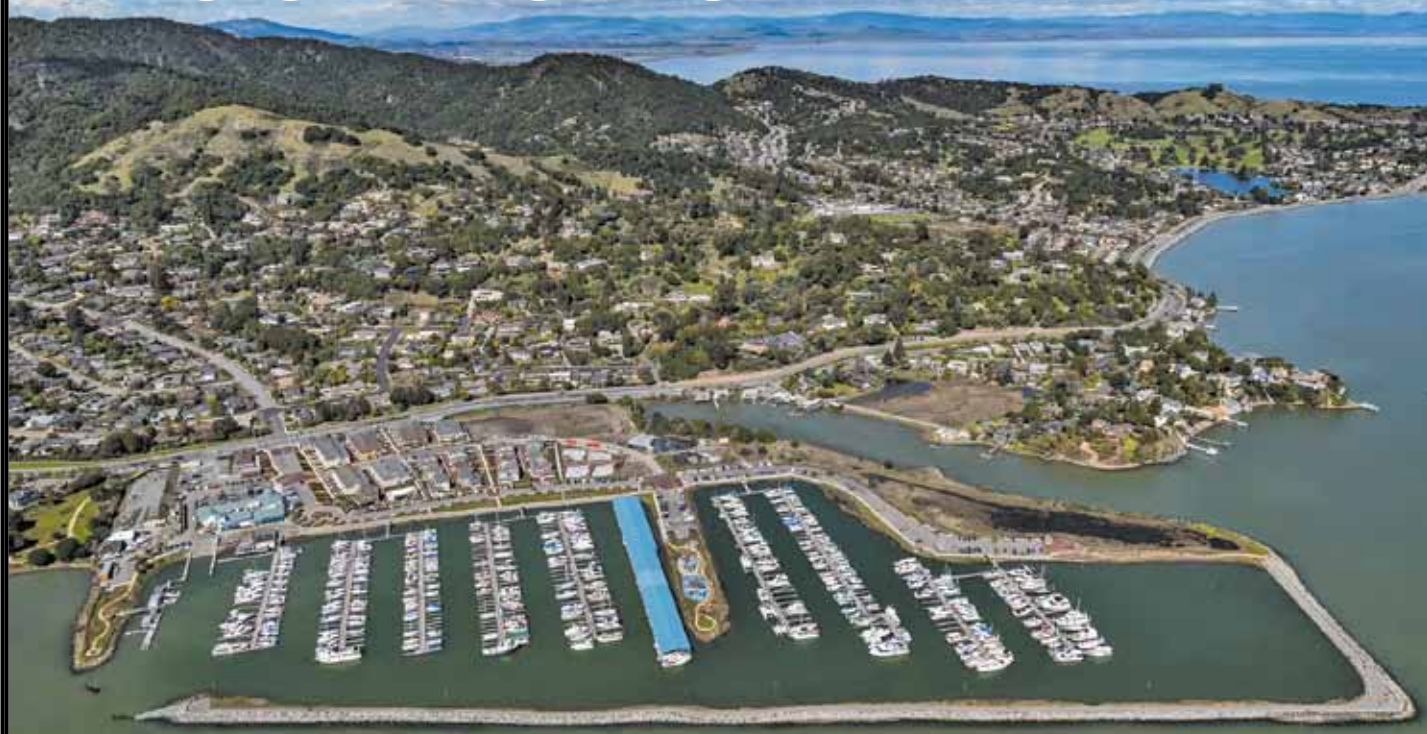
incredible opportunities that greet them every day.

We'll leave the final words to Normand Schafer, skipper of the Leopard 45 cat *Far and Away*. He and his wife Kirsten sail with their *seven* kids — that's no typo — aged between 1 and 18:

"It is a life experience that will pull your family together for many years to come. It will also be a defining moment in their lives that they will always talk about with others."

— **latitude/andy**

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MORNING STAR —

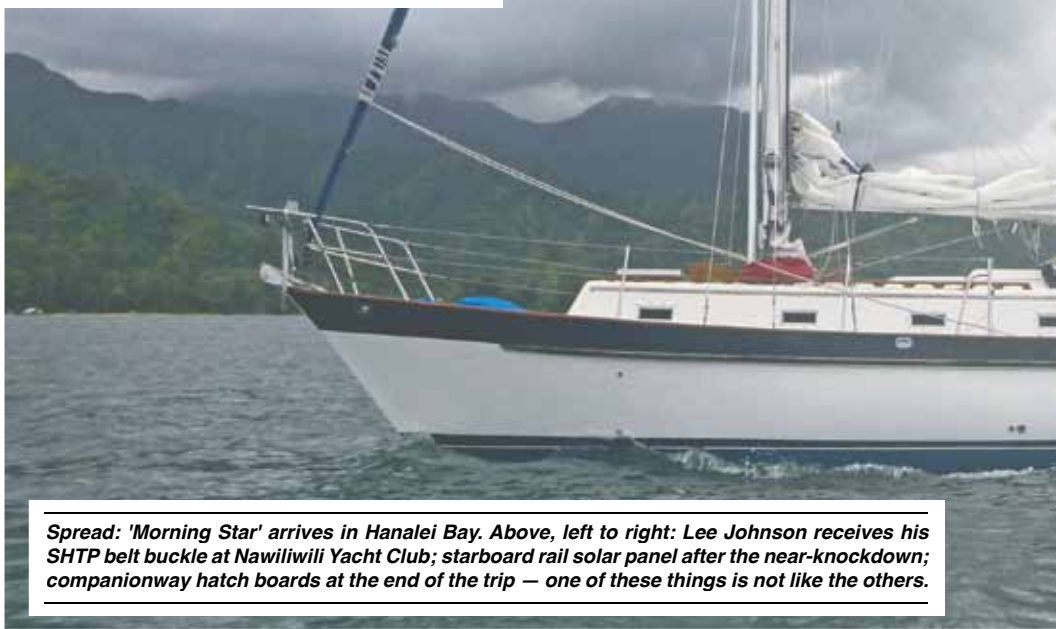
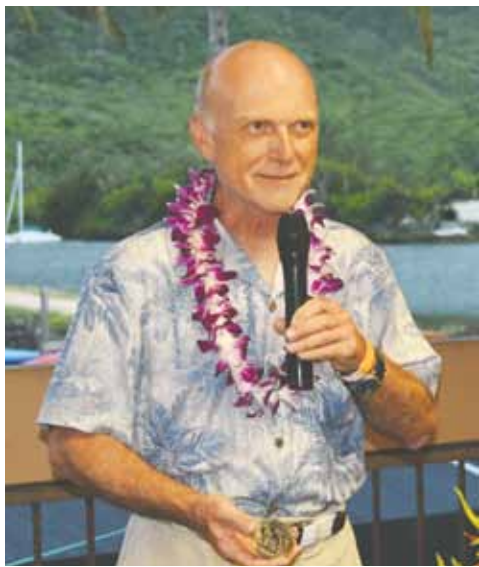
This was not how I expected it to end. My summer had been planned as a three-legged adventure: Deliver my Valiant 32 *Morning Star* up the California coast from San Diego to San Francisco; compete in the 2018 edition of the Singlehanded Transpacific Yacht Race from San Francisco Bay to Kauai, Hawaii; and then sail back to San Diego. Legs one and two went pretty much according to script, but the return did not. Between the wanderings of the East Pacific High, the appearance of a low-pressure system dropping down from the Gulf of Alaska, and a lack of wind off the Southern California coast, I ended up sailing back to San Francisco rather than San Diego.

Having left *Morning Star* at a marina in Alameda for a couple of weeks, I was back aboard for the unexpected fourth leg of my summer adventure — single-handing once again. First I waited out three days of light conditions while troubleshooting the autopilot, which had failed early in the race. I knew, from hard-won experience in the race and the return sail, that the Monitor windvane could handle the steering — as long as we had any appreciable wind to work with. Whether we had wind to sail on, wind to motorsail into, or wind on the nose to motor against, the vane would steer like a champ. But in calms, with little or no apparent wind, motoring would require hand-steering. And years of sailing out of San Diego told me we might well encounter light air from San Clemente Island to Point Loma, with dead calm likely at night.

Alas, the effort to revive the autopilot failed, so with plenty of wind forecast off the Central California coast for the coming days, we set out again with only the Monitor for self-steering. We had an uneventful getaway the morning of Thursday, August 30, and were out of the Gate and southbound off Pacifica's Pedro Point by about 11 a.m. The wind filled in, and the sailing was delightful

It had gone airborne, its flight from port to starboard interrupted by the side of my head.

the rest of Thursday, all of Thursday night, and into Friday morning — the epitome of 'fair wind and following seas'. By Friday afternoon, however, the conditions were getting sporty — fully living up to the small craft advisory in the forecast. By mid-afternoon, the wind was NNW at



Spread: 'Morning Star' arrives in Hanalei Bay. Above, left to right: Lee Johnson receives his SHTP belt buckle at Nawiliwili Yacht Club; starboard rail solar panel after the near-knockdown; companionway hatch boards at the end of the trip — one of these things is not like the others.

20-25 knots with gusts to 30; seas were 7- to 9-ft on an 8-second period.

Sitting on the starboard settee riding it out, I was just thinking, "Gee, the boat has a pretty comfortable ride in these conditions," when we got bombed. We were about 65 miles west of San Simeon, and we got hit broadside on port by a massive wave that put the boat over hard — throwing everything off the shelf behind the port settee across the cabin, where most of it landed on the shelf above the starboard settee. In the immediate aftermath the cabin looked like an earthquake zone.

One item that had been hurled through the air was the wooden case holding the sextant. The box had ridden on that shelf all the way to Hawaii and back, with some pretty exciting conditions during both trips, and never

budged. And here, on the final coastal transit, it had gone airborne, with its flight from port to starboard interrupted by the side of my head. On the list for the next ocean crossing: a helmet of some sort.

Looking outside, the only damage I found was to the support for the solar panel mounted on the starboard stern rail. The one-inch steel tube, which had been level to the horizon, was bent down and aft a good 150 degrees. We had been pushed over so far that the face of the panel had hit the sea with enough force to bend the steel support like a drinking straw. But the panel was still attached and still working.

There was no reason to think the masthead had hit the water, so I don't know if you would call this a knockdown. But the mast had to be close to horizon-

KAUAI PHOTOS LATITUDE / CHRIS

THE UNEXPECTED



ALL PHOTOS LEE JOHNSON EXCEPT AS NOTED



tal for the solar panel to have hit solid water with enough force to bend the arm. As afternoon faded into evening, enough water was coming into the cockpit that I was hoping against hope that there would be no need for me to be hand-steering in these conditions.

Morning Star has moderate weather helm, and in high wind a strong gust can generate more weather helm than the windvane can handle. When the vane can't pull the boat back on course, I have to take the helm, release the clutch, hand-steer back onto course, and then re-engage the vane. And the rougher the conditions the longer it takes to do that. I feared that this would start happening Friday night, and that I would be trying to deal with this in the dark and in very unfriendly conditions.

As the sky grew dark and condi-

tions deteriorated further, we caught a sustained gust that pulled the bow well aft of the beam, the sails started to luff as the boat turned. Rather than increase, boatspeed dropped, and after an agonizingly long minute or so, the vane steered the boat back on course. Hoping this was not a fluke, I took a note pad and started recording the time of gusts, how long each would last, and how long it would take the vane to recover. After about an hour of charting the process, the pattern seemed pretty consistent, and it appeared I would not need to be jumping out into the maelstrom after all. Quite relieved, I was able to get some sleep.

The conditions stayed pretty much that way all night Friday, all day Saturday, and into late Saturday night. At one point on Saturday afternoon, I stood in the companionway admiring the scene. Still under small craft advisory, but beneath a mostly sunny sky, the sea state was beautiful. I had been sailing with the bottom two drop boards in place, and I took the upper of the two out, setting it on the cabin top just to the starboard side of the companionway hatch, underneath the dodger. And, of course, that is when we once again got pushed over by a wave on the port beam. The sea came up the cabin side, swooshed under the lower side of the dodger canvas, and washed the drop board out to sea. I was not about to launch a retrieval attempt, but I knew I would need to find a way to replace the board. After concluding that it would take far too long with the little handsaw I had to cut a new one out of one of the plywood interior hatch lids, I found a plastic piece that would work. And I re-attached the lanyards for the drop boards. The lanyards had been installed as part of the requirements for the race, and I had foolishly left them off when I started this leg.

Despite the bumps and bruises, my summer finale was a thoroughly enjoyable sail. The great irony here was that this was fun only because I had learned how to sail in these conditions during the SHTP.

2018 was a rhumb-line year for the SHTP; in other words,

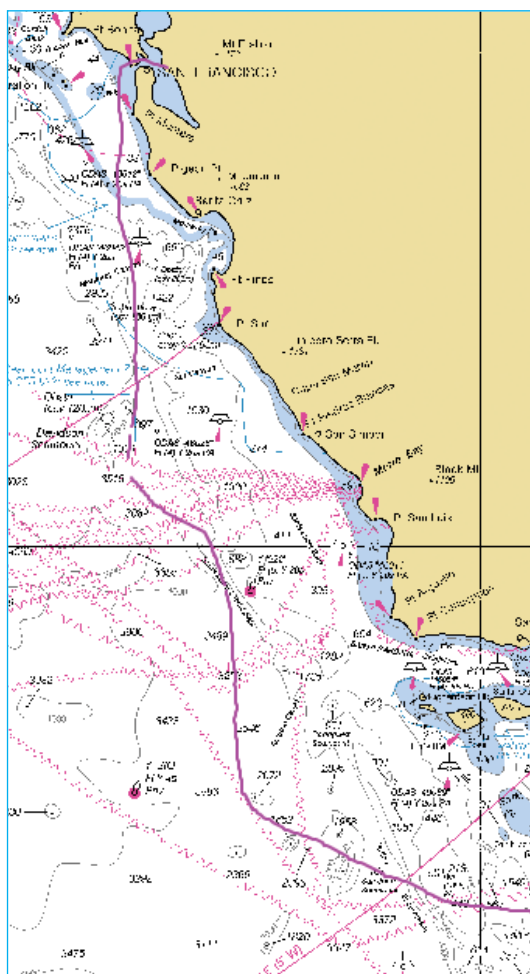
the finish line at Hanalei Bay was dead-downwind once we hit the trades. And this was the race scenario for which I was least prepared. Being a cruising boat with no symmetrical spinnaker, *Morning Star's* best sail plan for close to DDW is wing-and-wing — i.e., genoa poled out opposite the main. San Diego, however, rarely if ever offers up conditions in which you can practice sailing deep downwind angles in high wind and big seas. The prevailing northwest winds will sometimes reach 20-25 knots, but since that is coming onshore, you would need to already be well out to sea at just that moment to take advantage. In hindsight, this sail from San Francisco down to San Diego would have made a great qualifying cruise for the race — assuming one could take the added time and expense of getting the boat up to the Bay Area first. That was a luxury I did not have.

So the race itself was my first time sailing deep downwind in high wind and seas for prolonged periods of time. It wasn't pretty, at least at first. The first few days in the trades were spent trying to find and memorize an efficient, repeatable process for deploying and jibing the mast-mounted whisker pole with the genoa. Sailing badly during those days of trial and error probably clinched the Perseverance Award for me

Salon in the aftermath of the first near-knockdown. Note the sextant case that didn't make it all the way across.



THE UNEXPECTED



Above: Point Loma and the San Diego skyline as seen during a previous excursion. **Inset:** Trip odometer showing the cumulative miles traveled (SD to SF, SF to HI, HI to SF, SF to SD). **Left:** GPS track of San Francisco to San Diego.

— the perpetual trophy honoring the last to finish the SHTP on elapsed time. But after those few days, I had it down, and had great fun with it from then on to the finish.

Now, with wind and seas mostly astern during three-plus days of small craft advisories, the downwind lessons of the race paid off nicely. We kept the wind on the stern quarter, either port or starboard, jibing as needed to keep well offshore and out of most of the traffic. It was not an easy trip, but it was still fun, thanks to the fact that I had already learned how to deal with just those conditions.

All good things do end, however. By Sunday morning, southwest of San Clemente Island, the wind began to fall. When it died off altogether I fired up the ever-faithful Yanmar and took up hand-steering. Early that afternoon a rumor of wind appeared, and there was just enough breeze for the windvane to steer the boat. I went below, set the timer for 21 minutes, and tried to nap. Finding

that we were still on course after that, I lay down again for a second nap. By the end of that nap we had wandered off course and had been motoring north for a few minutes. I resumed hand-steering for the remainder of the trip. It didn't seem like I had fallen completely asleep on either nap, but I felt well-rested and ready for the nighttime approach to San Diego.

There was mercifully little traffic in the coastal waters that night. Even so, hand-steering for hours with only the compass card as a reference is tiring. It was a relief when Point Loma, silhouetted by the loom of San Diego's lights, finally came into view, giving me a visual reference by which to steer.

As the lights of the San Diego-Coronado Bay Bridge began to scroll out from behind Point Loma, a surge of emotions caught me by surprise. First was the feeling of closure: Now I had sailed to Hawaii and back; now the sense of accomplishment flooded over me. My landfall at San Francisco weeks earlier had not provoked any such feelings. There had been relief at making landfall

after more than three weeks at sea, but that paled in comparison to what I was feeling now. My summer excursion was now complete, and I now felt the sense of pride and satisfaction worthy of this grand adventure.

And then, as the city skyline started to come into view I was struck by another emotional surprise: a profound sense of homecoming. I live in Arizona and frequent San Diego often enough to call it a second home, but I had never really thought about what the city means to me. For nearly 20 years I had been sailing out past Point Loma at every opportunity. Usually I would be thinking that someday I would be watching that promontory recede from view as I headed to Hawaii. I had never considered what it would be like to see San Diego coming into view on my return from Hawaii. It was as if I had been born and raised in San Diego and was now returning from exile. If there had been anyone aboard to talk to about it, I would have choked up.

At the SD sea buoy around 2300 local time, I dropped the main and headed into San Diego Bay. Conditions remained utterly calm, and there was no trouble hitting our slip in the Shelter Island Yacht Basin, tying up a little after midnight on Labor Day morning, September 3, 2018.

No, this was not how I expected it to end. But I'll take it, and I will remember this final leg with almost the same joy and satisfaction that I have for the 2018 Singlehanded TransPac itself.

— lee johnson



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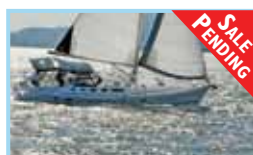
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MORE CATALINA STORIES —

We're delighted to bring you the second installment of "Catalina Stories." Given its easy accessibility from the greater Los Angeles coast, Santa Catalina has seen generations of sailors come and go. In this installment, we hear about some of the idiosyncrasies of mooring in Avalon, where and what to drink, where to bike, and more.

"Catalina may be an island paradise, but she is not easy to get to from San Diego," wrote Jim McMullen. "Seventy-five miles away, Catalina is usually straight upwind, and with the current running

between vessels. Everyone had watched how this was done on a YouTube video, and we moored without a hitch. After that, officials came aboard and dropped dye tablets into the heads — they were then flushed to see if there was any discharge into the water. We saw two boats leave when the water turned green during the test. The water in Avalon Harbor was quite clear, and I was told that this practice had helped to lower the harbor's bacterial pollution level. You'll even see



Above: You can see just how tightly packed boats are in Avalon Harbor. **Spread:** As we mentioned before, Santa Ana winds do occasionally engulf the island and make things a bit interesting.

down the coast, it makes for a tough beat to windward. A good time to make this trip is July or August as the weather is warm and the winds are usually light at night.

"And that was our plan. We went aboard my boat *Dolphin*, a large, gaff-rigged staysail ketch designed after Joshua Slocum's *Spray*.

"*Dolphin* would comfortably sleep eight, but for this trip we were 16 persons. As *Dolphin* is 14 feet of beam and built like a square box, she went to windward like molasses pours in winter. We left on Friday night (technically at 12:01 a.m. on Saturday, so as not to chance superstition), and motored straight to our island escape. We hoped to gain some miles to windward before the wind started to pick up in the morning, and our trip through the night was uneventful. When the sun rose, we had made 50 miles to windward, and the wind was light all the way to Catalina.

"Avalon is a quaint little town, and the harbor is densely packed with fore-and-aft-moored boats. This makes mooring a little tricky, as there is not much space

people jumping in to cool off.

"Ashore, there were lots of restaurants, gift shops and watering holes. We felt Luau Larry's — a tiki-themed bar — would be a great place to exemplify the island-themed festivities. When the 16 of us walked into the pub, I swore that the bartender's eyes lighted up with dollar signs — but maybe it was a little bit of fear. From Luau Larry's, we enjoyed a great view of the harbor as the lights started to sparkle in the twilight.

"After a couple of rounds of mai tai's it was time for our next stop, the Marlin Club, a small hangout (especially when our group walked in) where we played darts in a relaxed atmosphere. As the bar was also a locals hangout, we chatted with a few townies. They suggested we move up-island to Two Harbors, aka the Isthmus, saying it was a beautiful spot where you could walk across the island. Not being sure if this was true or they just wanted us out of their bar, we decided to give it a chance. After a calm night of being rocked to sleep and an early breakfast, we sailed the few miles up the coast.



"Two Harbors is a very laid-back part of the island, and most activities are centered around just being in the beautiful water. You can kayak, scuba dive, snorkel, or just relax on the beach or at one of the beach bars. We all went for a swim, and, even though it was August, the water was still chilly. Looking like some of the local lizards sunning on the rocks, we sat in the warm afternoon sun and enjoyed a few of the local beverages called buffalo milk, a delicious concoction of creme de cocoa, Kahlua, creme de banana, vodka and half and half.

"Monday arrived all too soon, and we had to head back to San Diego and the real world. I don't know if it was the blowing of the wind on the sails, the fresh salt air, the gentle lap of the waves or the rocking of the boat, but at home all we can talk about is work and our job, and for these four days, no one had mentioned or thought about work once.

"San Diego lies at 32.71° N latitude, while Catalina is at 33.38°. That's less than a one-degree change in latitude, but it's a big change in attitude!

WHAT WE DID WHEN WE SAILED THERE



JIM GOSSMAN

After spending time at the Boy Scout camp in Catalina as a kid, Tom LeDuc finally sailed to the island in style. "In the early '80s, my friend Charlie Kern had the 12 Meter *Valiant* (US 24) and needed bodies for crew. We didn't race much at all, but made regular weekend trips to Catalina from L.A. harbor — out on Friday or Saturday, back on Sunday. We rarely went to Avalon or Two Harbors, but usually anchored at Goat Harbor or White Bay.

"I think Charlie just liked seeing the look on people's faces when they saw a 12 Meter head-on at close range. The boat needed lots of bodies, maybe 10 if there was lots of wind (we once sailed *Valiant* with just four aboard on a light day). If we didn't have enough friends the morning of departure, we would snag almost anyone on the dock and ask if they wanted to go to Catalina for the weekend. Charlie really enjoyed introducing new people to sailing.

"I first sailed with Charlie on his 53-ft wood sloop *Rigoletto*. The motor hadn't

run in years, so it was pushed out of the slip and sailed everywhere. Not knowing any better, I thought that was normal. My first sail on that boat was a three-day trip to the Channel Islands from Channel

Islands Harbor. With no functioning motor, we were warned that if the wind died, we might not be at work on Monday.

"One of the more memorable cruises to the Channel Islands was with friends on their Ericson 35. We had all arranged for five days off, and left Channel Islands Harbor with no wind at all, forcing us to motor. About halfway to the islands, the prop shaft broke in half. Now we were a pure sailboat. We had all learned to sail with Charlie on the engineless *Rigoletto*, so we knew he would come back to haunt us if we turned back. We also remembered that the Spanish explorers had made it up the coast in ships with much less windward performance than we had. Out of excuses, we eventually got some breeze, and made it to the anchorage at Santa Cruz.

"The next morning, there was not a puff in the anchorage in the lee of the island, but we could see a wind line about a mile away. We dropped the life-lines, and with one dinghy oar on each side of the boat, paddled the Ericson out to the wind and continued, making our way up to San Miguel. On the way back south, we spent a night at one of the small anchorages. In the morning there was breeze, but it had shifted, blowing straight into the little bay. It didn't seem that there was enough sailing room to get under way and tack out. So we strung a few anchor rode and other long lines together, and I rowed the dinghy out to the entrance and dropped the lunch hook. Back to the boat, we raised the main and hauled the line in by hand as fast as we could, and when the hook

Catalina. Where the buffalo roam.



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MORE CATALINA STORIES



JIM GOSSMAN

We don't want to frighten anyone. Santa Anas on Catalina are rare, relatively speaking. But they sure do make things uncomfortable at an anchorage.

came off the bottom we were able to turn and sail away."

Jim "Goose" Gossman said that even after decades on the water, he still craves the early morning motorsail to Catalina, and the after-breakfast sail home after clearing the lee of the island. "There's nothing better. When my daughter was a toddler in 1983, we spent almost every weekend in Catalina aboard our Newport 30."

Gossman also reminded us about the potential dangers of strong easterlies. "A few years ago we had taken the ferry to Avalon when a Santa Ana hit. Scary. In the '60s, two of our dock neighbors lost their boats when they were moored

off Descanso (then known as St. Catherine's) in a big blow. One boat broke loose and knocked several others off their moorings and onto the beach."

Sailing to Catalina is its own pleasure, but once you're there, hiking and biking are the best way to see the empty interior of the island — but don't forget your permit (information can be found at www.catalinaconservancy.org).

"In 2004, my wife and I took our touring fold-up bikes for a ride from Two-Harbors to Avalon," Gossman continued. "They're fantastic, but difficult to ride. We had to purchase expensive (\$75) permits, and set off after a luxurious night at the Banning House B&B. In the 20-ish miles, we never saw a soul, save one very large bison on the roadside, making squeezing by a bit tenuous.

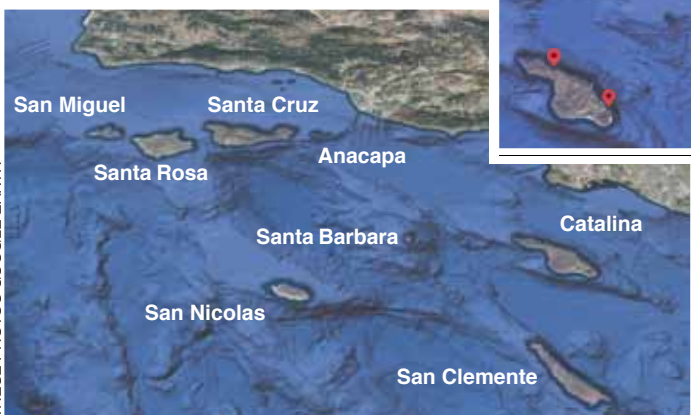
When we finally made it up the last gravel-cov-

ered switchbacks to the Airport in the Sky [the island's only airport, about 10 miles from Avalon], we were sipping a well-earned beer when confronted by a uniformed ranger. He'd been hunting for us, and said our permits weren't valid for 'small-wheeled bicycles,' then ordered us into his truck. This robbed us of our victory downhill glide into Avalon and totally spoiled our trip. They refunded our fees, but gave no explanation for the rule. The only thing I could figure was that they wanted to prevent the pilots from carrying fold-up bikes to avoid the exorbitant taxi ride into Avalon."

The Channel Islands have been drawing in sailors for decades. We look forward to doing some hands-on reporting from Southern California's magic archipelago.

latitude / tim

From left to right: The Channel Islands archipelago; a close-up of Catalina with its two main attractions; Two Harbors (aka The Isthmus); and the 'capital' city of Avalon.



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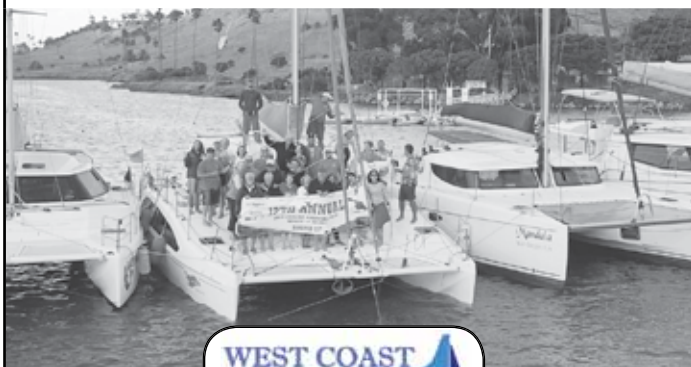
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"Need a hand with that?" I asked when I saw Lee struggling with large and unusual objects in the parking lot.

Lee Helm had just exited a ride-share car after I had parked. I assumed she was there for the same event that I was attending, a lunch lecture at one of the more prestigious yacht clubs on the Cityfront about the proposed new Sailing Science Center, a hands-on, Exploratorium-like museum with a sailing theme.

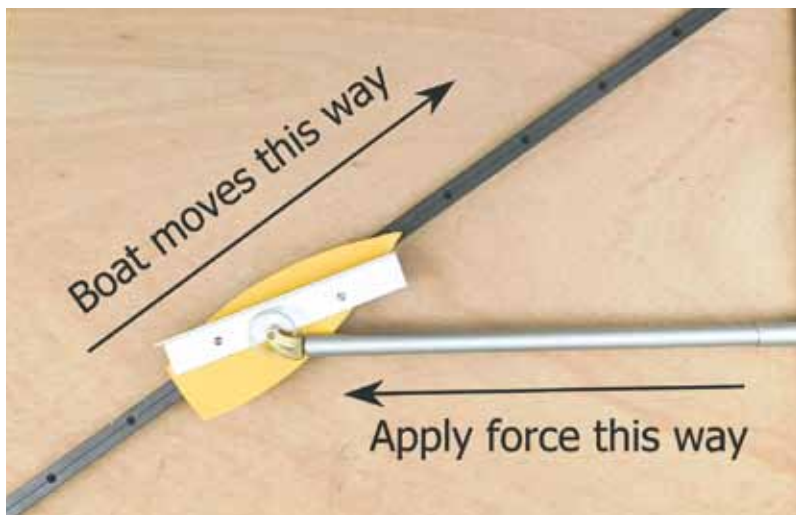
I'm not a regular at St. Francis, but they do put out a good lunch spread on Wednesdays, and the lecture series has sometimes been called "the TED talks of sailing." Unlike some other functions at fancy clubs, there's no extra charge for non-members who crash the event — guests pay the same \$18 as members (although it shows up as \$26.37 on the credit card after they add tax and a very generous tip). In fact, the club has gone out of its way to invite sailors from any recognized yacht club, even if they arrive by land. It's a good deal considering the quality of the food, the service, the speakers and the dessert table.

"What in the world is that thing?" I asked as I tried to decide how to best pick up this large object that resembled a table top with a rotating mainsheet traveler bolted to it, along with aluminum tubing bolted to the table at odd angles, and a small wooden plate cut out in the recognizable shape of a sailboat deck, with an aluminum angle on top. One of the aluminum tubes, free to slide in and out of another tube, had a furniture caster wheel at the end.

"It's like, one of our first portable exhibits," Lee explained.

"Are you in on this Sailing Science

The Upwind Intuition manipulative exhibit. Push in the direction the wind is blowing, and see the model boat move upwind!



Center project?" I asked.

"Collaborating on some of the demos," she said. "And I get a totally awesome free lunch! This is one of our first portable manipulative exhibits. Can you guess what it does?" I worked the moving parts in and out, but still had no clue.

"Upwind Intuition," she grinned. "This is a hands-on device to address the first fundamental intuitive leap that new sailors have to take. After they play with this for a few minutes, they will understand, at least sort of, how upwind sailing works and, like, why it's even possible."

She moved the little boat model to the middle of the traveler track, adjusted the sliding aluminum tube to line up with it, and pushed on another tube — the one with the wheel at the end — to engage the angled plate on top of the boat model.

"See? I'm pushing away and in a direction that represents the wind direction, but the boat moves toward me! It's at an angle, but still. I can rotate the traveler and sail on the other tack to bring the model right upwind, and always by only pushing on it downwind."

"Isn't that kind of obvious?" I said.

"Max, you'd be amazed how many new sailors — even some student engineering geeks — totally can't understand how a sailboat can move upwind. Even when I have them out sailing and they see it for themselves. Like, total cognitive dissonance. I had one very smart biochemist sitting on a boat sailing to windward, declaring that what he was seeing was impossible."

"It's just like the pumpkin seed analogy," I suggested. "Squeeze the seed, and it squirts out from between your fingers in a different direction."

"For sure, Max, but like, that's only a beam reach. The seed pops out at right angles to the force. With this

rig, the motion is 45 degrees into the wind, or even closer if the friction is low. There's a quantitative part too: I can show that the pointing angle is the sum of the two drag angles, just like on a real boat."

"Drag angles?" I asked hesitantly, not really sure if I wanted a trigo-



nometry lesson out there in the parking lot.

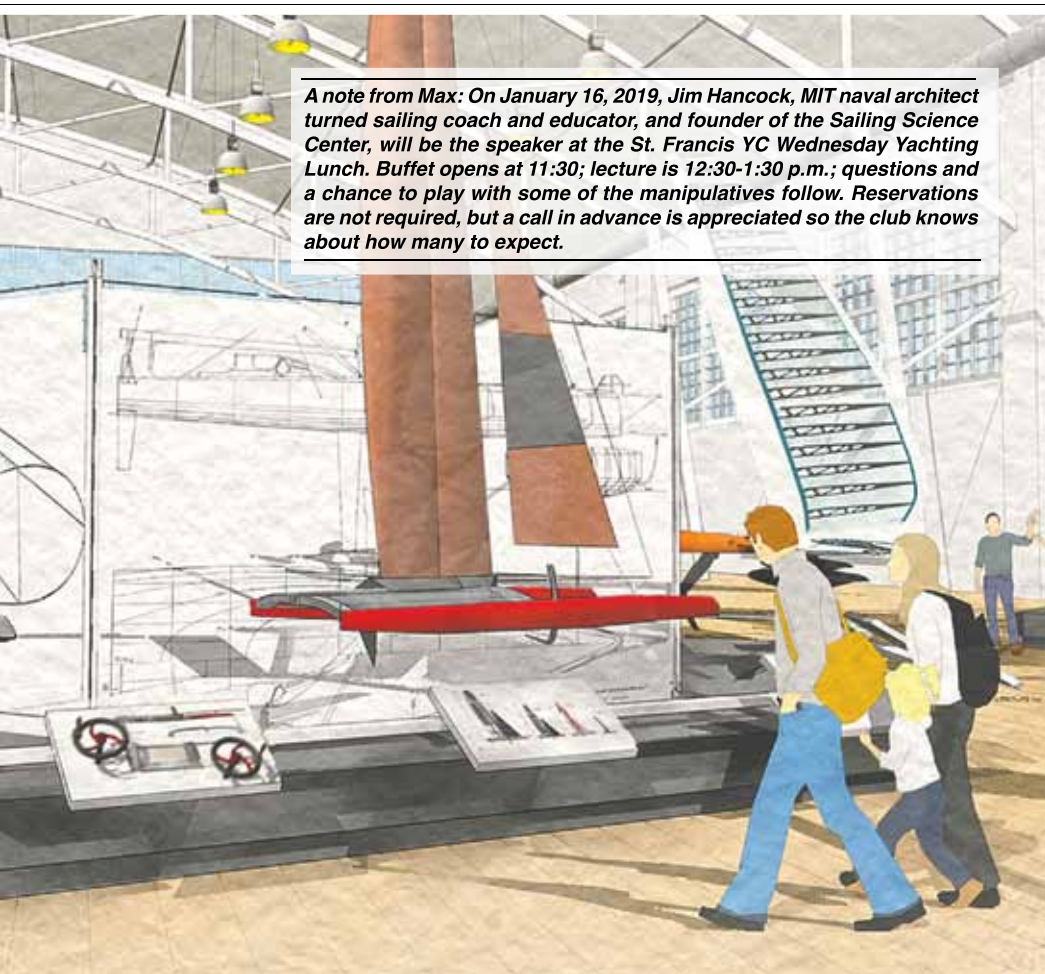
"Drag angle is another way of representing the lift-drag ratio. It's the arc tangent of the drag divided by the lift. A perfect foil, with no drag, would produce a force perpendicular to the flow, and the drag angle would be zero. A totally inefficient object with all drag and no lift would have a drag angle of 90 degrees."

"But you don't have any foils on this demo," I noted.

"The traveler acts like a foil in the water — actually like the keel. It prevents sideways motion, only allowing the boat to move forward or aft. But it does have some drag, and you can see the drag angle by holding the track sideways and seeing what angle you have to tip the traveler to get the car to slide downhill under its own weight. That angle shows the ratio of longitudinal force to transverse force, analogous to lift and drag if this were a keel resisting side force."

"Let's get all this gear inside," I said. "They start serving lunch at 11:30."

Lee picked up the rest of her equipment while I took the Upwind Intuition demo apparatus. As we walked toward the building, Lee explained that the push rod with the wheel at the end represents



A note from Max: On January 16, 2019, Jim Hancock, MIT naval architect turned sailing coach and educator, and founder of the Sailing Science Center, will be the speaker at the St. Francis YC Wednesday Yachting Lunch. Buffet opens at 11:30; lecture is 12:30-1:30 p.m.; questions and a chance to play with some of the manipulatives follow. Reservations are not required, but a call in advance is appreciated so the club knows about how many to expect.

the wind, and the angled plate it contacts on the model boat is the sail.

"We can change the angle of the sail to the boat by adjusting the strike plate, and change the pointing angle by adjusting the angle of the traveler to the push rod," she added. "With low friction, we can point high, and with a little testing we can, like, demonstrate that the pointing angle is the sum of the arc tangents of the two lift-drag ratios, that is, the sum of the drag angles. In the real world, the air drag angle is much bigger than the water drag angle, so like, it pays to keep wind resistance on deck and aloft to a minimum. Send the unused halyards up on thin leaders, don't hang coiled ropes on the lifelines or pulpits, minimize the diameter of lifeline covers, use the thinnest possible lacings to keep jibs on deck. Stuff like that. And don't even think about pointing high if your boat has a full dodger."

I left Lee in the Grill Room, where she was scouting out another table for another demonstration.

"We need a table with one of those big lazy Susans," she said. "Let's see which one of these has less friction." She spun the big wooden disk in the middle of the table so fast that a bottle of Worcester-

Inside the proposed Science Sailing Center.

shire sauce was flung off, but I caught it in time to prevent a spill. "This one will work," she pronounced, and then proceeded to take a camera and some clamps and beams out of one of her bags.

"This will be, like, a small-scale version of the exhibit I call the 'Coriolis Carousel.' At full scale it's like a playground merry-go-round, but with a screen around the perimeter so that the people in the carousel can't see the rest of the world turning around them. It will turn counterclockwise, simulating the Northern Hemisphere, and the kids inside will roll balls to each other or maybe try to shoot Nerf projectiles at each other. In this rotating reference frame, Coriolis acceleration will make everything seem to veer magically to the right. But like, really everything is going straight if viewed from outside."

"What age group is this for?" I asked. "The concept seems fairly advanced."

"Grade-school kids will love it, because it seems like magic, and they get to throw things at each other. Middle-school students will get a first exposure to the Coriolis effect and learn about it by experience and name. The AP kids will see the angular and linear velocity

vector cross-product in action."

"Will this small version really have the same effect as riding a carousel? It's not big enough for anyone to sit inside."

"Simple, Max. The camera is clamped to the edge of the lazy Susan, so it's in the same rotating reference frame. We roll a marble down a ramp, and in the reference frame of the camera, which is turning with the lazy Susan, surprise! It veers off to the right."

"And this relates to sailing how?"

"Weather systems! Highs and lows! Maybe even a simulation of the Ekman spiral, in which wind blowing down the coast moves the surface water offshore. Several additional experiments will be on the full-scale carousel. We'll have a shallow tank with a drain at the center of a simulated low-pressure system. Water flows toward the drain, diverts to the right via Coriolis, and since angular momentum tends to be conserved, we get a spiral drain vortex representing a violent storm system. For the high-pressure system simulation, we have the outflow from a pipe that spreads water outward, showing the much slower clockwise circulation around a high-pressure system in the Northern Hemisphere."

"With dye in the water to make the flow direction visible?"

"Haven't worked out the best flow-vis system yet," she said. "This will be important for many of the flow channel and wave tank exhibits we have in mind. Maybe little tufts of yarn, like underwater telltales in the tank, will be enough, or maybe we'll use microbubble generators like from a fish tank aerator. But like, dye is right out, 'cause we want to recirculate from the low-pressure drain back to the high-pressure inflow."

The room was beginning to fill up with lunch customers and the lecture audience, so we claimed seats at the table with the Coriolis demo. Lee clamped the camera in position and set up the small ramp and the marble that would roll down it, on camera.

"Are you planning wind tunnels too?" I asked.

"For sure! With like, user-adjustable airfoil parameters and simple dynamometers so the users can see how their changes in the angle of attack, aspect ratio, camber, planform, thickness, sweep, and everything else affects lift and drag. Also a lot of astronomy workstations, as it relates to navigation. I'm thinking we'll have a display of the northern sky, with circumpolar constellations, and the kids get to set time and date to line up the stars to make eyeball latitude estimates."

"What a great playground for sailing

MAX EBB

nerds!" I remarked. "Hope it doesn't turn off the normal kids."

"There's physical stuff too," Lee said defensively. "We'll have a parent-child tug of war, with the block and tackle set up so the child usually wins. It will be a great test of strength and mechanical advantage. And then, like, for the rigging cognoscenti, a comparison demo of the plain multi-part block and tackle versus a cascade system, to show how much less friction there is in cascade tackle as long as you don't need too much travel."

"All of this will be inside?" I asked. "Where are you going to put it?"

"All of it except possibly the futtock-shroud climbing structure; that would be out front over the sand box. We're hoping to get Hangar Three on Treasure Island, complementing the Treasure Island Sailing Center. It will become one of the anchors of a new maritime waterfront. I mean, like, in the Estuary we're losing a big chunk of maritime infrastructure to condos, but TI promises to add a lot of it back with more of a public service and educational thrust."

"Back up a couple of boatlengths. What's a futtock shroud?"

"You know how on square-riggers," Lee explained, "the ratlines go up the

lower shrouds to that first platform? The platform called the top?" Of course, I thought. I've read Patrick O'Brian. "The futtock shrouds are those short shrouds that go back out to the edge of the top, so you have to, like, climb a little backward and upside-down to go up them."

"It's a hands-on device to address the first fundamental intuitive leap that new sailors have to take."

"I know what you mean," I said. "I've always wondered if I'd be able to do that, or have to go through the lubber's hole."

"You'll get your chance! The futtock-shroud climbing structure will duplicate that geometry, but it will all be very low to the ground over a padded surface instead of 50 feet up. I want to build one that's three-quarter scale for kids, and another one full size for grown-ups."

Meanwhile, more club members were filling up the seats at our selected table. One of them played with the marble

launcher while turning the lazy Susan.

"It's a good educational device," he allowed, "but my problem with these touchy-feely hands-on museums is that they tend to dumb everything down to a middle-school level. There isn't much real math or science presented."

That's when Lee returned to the table, carrying two large poster boards and a dessert plate with some very tempting pieces of cheesecake. "What are the poster boards for?" I asked.

"This one goes with the winch exhibit," she said. "We don't have the exhibit yet, but I thought the poster would be of interest. It shows the free-body diagram and the vector decomposition that sets up a first-order linear differential equation. The solution is used to calculate winch tailing force, given the sheet load and the number of wraps. It's great for calculus students. And on the other poster, there's some sample computer code for kids who want to program their own Fourier transform routine, so they can see what's going on in the wave tank when we generate an irregular sea state."

"Um, never mind what I just said," said the skeptic, then added: "How can I help get this thing off the ground?"

— max ebb

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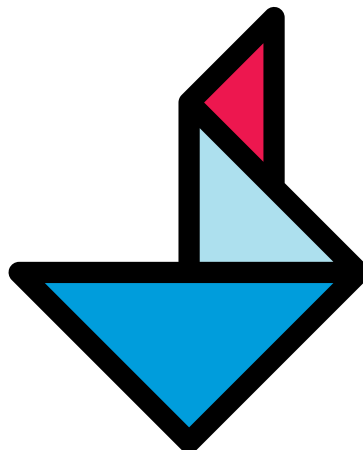
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THE RACING

A sweep of Northern California midwinter races includes visits to **Golden Gate YC, Sausalito YC, Richmond YC, Berkeley YC, Santa Cruz YC** and **RegattaPRO. Box Scores** step out of NorCal and outside of the box. Our extensive **Race Notes** include an America's Cupdate and a Lipton Cupdate. And what the heck is the **Berkeley Fan**?

Seaweed Soup in the City

Aaaah, our lungs seemed to be sighing in relief, relishing the fresh air straight from the salty Pacific, after two weeks of breathing dense, unrelenting smoke. While not forgetting the ongoing plight of the folks in Butte County, we were thrilled to be out on the water on

to Blossom Rock followed the jibe around Harding. In the big breeze and strong ebb, the run was a dead-downwind oscillating death-roll transit of the west face of Alcatraz. Usually a top boat in their PHRF division, Gordie Nash's *Arcadia* instead dipped behind the east side of the Rock, and found — no wind!

4, with two spinnaker and two non-spinnaker divisions hitting the line. The SYC race committee chose a windward/leeward drop-mark course with the windward mark near Sausalito's Yellow Bluff and the leeward mark near Angel Island's Point Knox. The large spinnaker boats took a 6-mile spin around the marks, while the other three divisions sailed 4 miles.

The nice westerly breeze overcame the 3.6-knot ebb, and most boats finished in an hour or less.

Back at the SYC clubhouse following the race, skippers and crews exchanged lies and ate complimentary chili. Everyone agreed it was a pleasant day with good wind and an interesting ebb.

December 2's Chili Midwinter ended with three bangs and an abandonment of the day's racing. The optimistic crews arrived at the starting area to find fickle winds, sometimes out of the northeast backing and clocking from north to east — when there was wind. The SYC race committee aboard *Mercury* tried several course possibilities, keeping the mark boat running back and forth for two hours before calling it a day. While racers

Gusty breeze and ebb current set the stage for GGYC's second midwinter race. Top: While some smaller boats on the first leg take advantage of a current lift to Blackaller Buoy, earlier starters reach off to Harding Rock. Bottom: The Martin 243 'Nice Rack' has joined the local scene.

the first weekend in December, regardless of rain, cold, ebb chop, sea swell and breeze too big or too small.

Golden Gate Yacht Club's Seaweed Soup led off December's action on Saturday the 1st. The second race of the five-race series started right on time with a brisk breeze blowing through the Gate and ruffling up the water flowing out of the Bay. Underlying the whitecaps was the occasional set of sea-swell waves, about which NOAA had issued warnings to coastal areas.

Skippers delivering their boats from points east had the worst of it, with rain squalls and gusts up to 30 knots. One last shower sprinkled on crews milling about for the start, after which a rainbow appeared and the clouds parted.

The race committee assigned a triangle course to the first three divisions (the faster boats). After a quick beat to Blackaller Buoy, the reaching angle to Harding Rock led to discussions about whether to set or not to set. The teams that tried it either lost control or eventually doused to approach the mark. A run

Despite the round-ups-and-downs and stall-outs, everyone who started the race finished it. The gnarly day seemed to favor the excellent Express 27s, as *El Raton* and *Shenanigans* finished first and second in their division. Back at the GGYC clubhouse, cold, hungry crews restored the calories they'd burned with a free hot lunch while they slaked their thirst at the bar.

Racing in the series will resume on January 5. See www.ggyc.org and www.jibeset.net.

— latitude/chris

Skunked in Sausalito

Sausalito YC's Chili Midwinter Race series got off to a rousing start on Sunday, November

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One last squall just before the Seaweed Soup starting sequence on December 1 brought out a rainbow to send Division A on their way. GGYC's X buoy was missing; an inflatable tetrahedron took its place.

were disappointed, they communicated a chorus of thank-yous to the frustrated race committee via VHF.

The next race is scheduled for January 6. There's still time to sign up at www.sausalito yachtclub.org.

— pat broderick

Better Luck in Richmond

While the keelboats attempting to race in Sausalito were out of luck, the dinghies and small boats found success in Richmond. RYC's Small Boat Midwinters kicked off on Sunday, December 2, with racing on three courses.

An El Toro fleet of 15 Seniors and 9 Juniors enjoyed five races off 'Parents Point' in the Potrero Reach. These waters are relatively protected and easy to get to in the 8-ft prams, but have the drawback of being transited by commercial traffic. Indeed, one of the races had to be abandoned and the little boats herded out of the way of an outbound tug-and-barge combo.

The conditions were just about ideal, with a gently building westerly and

sunny skies. "That was civilized — for a change," commented one of the Seniors while he was putting his boat away. Mike Quinn is leading the Seniors and Jack Holden the Juniors.

Meanwhile, out around the corner on the Keller Cove course, Snipes, Bytes, CFJs and an Open Class were tucked away in shallow water with no shipping worries, but they found themselves in totally different wind. A chilly though still-civilized northerly fueled four races (Snipes got in five). With seven boats racing, the Bytes were the biggest class on this course; Michele Logan leads the fleet.

The Southampton course race committee called a half-hour shoreside postponement to await the breeze, which filled in at 5-8 knots. The diverse crowd of 'big' small boats on the open waters included International 110s, Mercurys, Thistles, 29er skiffs, Wylie Wabbits, Ultimate 20s and another Open Class. A whopping 28-boat Laser fleet, including a mixture of youth and old-guard sailors, had challenging starts, including a gen-

eral recall in the second race. After three races, Roger Herbst leads the standard-rig Lasers and Will Glasson the Radials.

This series will resume on January 6. See www.richmondyc.org to sign up or check standings.

— latitude/chris

Backward in Berkeley

The rains held off for the second edition of the BYC Midwinter races held on December 8-9. On Saturday, 43 yachts

For more racing news, subscribe to 'Electronic Latitude' online at www.latitude38.com

December's racing stories included:

- News of the 36th America's Cup, 50th Transpac and The Ocean Race
- Golden Globe Race Updates
 - Rolex Sydney Hobart
 - Extreme Sailing Series
 - Etchells on Biscayne Bay
 - 2019 YRA Calendar
- Star Sailors League • More Midwinters
- January Racing Preview, and more.

THE RACING



ALL PHOTOS LATITUDE / CHRIS

split into five divisions showed up to enjoy the 7- to 10-knot winds from the ENE. This direction, along with the strong ebb, produced great flat-water sailing in the winter sun. We were able to start on time (at noon), and we sent the gang on a double windward/lee-ward course. Even with the light wind, all were able to complete the course within an average of 1.5 hours.

The lucky ones who finished the day in Berkeley were treated to a lighted boat parade with 26 entrants. This was followed by fantastic fireworks.

Cumulative results show there is still fun to be had in the future. For instance, Division B has a tie for first (two boats have 6 points), followed by a 7, 8, 9 and a pair of 10s. Look for some place changes in the months to come!

The weather prognosticators weren't very hopeful about Sunday's chances for fun. It felt much colder than Saturday, and there was almost zero wind at the appointed start time. But Christmas was coming and all of us had been good, so Santa told the wind gods to let us play. Thus, after only a 15-minute postponement, 31 yachts in six divisions went on a double windward/lee-ward course. And, in conditions not that different than Saturday's, the ENE

Richmond Small Boat Midwinters on December 2, clockwise from top: El Toro Seniors round the windward mark in Richmond Harbor; El Toro Juniors wait their turn to start; Snipes, Sunfish, Day Sailers and more race in Keller Cove.

wind and the ebb current resulted in fine flat-water sailing.

The cumulative results for Sunday also show that there is more fun to be had in the future. For instance, in Division 1, we see first place with 5 points followed by a pair of 6s, then a 7, 8 and 9. In Division 3, the Richmond YC Juniors' two J/22s seem to have first place (2 points) and second place (4 points) locked up. The next three boats with a pair of 8s and a 9 have their work cut out for them.

Find results and standings at www.berkeleyyc.org/racing. The two series will continue on January 12-13.

— bobbi tosse

Santa Cruz YC Midwinters

Thirty of the 31 boats registered made it to the start line on November 17, an absolutely gorgeous day. The wind cooperated by showing up with a nice 7- to 10-mph southwesterly just before the start. The RC was ready to go, with a course set up and — boom! — we were off on a good test of sailing. Each fleet was treated to three good races, and all crews seemed to be worn out by the end

of the day, after executing all the boat maneuvering on the short buoy course we set up. The club was crowded after the race, and we were treated to some tasty BBQ and snacks.

We have lots of new boats in the fleet this year, and some boats and crews that have a lot of previous race experience are shaking off the cobwebs.

Midwinters always seem to take some extra preparation, since courses and marks are slightly different than those we have been racing around for the entire year. Being a creature of habit can get in the way of success in midwinters. One helpful key is to make sure at least one member of the crew has read the Sailing Instructions several times and committed them to memory, then also has them close at hand if questions come up on the water.

Twenty-five boats made it out to the second Midwinter Series installment on Saturday, December 15. This year's December Midwinter day was decidedly different from the December 2017 version. Last year the fleet sailed in a 25- to 30-knot gear-busting northerly blowing off the beach along the Santa Cruz



ALL PHOTOS LATITUDE / CHRIS

coastline. This year, the fleet struggled to make it around short courses of 0.4-2 miles in light and shifting winds out of the south and southeast, and a lumpy westerly swell that was promising to grow larger in the coming days. Though not typical of our frequently great Santa Cruz sailing conditions, it was still a sunny, enjoyable winter day on the water.

In A Fleet the SC50 *Roller Coaster* driven by Jack Gordon and the Sydney 38 *Animal* led by Scott Walecka each took a first place.

In B Fleet, one of the early SC27s, *Yellow Belly*, which is now owned by Homer Lighthall, won the first race. The original prototype of the Olson 30, *Pacific High*, with Susie Snyder and her crack crew of Santa Cruz all-stars took top honors in the second race. This is the most competitive of the Midwinter fleets with 11 of the 14 boats registered for the division making it to the start line. Twelve of the 14 boats in this division were built in Santa Cruz.

In the doublehanded division, the Moore 24 *LunaSea*, with Evan Diola at the helm, sailed to a couple of wins. In Jib & Main <181, the C&C 40 *Tusitala* driven by John Nugent took two bullets as well. Tom Manheim on his Santana 22 took a first place in the only race the Jib

BYC Midwinters on December 8-9, clockwise from top right: 'Abracadabra' is one of two Antrim 27s in Saturday's series; racers hover around the mothership, 'Windance', on no-sun Sunday; two 30-ft Islanders, 'Strange Magic' and 'Antares', line up to start (somewhere beyond 'Antares' two singlehanders wait their turn); a female crew renamed the Express 27 'Bob's'.

& Main>182 fleet was able to complete.

Find standings at www.club.scy.org/racing. The next races are scheduled for January 19.

— chris hofmann

Out of the Box Scores

SDYC SINHOFFER HOT RUM SERIES (3r, 0t)

FLEET 1 — 1) **Stark Raving Mad VII**, Swan 601, Jim Madden, 5 points; 2) **Staghound**, R/P 50, Alec Oberschmidt, 8; 3) **BadPak**, Pac52, Tom Holthus, 15; 4) **Blue Blazes**, R/P 50, Dennis Pennell, 19. (17 boats)

FLEET 2 — 1) **A4**, Flying Tiger 10, Scot Tempesta, 12 points; 2) **Abacus**, Flying Tiger 10, Timothy Chin, 14; 3) **Mad Men**, J/120, Ernie Pennell, 14; 4) **Elusive**, Flying Tiger 10, River Paquin, 15; 5) **Justice**, Flying Tiger 10, John Harrop, 18. (20 boats)

FLEET 3 — 1) **Nereid**, C&C 115, Standish Fleming, 5 points; 2) **Still Crazy**, Hobie 33, Erik Shampain/Robert Plant, 12; 3) **Lugano**, Beneteau 40.7, Mark Stratton, 16; 4) **Wiki Wiki**, Beneteau 40.7, Mike & Carol Honeysett, 21; 5) **Troublespot**, Farr 30, Oliver Michaelis, 24; 6) **Ohana**, Swede 55, Joe Markee, 30. (25 boats)

FLEET 4 — 1) **Legend**, Beneteau 36.7, Neil Senturia, 9 points; 2) **J-OK**, J/105, Dennis Case,

10; 3) **Nunuhunu**, J/70, Steve Wyman, 13; 4) **Viggen**, J/105, Erostino Dagfish, 16; 5) **Soggy Dollar**, J/70, Dave Viereg, 18; 6) **Alley Cat**, Adhara 30, Dan Harlan, 23; 7) **Rowdy**, Rogers 39M, Andy Marcus, 23; 8) **Sanity**, J/105, Donica & Scott Ryder, 29. (34 boats)

FLEET 5 — 1) **Valkyrie**, Moore 24, William Betzer, 8 points; 2) **Envy**, Shields, Tom Hirsh, 10; 3) **Wani Racing**, Ericson 35, Karen Busch, 11; 4) **Sprig**, 6-Meter, Greg Stewart, 11; 5) **Pull It Surprise**, CF27, Chris Winnard, 13; 6) **Blackadder**, J/27, David Cattle, 22; 7) **Bligh's Spirit**, Cal 36, Mark Butler, 24; 8) **Spin Dr**, C&C 34, Paul Farrell, 35. (32 boats)

FLEET 6 — 1) **Liberty**, Schumacher 30, Randy Ames, 4 points; 2) **Zealot**, Alerion Express 38-2, Don Garber, 6; 3) **Il Moro**, IACC, Lynn Hanna, 14. (4 boats)

OVERALL — 1) **Stark Raving Mad VII**; 2) **Staghound**; 3) **Valkyrie**; 4) **BadPak**; 5) **Sprig**; 6) **Envy**; 7) **Blue Blazes**; 8) **Peligroso**, Kernan 70, Lorenzo Berho, 32 points; 9) **Pull It Surprise**; 10) **Wani Racing**. (133 boats)

Full results at www.sdy.org

Race Notes

In the women's match-race rankings updated in November, StFYC's **Nicole**

THE RACING

Breault is listed as #1 in the US and #6 in the world. Other West Coast sailors on the US list include Allie Blecher (#2), Marilyn Cassedy (#3) and Liz Hjorth (#9), all from California YC; Stephanie Wondollock of SFYC (#6); and Krysia Pohl (#10). Pohl is also known as Lt. Cmdr. Krysia Pohl — she is Coast Guard Sector San Francisco's Inspections Division branch chief.

Topping the US open list is USVI native **Taylor Canfield**, 29, a resident of Miami (he's #8 on the world list). Canfield, the winning skipper of Long Beach YC's Congressional Cup, is heading up the latest America's Cup challenge team, Stars & Stripes USA, for LBYC. See *Sightings* on page 54 for much more. The addition of a West Coast team has piqued our interest in the 36th America's Cup.

Planning is already well under way for the 2019 **PICYA Lipton Cup**. RYC will host the regatta for the second year on June 14-16. "We decided to keep the format the same as last year with a couple of minor tweaks," says RYC's Dick Loomis. "The women will sail downwind from StFYC to RYC on Friday. The two host clubs (RYC and StFYC) and the defending champion (Inverness YC) will receive automatic invitations.

"The Notice of Race will come out in early January. Registration and deposits will be accepted in mid-February. This will be first-come first-served — meaning those clubs getting their deposits in first will be entered. There are only 10 J/22s, of which three are already spoken for. That leaves just seven openings.

"Boats will be chartered directly through StFYC. Like last year, there will be a drawing on Friday to determine who gets what boat.



LATITUDE / CHRIS

J/105 start at the RegattaPRO Winter One-Design Invitational on December 8. The race committee set an extra-long line for the aggressive 23-boat fleet, but they all crowded the pin end anyway.

"We'd like to encourage more spectator boats from all of the clubs," adds Loomis.

Encinal and South Beach YC have agreed to host the 2020 Lipton Cup.

The King Harbor YC team of Kyle Collins, Brock and River Paquin and Justin Zmina took the second annual **J/70 US Youth Championship**. St. Petersburg YC in Florida hosted the regatta on November 16-18.

Dee Smith, formerly of Marin County, logged back-to-back wins in the first two events of the 2.4mR CanAm Championship Series, the North Americans and the US Nationals. Charlotte Harbor YC on the west coast of Florida hosts the five-regatta series.

The new **SailGP** tour promises that "Each venue provides both spectacular racing conditions and unparalleled spectator opportunities." Among those venues is San Francisco. The stadium sailing in F50 foiling catamarans will

Dee Smith, #19, is on a roll in the 2.4mR CanAm Championship Series.

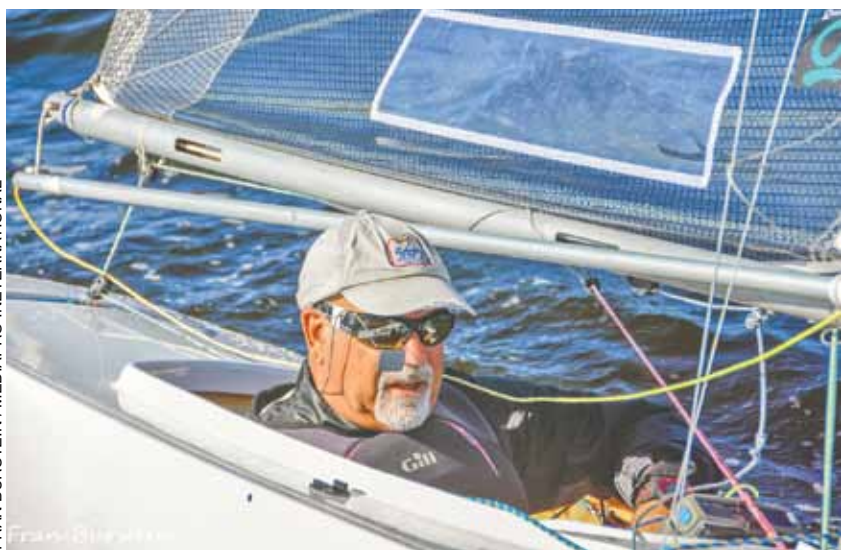
come to the Bay on May 4-5 (unfortunately coinciding with the Great Vallejo Race). The other venues will be Sydney, Australia, on February 15-16; New York on June 21-22; Cowes, UK, on August 10-11; and Marseille on the French Riviera on September 20-22.

Rome Kirby (an Oracle AC alum) will skipper the American team. Riley Gibbs, Hans Henken, Mac Agnese and Dan Morris will crew. See www.sailgp.com.

The **Van Isle 360° International Yacht Race** will include a new team challenge for yachts competing in 2019.

"Since the race moved to nine legs from 10 in 2015, the inside legs have become very busy with long days on the water and little time to socialize amongst boats," said race organizer Sylvia Motley. "The intent of team challenge is to create the opportunity for immediate social interaction amongst the crews, and to create a fun atmosphere for inter-boat camaraderie during the race."

Enter the Helly Hansen Team event. Teams will be chosen from all yacht di-



FRAN BURSTEIN / MEDIUM PRO INTERNATIONAL





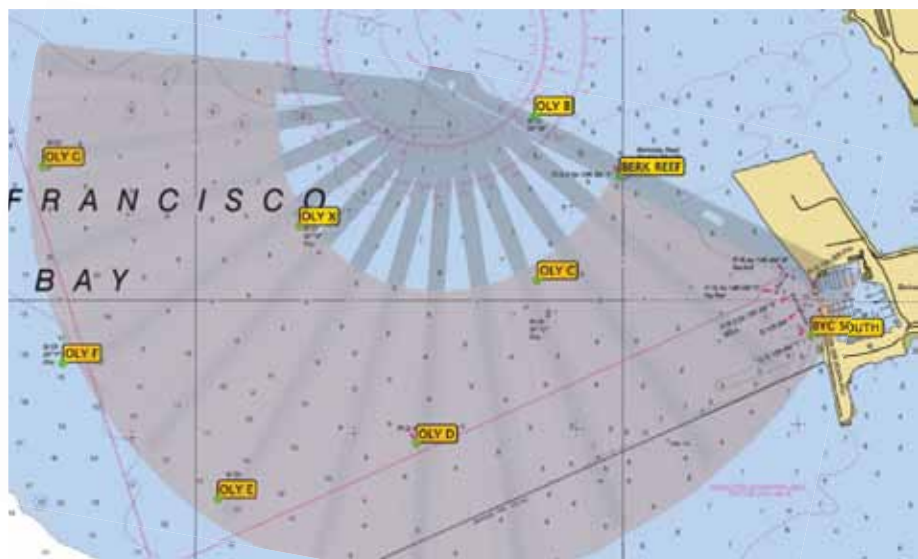
The Berkeley Fan. No, not those Berkeley fans.

visions by random draw at the opening reception in Nanaimo. Teams will consist of boats from every division, and the team with the lowest total corrected time will win the leg. A running total will be kept, and an overall team winner will be announced at the closing ceremonies in Nanaimo on June 15.

As the name suggests, the Van Isle 360° is a counterclockwise circumnavigation of Vancouver Island in British

Columbia. The 2019 edition will start on June 1. See www.vanisle360.com.

We generally prefer our sailing as a participation sport rather than a spectator sport, but we make an exception to watch streaming coverage of the start of Australia's **Rolex Sydney Hobart**. (There are rarely any races available for us to sail in on Christmas Day anyway.)



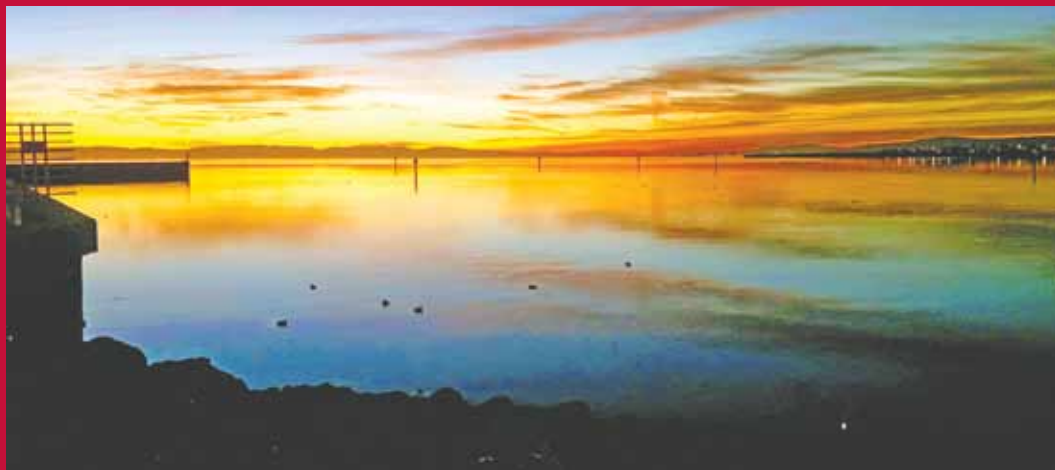
That Berkeley Fan. It's what's become of the Berkeley Circle (aka Olympic Circle) racing area since, thanks to silting, it's no longer a circle. See pages 42-45 of the 2019 Northern California Sailing Schedule and YRA Calendar for more info.

Ronnie Simpson wrote a preview in December 19's *'Electronic Latitude*, and we scheduled him to write an update to run on December 28. Check for those stories at www.latitude38.com, and go to www.rolexsydneyhobart.com to see what the excitement is all about.

Happy New Year!

— latitude/chris

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*We'll stick to our January tradition this month, by taking a detailed look at chartering in the **Well-Protected Waters of the Pacific Northwest**, plus **Charter Notes**.*

The Sensational Salish Sea: Home to the Gulf & San Juan Islands

It's probably a good thing that prevailing winds and currents along the West Coast of the US run north to south, rather than the opposite. Otherwise, half the sailors in California and Oregon would invade — if not overwhelm — the prime cruising grounds of British Columbia and Washington State, the so-called Salish Sea.

Encompassing both the Canadian Gulf Islands and the American San Juans, we consider this vast maze of fjords, inlets, channels and bays to be one of the most spectacularly beautiful chartering venues on the planet.

The Salish Sea takes its name from an indigenous population who thrived here long before the first European adventurers 'discovered' it in the 1700s.

Although there are now pockets of development throughout the region, while sailing here the prevailing view in any direction is dominated by essentially unspoiled nature. Rich green forests line most of the waterways, and many species of wildlife call this area home. Among them are stunning black-and-white orcas, spotted mostly in major channels such as Haro Strait, and majestic bald eagles, typically seen perched in the treetops, surveying their realm.

Why are we focusing on the Northwest

Winds in the Salish Sea aren't always strong and steady enough to fly a spinnaker. Still, every day is a good day when sailing these waters.

now, in the middle of winter? Because due to the relatively short May-to-September sailing season there, right now is the ideal time to lock in a reservation for your favorite boat type. The short season inspires competing fleet managers in both Washington and BC to maintain their boats in top condition. But keep in mind that fleet sizes are relatively small compared to those in Caribbean, the Med or other major international venues. Yes, there are some catamarans in the fleets these days, but not many. (And also stinkpots, if you must.)

Because both Seattle and Vancouver lie only two and a half hours from the Bay Area, the Salish Sea is one of the easiest prime chartering venues to reach — and most affordable in terms of airfare.

If sailing in this Northwest wonderland sounds good to you, one of your first decisions will be where to start from. In addition to charter bases in Seattle and Vancouver, others are peppered throughout the region.

Is it possible to sail in both US and Canadian waters during the same charter? Indeed it is, and we highly recommend doing so, especially if you've got more than a week to explore. The San Juan and Gulf Islands are all part of the same natural archipelago, but these

INSETS SCHOONER ZODIAC

SPREAD LATITUDE



days, each island in the chain seems to have its own distinct 'personality'. Clearing in and out is normally a five-minute process, with several points of entry to choose from in both countries.

Farther north, on the BC mainland, lies spectacularly beautiful Desolation Sound, a primeval playground of steep-sided fjords and dreamlike grottoes that has remained largely unchanged by humankind over the eons. It's a substantial trek to get there and back from most charter bases, though, so it's best saved for when you can schedule a two-week cruise.

Compared to the blasting winds of San Francisco Bay, winds in the Salish Sea are generally mild during the summer months — typically around 7 to 12 knots on a sunny summer day. But even on days when you feel compelled to kick on the engine, traveling these waters is almost always a glorious experience. Surrounded by greenery, with postcard-perfect vistas greeting you around every bend, you'll feel as if you're a million miles from the stress of the workaday world.



OF CHARTERING



Spread: You'll find beautiful vistas in every direction while sailing the Salish Sea. Here, the snowcapped dome of Mount Baker lies to the east. Inset, left: Fresh crab for dinner. Right: Bald eagles in the treetops are a common sight.

The region's mild sailing conditions, ample waterside infrastructure and few navigational challenges make it a viable choice, even for first-time charterers. There are, however, two caveats: the need to pay special attention to currents when route-planning, and to tidal ranges before anchoring. Because strong currents run daily in the channels, you'll need to plan your movements accordingly using a fascinating reference tool called a Tide Atlas, which shows precise current strength throughout the region for every hour of the day. You'll find an Atlas in the nav station of every charter boat, and we'd bet there's an app available also.

An impressive system of marine parks has been established on both sides of the border, where you'll generally find overnight mooring balls. (The fees for using them are generally covered by your charter outfit via the purchase of an annual sticker.) If you choose to drop your

hook in an open anchorage, however, you'll need to study the tide charts beforehand, and do some simple arithmetic so you don't end up high and dry — tidal ranges can be as much as 15 feet!

What's to do ashore? That depends on what you're looking for. One of our favorite things to do is hike along well-established forest trails, which often lead to pristine lakes or swimming holes, where the clean, clear water is brisk, but swimmable.

If poking around in shops, boutiques and museums is more your style, you can find plenty of them in places such as Friday Harbor in the San Juans, Ganges in the Gulf Islands, and Victoria, the capital of BC, located at the south end of Vancouver Island along the famous Strait of Juan de Fuca. This charming waterside city is not only the cleanest port we've ever seen, but it offers a wealth of cozy pubs, many excellent restaurants, shops of all sorts, plus a world-class museum and IMAX theater, all within walking distance from the harbor.

Our insider's tip here is to arrive at the downtown guest docks about 9 a.m. —



DAVID KORY

they take no advance reservations — and you might be lucky enough to get a slip at 'center-stage', right in front of the famous Victorian-style Empress Hotel. Failing that, there are several other options nearby.

Other marinas and public docks also maintain a certain percentage of guest slips for charterers and cruisers. Among the most popular are Friday Harbor, on San Juan Island and Roche Harbor, on San Juan Island. Both are American ports of entry, and both host lots of family-friendly summer events, including live

music and entertainment.

We'd be derelict in our reporting duties if we neglected to mention that throughout the region, fresh seafood abounds — especially salmon and crab, which is a major draw for us and many other visiting sailors. In fact, some charter outfits offer loaner crab pots to those who'd like to try their luck. Loaner kayaks are also popular add-ons, as there are an endless number of gunkholes to explore with them.

In contrast to some other popular chartering venues that are often featured in these pages, the Salish Sea has its own unique set of attractions, including midsummer days when the sun doesn't



WORLD OF CHARTERING

set until after 9 p.m.

This may not be the best place to work on your all-over tan, but few places on Earth are more boater-friendly, or more pleasurable to explore under sail. Add to that the fact that it's close to home, relatively affordable and has activities of interest to all ages, and you'll realize why we are so bullish on chartering here.

We encourage you do your own research, then pitch the idea of a summertime Salish Sea cruise to your family or favorite crew. But remember, the fleets are small and the season is short, so the sooner you get your reservation on the books, the better.

— andy

Charter Notes

Needless to say, this writer loves to travel, especially under sail. Beyond the mere fun of it, I've come to believe that there are innumerable intangible benefits to the change of pace that travel — especially under sail — provides. So

So many charter destinations, so little time. Whichever venue you choose, a sailing vacation with family or friends will be time well spent.

allow me to test my hypothesis on you.

My admittedly unscientific theory claims that most of us hold specific vacation memories in a special place in

our gray matter, where they refuse to fade away — perhaps because they stand out so dramatically from our typical workaday routines. Small details from days spent on active vacations are seared into our memories so vividly that we can recall specific activities and conversations clearly years later. Friends and family members we've traveled with — even decades ago — seem to remember key moments with similar clarity.

So I've come to the lofty conclusion that active vacations are not only fun, but are healthy for both body and mind, as such special experiences help keep our bodies and minds in balance.

What do you think?

Well, even if you're not buying it, I like it. In fact, I'll subscribe to any 'mental health program' that helps us rationalize doing another sailing charter with family and friends.

Hope to see you out there.

— andy



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CHANGES

*With reports this month from **Mobert's** magical summer in El Salvador; **Dogfish's** second year of cruising; **Pono** and **Escapade's** Atlantic crossings — and a bosun's locker full of **Cruise Notes**.*

Mobert — Jeanneau 45 Sun Odyssey Anderson Family Summer in El Salvador Seattle

We almost didn't make it. It's such a tiny country, and many cruisers make the mistake of sailing right on by. It was pure luck that we didn't suffer the same



The Anderson family (left to right) — Rich, Morgan, Ellie and Devon. Political unrest in one country led to their happy 'discovery' of another.

fate. After we crossed the bar and entered the estuary . . . well, it was like crossing over the rainbow. Rich and I, along with our girls, Morgan (7) and Ellie (5), found a magical cruisers' paradise, where the estuary seemed to draw on some ancient, divine power to identify what each cruiser desired most, then transform those desires into manifest reality. There's no question that the best summer of our

If there really is a magical cruiser's paradise, Bahia del Sol might be it.

lives was the one we spent in Bahía del Sol, El Salvador.

After spending the winter in the Sea of Cortez, our entire family was both sad and loath to leave. But we'd met another kid-boat in the Sea that had two girls, Emmy and Lucy, who were the exact same ages as our daughters. Vikki and Rowan were their wonderful parents, and we knew we'd found our boating bosom buddies. So, when *Taliesin Rose* turned south, we willingly followed, knowing that any adventures we had together would be good ones.

By the time we reached Chiapas, the southernmost port in Pacific Mexico, our fleet of two kid-boats had become three. Our little caravan got stuck in Chiapas longer than we would have liked, and we were all eager to get south to Nicaragua. The topic of El Salvador came up, but none of us were keen on crossing a bar, and it initially seemed unnecessary when the real destination was Nicaragua.

It was right at that time that the political climate in Nicaragua changed, and we wondered if making a beeline there was unwise. We looked at stopping in Guatemala, Honduras and Costa Rica instead. When none of those options seemed quite right for a plethora of reasons, we decided to give El Salvador a try. One of our fleet went ahead to scout the marina and anchorage there, and a few days later *Taliesin Rose* and *Mobert* left Chiapas to join them. Forty-two hours later, we arrived outside the entrance to Bahía del Sol. When the tide was high, the local pilot came out in his *panga* to guide us through — and we crossed over that rainbow.

The warm welcome we received set the tone for the rest of our summer. The entire bay of cruisers gathered on the docks to greet us, and so did colorful tropical drinks courtesy of the marina bar. We quickly got to know our new neighbors at the pool happy hour that evening, although at the time we didn't know how deep of a friendship we would build together over the next three months.



It wasn't long before we settled into our new neighborhood and routine. After finishing school around lunchtime each weekday, the cruiser kids would typically get together and play while the adults finished up work. For us, running three businesses from our boat, "work" typically meant talking to customers, writing articles, researching, and other computer work. We were pleasantly surprised to discover that, with our Wi-Fi extender, we were able to use the marina Wi-Fi reliably all summer, with only a little help from our global SIM cards and cell booster. For other cruisers, "work" meant sanding, grinding, sewing, or other boat projects.

At 4 p.m. each day, without calling or coordination, the workday was done and we gathered at the pool for happy hour. Not everyone in our community was a drinker, but happy hour in Bahía is never



IN LATITUDES



Below: some of the biggest waves in El Salvador occur in the pool at Bahía del Sol. Above: 'Mobert' in her home waters. Left: nobody has more fun than cruising kids. Representing three different boats are (l to r): Morgan, Emmy, Dylan, Ellie and Lucy. Far left: the facilities are pretty basic, but the pupusas at the village in Bahía are muy bueno.



ALL PHOTOS MOBERT

about the alcohol, or even the daily *dos por uno* specials; it's about friendships and shared adventures.

The weekends presented even more opportunities for fun, adventure, exploration, and friends. When the tides were right, you could find cruisers and locals on the beach together practicing their surfing. Other days, group trips to the grocery store or even "the big city," San Salvador, were common, and cruisers would help one another procure and load supplies, parts and other treasures, all the while pooling their resources to save money and enjoy good company.

We also got to spend quality time with the locals. On Saturday evenings, the cruisers would gather on the beach of the small estuary island, Isla El Cordoncillo, for *pupusa* night. Local *gringo* island residents and cruiser concierges Bill and

Jean hosted the weekly event. We typically tried to arrive early, so that the girls would have plenty of time to play with the local kids from the island's small village. The locals had very little, and spoke no English, but that didn't make the kids' time together any less fun. They spent hours playing in the estuary, diving from the docks, digging in the sand, and tooling around on boats until it was time to dry off for dinner. The 'restaurant' — a short stroll past lean-to huts with dirt floors and no plumbing — was little more than another lean-to with a cooking fire set up outside. We sat at old plastic tables and indulged in our pupusas, which are similar to a quesadilla and are the typical Salvadoran street food. After paying our bills, which averaged under \$5 for the four of us, including tip, we'd dinghy back to our boat and put the girls to bed.

Of all the fun we had in Bahía, the girls' favorite was always Sunday: "Lin and Lou Day." Lin and Lou were retired Americans who had found their forever home on the estuary in Bahía del Sol. Every Sunday around noon, the cruisers of the Bahía would pile into dinghies and head up the estuary to Lin and Lou's, where they generously hosted a weekly potluck barbecue and opened their home and their swimming pools to us. The kids swam, watched movies, did arts and crafts, and played games, while the adults relaxed, swam, ate, and occasionally got a great jam session going.

To say our "Summer in the Bay" was unforgettable would be an understatement. We made lifelong friends, and had incredible adventures as we explored beaches, learned about wildlife, and explored the country, all from our little home base in Bahía. As fall approached, our business took us back to the States for boat show season, and although meeting a new batch of cruisers as we display at shows is always a thrill, we were sad to leave our little bay, and our new friends, behind. It was good to remember that *Mobert* was safely in Bahía, and we would be back to join her soon.

— Devon 12/3/18

Dogfish — Peterson 44 Marga Pretorius and Greg O'Toole Second Year Debrief Oakland

When we first introduced Marga and Greg to readers in a January 2017, Sightings piece, their advice was "Don't buy a

Giving hitchhiking birds a ride is always a cruiser treat. Cleaning up after them . . . not so much.



DOGFISH



Cruisers often help teach English at one of Bahía's open-air classrooms.

CHANGES

project boat!" They had just spent the previous four years refitting their 'bargain' 1977 Peterson 44. When they finally did depart later that summer, they only made it to Southern California before an injury forced another delay — and the necessity



DOG FISH

The original plan was to cruise 'Dogfish' for two years. "Now," says Marga, "it's obvious we will go longer than that."

to go to work again. Finally, in the spring of 2018, they made it south of the border where — as Marga put it in "First Year Debrief" in last January's Changes — "south-ing began happening as advertised." It only seemed fitting that we check in with them a year later to see how it's going. . .

Two years in, and we're wearing out our sunglasses. A few pairs have made dramatic, exotic exits — left at a fancy tropical pool bar during resort time with parents, or whisked away by a Norther during kiteboarding practice in La Ventana. But the majority have simply been worn through, their lens coatings etched

by salt, spray and wayward sunscreen. We still wear our now uniformly bespeckled spectacles — the world is a glimmering, indecipherable, polarized haze.

Since we last checked in with *Latitude*, we've made our way far down the Mexican coast, sailing our way through and then off the guidebook. Sliding south, coastal hills became unbelievably green and lush, coastal towns became more numerous and bustling. The sea became increasingly murky, and fishing success became more sporadic. The southernmost parts of the coastline stretched our definition of "suitable anchorage;" the stern anchor became a familiar companion and dinghy landings became an Event.

Along the way we've enjoyed classic cruising stops — the blown-out volcano island of Isla Isabel, the *panga* jungle tour in Mantachen, the lively anchorage in La Cruz — equal parts boats and whales — and a daily ration of almond croissants from the French baker while in Barra de Navidad. We had friends and family come to visit and enjoyed trying to show them a snippet of our lives. We buddy-boated with new and old friends and said good-byes that came too soon.

We've also enjoyed some stops off the beaten path. Lining the most uncomfortable anchorages, we found towns with no English in sight, no tours being offered, no knickknack stores offering souvenirs. We sipped on freshly made cucumber-lime juice from a hillside stand and thought, "What a gem of a little town we've found here!" We expressed this to a local man we met. "Wow, we've been walking all day around town and haven't seen another gringo!" "Yes," he replied, "The tourism really fell away last year when the drug war started." Oh.

We stopped in one small town just in time to be invited to a holiday weekend honoring the town's patron saint. At sun-

When Marga and Greg got 'Dogfish,' the boat was a neglected, rudderless mess. Their splendid refit shows what a determined couple can accomplish when they put their minds to it.



rise we watched a series of *pangas* launch through the surf, most filled with families, one filled with a brass band who provided the soundtrack as the procession paraded around the perimeter of the bay, singing and throwing out offerings for the protection of the fishermen.

At sunset we made our way into town to watch a bull-riding competition. We drank beers served out of the back of a pickup truck and watched 14 riders each try their luck, admiring the way they jumped off just as the bull attempted to squish them against the perimeter fence. We looked at the way those rickety fence posts heaved and bent with the weight of the bulls, hoping that tonight wouldn't be the night they finally gave way. Dogs and children occasionally ran through the ring, and as the night wore on, so did several drunken men, who, stumbling, tried their hand at bull wrangling for a few moments until they were led out of harm's way. Whenever things were getting a little too wild, the brass band would start to play, distracting everyone from the slight-



DOG FISH

IN LATITUDES



Above: another 'fire in the sky' Mexican sunset. **Left:** Greg tries out *SpongeBob's* sunglasses (note the limpet on the lens). **Above (left to right),** Greg at 'the office' during a work day; the old Ford van used for work, camping, and loaning to other cruisers; the jungle tour at Mantachen.

ly out-of-hand scene in the ring, or the ruckus coming from the bullpen.

We turned north again after reaching Zihuatanejo, making a long run back to the East Cape of Baja. We enjoyed a peaceful, close-hauled passage, ghosting north in 7 knots of wind, 'gusting' to 11. We made increasingly odd meals as we ran out of produce, then eggs, then flour, having decided to skip our provisioning and refueling stop because we couldn't quite bear interrupting our flow. We floated back to Baja in a dream, seabirds keeping us company on the bow pulpit.

We inched our way up the East Cape — roadstead anchoring, surfing, and diving, squeezing out the last bit of cruising before docking in La Paz for another working period — Greg as a digital nomad doing film work, me as an analog nomad fixing people's boats. As young cruisers with an indefinite cruising horizon, we are always looking to strike the right balance

between sailing and working to be able to keep going. We've made, scratched, and revised our plans . . . sometimes seemingly daily.

In the end, we've docked for longer than we ever had before, racking up the work hours in the hopes of building up a longer-term budget. We've bought a towering camper van that circulates amongst the cruising crowd — we'll sell it again when the time comes to move on. We've filled her with tools for boat gigs on working days, and camping and kiteboarding gear for land explorations on our days off. We've gotten her stuck to the axles in sand from below, impaled her on low-hanging, asymmetric parking awnings from above, and maneuvered out of more than a few driving tickets.

We've spent all our days together except for a summer too long apart. We're having fun keeping this thing going, experiencing life unmoored. The more we

sail and travel, the more open the field feels — anything is possible. There have been changes — we have many more miles under our belt, we are less in a rush or hung up on any single destination. My Spanish is getting better, Greg's kiteboarding is really, ahem, taking off. *Dogfish* is getting increas-

ingly dialed-in and cleaned up, and we keep making small upgrades. The dinghy has its first patch, we just started using an anchor swivel, and we've installed an AIS transponder. This season our latitude has gone in a giant loop, ending up not far off from where we were this time last year. You could say we're in the same place, but deeper.

— Marga 12/4/18

Pono — Fountaine Pajot Eleuthera Jim "Homer" and Claudia Holm Across the Pond (Part 2) Santa Cruz

During the Our Oceans conference in Malta in October, 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. Conveniently, it would also get us farther west toward Gibraltar and our ultimate destination, the Caribbean and US East Coast.

Sailing north, we ran into glassy water under the shadow of Sicily and motored to and through the Strait of Messina to take on the challenges of Scylla and

Claudia scores a nice dorado during 'Pono's Atlantic crossing.



ALL PHOTOS DOGFISH

PONO

CHANGES

Charybdis, who guard this narrow passage between Sicily and Italy. (Read this story in my other book, *The Odyssey* — Homer). As it turns out, the Ferries were far more intimidating than these mythical sea monsters, especially at midnight.



Claudia and Homer. When you have to dress like this in the Med, you know it's time to leave.

The squalls that spanked us after exiting the straits were a little bit intimidating, though.

We Googled area history on the sail north for some education on the fly. The reality of Mount Vesuvius and the millions living in the danger zone is fascinating in light of the story of Pompeii. An eruption is overdue and there is no active plan for escape. I find that so human.

I phoned my daughter just to check in, and the cell-phone miracle is that she answered from her hotel just two days north of us. We altered course and met Natalie and Dan for a brunch aboard *Pono*. Their hotel staff loved this, and the weather was perfect for a yachtie morning.

What can be said about Rome? Incredible, fascinating, romantic, crowded. The marina is convenient to buses and taxis, and arriving by boat was the icing on the cake. From here we headed west, toward

'Pono' crew, old and new (left to right): Brooke, Elise and Gregg loving lobster in Anegada.



the Balearic Islands and Spain.

Having been to populated islands in the Balearics, we chose to head for Cabrera this time, and just in time. A fairly energetic storm front washed us down with a few inches of rain and put on an amazing lightning show around the anchorage. We were a lonely boat in a large, protected mooring field, so it was actually exciting rather than frightening. This front hit the Spanish coast with 60 knots, so we were fortunate to be protected on all sides.

Next stop was La Manga, Spain, where we purchased *Pono* last May. We were fortunate to have the assistance of Raymond Asia to help us with numerous jobs, including a haulout to fit folding propellers. He made our lives much easier.

La Manga was the perfect place to watch the start of the Volvo Ocean Race because the boats flew by the *faro* (lighthouse) close enough for us to see all the action onboard. I don't think there is a better vantage point anywhere else in the race to see the action from shore.

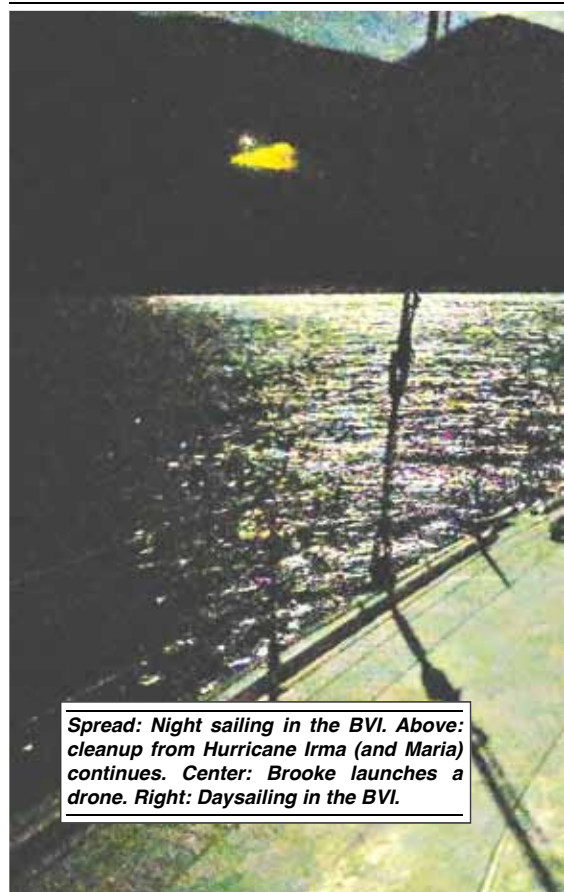
We did not escape Spain until the cold winds of December turned to easterlies, and within three days we were transiting the Strait of Gibraltar bound for Las Palmas, Gran Canaria.

Las Palmas is impressive for its yacht support infrastructure. As the jumping-off point for the ARC, there is every type and size of yacht equipment you could ask for and then some (at good prices, too). Where else would you find a tiny diode at an electronics store for five euros — wait, I mean .05 Euro, the equivalent of 5 cents — and then have it soldered in place for no charge? We did all the work we had time for while waiting for our paying passenger for the Transatlantic voyage. I wish I had bought more cordage there while I had the chance.

On the last day of 2017, we set out from Las Palmas for the BVI with an estimated crossing time of 21 days.

The weather gods smiled upon us, and 21 days and 10 minutes later, we pulled into North Sound on Virgin Gorda. (We

caught and released a barracuda just before arrival, which is why we were 10 minutes late.) Fifteen to 20-kt tradewinds blessed our lonely trackline, with only a few hours of any higher winds. Seas hit 15 feet in a few places but wind and seas were from behind us, so it was about as easy as anyone could ask for.



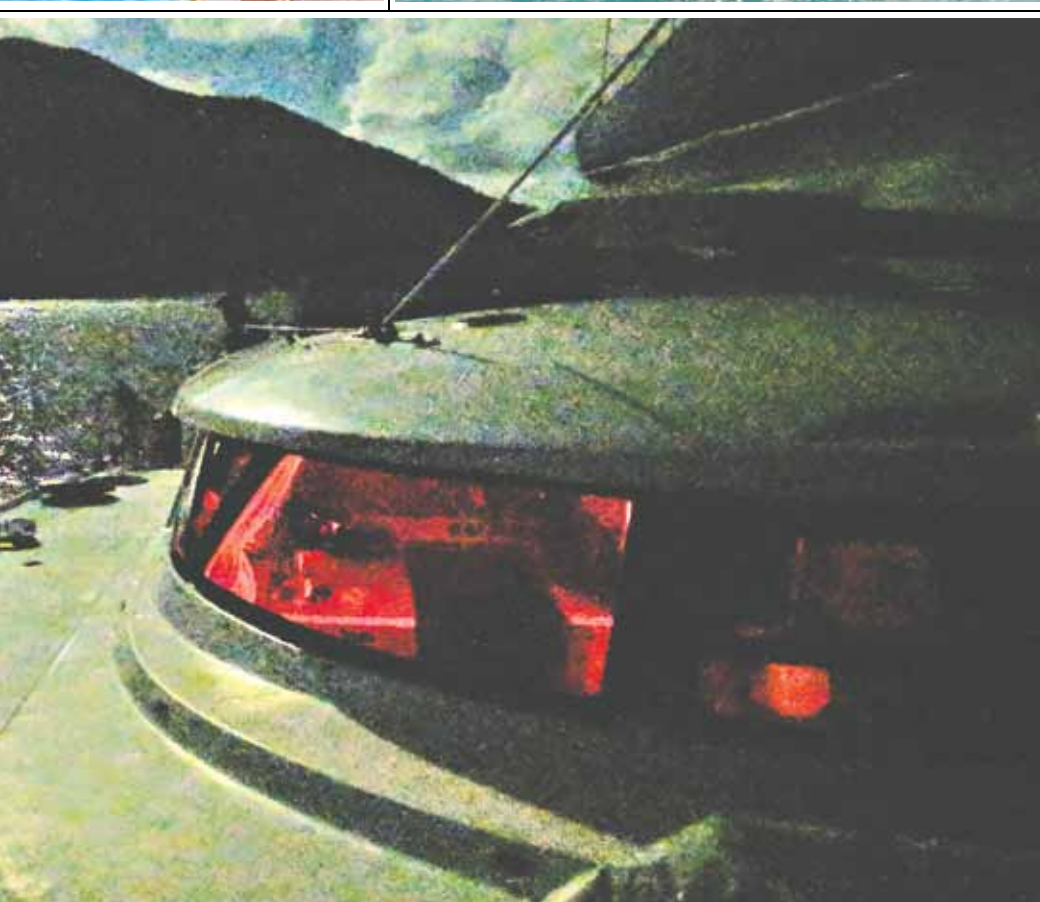
Spread: Night sailing in the BVI. Above: cleanup from Hurricane Irma (and Maria) continues. Center: Brooke launches a drone. Right: Daysailing in the BVI.

This was nice for me with mostly green crew.

We had good fishing. One of our five mahi was pushing 40+ pounds. But the real highlight was that *Pono* danced with a Minke Whale and calf for nearly 300 miles(!) surfing on the tradewind swells on auto pilot. They were having so much fun darting under us and back within a couple meters of the hull. Awesome.

Sunsets were spectacular, with the accompanying cocktails made even better by a few incredible green flashes, and Claudia's cooking kept my pants snug.

IN LATITUDES



It's always nice to shed more layers of clothing with every minute's change of latitude and longitude. By the end, we were out of libations, so it was time to motor through the calms for our rescue at Leverick Bay Marina.

Hurricane Irma laid waste to many parts of the BVI, and Leverick Bay was the last resort standing in North Sound. This became our de facto home base through the winter and the resort staff welcomed us as family. The island residents went through Hell in that storm and their resilience is impressive. Our guests were

happy to support the local economy and we were transported back 25 years to a time before charter yachting dominated the entire country. Although the anchorages were empty, it was also the windiest winter in decades and I dove on every mooring and every time we anchored just to make sure we were secure.

The BVI lifestyle is rising from the infrastructure rubble, with outer islands leading the way past Tortola. Foxy's celebrated its 50th anniversary and we knew it would all return eventually.

Insurance requires we vacate the area

by summer, so we took a month-long private charter through the Bahamas to Ft. Lauderdale on our way to New England for the summer. We will be back in the BVI for the 2018-19 charter season.

— Homer 11/2/18

Readers — In 2008, Holm co-founded what eventually became Clean Oceans International, an environmental organization with a twist — the conversion of plastic to fuel (gas or diesel) by the use of small, inexpensive mechanical converters. Read more about COI in the December 2017, Sightings, "Plastic to Diesel".

Escapade — Catana 52 Greg Dorland and Debbie Macrorie Leaving the Med Squaw Valley

This is it! The final leg of our trip to the Caribbean. It's Sunday, November 11, and we're leaving Mindelo, Cape Verde Islands in the sunrise, bound for Le Marin, Martinique — 2,100 nm nearly due west. There is negligible wind in the 24-hour forecast, but very good winds from the NE arriving late Thursday. We elect to leave early in order to stay out in front of the 75 boats in the Atlantic Rally for Cruisers, who depart today at 0100 local time. No reason to thread our way through the pack in the dark hours of the coming nights.

It is with mixed emotions that we leave the Mediterranean. Both Debbie and I have immensely enjoyed our four years cruising the length and breadth of this incredibly fascinating area. We'll be trading sailing among centuries of civilization for the natural beauty of the Caribbean and the advantage of having a warm and sunny location in the Northern Hemisphere winter. Having said that, we are already making tentative plans to return . . .

The second day out from Mindelo, the wind filled in with a vengeance. We had our brand-new Quantum V4 kite up — our workhorse sail most of the

Foredeck yoga was part of the daily routine during 'Escapade's Atlantic crossing.



ALL PHOTOS PONO

ESCAPADE

CHANGES



Debbie and Greg just returned from, ahem, a four-year escapade in the Med. Above right, carrying on with the 2.2-oz spinnaker that hadn't seen daylight in 10 years. It held.

way across. We often had sustained boat speeds over 10 knots for hours at a time and occasionally SOG into the high teens, maxing out with a short burst to 22. This

was starting to get on my nerves as *Escapade* is a cruising catamaran and our home for most of the last 10 years.

When we got a little lull, we pulled the sock down, stowed the V4 and raised the 2.2-oz symmetrical spinnaker that we hadn't seen since the day we first bought the boat a decade ago. It held and appeared to be structurally fine, so it became our night-time sail and we treated it like it was basically expendable.

It was a fairly quick trip once we got out of the doldrums, and we arrived in Martinique in just under 11 days, having used every combination of sails on the boat. When we really wanted a good night's sleep we ran with one reef in the main and the Solent wing on wing.

Debbie home-cooked every meal, even when it was a little bouncy. We played cards, talked, and read a lot. For crew we had Italian Paolo Dallo, whom we know from our winters in Cortina, and John



ESCAPADE

Morrison and his wife Jessica from our hometown of Squaw Valley. Paolo had never sailed before and had never learned how to swim. At 40 years old, he was just up for a good adventure — and he got it! John was my foredeck crew on my Melges 32 some 10-12 years

ago and since that time has become an excellent sailor and foiling kiteboarder. His most recent exploit was doublehanding his Express 27 *Fired Up!* in the Pacific Cup — his first ocean crossing. It's important to note that both John and Jessica are super-fit, pro-level athletes, incredibly into any physical activity they do and were responsible for *Escapade's* being able to use our spinnakers for so much of the crossing. They were able to kiteboard in the Canary Islands, the Cape Verdes, and at the finish in Martinique.

We became 'honeymooners' in Martinique (cruiser-speak for having our boat/home all to ourselves again) and have just

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completed a relaxing week sailing up the island chain to Antigua, where we will base *Escapade* for the foreseeable future. This nearly 6,000-nm passage started out in Monfalcone near Venice on the northern extremity of the Adriatic in early September, and has been a mammoth three-month push to get out of the Mediterranean before the winter storms set in, with the ultimate destination being the warm waters of the Caribbean. We are seriously looking forward to just hanging out on the hook for awhile . . .

— Greg 12/8/18

Cruise Notes

• We've never considered bestowing an 'honorary' Baja Ha-Ha entry on anyone, but we're thinking about it after hearing from Eric Rigney of **Kandu**. After two unsuccessful attempts to join the Baja Ha-Ha (2013 and 2014), Eric, Leslie and their boys, Trent, 11, and Bryce, 13, left Ventura on their own in February, 2015. Af-

Above: 'Kandu'. Right: the Rigney family — (left to right) Eric, Bryce, Leslie and Trent — will complete a circumnavigation this spring.

ter making their way to French Polynesia by way of Mexico and the Galapagos, they anchored in the Marquesas for a year so the boys could attend the French public school — the first Americans to do so in the Marquesas.

The following summer, the boys earned their French SCUBA certifications in Fakarava, raced team outrigger ca-

noes in Tahiti, and surfed Raiatea, where they also attended a second year of public school. "Having not spoken a word of French prior to leaving California, the boys were now fluent," says Eric.

In May 2017, *Kandu* left Bora Bora for Samoa, Fiji, Vanuatu and Australia where the Rigneys caught

the Sail 2 Indonesia Rally in late July. In February 2018, they headed over to India, crossed the Gulf of Aden, sailed up the Red Sea, and entered the Med through the Suez Canal. They spent last summer exploring the parts and ports of the "Wine-Dark Sea," then headed to the Caribbean via the Canaries and Cape Verde.

Trent left during a stopover in France to start high school in Southern California. Bryce will stay aboard to complete



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CHANGES

the circumnavigation when he and his parents arrive back in California this coming May.

• When Ken and Sherri Bliss of the



Sherri and Ken of 'Cake': "Sometimes we look at each other and bust out laughing in disbelief at how lucky we are to be here."

Beneteau 361 **Cake** were planning their escape, they thought that by now they'd be anchored in some harbor far, far away

from their SoCal homeport. But after five years, they're still in Mexico. "Frankly," says Ken, "we can't find a reason to leave. The Mexicans are indisputably the nicest people on Earth; their food is incredible; for nine months of the year their weather is perfect; the prices are cheap, cheap; and the places we sail into — whether it's the raw beauty of the desert and the sea or the lush jungle in the south — take our breath away."

Cake has become part of a tribe of boats that spend spring and fall in the Sea Of Cortez, and winter down in Barra de Navidad. Most of the time they can be found at their two favorite spots — Isla Carmen and Tenacatita — but, says Ken, "We make ourselves try out a handful of new anchorages every year."

Rent from their San Luis Obispo house provides the Blissers with the means to cruise. For the three summer months they are away from the boat, they couch surf with family in California for a month,



HAPPY DANCE

The dinghy dock and anchorage at El Tigre in Honduras. The good news is that the holding is excellent and there's plenty of swinging room. Inset: Sue and Marty.

then head up to their lake cottage in Canada until fall.

According to Ken, they have no plans for cruising beyond Mexico, "until they kick us out or we get grandbabies."

• In a bit of cruisey deja-vu, we also heard from Marty and Sue McDaniel of the Ventura-based Jeanneau 43 **Happy Dance**. They also started their cruising life on the 2013 Baja Ha-Ha with a plan

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to head on down through the Canal and into the Caribbean. Instead, they also fell in love with Mexico — "and spent four fantastic years exploring the hidden gems of the Sea of Cortez and the Pacific Coast of Mexico," as Sue puts it.

They finally managed to escape *mananaland* last March and, after summering in Bahia del Sol, El Salvador, are presently at Isla El Tigre, on the Honduras side of the Gulf of Fonseca. "We're anchored off the town of Amapala, on the northwest corner of the island, where the holding is excellent and it's an easy dinghy landing at the main pier," says Sue. "Tuk-



HAPPY DANCE

Taxi, schmaxi - you want to get around in Honduras, you go by tuk-tuk.

and a fair money exchange in town; and there's free Wi-Fi next to the town square. Check-in and out is free, and handled efficiently by the port captain and immigration offices located on the main pier."

If you haven't heard of El Tigre before, don't feel bad — neither had we. It's far enough off the beaten track that few cruising boats visit. How few? According

tuks (three-wheeled contraptions that run on a motorcycle engine) are the main form of transportation on the island, and a great way to explore. The people are friend-

ly; you'll find basic provisioning for good prices; there's an ATM

to the port captain, *Happy Dance* was the sixth cruising boat to visit El Tigre in all of 2018 — although that ballooned to nine when *Happy Dance's* buddy boats *Wildest Dreams*, *Chantey* and *Octopus Garden* showed up.

Marty and Sue can't say enough about the place and people. "We'd highly recommend this anchorage to anyone transiting north or south along this section of the coast," says Sue. They're headed south soon, resurrecting the original Caribbean plan. "But if we head back this way," she says, "we'll definitely stop at El Tigre."

- Cruising is its own reward, but if you're looking to enhance the fun factor, consider some of the events coming up in Mexico next month. The first is the 2019 **SailFest in Zihuatanejo** February 4-11. One of Mexico's premier annual sailing events since its inception in 2002, the six-day festival combines fun and games, heartfelt volunteerism and international friendship. Although the tone of the event is lighthearted, the goals are serious: Raise funds for the education of Z-Town's poorest kids. For more information, go to www.portlosninos.com.

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CHANGES IN LATITUDES



If you're still in a celebratory (and/or fundraising-for-a-good-cause) mood after SailFest, head north to the third annual **Barra de Navidad Mexican Fiesta** February 18-25. Structured similarly to SailFest, the Barra event also includes fun stuff for sailors (and locals), with the ultimate goal of raising money for local school programs. For more info, email Pat McIntosh at cruisingnotes@yahoo.com.

• "We arrived in La Paz yesterday and I think I could stay here forever!" said Sta-

An offer they couldn't refuse. Stacey and Eli (inset) acquired 'Shastin' less than three months before the start of the Ha-Ha.

cey Myrick of the Valiant 47 **Shastin**. "I can already feel the La Paz 'bungee cord' growing in my back!" Stacey and hubby Eli were part of the 149-boat Baja Ha-Ha 2018. Like many participants', their route to the starting line was a bit unusual.

The Myricks had planned to do the rally on their former boat, a Hans Christian 36 that they had been preparing for a year.



But when the Valiant came up for sale — complete with new engine, sails, rigging, refrigeration (and a lot more) — it was a deal too good to pass up. The only 'issue' was that they purchased it in August,

which gave them less than two-and-a-half months to get the boat ready, in between full-time jobs, no less.

Mission accomplished. The couple took leave from their respective jobs, so they'll have to return at some point. In the meantime, says Stacey, "We are looking forward to the adventure!"

• Finally, a very happy and prosperous 2019 to all those who haunt these pages, be you old salts, newbies or dreamers. We hope this is the year you dreamers finally cast off the docklines, and all of you find the fairest winds, the most enchanting landfalls and the most interesting people.

And if anything on these pages over the years inspired you — you're welcome. We hope you'll return the favor by sending us some stories of your own, to entertain, educate, and inspire the next generation of cruisers.

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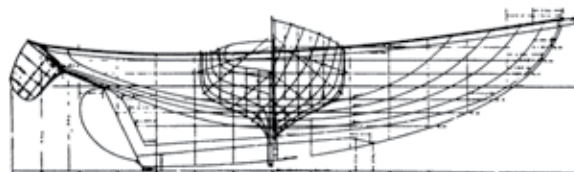
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14-FT WHITEHALL SPIRIT & TRAILER. 2005. Marshall. \$8,500. Single scull with new trailer. Quality Canadian glass, teak, bronze, minimally used, excellent condition. Sculling equipment unused! Unused EZLoader trailer. New cost \$17,450 without trailer. See <http://whitehallrow.com>. Contact jerfishersmith@gmail.com or (415) 663-8336.

10-FT WEST MARINE RIB-310, 2016. Napa. \$2,200. West Marine RIB-310 single-floor, rigid, inflatable gray Hypalon. Purchased new in 2016. 2005 (approx.) Tohatsu 8hp 4-stroke, recently serviced, \$2,200. Contact (707) 888-0450 or scottb@pacbell.net.

24 FEET & UNDER

19-FT OPEN 5.70, 2012. Richmond, CA (SF Bay). \$18,000. Open 5.70 by Columbia Yachts with trailer. Dry sailed. Main, jib x2, spinnaker x2. Keel lift. Safety equipment for racing. Trailer lights/license plate bar. Contact (323) 208-9330 or cjandersonconsulting@gmail.com.

25 TO 28 FEET



25-FT BAHAMA. (Cape Foulweather), 1973. Alameda Marina. \$2,000/obo. Woodworker's unfinished project. Epoxy bottom, all lines led aft, electronic OB. Custom interior needs completion. Good main, jib and genoa. See more at <http://bastress.com/bahama25>. Email woodshop@bastress.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 or (510) 828-1082 or williamconroy@gmail.com.

27-FT CATALINA, 1981. Alameda. \$9,990. Well maintained inboard motor version with tiller. Survey available. Contact 1216foundobject@gmail.com or (510) 504-6626.



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 charlesraymondabraham@gmail.com or (408) 605-6850.



25-FT OLSON, 1984. Corvallis, OR. \$9,000. Hull #9, Asta. Actively raced with many upgrades including Kiwi-Grip 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.



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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 re-finishing, 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.



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.



28-FT ISLANDER, 1975. Marina Bay, Richmond. \$10,000/obo. Designed by Bob Perry. Fiberglass hull, Rooster sails - some need repairs, 20hp Volvo diesel engine, Harken roller furling, 2 Delta anchors with chain. Set up for single-handed sailing, 6' headroom, enclosed head, 2-burner propane stove, ice box, stainless steel sink, teak interior, Needs some love. See <http://alliesuz.wixsite.com/1975islander28>. (510) 332-1057 or alliesuz@gmail.com.

29 TO 31 FEET



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. (415) 259-8831 or dbthlman@comcast.net.



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.



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.



30-FT CAMPER NICHOLSON 303, 1979. Marina de La Paz BCS. \$10,000. Fiberglass, 22hp Yanmar, Mexican registration, imported, Equipped for local cruising. In sound condition. Owned by, for sale by Marina de La Paz in La Paz, Baja California Sur, Mexico. Email Neil Shroyer at daniel@marinalapaz.com.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$18,500. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haulout. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.

30-FT CAL 9.2, 1982. Coyote Point Marina, San Mateo. \$10,000/obo. Deep keel, many upgrades: sails, engine (Univ. M3-20), instruments, tiller autopilot, plus more, original manuals. Pics plus list of upgrades on request. (650) 575-4572 or t.tilley@comcast.net.



30-FT KNARR, 1966. Tiburon, SFYC Berth #208. \$15,000. Danish Borresen wood with fiberglass deck, new rigging and sails. Full cover. OB professionally maintained. Very good condition. Contact Robert Smith at (650) 343-7914 or Clark Beek, general manager, Spaulding Boat Center at (415) 332-3179.



30-FT CAL 2-30, 1968. Ventura. \$17,500. New standing and running rigging, re-built Atomic 4, less than 100hrs. New wiring with Blue Sea AC&DC panels, LED lighting, tri-color, solar panels on top of davit system, windlass, and much more. Call JR. (805) 231-7685 or jr.rousseve@gmail.com.

32 TO 35 FEET



35-FT J/109, 2004. Sausalito. \$139,000 REDUCED. Very extensive updates in the last 3 years. Quite possibly one of the best-equipped 109s available! Race-ready or cruise in style. Contact Jim. See website for pics: <http://photos.app.goo.gl/VgMneynh5VYwvjvB6>. (916) 719-5225 or jng7000@gmail.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



33-FT SYNERGY 1000, 1999. Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 2015 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or john@jstaffarchitect.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@mariposatrainng.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! (415) 892-5776 or wcoastconst@yahoo.com.



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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.



35-FT YORKTOWN, 1974. Oakland. \$17,000. Great boat. New batteries, folding prop, refrigerator, washdown pump, top end on Perkins, includes spinnaker, radar, VHF, tri-color on mast. 2nd owner, has been to Hawaii and Caribbean. (510) 435-5609 or mberndt09@gmail.com.

36 TO 39 FEET



39-FT WYLIE MASTHEAD SLOOP. 1984. Richmond Yacht Club. \$20,000-asking/obo. *Marishanna*. Wylie 39 with gaudy racing record, Day-sailing layout. Comes with full offshore kit. Built by Westerly Marine. Sweet sailing masthead sloop. (415) 383-0949.



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.

38-FT HANS CHRISTIAN 38T, 1977. Alameda. Gorgeous Burmese teak and classic lines inside and out. Steady and confident under sail yet warm and cozy for entertaining. Healthy Perkins 4108. Baby on the way, selling ASAP to best offer. Email apmatrix2007@gmail.com.



37-FT RAFIKI CUTTER, 1997. Fields Landing, CA. Best offer or trade. Presently stored at Fields Landing yard w/ current registration. Interior plywood and diesel need attention, full complement of sails, all rigging, SS tanks, mast and boom, hatches and portholes at site. Full-time yard at site capable of putting *Spin Drift* back in the water. Priced to sell at \$8,750/obo, will consider fine art/collectibles in trade. See <http://tinyurl.com/yblkcun>. Call. (707) 367-1420 or thelazzy@aol.com.



39-FT FREEDOM CAT-RIGGED KETCH. 1983. \$59,500. Tired of the cold? Buy this boat already in warm Mexico. Great liveaboard or for cruising. Easy handling by one or two persons, fast and roomy. Ron Holland design, strongly built by Tillotson-Pearson for Freedom Yachts, listed by Ferenc Máté in his book *The World's Best Sailboats*. 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, 45lb and 36lb CQR and other anchors, 300ft, 5/16 high-test anchor chain, Achilles inflatable, 5hp OB, staysails to fly off mizzenmast, comfy cockpit including fold-down table. Four solar panels, EPIRB, 74gal fuel, 120gal water, dodger, weather cloths. Email delightfulsailing@gmail.com.

38-FT ATKIN INGRID CUTTER, 1976. Chula Vista. \$19,900. Solid offshore cruiser. Dyneema running rigging, bronze self-tailing winches. Modern electronics: AIS, EPIRB, DSC VHF, wireless interface. 54hp Yanmar w/600 hrs. Hydraulic windlass. See <http://goo.gl/photos/D1PX81qfES4CHUL6> or (510) 543-5160.



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 takechances@gmail.com.



37-FT VALIANT ESPRIT, 1981. Monterey, CA. \$45,000/obo. Seriously Aspiring Ocean Cruisers: steal this boat from me. Full solar, new diesel engine, GPS chart navigator, electric toilet, radar, ocean watermaker, fridge, propane heater and stove/oven, electric autopilot and Monitor windvane pilot, a full complement of valuable cruising gear. I've spent over \$90,000 on this boat. At 81, it's time I stopped cruising - and you began. Details about everything, plus photos, are available via email on request. *Wild Goose* is now berthed in a Monterey Harbor slip, being scrubbed and shined up following a 3,500-mile trip to Mexico. I'm ready to sell. Contact howell@howellhurst.com or (415) 272-4851.

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.

38-FT DOWNEAST CUTTER, 1978. Guaymas/San Carlos, Mexico. \$18,000/obo. Extensive ocean cruiser, located in Guaymas, Mx. On the hard since 2012. Roomy, stable cruiser. Illness forces sale. New epoxy bottom. Monitor vane, 2-40W solar panels, newer watermaker, charger, inverter. Basic electronics, diesel cabin heater, sun awning. Universal engine 5432 approx 3800 hrs. 90gal fuel, 90gal water. Sails good to fair condition, cruising spinnaker, full-batten main, staysail, Profurl yankee, add'l spare sails. Double-headed anchor system, CQR, Bruce, Muir anchor winch. Much more. Details and photos upon request. Email slb4262@gmail.com or djhclipper@gmail.com. Or call (360) 961-4183 or (360) 224-4121.



ISLANDER 36, 1975. Sausalito Yacht Harbor. \$14,000. Solid Islander 36. \$12K spent on engine overhaul. Geared for cruising. Email michaelllee001@gmail.com.

37-FT BENETEAU, 2013. Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.

38-FT 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, Schat-tauer, Walker Bay. Motivated seller, trades considered. Contact (425) 785-5828 or michaelecummings8@gmail.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.

36-FT ISLANDER, 1983. Brisbane. \$33,500. PRICE LOWERED! Fantastic liveaboard! Spacious, great sailing! Well maintained; bottom cleaned and hauled regularly. New Found Metals portlights, new canvas coverings, Doyle StackPack, Pathfinder diesel, lots of miscellaneous extras and sails. Contact (415) 244-8109 or rd_satt@yahoo.com.



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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 or (650) 773-3834 or hogancanoes@aol.com.

40 TO 50 FEET

40-FT SANTA CRUZ, 1989. Moss Landing, CA. \$35,000. Custom deck and interior. Built for fast, fun cruising. Large sugar scoop, Volvo diesel, new jib, refrigeration. Needs TLC. It has been sailed around the world. Are you next? (831) 334-1161 or seascope@cruzio.com.

44-FT TARTAN 44, 1975. Kodiak, AK. \$39,000. Cruise Alaska next summer! Well outfitted and capable offshore cruising boat for sale in Kodiak, Alaska. Just hauled and bottom painted in July. Good sails and Yanmar engine. (907) 512-7338 or wjfulton@gmail.com.

47-FT OLYMPIC, 1975. Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



44-FT LYMAN MORSE, 1983. San Diego. \$115,000. Bluewater type with recent survey for \$185k. Watermaker, windvane, 50hp diesel with 1500 hrs, 150 gal fuel, 105 gal water. Contact (831) 238-5393 or guggenheim.charles@gmail.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 tridata and chartplotter and GPS. You will not find a better 393 on the market. See <http://flic.kr/s/aHsm83eAM>. (916) 765-5054 or 2007beneteau393@gmail.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 TARTAN, 1981. Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades include: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tri-color, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



44-FT OUTBOUND, 2000. San Francisco Bay. \$299,000. *Starshine* is hull number two of the Outbound 44/46 series. She just returned from four seasons in Mexico. Yanmar 4JH2-HTE with 3400 hrs, Hood Vectron sails new in 2014, B&G Zeus touch screen electronics with 3G radar new in 2014, carbon fiber rudder with Jefa bearings, Spectra Catalina 300 watermaker, solar, Frigoboat 12v refrigeration, Iridium sat phone, Icom 710 HF radio with Pactor modem. (925) 525-2762 or svstarshine@yahoo.com.



44-FT HUNTER 44 DS, 2006. Schoonmaker, Sausalito. \$149,000. An ideal boat for extended family cruising and maintained in excellent condition by 1 original owner. Loaded w/options, she offers superb value! Wide windows and ports offer real panorama. A creative layout allows for 2 full stms w/2 full heads and stall showers. Continuing to go more upscale, she offers amenities such as TV and Bose audio system. Galley appliances are stainless steel and surrounded by Corian countertops. Low 50 hrs on Yanmar 56hp diesel, high ceiling, spacious, lots of light, bottom recently painted, like-new interior, VacuFlush heads, clean motor with high performance alternator, inverter and more. Slip in highly desired marina can be transferred. See <http://sfbay.craigslist.org/nby/boa/6753612509.html>. (415) 794-1940 or laura@hcmengage.com.



50-FT STARFIRE, 1998. Marina. \$150,000. Great family boat with brand new sails! This boat is perfect for any family outings, just a day on the water, or to sail out for a few weeks. If you love tubing, water skiing, or wakeboarding, I can guarantee that you will fall in love with this boat the same way I did! Contact (707) 509-9595, (707) 292-3767 or baichfranz@gmail.com.



50-FT COLUMBIA, 1976. Bellingham, WA. \$25,000/obo. Including mast, boom, standing rigging, Isuzu C240 velvet drive trans. Totally rebuilt bottom engineered skeg and rudder, foam core raised saloon/pilothouse. New Barient self-tailers. (360) 319-0529 or webandyk@gmail.com.



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53-FT SANTA CRUZ 52, 1994. Richmond CA. \$299,000. *Prufrock*, #6 of 28 built. Is a proven racer/cruiser with two PacCups and cruises to Alaska and Cabo. For survey and other information send email. Include your personal information. Email jdfreeland@msn.com.

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44-FT CUSTOM TRIMARAN, 1968. Los Angeles. \$19,500. 44hp Yanmar (lo hrs), 370W solar, 2000W inverter, (4) 6V house batteries, tankless water heater, shower, propane interior heater, LED interior/exterior lights. Call/text Bob. (310) 809-6044 or bmirabal@aol.com.

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21-FT RANGER TUG, 2011. Sausalito. \$45,000. 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.



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. Email owalerius@gmail.com.



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ADVERTISERS' INDEX

Alameda Marina / Pacific Shops, Inc.31	Charter Pono91	Farallone Yacht Sales.....6	Heritage Marine Insurance36	List Marine Enterprises34
ATN38	City Yachts 11	FlopStopper..... 102	Hogin Sails43	Loch Lomond Marina68
Bahia De Altata 103	Club Nautique.....29	Flying Cloud Yachts..... 113	Hood Sails23	Makela Boatworks 102
Ballena Isle Marina 10	Corinthian Yacht Club46	Fortman Marina.....24	Hotel Coral & Marina.....91	Marchal Sailmakers91
Bay Maritime Group 19	Cover Craft46	Geico Insurance.....33	Hydrovane100	Marina Bay Yacht Harbor47
Berkeley Yacht Club..45	Cruising Specialists25	Gianola Canvas Products77	Iverson's Design44	Marina Cortez.....38
Blue Pelican..... 109	Cruising Yachts73	Glen Cove Marina...27	Jeff Brown Yachts 17	Marina de La Paz98
Blue Water Yacht Insurance..... 113	Davis Instruments.....32	Grand Marina2	KISS-SSB/ Radioteck..... 110	Marina El Cid.....36
Boat Yard at Grand Marina, The 12	DeWitt Studio 112	Hansen Rigging30	Kissinger Canvas43	Marina Mazatlan.....35
Brisbane Marina87	Doyle Sails..... 15	Helms Yacht & Ship Brokers.....32	KKMI - Full Service Boatyard..... 116	Marina Village 16
California Yacht Sales..... 113	Dr. LED98	Helmut's Marine Service 109	Leavitt Insurance 103	
	Equipment Parts Sales 102		Lee Sails 102	

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ADVERTISERS' INDEX – cont'd

Mariners General Insurance73	Outboard Motor Shop.....42	Rubicon Yachts7,8,9	Seatech44	Vallejo Marina.....77
Maritime Institute41	Owl Harbor Marina80	Sail California13	South Beach Harbor22	Ventura Harbor Boatyard.....109
Marotta Yachts.....114	Pantaenius America, Inc.....20	Sail Warehouse, The.....98	Spaulding Marine Center98,101	West Coast Multihulls77
McDermott Costa Insurance69	Passage Nautical.....5	Sal's Inflatable Services.....69	Spectra Watermakers.....103	Westpoint Harbor62, 63
Minney's Yacht Surplus.....91	Pineapple Sails3	San Francisco Boat Works81	Starbuck Canvas.....40	Western Aircraft.....21
Modern Sailing School & Club42	Propele Electric Motors.....41	San Juan Sailing90	Summer Sailstice.....39	Westwind Precision Details40
Napa Valley Marina14	Punta Mita Beachfront Condos.....110	Satellite Phone Store.....37	Sure Marine100	Whale Point Marine Supply.....26
Neil Pryde Sails.....110	Raiatea Carenage Services...99	Schaefer Marine30	Thomas Marine110	Whiting & Wedlock Marine Surveyors...110
Norpac Yachts.....115	Richard Boland Yacht Sales.....111	Schoonmaker Point Marina28	TMM Yacht Charters90	The Wharf Store91
NW Marine Trade Association / Seattle Boat Show63	Richardson Bay Marina45	Sean Alexander Marine81	Trident Funding.....4	Yachtfinders/ Windseakers69
		Seashine109	VacuWash.....34	



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43' C&C, 1973/2010 Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk. **\$139,000**

See at: www.marottayachts.com



37' HANSE 370E, 2008 Low-time Awlgripped dark blue hulled beauty that shows almost as new inside and out. Epoxy hull-epoxy is light, strong, and EXPENSIVE!! Possible downtown Sausalito slip. **\$124,000**

See at: www.marottayachts.com



39' BENETEAU 393, 2002 Never cruised or chartered with deep-draft keel and standard (not in-mast!!) main. Potentially transferable Sausalito YH slip. **\$110,000**

See at: www.marottayachts.com

NEW LISTING



43' STEPHENS CRUISER, 1962 Impeccably maintained by long term owners, she's been updated throughout but retains the traditional lines for which Stephens are known. Potentially transferable Monterey slip. **\$109,000**

See at: www.marottayachts.com



41' PERRY, 1983 The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$74,500**

See at: www.marottayachts.com



40' VALIANT, 1975 TransPac and Mexico vet in turn key ready to go again! Almost no time on totally rebuilt engine, much other updated equipment, provision and GO! **\$74,000**

See at: www.marottayachts.com

NEW LISTING



43' ENDEAVOUR 43, 1983 Center cockpit fiberglass fin keel ketch. Potentially transferable downtown Sausalito slip. **\$69,000**

See at: www.marottayachts.com



C&C 41, 1988 Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$59,800**

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32' WESTSAIL CUTTER The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised ; very low time on machinery. **\$49,500**

See at: www.marottayachts.com



34' CATALINA, 1988. Real clean example of this classic Catalina, with the deep keel and standard rig, low hours (1,200) on Universal diesel, just bottom painted (March, 2018), new sails in 2013. **\$38,500**

See at: www.marottayachts.com



30' CATALINA, 1980 Cheap and cheerful classic plastic that's been repowered with a Universal diesel! **\$16,500**

See at: www.marottayachts.com



33' TARTAN 10, 1980 Sparkman & Stephens-designed winning race boat with new engine (2012), hardware & standing/running rigging. Very good sail inventory. **\$7,500**

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WORLD CRUISER



120' ADVENTURE YACHT/ RESEARCH VESSEL w/12-Passenger Charter Authorization. Classic STEEL Beauty equipped for pleasure cruising or research vessel charter service. Authorized for 12 paying passengers + crew. Low-hours V-12 CAT Diesel. Diesel aux Generators, H2O-Maker, seaworthiness, comfort, crane, helipad & MORE! Well-Found. **\$299,950 Ask**

BARGAIN!



28' ISLANDER BAHAMA Nicely maintained with clean and just full-serviced Yanmar diesel 2GM, new 2-Spar bottom paint, zincs, and propeller/shaft cleaning, depth, wind, autopilot, VHF, tiller, battened main sail with cover, furling jib, and spinnaker. Nice interior with stove-top and galley sink, for economical family sailing ... Asking **\$11,500**

BARGAIN!



36' ISLANDER Sloop. Dsl, Dodger, Roller Furl, lines led aft, wheel & inst. on pedestal, double course lifelines, bow & stern pulpits, mast steps, windlass w/rollers, enclosed head w/shower, great fast & comfortable Al Gurney design, galley, convertible settee/ship's table & MORE! ... **\$18,000 Ask**

NICE!



34' CHB AFT CABIN TRAWLER Diesel, Flybridge & Pilothouse Helms, Heads & Showers in Fwd & Aft Staterooms, dinghy on swim platform, kayak, full galley w/4-burner range, microwave, refrig/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$26,900 Ask**



28' BAYLINER 2855 CONTESSA, Roomy Flybridge, well-maintained, bimini, galley w/refrig, rebuilt engine comfortable, handles well, well-maintained, ready to go & loads of fun! Asking **\$12,000**

REDUCED!



24' DANA BY PACIFIC SEACRAFT Classic Bill Crealock design. Well-balanced, high quality, go anywhere gem. Widely respected as the ultimate pocket cruiser. DSL, beautiful tropical hardwood interior, seakindly & exquisitely crafted; this is a wonderful vessel & she is in excellent condition. Asking **\$39,950**

OUTSTANDING!



38' ERICSON Performance Cruiser by Bruce King. Beautiful condition. Dsl, dodger, awning, bimini, S.T. winches, RADAR, Chart Plot, VHF, depth, Wheel, roller furling, Spinn, full galley, shower, port side aft stateroom, cabin heater, Nav Station, + MORE! Asking **\$49,900**



45' SPARKMAN & STEPHENS Masterpiece by Olin Stephens. Magnificent & beautiful, newly refinished & recaulked. New Yanmar diesel, full galley, full boat cover, copper fastened. Impeccable provenance. *Valiant* is a rare treasure and MUST BE SEEN! Asking **\$94,500**

LOW HOURS!



35.5' BRISTOL blue-water cruiser, fine pedigree, designed by Ted Hood, only 260 hours on YANMAR diesel, wheel steering, perf. cruising keel, roller furl, self-tailing winches, vang, nav station, double lifelines w/pulpits, conv. settee, 1/4 berth, private owners' stateroom, enclosed head & MORE! ... **\$32,500 Ask**



37' AZIMUT Motor Yacht. "PRONTO" is a Sexy Italian Beauty, twin Caterpillar Turbodiesels, 30kts, 20kts cruise, Mediterranean superyacht luxury in a compact package. Flybridge, Bimini, RADAR, GPS, autopilot, windlass, 9KW Onan, inverter, A/C, microwave, refrig, and MORE! Comfortable, maneuverable & SHARP! ... **\$89,000 Ask**



32' ALLIED Sea Wind II Ketch. Robustly-built GILMER-designed off-shore cruiser. windlass, roller-furling, Spinnaker, Diesel, Inverter, Galley w/Force 10, Encl. head w/shower, cabin fireplace, RIB w/outboard, PUR H2O Maker, extra gear not yet installed & MORE! ... Asking **\$25,950**



35' LUHR'S 350 Tournament Flybridge SPORT FISHER, Twin Low Hrs 360 hp 454's, Auxiliary GenSet by ONAN, Bimini, Full Galley, Enclosed Head w/Shower, sleeps 4 + RADAR, Autopilot, Depth, etc. Fast, Comfortable, & EXTRA CLEAN Express Cruiser, Fishing Machine & MORE! ... Asking **\$36,950**

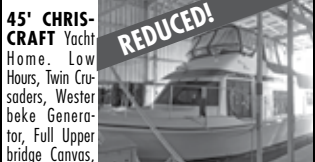


39' SILVERTON FLYBRIDGE 34C CRUISER, Twin Crusaders, 30 kts, in beautiful condition, full Delta Canvas, well-decorated, dinghy & O/B, RADAR on arch, Heart Interface, comfortable & well-equipped, immaculate & MORE! Asking **\$44,900**



28' SKIPJACK on a three-axle trailer. Twin VOLVO Diesels w/ \$13K in recent maintenance/improvement on engines, transmissions & out-drives ... **REDUCED TO \$24,950 ASKING**

REDUCED!



45' CHRIS-CRAFT Yacht Home. Low Hours, Twin Crusaders, Westerbeke Generator, Full Upper bridge Canvas, roomy, in nice shape, open aft top deck. A great fun boat for the Bay & Delta & MORE! ... Asking **\$43,950**



30' (lod) ANGLEMAN Gaff Cutter. Rare Classic "Wavelet" design, exquisitely built in Holland by Mass Bros. Very good condition w/minor deferred maint. Albin Dsl needs work or replacement. Loads of gear. ESTATE SALE! This is a treasure being offered as a BARGAIN! Asking only **\$6,850**



30' NEWPORT MKIII Sloop. Diesel, 2 jibs, main & genoa, roller furling, boat cover, windlass, dbl course lifelines w/bow & stern pulpits, wheel steering, self-tailing winches, galley, enclosed head, H&C press H2O, shower, new cushions, dinghy. Asking **\$19,950**



37' ENDEAVOUR Sloop. Always painstakingly maintained, nicely upgraded & in excellent condition. Dodger & full cockpit enclosure, Lrg sail inventory, 50 hp Diesel, full galley, end head w/shower, good electronics incl. RADAR, inflatable w/motor, solar, A/C unit, well-found w/lots of cruising gear. **\$34,900 Ask**



30' RAWSON Ctr. Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays'l furling, 2 mains, wind-solar-alt charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A Great Garden design & well set up for serious cruising. Asking **\$27,500**

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- USE VACUUM SANDERS
- EMPLOY LARGE CAPACITY SWEEPERS
- CAPTURE & RECYCLE COPPER RESIDUE



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