

Latitude 38

VOLUME 500 February 2019

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Cover:

500 issues is just the beginning! We've enjoyed every mile we've all sailed together on San Francisco Bay and around the world. We're looking forward to many more.

Photo: *Latitude*/Annie

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Since 1977

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

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2006 BENETEAU 393
\$124,000



2016 BENETEAU 55
\$499,000



2016 LAGOON 380
\$340,000

PREMIUM USED BOATS

SAIL BROKERAGE

HUNTER 31, 2006	\$54,950
FIGARO BENETEAU 2, 2003	\$59,000
CATALINA 34 MKII, 2005	\$103,000
CREALOCK 34, 1990	\$69,000
FIRST 36.7, 2005	\$77,000
CATALINA 36 MKII, 1995	\$49,500
LAGOON 380, 2016	\$340,000

OCEANIS 38.1, 2018	\$239,000
BENETEAU 393, 2006	\$124,900
OCEANIS 41.1, 2018	\$298,000
BENETEAU 423, 2003	\$154,000
CATALINA 42, 1993	\$81,500
LAGOON 450, 2016	\$620,000
DUFOUR 460, 2018	\$399,000
OCEANIS 55, 2016	\$549,000

OCEANIS 55, 2016	\$499,000
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POWER BROKERAGE

BARRACUDA 7, 2015	\$79,000
BOSTON WHALER 305, 2005	\$119,000
SEA RAY 320, 2005	\$88,500
ISLAND GYPSY COCKPIT, 1986	\$92,500

PASSAGE SERVICES

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NEW YACHTS ON DISPLAY



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Oceanis 41.1

THIS MONTH'S CHARTER EXPERIENCES

**Chinese New Year
Celebration on
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Sunday, Feb. 10**

**Romance on the Bay:
Valentine Champagne
& Roses Cruise
Saturday, Feb. 16**

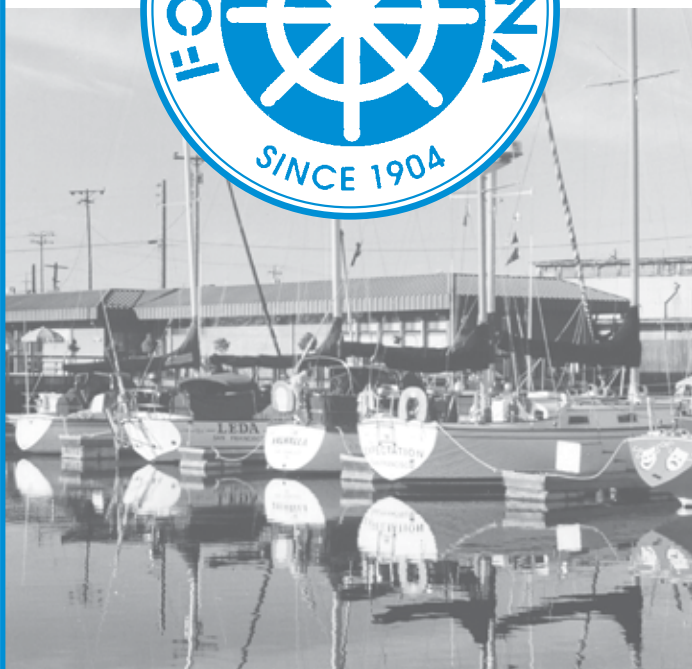
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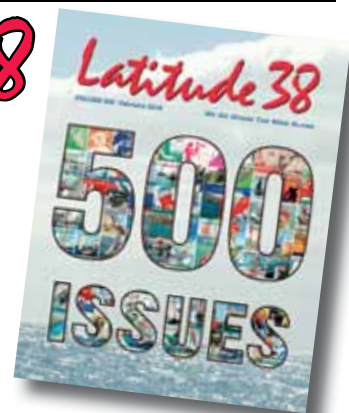
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Latitude 38

we go where the wind blows

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43' SLOCUM CUTTER, 1983
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41' HUNTER DECK SALON, 2008
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38' PROUT CATAMARAN, 1999
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36' HUNTER 36, 2011
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36' LAPWORTH L-36, 1960
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36' ISLANDER, 1978
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32' ALOHA 32, 1988
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50' STEVENS CUSTOM 50 S&S, 1987
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47' ALDEN DOLPHIN, 1973
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30' S2 9.2M, 1977
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28' ALERION EXPRESS 28, 2004
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2018 Catalina 425 \$287,566



2000 Catalina 470 \$212,000



1993 Catalina 42 \$118,000



2007 Catalina 387 \$165,000



2006 Wauquiez 41 \$195,000



2012 Beneteau Sense 43 \$299,000

New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2018.....	320,405
42.5' Catalina 425 3-cabin, 2018	287,566
38' Catalina 385, 2018	235,644
35' Catalina 355, 2018	197,992
31' Catalina 315, 2018	139,629

Pre-Owned Catalina Yachts

47' Catalina, 2000	212,000
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

Pre-Owned Ranger Tugs

25' Ranger Tug SC, 2016	130,000
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F A R A L L O N E

1070 Marina Village Parkway, Alameda, CA 94501
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CALENDAR

Non-Race

Jan. 25-Feb. 2 — Seattle Boat Show, Centurylink Center & South Lake Union & Bell Harbor Marina. Free shuttle among the three locations. Info, www.seattleboatshow.com.

Feb. 1-3 — North U.S.O.D.A. Youth Clinic with Dave Perry in J/22s, San Diego. SDYC, www.sdyc.org/soda.

Feb. 1-Mar. 18 — Tall ships *Lady Washington* and *Hawaiian Chieftain* will be in Oxnard 1/30-2/11 (HC only); Ventura 2/13-3/4; and Monterey 2/28-3/18. Info/tickets, (800) 200-5239 or www.historicalseaport.org.

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. 2, 9 — Trekking the Bay Model, Sausalito, 1:30-2:30 p.m. A free guided tour. Info, (415) 332-3871.

Feb. 2, Mar. 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.

Feb. 2-23 — 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.

Feb. 3-24 — 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.

Feb. 4 — PICYA Delegates' Meeting, Sequoia YC, Redwood City, 6-10 p.m. Info, www.picya.org.

Feb. 6-27 — 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.

Feb. 9 — The Bay Model Wants You! Sausalito, 10-11 a.m. Volunteer orientation. Ranger Joanne Jarvis, (415) 289-3027.

Feb. 9 — Ship Operations in the Bay, Bay Model, Sausalito, 1-2 p.m. With Captain Craig Thomas of Agile Marine. Info, (415) 332-3871.

Feb. 9-10 — Sweetheart Sails aboard *Californian* and *San Salvador*, San Diego. \$59-\$99 includes champagne and chocolates. Maritime Museum of S.D., www.sdmaritime.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/product/trim-seminar-redwood-city-ca.

Feb. 14 — Take your Valentine for a sail.

Feb. 14 — US Sailing Safety at Sea, Marshall/Luepke Center Vancouver, WA. Classroom & hands-on seminar. \$237.50-\$475. Info, www.thesailingfoundation.org.

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

Feb. 18 — Presidents' Day.

Feb. 19 — Sail under the full moon on a Tuesday.

Feb. 23 — North U Sail Trim Seminar, Berkeley YC, 9 a.m.-4 p.m. Taught by Andrew Kerr. \$60-\$135 includes lunch. Info, <https://northu.com/product/san-francisco-ca>.

Feb. 23 — Sail a Small Boat Day, Richmond YC, 10:30 a.m.-3 p.m. Try out all sorts of small boats. Bring a wetsuit & PFD if you have them and a change of clothes. Free and open to all; free hot dog lunch. Info, www.richmondyc.org.

Feb. 23 — YRA Race Committee Workshop Part 1, Encinal YC, 10 a.m.-5 p.m. Classroom & on-water instruction with Jeff Zarwell. Lunch available to purchase at EYC. \$20 covers Parts 1 & 2 (Part 2 will be during the Lightship Race on 4/27). YRA, (415) 771-9500 or www.yra.org.

Feb. 23 — Marine Electrical Workshop with Clark Beek, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 includes coffee and lunch. Info, www.spauldingcenter.org.



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CALENDAR

Feb. 23 — Winter Viper Clinic #1, ABYC, Long Beach, noon. Info, www.viper640.org.

Feb. 23 — The Bay Model: a Bay Oracle, Sausalito, 1-2 p.m. Part of Engineer Week. Free. Info, (415) 332-3871.

Feb. 23-27 — Tall Ships America annual conference, Doubletree Hilton Hotel, Via Cabrillo Marina, San Pedro. Info, www.tallshipsconference.com or (401) 846-1775.

Feb. 26 — Keiko's Legacy: What We Learned from the True Story of Free Willy, Sausalito, 7-9 p.m. With Charles Vinick, Whale Sanctuary Project. \$10 general, \$5 students. Info, (415) 332-3871.

Feb. 28 — South Pacific Bon Voyage Party, Country Inn & Suites, Amador, Panama (Pacific side), 10 a.m.-2 p.m. Co-hosted by Balboa YC, the Pacific Puddle Jump and the South Pacific Sailing Network. Andy, andyturpinatlrg@gmail.com.

Mar. 1 — South Pacific Bon Voyage Party, Shelter Bay Marina, Panama (Caribbean side), 10 a.m.-2 p.m. Co-hosted by the Pacific Puddle Jump and the South Pacific Sailing Network. Andy, andyturpinatlrg@gmail.com.

Mar. 1 — Latitude 38 Movie Night at Spaulding Marine Center, Sausalito. Doors open at 6:30; movie starts at 7 p.m. Screening *Master and Commander: The Far Side of the World*, 2003, starring Russell Crowe. Please do not park in Clipper Harbor's lot. Free. Info, www.spauldingcenter.org.

Mar. 1-3 — BAYS Youth Match-Racing Clinic with Dave Perry in J/22s. SFYC, www.sfyf.org/youth.

Mar. 3 — TISC Volunteer Orientation Day, Treasure Island, 10 a.m.-2 p.m. Training, event sign-ups, rewards program intro, free sailboat checkouts, BBQ. Space is limited; RSVP at <https://app.tisailing.org/event/1903>.

Mar. 4 — South Pacific Bon Voyage Party & Pacific Puddle Jump Sendoff, Vallarta YC, Nuevo Vallarta, Mexico, 2-6 p.m. Co-hosted by Latitude 38. Andy, andyturpinatlrg@gmail.com.

Mar. 7 — Latitude 38's Spring Crew List Party, Golden Gate YC, San Francisco, 6-9 p.m. Social networking event connecting skippers and crew. Munchies buffet, door-prize drawing, color-coded name tags, sailing slide show, guest experts. GGYC's bar will sell drinks. \$10 cash at the door; \$5 for 25 & under. Info, www.latitude38.com/crew-party.

Mar. 10 — Spring forward for Daylight Saving Time.

Mar. 10 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free introductory sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.

Mar. 16 — YRA Safety at Sea Seminar at Berkeley YC. Info, www.yra.org.

Mar. 17 — St. Patrick's Day.

Racing

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

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

Feb. 8-10 — Birthday Regatta & Leukemia Cup, Tempe, AZ. With Dave Perry. Arizona YC, www.arizonayachtclub.org.

Feb. 9, Mar. 9 — Santana 22 Team Racing. SCYC, www.scyf.org.



LATITUDE / ANDY

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CALENDAR

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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.

Feb. 15-16 — Islands Race, 134 miles from Long Beach around Catalina and San Clemente Islands to Point Loma. NHYC/SDYC, www.sdy.org.

Feb. 16, Mar. 9 — Singlehanded/Doublehanded #1 & 2. SeqYC, www.sequoiayc.org.

Feb. 16-17 — Laser Masters Midwinters West in Long Beach. ABYC, www.abyc.org.

Feb. 23 — SSS Corinthian Race. SSS, www.sfbaysss.org.

Feb. 24-25 — California Laser Masters in San Diego, preceded by a clinic on 2/23 at noon. MBYC, www.mbyc.org.

Mar. 2 — John Pitcher Memorial Regatta. CPYC, www.cpyc.com.

Mar. 2 — Mercury Series #1 on the Estuary. EYC, www.encinal.org.

Mar. 2 — Berger/Stein #2, Santa Monica Bay. DRYC, www.dryc.org.

Mar. 9-10 — Big Daddy Regatta. RYC, www.richmondyc.org.

Mar. 9-10 — California Dreamin' Match Racing Series Stop #1. StFYC, www.stfyc.com.

Mar. 10 — Baxter-Judson Series Race #1. PresYC, www.presidiyachtclub.org.

Mar. 13 — Wednesday Night Beer Can racing begins. SCYC, www.scyc.org.

Mar. 13 — J/22 Spring Series #1. StFYC, www.stfyc.com.

Mar. 15-17 — San Diego NOOD Regatta. SDYC/Coronado YC, www.sailingworld.com/helly-hansen-nood-regattas.

Mar. 16 — Spring Equinox Invitational Small Boat Race #1. EYC, www.encinal.org.

Mar. 16 — Spring Shorteez Regatta for PHRF 180+. CPYC, www.cpyc.com.

Mar. 16 — Friendship Regatta. TYC/CYC, www.tyc.org.

Mar. 16-17 — Spring One Design. StFYC, www.stfyc.com.

Mar. 16-17 — BAYS Winter Series #4 hosted by SFYC. Info, www.bayarea-youthsailing.com.

Midwinter Series

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

BERKELEY YC — Midwinters, with separate series on Saturday and Sunday: 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 — Corinthian Midwinters: 2/16-17. Info, www.cyc.org.

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

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

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

ISLAND YC — Island Days on the Estuary: 2/10, 3/10. Info, www.iyc.org.

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

LAKE MERRITT SC — Robinson Memorial Midwinters: 2/9, 3/10. Duncan, toro3889@comcast.net or Vickie, vickie-sail@aol.com.

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CALENDAR

2/2. MPYC, www.mpyc.org.

OAKLAND YC — Sunday Brunch Series: 2/3, 2/17, 3/3, 3/17, 3/31. Info, www.oaklandyachtclub.net.

RICHMOND YC — Small Boat Midwinters: 2/3, 3/3. Green Fleet Junior Midwinters: 2/2, 3/2. Info, www.richmondyc.org.

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

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

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

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

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

TIBURON YC — Mott Midwinters: 2/2, 3/2, 3/3 (make-up for 1/5). Info, www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinter Series: 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.

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. 18-25 — Fiesta de Veleros Cruise-in Week, Barra de Navidad, Mexico. Benefits local schools. Mexican Festival on 2/23; sailboat parade & rides on 2/24. Pat, cruisingnotes@yahoo.com or (916) 458-1882.

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.



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CALENDAR

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>.

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.

February Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

Source: NOAA Tides & Currents

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
2/02Sat	0332/2.9	0929/6.1	1624/-0.4	2334/4.9
2/03Sun	0413/2.8	1008/6.0	1658/-0.4	
	HIGH	LOW	HIGH	LOW
2/09Sat	0226/5.1	0800/2.1	1356/4.6	2003/0.9
2/10Sun	0258/5.2	0852/1.9	1451/4.2	2041/1.4
	LOW	HIGH	LOW	HIGH
2/16Sat	0153/2.9	0804/6.4	1503/-0.8	2218/4.8
2/17Sun	0250/2.6	0900/6.6	1550/-1.2	2259/5.1
2/18Mon	0343/2.3	0954/6.8	1636/-1.3	2338/5.3
	HIGH	LOW	HIGH	LOW
2/23Sat	0216/5.9	0811/0.8	1429/5.0	2014/0.9
2/24Sun	0259/5.9	0915/0.8	1540/4.4	2104/1.6

February 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
2/02Sat	0000	0212/1.3E	0454	0800/2.7F
	1100	1406/2.1E	1818	2124/3.4F
2/03Sun	0048	0254/1.4E	0542	0842/2.7F
	1142	1442/2.2E	1854	2200/3.4F
2/09Sat		0048/2.8F	0406	0630/1.4E
	0924	1254/1.9F	1554	1842/1.3E
	2136			
2/10Sun		0124/2.7F	0436	0706/1.4E
	1006	1348/1.6F	1654	1930/1.0E
	2212			
2/16Sat		0100/1.0E	0318	0648/2.8F
	0936	1230/2.4E	1654	2006/3.2F
	2336			
2/17Sun		0148/1.3E	0424	0742/3.1F
	1030	1324/2.7E	1742	2048/3.6F
2/18Mon	0018	0236/1.5E	0518	0836/3.3F
	1124	1418/2.9E	1824	2130/3.9F
2/23Sat		0024/3.7F	0330	0606/2.1E
	0942	1254/2.9F	1606	1842/1.9E
	2148			
2/24Sun		0112/3.3F	0418	0654/2.0E
	1042	1354/2.5F	1718	1942/1.4E
	2230			

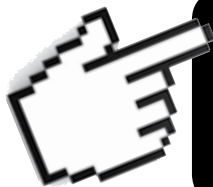
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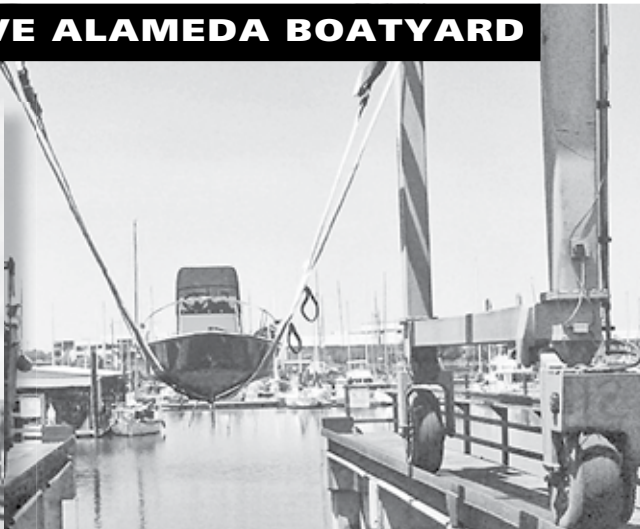
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LETTERS

↑↓ SECOND CHANCE AT LELAND'S FIELD OF DREAMS

I met Leland Parsons in 2017, a rough-and-tumble man with a heart of gold [Leland has been in the pages of *Latitude* many times, most recently in the December issue's *Sightings*]. In August, Leland was back at Jim Drake's Marine at Oyster Point. Jim and Leland have a long and rich history working together.

There were two boats there, a 30-ft Pearson Alberg and a Catalina 27. Both had fresh bottoms on them. Both were second-chance boats. Both were ready to be splashed. It seems that Leland and Jim have a fondness for the classics. Leland would haul them for the city. Jim would store them for free in his yard. Somebody would eventually want them. Crushing these early classics was out of the question. There were other neglected derelicts in the marina that were too far gone and did end up going to the scrapper, but Leland could tell when one had a little more life in her.

This is where I came in.



DAVID SCHURR

David Schurr's Catalina 27 'Rescue Dog' lookin' good after a second chance, some hard work, and a few thousand dollars.

Jim sold me the Catalina for \$1,000. Luck is really just another word for, "Get ready." The \$1,000 went to one of Jim's employees who was working on the Catalina. Now this little project is mine. Yes, I spent many more hours and thousands of dollars making the Catalina seaworthy, and I learned a lot. Far more than the \$3,000 or \$4,000 would have gotten me.

There is something magical that cannot be explained about taking out an old sailboat. Now she lives at Marina Bay in Richmond. My wife and I have spent a year enjoying this fine little yacht, learning her limitations, and romping through the Bay. We aptly named her *Rescue Dog*.

David Schurr
Rescue Dog, Catalina 27
Concord

David — You're right, there is something magical about an old boat that simply cannot be explained (it's nothing against new boats, by the way. We like those too).

What is it, exactly? Is it the unlikelihood that, with just a little sanding and painting and a few grand in new hardware, a 50-plus-year-old vessel can be made to look like new and sail like a dream? Is it the satisfaction of rescuing a sailboat from the scrap heap and resurrecting it? Is it the idea of getting an unbelievable "bargain?" Is it the realization that "bargain" is a tenuous and ultimately deceptive concept when it comes to boats, but that you can still realize the rewards of biting off more than you can chew?

Whatever it is, David, we're glad you that you met up with Leland, that you found an old boat, and that you were able to

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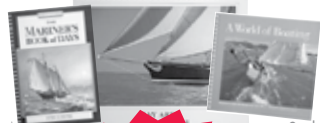
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LETTERS

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IS USING THE ENGINE CHEATING? (CONTINUED)

I'm typing from Queensland, Australia, but I sailed out of the Berkeley Yacht Club in the early '70s and was a member of the first America's Cup using a multihull in 1988.

I try to — and usually do — sail off and on the mooring and anchor every time, as I don't have luxury over here with a marina slip. Yes, I sail in difficult and very difficult situations when I have a motor (I have a small petrol engine on my 720 Farrier trimaran). I do it as practice and a challenge in case I'm ever using the motor and it quits.

I started sailing in 1964, have a 100-Ton USCG sailing-endorsed license, USL Master Class 5 license, and Yacht-master Ocean license. Sailing is not using your engine. Read COLREGS. Just my opinion.

Robbie Cleveland
Kialani, Farrier 720 trimaran
Queensland, Australia

PRACTICE MAKES SATISFACTION

Congrats on a great trip — this couple [Kellie Pollock and her husband Jonathan, featured in the November 26 *Electronic Latitude* "Is Using the Engine Cheating?"] shouldn't worry about anything.

My own experience?

1) Sailing is very relaxing. If you can get rid of deadlines to be somewhere, floating for a bit can be nice.

2) Try sailing away from a mooring. It's fun to think it out in advance. Your first time you might have the engine on in neutral if there are few boats around. The next time you sail off — never turning the engine on — wonderful. That's where I'd start. I used to sail into and out of my slip in the marina — I loved the satisfaction (the boat was only 27 feet).

3) Avoid arriving to or departing from an anchorage at night if at all possible, unless you've been there many times before. I never enjoyed a nighttime arrival.

And wear a lifejacket on deck when sailing, especially if it is blowing. I know it seems lame, but your comfort level equals increased happiness. I see lots of people being macho there who don't get it, especially when sailing solo. I did some boat delivery work — I always had my jacket on deck.

Anonymous

THAT SAID

Two novice sailors who are two years and 4,000 miles into their dream of sailing around the world should not be feeling stressed about what others think when they are under motor. That said, sailing onto and off of a mooring or coming into a dock under sail are great skills to learn.

Carliane Johnson
Kyntanna, Freedom 38
Oakland

AS SOON AS I CAN GET THE SAILS UP

If you are racing, you won't use the engine except in neutral for charging batteries, running the watermaker, etc. Most times I kill my engine as soon as I can get the sails up and am moving along fast enough. I will also take my boat out for a hour to run it, because it's good to run engines under load and to use the fuel (it's not good when fuel sits in the tank for a year).

Greg Clausen
Free Spirit, Beneteau 390
Tiburon

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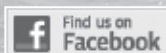
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LETTERS

↑↓ FIJI TO NZ ON A THIRD OF A GALLON

I enjoy sailing and rarely use the engine. But I have a small, handy, 33-ft sloop. The engine is 12-hp and I carry 20 gallons of fuel. I frequently sail onto and off of the hook, moorings and the dock. With limited horsepower and a small folding prop, I believe *Ichi Ban* handles better under sail than under power in most circumstances. This is a bit unusual these days — most cruising boats have a lot more horsepower, relatively speaking.

On my most recent passage (Fiji to New Zealand) I burned less than one third of a gallon of diesel. This was not unusual.

I've owned and cruised a number of boats that did not have engines. I used to be a purist, but no longer consider myself to be one. I use my engine when it suits me. Engines are convenient, and at times having and using one can greatly improve safety. This is especially true for reducing exposure time in inhospitable waters. There is absolutely nothing wrong with using an engine to your heart's content.

That said, it's nice knowing that you can manage your boat under sail if necessary. I urge beginners to learn in small boats and experiment under sail (carefully) with larger boats for this reason.

John Tebbetts
Ichi Ban, 33-ft sloop
Russell, New Zealand

↑↓ CHALLENGING AND FUN

If I am not under time pressure I will sail happily if I can achieve three knots. Once boat speed drops below two knots, I am on the lookout for more wind. If there is none after 20 minutes, I will usually resort to the diesel. Light-wind sailing is challenging and fun, and some of my best memories come from moving the boat along at 3 knots with true wind speeds of 5 knots. It can feel like a magic trick. A clean bottom and feathering prop help.

We are out there to sail, not to get somewhere fast.

Martin Thomas
Kokopelli, Sabre 34 II
Alameda

↑↓ STOKED

The December 10 Week-end Sightings in *'Lectronic Latitude* led with an awesome photo of my son Alistair skippering his *El Toro Pickled Gherkin* (#2163). He is stoked to have been featured in your pages, and, indeed, finds much joy at the helm of his boat. He is very pleased at your appreciation of *Gherkin's* brightwork, as he did much of the varnishing himself.

Thanks for your encouragement of our next generation of sailors!

Nate Spencer-Mork
Berkeley



LATITUDE / CHRIS

Nate — It's always a pleasure to tip our hats to young sailors or old boats. In this case, we get to do both at the same time!

Alistair Spencer-Mork lookin' good in his *El Toro*.

STRONGEST ANTIFOULING



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LETTERS

↑↓ WHAT DO SAILORS REALLY DO IN MEXICO?

What do Americans in Mexico do besides attend parties? Is there regular integration with the townspeople? Boats are definitely cool; do they define everyday living for expats? Is travel the lure? What about community? I want more from my retirement than simply relaxation and a tan.

PS: We don't have a boat now, although we did, and have sailed the Bay and Delta.

Joyce McCallister

Joyce — You raise an interesting question. Obviously, we can't speak for everyone, but here are a few things that our community of sailors does while south of the border (as reported in a December 26 'Lectronic Latitude):

The Banderas Bay Blast's Pirates for Pupils Spinnaker Run raises a few thousand dollars every year for the children of Punta de Mita. The local sailing community — Vallarta Yacht Club, Marina Riviera Nayarit, Mike Danielson of PV Sailing, Paradise Village Marina and Punta Mita Yacht & Surf Club — support the event. Many local establishments help out. The Zihua SailFest is another event that brings sailors together for fun activities that raise money for a charitable cause.

We can't speak to every individual's motives for cruising and living in another country. Everyone absorbs culture in their own way. We tip our hat to you if you're looking for a more meaningful experience, but if someone retires, gets onto their boat, and sails to Mexico with the sole purpose of getting a tan, we wouldn't judge them. We know plenty of people who have worked extremely hard their entire lives and are ready to do a little kicking back with a cold one.

↑↓ WE DO LOTS OF THINGS

The Tenacatita Triathlon — in Jalisco, Mexico — has been a fixture since 2004.

The anchorage turns out en masse and has a great time. It starts at the Mayor's boat, *Harmony*, and everyone swims to shore, runs down the beach and back, and then paddles



ROBERT GLESER

The Tenacatita Triathlon in action.

to *Harmony* with kayaks, SUP boards, whatever. Everyone is a winner, with Robby from *Sur* winning the men's division, Rosie from *Harmony* winning the women's division and Violet from *Sassafras* winning the kid division. Nikki from *Balance* won the geezer division, coming in third overall. Impressive.

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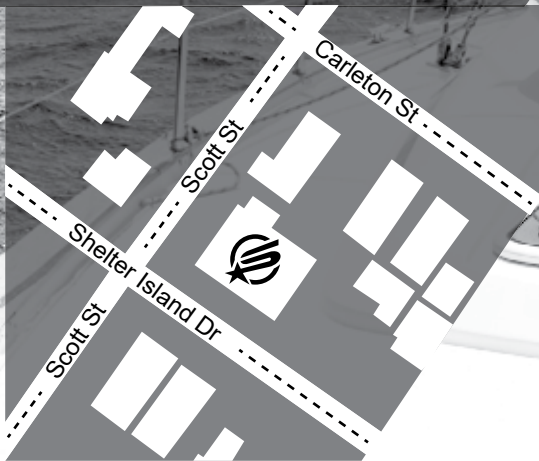
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LETTERS

⇅ GETTING CERTIFIED

My wife Michele and I sold our beloved Catalina 400 *Kailani* a couple of years ago and are in need of a sailing fix. We doublehanded her from Los Angeles to Manzanillo, Mexico, and up into the Sea of Cortez and back in 2010 (seven months of bliss). We also participated twice in the SoCal Ta-Ta (great fun!). Years ago, we also bareboat-chartered in Belize and through the BVI.

We are looking into bareboating in the Med, but they require either a NauticEd International Sailing License and Credentials (SLC), an American Sailing Association International Proficiency certificate, or a US Sailing International Proficiency certificate. I would really like to avoid having to pay for and take three basic sailing courses to obtain the necessary credentials. Any thoughts or suggestions would be helpful!

Cary and Michele Hansen
ex-*Kailani*, Catalina 400
Nawiliwili, HI

Cary and Michele — We have been looking into this, but if any readers out there have suggestions, please let us know at editorial@latitude38.com.

⇅ AN ACTUAL LETTER . . . ABOUT TAHITI

Twenty years ago, from May 26 to June 4, about 30 readers, organized by *Latitude's* current owner John Arndt, went by air to Papeete and points beyond, and then chartered sailing vessels beginning at Raiatea. The only names I can remember are: John Arndt and his wife, Pete Boyce, and myself. Some were from California; others from Oklahoma and Florida.

I am tempted to write because I found about 150 photos [actual prints] that I'm hoping some of you might recognize and identify. Then we could verify some of the memorable events — or hide the evidence!

Paul Poirier
Alameda

Paul — Thanks for your letter, and thanks for sending an actual letter with actual photos. What a rare treat! Unfortunately, we did not recognize very many faces in the pics. It's true, John Arndt was there, and noticed a few familiar faces, but the years, sun and rum all weigh too heavily on our memories.

Beyond knowing that we were there, we only know that we want to go back, as soon as possible. We are going to post a PDF of the story at www.latitude38.com/resources. Thanks again for the analog correspondence.

⇅ THE TABLES HAVE TURNED. LITERALLY.

Table racing is quite popular around Öregrund — a very lovely town on the Swedish east coast, approximately 120 miles north of Stockholm — as a folkloristic/spectacular part of the annual boat festival. The Swedes really love going fast on the water, so this is all about serious racing with almost



PAUL POIRIER

Paul Poirier, Tahiti, circa 1995.



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LETTERS



ELLINOR NORDENSTEN

Table racing in Sweden? Apparently it's a thing.

anything that floats — kitchen tables, powerboats, snowmobiles, you name it. There's plenty of good food, wine, beer, sunshine, and lots of fun and love.

We do it almost every year for three to four months because it's addictive. We passed there several times with our Dutch classic *Blauwe Vinvis* (*Blue Whale*). Somehow, everybody outside the Netherlands seems to think boats with leeboards are "canal boats." They are not! Mostly they were cargo or fishing boats for our shallow coastal and inland waters.

Gerke Brouwer
Blauwe Vinvis
The Netherlands

Gerke — Great to hear from you. We look forward to finding a West Coast-related reason to write about Dutch boats.

Readers — Gerke was commenting on the January Caption Contest(!), which featured a table upside-down on the water with an outboard engine off the back.

⬆️ A STRANGE CAPTION-CONTEST(!)-RELATED STORY

I had a winning caption for the Caption Contest(!), as well as several comments printed in *Latitude 38*. I was also in an article earlier this year about the Sea of Cortez. Love your magazine (online for me) and *Lectronic*.



LATITUDE / TIM

Jim Palermo had the winning quip for the August 2018 Caption Contest(!)

With the boat stuck fast, the chart was thrown to the floor, and the madness was turned on the compass. The solution they came up with: The compass is wrong; unbolt and turn it around.

The caption, "Unbolt the compass and turn it around, we are clearly going the wrong way," stems from an actual event that happened on Lake Mead. Let's just say a bunch of landlubbers became lost on a clear day and ran a houseboat aground because they were convinced that both the chart and compass were all wrong.

With the boat stuck fast, the chart was thrown to the floor, and the madness was turned on the compass. The solution they came up with: The compass is wrong; unbolt and turn it around.

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LETTERS

Don't turn the boat around or anything, turn the *compass* around. In the end, the compass still pointed north, and the boat was still aground.

Jim Palermo
Rat Krewe, Catalina 25
Lake Pleasant, AZ

⇕ SINGLEHANDED LEGENDS

Readers — A month and a half ago, we posted the following picture on our Facebook page, and said: "Tag a friend who's a singlehanded legend." Sometimes, readers, we throw stuff up on social media and have no idea how it will play.

But this one blew up. Here are your comments and tags.



LATITUDE / TIM

"This is a photo of my friend Paul Morgan Witts, on his boat 'Selene', sailing out of Sequoia Yacht Club," wrote Kevin Holden in response to our Facebook post. "And yes, he does fit the description." (LuAnne Graves reminded us that this was the 2018 Westpoint Regatta.)

Dave Paxton still singlehanded into his 80s, Dusty singlehanded around the world because he was afraid of docking and anchoring, and Peter Hogg, Linda Newland and Françoise Ramsay have all crossed oceans singlehanded. Carliane Johnson sailed the Singlehanded TransPac to Hawaii last summer.

So many men and women sail solo because they want to reach a personal goal, or just to get from A to B. Some do just to think without the static of daily interruptions. Some just need to sail like they need to breathe (me) and someone to join them on that day is not around. Sailing is necessary for some of us.

Mary SwiftSwan
Afterguard Sailing Academy
Oakland

A bunch of sailors do the Singlehanded TransPac every year, or have done it many years. I'd say those are the legends!

Anna Stockel
Singlehanded TransPac Class of 2000

Michelle Sevilla tagged Margie Woods. Jennifer Dean Neumann tagged Luther Izmirian. Erica Revecho Wisherop tagged Thomas Wisherop. Leighton Lee tagged Vince Hoffmann. Sabine Faulhaber tagged Mike Pyzel. Phyllis Adams tagged Gary Peterson. Jacci Burgin tagged Gary Burgin. David Henry

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LETTERS

tagged Rick Elkins. Ann Christine Krieg tagged Tom Burden and Liz Clark. Jeff Wahl tagged Vicky Plett and Jeffrey R. Hartjoy.

Kimberly Paternoster tagged our own Ronald 'Ronnie' Simpson. Laylah Smart tagged Keith Nordahl. Sari Pierre tagged James Linderman. Dick Loomis tagged Robert Johnston. Anne Schreiber Thomas tagged Bruce Schwab. Bruce Schwab tagged Anna Stockel. Anna Stockel tagged Lina Ximenes Hampton Nesbit. Lina Nesbit tagged Ken 'the General' Roper, Mike Jefferson, Ben Mewes, Dale Parshall, Barbara Euser, Bob Gay and Bruce Nesbit.

Lou Roper also tagged Ken Roper. Kit Stycket tagged Bernard Moitessier and Warwick 'Commodore' Tompkins Jr. Don Anderson tagged Matt Rutherford.

COYOTE: The Mike Plant Story tagged Mike Plant.

Timothy B. McCormick tagged Max Crittenden. Mark Jordan tagged Mary SwiftSwan. Margie Woods tagged Donna Lange. Hannah Stodel and Kass Schmitt. Vaughn Fischer tagged Chuck Hooper. Trevor MacLachlan tagged Rob Tryon, and included a *Latitude* cover photo of him. Max Crittenden tagged Phil MacFarlane, Rob Macfarlane, Synthia Petroka and Greg Nelsen. LuAnne Graves also tagged Phil MacFarlane. Sarah Callahan Stanley tagged John Callahan. Linda Kolch

Elkins tagged Rick Elkins. Bettie Ann Hough tagged Greg Hardt. Mike Rutledge tagged Nick Clinton, Bea Mewesed, Jim Kellam and Jim Fair.

Tony Bourque and Anne Saunders Mott tagged Jeanne Socrates.

Tony Bourque also tagged Webb Chiles.

Mel Echelberger tagged Jessica Watson. Synthia Petroka tagged Brian Boschma, Elana Connor, Nathalie Criou, David Herzigel, Ornaith Murphy...

And Stan Honey.

Paul Hofer tagged Jaime Cantu. The Westsail *Tortuga* tagged Dave King. Debbie Robertson Graham tagged Jeff Hartjoy.

Denice Weaver tagged Ian Weaver.

Cheryl Lund tagged Golden Globber Susie Goodall ("a friend in spirit!").

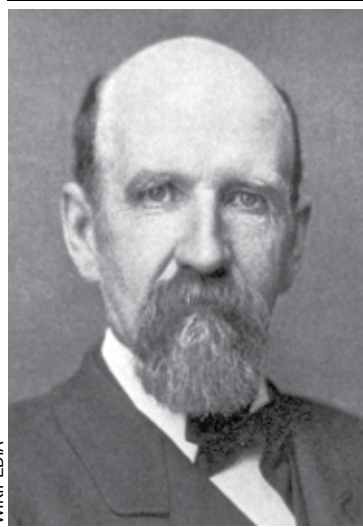
Brian Boschma tagged Mark Rudiger.

John McDonald tagged Joshua Slocum.



JOHN SPECK

"I singlehand 'Legend' all the time!" wrote John Speck. "My daughter's name is Legend, and she was born on the 2016 Opening Day on the Bay."



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LETTERS

⇅ **SPEAKING OF SINGLEHANDING . . .**

I read with interest *Morning Star* on page 70 of the January issue. The author says he sailed from San Francisco to San Diego singlehanded, but several places refers to "we."

I would also love to find out more about how to handle sleep while following the coast, and was also wondering, has anyone done the Baja Ha-Ha singlehanded?

Joe Mannion
Planet Earth

Joe — We know several singlehanded sailors who use the plural when referring to their solo sailing. The "we" could be translated to "my boat and I." That was absolutely what Morning Star author and skipper Lee Johnson was referring to. ("As the sky grew dark and conditions deteriorated further, we caught a sustained gust," he wrote.)

Randall Reeves, one of our favorite singlehanders, actually considers his voyage a 'trio' — and not the me, myself and I kind. Reeves has Mo or Moli, his 40-ft sloop, Monte, his Monitor windvane, and himself (there's even a fourth: Otto, the autopilot).

But you bring up an interesting point. Bernard Moitessier often referred to his sloop Joshua [named, of course, after aforementioned singlehanded legend Joshua Slocum] affectionately, though he did not anthropomorphize the boat (or have conversations with it) in the same way that Reeves does with Monte. But we wonder: Do singlehanders have the urge for company? Logic would suggest that, duh, of course they do. Does this then lead to the search for a 'we' out on the ocean?

Singlehanded is not permitted or encouraged in the Baja Ha-Ha.

As for the sleep part, we'll let Lee Johnson explain: "Sleep offshore, especially in coastal waters, is tricky. I have radar, which I keep in 'watchman' mode. It comes on at a selected time interval of 5, 10 or 20 minutes, and sounds an alarm if a target appears in a given watch circle — usually set for 6 nm. I also have an AIS receiver which sounds an alarm if an AIS target is converging with us.

"Most importantly, however, I only try to sleep in naps of 20 minutes if we're less than 100 nm offshore. For that I have a timer made for just this purpose, called Watch Commander, by www.sailsafely.com. It beeps to alert you if the selected time period expires before you hit the reset button. If you sleep through the beeps, it lets loose with a siren that is physically impossible to sleep through. So, every 20 minutes or so, all through the night, I'm up checking the horizon, making sure we're still on course, etc."

⇅ **WEST COAST(ISH) CIRCUMNAVIGATORS**

I had written in late 2017 to be included in the esteemed list of West Coast Circumnavigators, but I noticed today that *Amulet* hadn't been included yet. I think we fit into category number two, as we were West Coast sailors who actually started our circumnavigation in Europe but 'closed the loop' in Grenada, then returned to Seattle. The details are as follows:

Amulet, a CR 480 DS, with John and Melinda Kennell on-board, departed Grenada in July 2009 and arrived Grenada October 2016. East to West. Grenada, Panama, Seattle, San Diego, French Polynesia, New Zealand, Australia, Indonesia, Reunion, South Africa, Grenada; 33,028 nautical miles. Our homeport is Bainbridge Island, Washington.

John Kennell
Amulet, CR 480 DS
Bainbridge Island, WA

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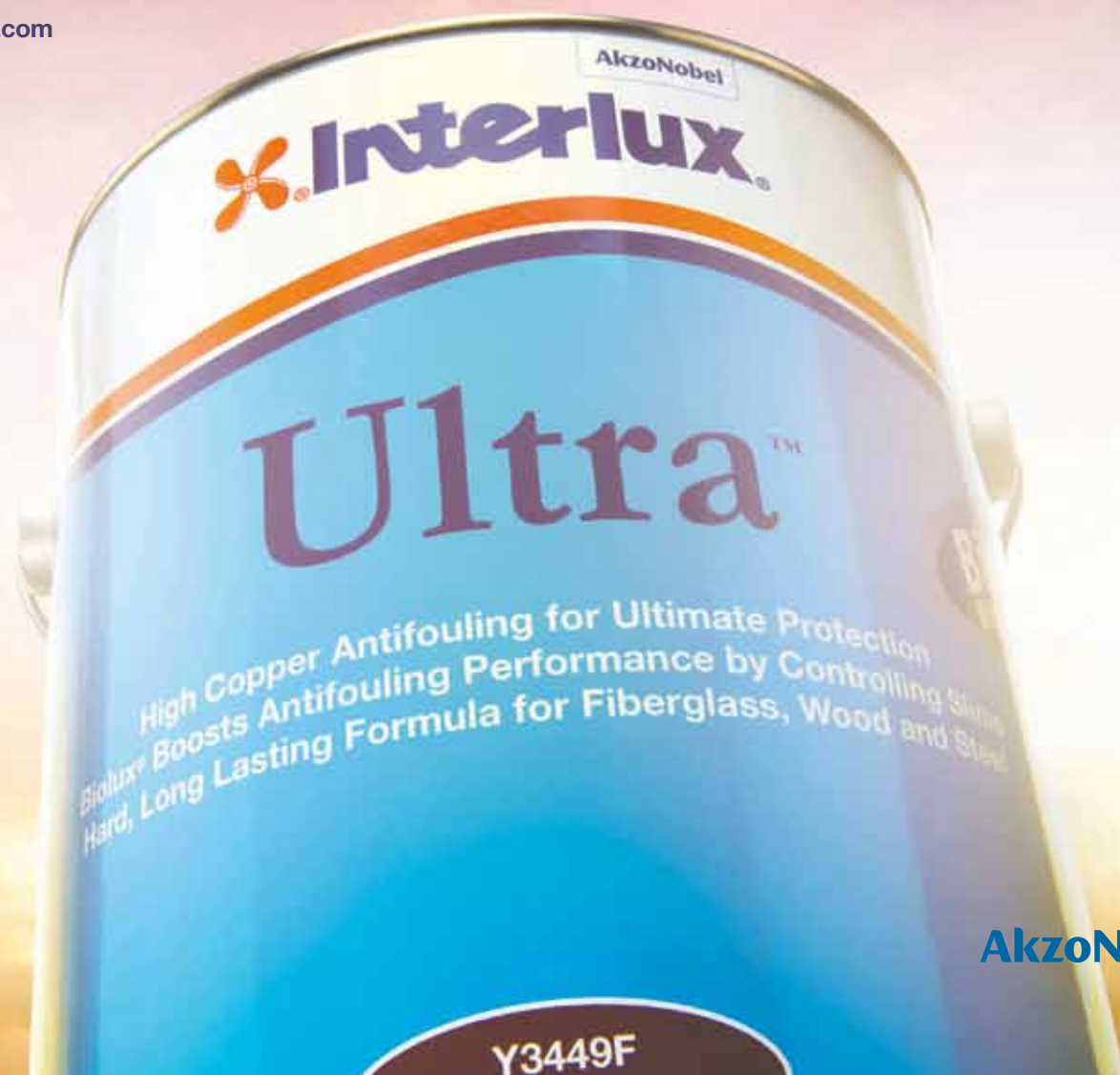
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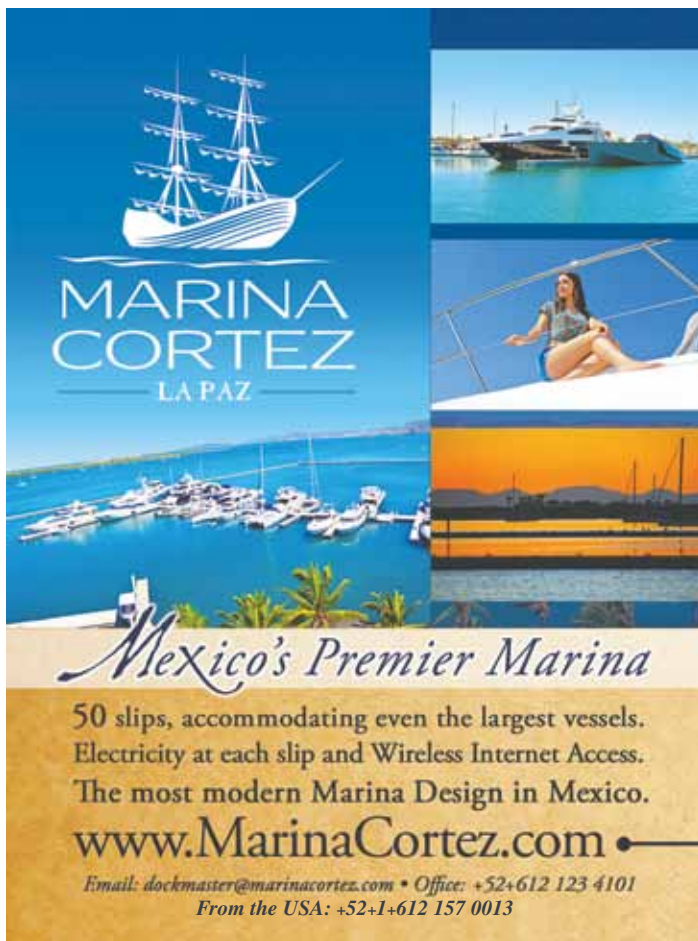
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LETTERS

↑↓ **CIRCUMNAVIGATORS, CONTINUED**

My wife, Ruthie Sandven, and I completed our circumnavigation aboard our Contest 48 *Rutea* on December 17, 2018, having crossed our outgoing track in Bahia de Banderas on the west coast of Mexico's mainland. We had departed from Punta de Mita in March 2011 and had been active participants in the Pacific Puddle Jump.

We visited 38 countries and sailed more than 48,000 miles. We rounded both of the Great Capes, but we sailed around Cape Horn on a friend's boat, not *Rutea*.

We had the good fortune to meet Andy Turpin in both Mexico and the Society Islands, and we send him (and all of the *Latitude 38* staff) our very best wishes and warmest regards for a happy, healthy and successful New Year.



Ruthie Sandven and Neal Schneider.

Neal Schneider

Rutea, Contest 48

La Cruz de Huanacastle, Nayarit, Mexico

John and Neal — Congratulations! We've included you both on our West Coast Circumnavigators' List. Readers, we are currently upgrading our Circumnavigators' List on our new website. Go have a look at www.latitude38.com/circumnavigators. It remains a very exclusive list with just under 400 illustrious members.

↑↓ **A LOVE FOR SMALL BOATS**

After a 60-year love affair with fast sailing dinghies, my original first loves remain unchanged. My top five all-time greatest designs remain the same: 505, Flying Dutchman, Thistle, Windmill and Raven — fast, beautiful and strong. Life is too short to sail slow, ugly or weak. A 505 with a bone in her teeth is a thing of beauty.

Wade Hough

↑↓ **AND RESPECT FOR 505 SAILORS**

It's was very impressive to see California sailors' results at the 505 Worlds [in Fremantle, Australia, as reported in a January 4 *'Lectronic*]. 505s attract people who combine outstanding dinghy sailing skills with foil design expertise.

Arnold Oliver

↑↓ **A REMINDER. ANCHOR AT AQUATIC PARK. PLEASE.**

We had a super time participating in the "Lighted Night in the Cove" at the end of December [which, as we reported in a January 7 *'Lectronic*, supports the San Francisco Maritime National Park Association]. It reminded us how fun wintertime overnights are and that Aquatic Park is a great anchorage.

Pip Ziman

↑↓ **WHAT WE'D LIKE TO SEE AT AQUATIC PARK**

Aquatic Park is indeed a gem. Bathrooms would be nice, but a quick improvement would just be somewhere safe to leave a dinghy while ashore. As it is, I see most boaters leaving their dinghies on the public beach where they are subject to kids jumping on them, tourists taking pictures in them, and shifty people stealing from them. And, if there was a public

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LETTERS

dock to land and pick up friends too . . . wow, that'd be huge!

James Dilworth

Pip, Santana 22

Sausalito



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↑↓ WE'D GO IF THIS STUFF WAS AT AQUATIC PARK

I think they'd get the higher turnout they are after if they put in a dinghy dock (restrooms/showers would be a nice bonus). We'd go regularly, year-round.

Evan Stolze

Alsager, Custom 42-ft Maas/Carter

Sausalito

↑↓ WELL, I'M JUST GOING

I didn't know about Aquatic Park. Now I do. I'll be there within a month.

Chuck

↑↓ WHAT SWIMMERS SEE AT AQUATIC PARK

As a former swimmer in Aquatic Cove I can tell you that from the view of someone in the water the bow of a 40-ft sailboat with a spinning propeller looks no different than the bow of a 40-ft powerboat with a spinning propeller. It looks like a clear case of discrimination to me. I have a 30-ft Mainship, previously a Catalina 36 sailboat.

Bruce Adornato

Mainship 30

San Francisco

↑↓ I WONDER WHY

I have often wondered why powerboats are prohibited. What is the reasoning behind that? The sailboats that I have seen there have their own inboard motors!

'Captain'

↑↓ THIS IS PROBABLY WHY

The Park is used all day, every day, by many swimmers. I think the ban on powerboats is related to swimmer safety. It is much easier to see a swimmer (and avoid her) from a RIB than it is from the helm of a motor launch.

'Skipper D'

↑↓ AND IF YOU DO OPEN IT UP . . .

If you open it up to powerboats, next come noisy speedboats

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LETTERS

and jet skis zipping around. Sorry to sound like an old fart.

Ken Mannshardt
Bay Area

↑↓ HOW 'BOUT A LITTLE INFO?

It is one of my 2019 sailing goals to anchor at Aquatic Park for at least one night. It would be worth publicizing the contact information for the harbor master, as well as the guidelines that anchored vessels are required to follow. It would also be helpful to notify the boating public if Aquatic Park is open during the current partial shutdown of federal government facilities and services.

Bill Crowley
Erewhon, Newport 30-2
Glen Cove Marina, Vallejo

Bill — You can go to www.nps.gov/safr/planyourvisit/aquaticparkcove.htm Yes, (as of mid-January) the Park Service is shut down. Most national parks are still open, but not staffed.

↑↓ HOW ABOUT A LITTLE INFRASTRUCTURE?

San Francisco boasts some of the best sailing and waterfront in the world, but (other than the small Pier 1 1/2) there is no public dock. There was once a large movement to build a quay around downtown Sausalito, but it got quashed. I for one cannot fathom the reasons to retard sensible maritime development around our Bay's most beautiful and obvious locations, to which I add Alcatraz, Treasure Island, Red Rock Island (currently privately held) and McCovey Cove — especially considering that Angel Island tends to fill up on most weekends.

I would happily pay \$100/night to dock my boat in any of the aforementioned locations. Additionally, I think there should be accommodations for owner/operator charter boats.

Captain Grant

Readers — We're glad to hear so many people rally around Aquatic Park, which is one of the true hidden-in-plain-sight gems of San Francisco Bay. Aquatic Park Cove is somewhat indicative of the Bay Area's boating infrastructure: The setting is perfect, but the facilities are either nonexistent or leave a lot to be desired.

As picturesque as Aquatic Park is, it is lacking in bathrooms, showers and — most notably — a safe place to beach or dock your dinghy while ashore. Last summer, after much anticipation and frothing, we were contemplating our first cruise to Aquatic Park Cove and found ourselves daydreaming about being on the hook in the heart of the City. But every time we tried to borrow a dinghy and told someone our plans, we were told, "Oh, no, you can't leave it on the beach unattended. No way." We've since heard other people say that it's OK to leave a basic (engine-less) dinghy for a few hours during the day, but you're taking some degree of a risk in so doing.

But there might be a solution, and the solution is a lot of fun: Go to Aquatic Park, and let the National Park Service know that you're using the cove. According to Aquatic Park harbor master David Pelfrey, the cove has the anchoring capacity of 4,380 sailboats per year, yet fewer than 300 boats anchored there last year. Pelfrey said that the "National Park Service wants the boating community to take advantage of what the park has to offer, and wants to expand services for the boaters, including a dinghy dock/showers/restrooms," wrote Dennis O'Hanlon in a January 7 'Lectronic.

We'll have more on Aquatic Park in a future issue.

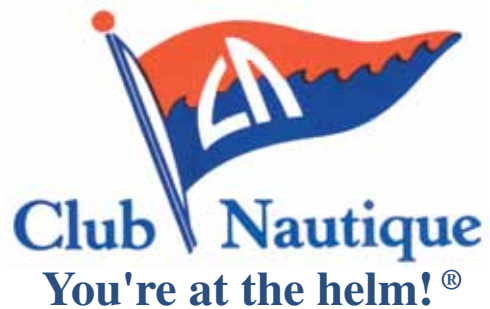
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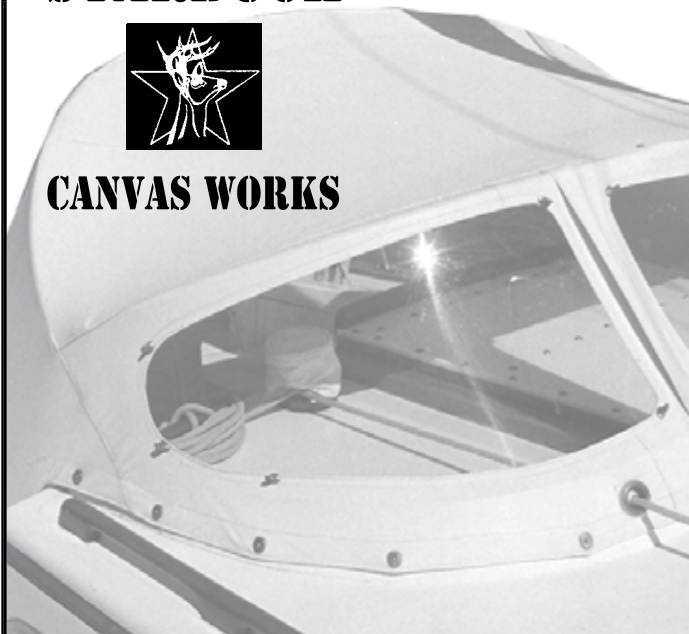
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LETTERS

↑↓ SUPPORTING THE USCG THROUGH THE SHUTDOWN

Bay Area mariners can support our Coast Guard during this trying time by donating to the Coast Guard Mutual Assistance, a nonprofit set up to help USCG families with loans and grants. Go to www.cgmahq.org to donate.

BMCN Jane Piereth
Sailing Education Adventures
San Rafael

↑↓ BEYOND PAYCHECKS, WHAT ABOUT EVERYTHING ELSE?

Even if our wonderful Coast Guard folks agree to work without pay, what about other things needed by the USCG — for example, fuel for their cutters? Are suppliers supposed to provide tens of thousands of gallons of fuel to the CG with a "We'll pay you when the budget stalemate is over," when our president has said that he's willing to close the government down indefinitely to get his wall?

By the way, I did the New Year's Day around-Alameda cruise and noticed four of the new Stratton-class cutters tied up at Coast Guard Island. I've never seen more than two previously. Anticipation of the shutdown?

Luther C. Abel

↑↓ USCG BEER FUND?

Is there a fund for our local Bay Area Coasties? Beer fund? Anything? On the night of January 16 during the storm they were responding to a 25-ft sailboat that had been dismantled outside the Gate and had a problematic motor. I would prefer to keep these guys happy and in business for all our sakes.

Chad Hedstrom
Bay Area

Readers — Please tune into Sightings for the latest on the longest federal government shutdown in US history, and how it's affecting the Coast Guard. For now, we just have to wonder: If only there was some branch of the armed forces that acted as a type of border-patrol agent of the sea. Some kind of . . . Guard of the Coast(?) . . . that patrolled the US's maritime boundaries (which, as it happens, are about four times bigger than our southern border). If only this agency was tasked with



apprehending illegal drugs entering the country (in addition to heroically risking their own lives to protect mariners throughout the oceans). If only this agency seized a record 455,000 pounds of cocaine at sea last year.

Oh well, let's shut down the government over border security.

USCG SEAMAN TAYLOR BACON / LATITUDE 38

LETTERS

Oh, the Coast Guard will be the only branch of the military that won't get paid?

Bummer.

↑↓ KING OF THE TIDES

Not only do king tides produce very high tides, but also tides lower than normal. We noticed boats at our Tiburon marina coming out of the water when they bottomed out [in December] and the water kept dropping. The problem was that the dock lines were pulled tight when the dock dropped lower than the boat. We loosened some people's lines to prevent damage.

Greg Clausen
Free Spirit, Beneteau 390
Tiburon

↑↓ AN INCONVENIENT THANK YOU

I want to thank you for your very thoughtful summary of replies to the flurry of climate change letters you've received. Yes, you are a sailing magazine, and we sailors are intimately dependent on what the weather brings our way. Please continue to provide us with authoritative writing about weather, including the facts, especially the inconvenient ones.

Bill Storm
Roseville

↑↓ AND THANKS FROM TOM WYLIE

We would like to thank you for your ongoing coverage, including items in your *Letters* section, of the current challenges to our ocean health. Our environment is inextricably tied to our atmosphere and our ocean, which are being stressed as never before in our lifetimes.

Ron Young, an avid San Francisco Bay sailor, is in charge of the St. Francis Yacht Club's weekly Yachting Luncheons. He does an outstanding job of introducing our sailing community to many speakers who are focused on the state of our ocean and the efforts to monitor and mitigate the effects of climate change. As lifelong sailors we believe that continually conveying awareness of environmental challenges facing San Francisco Bay and the ocean is imperative. We must work together to find and support solutions.

Tom Wylie and Kim Desenberg
Ocean Planet Explorers
East Bay

↑↓ NO LAKE SAILING IN THE YRA CALENDER?

We received the *YRA Sailing Calendar* and were surprised/disappointed to find the Inland Lake Series calendar has been dropped from the publication. Maybe my copy has a page missing? Our club submitted regatta dates on time and we know they made it because our Wednesday night beer can series is in there. Inquiries to YRA regarding the dates have gone unanswered which led to scheduling Camellia Cup on the same weekend as RYC's Big Dinghy. The only Lake Series events listed are there because they took out an ad. Trailer-sailors are people too.

Mark Werder
Folsom Lake YC

Mark — *The Lake Circuit column was dropped a couple of years ago for lack of space. Lake regattas can still be included on the calendar pages, but FLYC events were not on the Master Schedule supplied to us by the YRA.*

Thanks to John Poimiroo, we've enjoyed including coverage of the Camellia Cup in Racing Sheet for the past few years.

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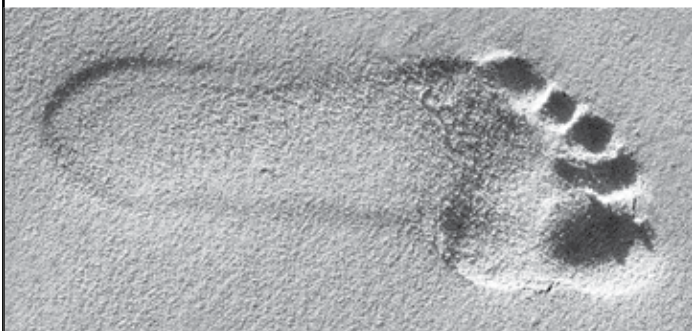
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LETTERS

FLYC has posted their 2019 schedule on their site at www.flyc.org, and we see that the Camellia Cup will be held on April 27-28 this year. Richmond's Big Dinghy is on their calendar for April 13-14, so apparently the conflict has been resolved.

Regattas and other events to be published in Latitude 38's monthly calendar can be emailed to calendar@latitude38.com. The deadline is the 10th of each month.

↑↓ WOMEN SAILORS IN MANAGEMENT

Great issue (December, 2018) as usual. We at the Elkhorn Yacht Club, "The Hidden Jewel of the Monterey Bay," are welcoming our second consecutive female commodore, the sixth since our founding in 1946. Our current board of directors consists of seven women and four men. Our biggest disputes center around our famous bar — like whether to raise the price of well drinks 25 cents. We welcome visiting yacht club members anytime.

Scott Richert
Sea Dreamer, Cape Dory 28
Moss Landing

↑↓ THE 40-YEAR CLUB

I thought it was time for me to write regarding not a 30-year anniversary, but rather, a 40-year anniversary. I am the owner of a 1977 Pearson 365 ketch, which my father bought new in 1978 at Hawkins and Fales in Bristol, Rhode Island.

We kept the boat for many years in Mamaroneck, New York, in the inner harbor on a mooring. My dad was able to secure the mooring because he had gone to high school with the harbor master. We cruised the boat extensively through Long Island Sound and the Cape and Islands. We had a standard cruise that hit Stonington, Block Island, Newport, Martha's Vineyard, and Nantucket and Hyannis, if we did well. My father would let me take college and high school buddies alone to get the boat up to the good cruising grounds. We were highly responsible and did not drink while underway, but once we got onto a mooring we loved to drink beers and cook lobsters. I think back and wonder why my dad was so confident in my seamanship to trust me with the boat, but I only ran aground once, briefly, in Menemsha.

Our club — the Orienta Yacht Club in Mamaroneck — was very unusual. It was a working man's club with an eclectic membership. We had carpenters, electricians and plumbing contractors. We had financial wizards from Manhattan. We had the gentleman who ran the physical plant of the Empire State Building. One member was a US senator. One was a grain commodities trader. One was an engineering consultant who traveled the world. We all worked on our own boats. We painted the bottoms, waxed the boats, did electrical installations, pulled the rig, and did engine work. If you needed help, there was someone around who knew how to do it.

My father and I worked together every weekend throughout March, April and early May to get the boat ready. The boat was our bonding project, and Dad taught me to make a list and tackle projects in a logical fashion. I learned about details and problem-solving.

I went off to college and then medical school, and still went sailing in the summers for about a week — but my dad was left alone to manage the boat. It sat on the mooring a lot. One summer, I was on a pediatrics rotation in Monmouth County, New Jersey, and the forecast indicated the approach of a hurricane. I left a little early and drove all the way to Mamaroneck because my dad was out of town. I got to the boat, lowered the jib, lengthened the mooring lines and doubled them up, and took the dodger off. Heading back, I was the last car

LETTERS

they let cross the Tappan Zee Bridge to get back down to Southern New Jersey. Mamaroneck was a very protected harbor and the boat did fine.

When I was a resident physician in St. Louis, I took a

week of vacation in August to do the usual run up to Martha's Vineyard. My friends and I went into Manhattan to a Mets bar, had some chili burgers and beer, and got out to the boat at 3 a.m. We dropped the mooring lines, went to Buoy 42 in Mamaroneck, and engaged the autopilot to hit Block Island. Usually this took about 18 hours. At 10 a.m., the engine started to overheat, and I shut it down off Milford, Connecticut. I called my dad on a new device about the size of a textbook called a cell phone, and he said, "Did you listen to the weather report? There's a hurricane due to hit New York at 10 p.m." We sailed back to Mamaroneck and picked up the mooring at about 8 p.m. It was a dead calm. That night, the hurricane roared through and the boat did fine. Several days later, we made it up to Block Island. Every single boat was on the beach. If the engine had not overheated, we would have lost the boat on the beach.

I eventually became an otolaryngologist and took a job at the University of California, San Francisco. One day, I was in my office and my dad called. He said, "Hey, Andy, do you want the boat?" I said, "Yes, I guess so." He said, "That was the correct answer," because the boat was on an 18-wheeler and would be in Sausalito in 10 days. That cost me six grand.

Since 1996, *Fat Chance*, with a hailing port of Perth Amboy, New Jersey, has been in Sausalito or Tiburon. Currently, it is at Corinthian YC and has been since 1999. I still maintain it largely by myself with a little help from Ken and Jock at KKMI. My two daughters have grown up with the boat. They were tiny little babies strapped into car seats placed on the teak and holly cabin floor. Now my oldest is a freshman at Berkeley. The boat has been in San Francisco longer than it was in New York. It is spectacularly original.

My dad passed away in 2008. I did not choose the Pearson 365 — it is truly my father's boat. I dream of Express 37s, Santa Cruz 40s, Alerions and Pilots. I agreed to sell the boat once a few years ago for the same amount of money that my father paid for it in 1978. Two days later, I pulled out of the deal. Every time I go to the boat, it reminds me of my dad.

Andrew H. Murr

Fat Chance, Pearson 365 ketch hull #164
Perth Amboy, NJ/Tiburon

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.



ANDREW MURR

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LOOSE LIPS

This month's World Famous *Latitude 38* Caption Contest(!) was a dirty little tale. Popular riffs included: "We're going to need a bigger power washer," "Nice old Columbia needs just a *little* love and TLC," "It'll buff right out," an ode to Chia Pets, and more than a few comments about organic anti-skid, camouflage and "green" sailors. Aaaaannnd the winner is:



LATITUDE / JOHN

When they built our boat, they broke the mold. — Mike Turner

"We'll plant the Cabernet vines in a month or two." — Stephen Lewis

"That is called the Poop Deck." — Kevin Hively

"On long passages we make our own kombucha!" — David Hume

"Here's a toothbrush, get started." — Tony Lavalstitti

"But, I've only been gone a month!" — George Hughes

"The 99-Cents Store paint Bob purchased wasn't exactly the color he had in mind." — Gary Green

"PSA for 30-second miracle. Don't forget the before and after shots!" — Alex Anglin

"You should see the bottom." — Michelle Sevilla Kringen

"Oldie but moldie." — Jim Tullman

"The S/V *Habitat*." — Steve Hodges

The most popular caption in terms of likes on Facebook (19!) was, ahem, ours: "I've taken a look at your boat, and I lichen it a lot!" (Others had similar variations.)

PS: In the nearly 200 comments we received for this month's CC(!), someone said "Boat shaming at its finest." And, indeed, a few people did express their mortification at the state of this vessel. That is not our position. While most of us certainly believe in a degree of cleanli- and shipshape-ness and

enjoy a shiny vessel, we ardently believe in that most sacred of idioms: "Whatever floats your boat." If you're safe to yourself and those around you, and are a good dock neighbor, then just do you.

"I'm insured and my rent is paid. There's no law saying I have to be washed, too," wrote Tony Benado from Berkeley.



TONY BENADO

"This is actually from a similar boat 'parked' in Richmond that I noticed at last year's boat show," wrote Tony Benado.

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Not long after the 2017 America's Cup, a reader called in and emphatically derided the proliferation of foiling, expressing concern that the ultra-fast but remarkably silent blades posed a hazard to marine life.

ALEX SOTO / SURFER.COM



You can just make out the shark in the bottom middle/left-ish of the photo. The collision was enough to send the kiter flying, though he said he saw the shark swim away.

In December 2018, kiter Alex Soto hit a shark in the Dominican Republic while ripping along on his foil board. The viral video, posted on *Surfer Magazine's* website, said that Soto — who was practicing for the 2019 Pan Am Games — wrote in a Facebook post that, "Shark is alive." Soto said he saw the shark swim away and that he "didn't hit it in the head." But his foil was badly damaged.

The video sparked an interesting conversation on our Facebook page about the unforeseen effects of foils. "We care nothing about the impact our recreation has on other creatures," commented Barbara McVeigh, who picked up on that emphatic reader's concern. "I thought of this during the America's Cup races in San Francisco, too. We have a big population of marine life, and God knows what that impact was for a billionaire's whim. *Poor shark.*" ("That shark is super-dead, Let's be real," wrote another commentor.)

There are a few other videos out there showing encounters between watersports enthusiasts and marine life. One YouTube video titled "Shocked Kiteboarder Hits Humpback Whale" shows a kiter — who looks like he's on San Francisco Bay — humming along, then skipping over the back of a whale that appears to be coming up for air.

We're not really sure what the moral of the story is here. Boats and whales have had close calls and outright collisions since the beginning of time. We support sailors, and we support marine life, so we'll end this with a hearty: "Be careful out there, everyone!"

Continuing on our singlehanded-legends kick from *Letters*: "I knew now that I had put a world behind me, and that I was opening out another world ahead. I had passed the haunts of savages. Great piles of granite mountains of bleak and lifeless aspect were now astern . . . I had already found that it was not good to be alone, and so made companionship with what there was around me, sometimes with the universe and sometimes with my own insignificant self; but my books were always my friends, let fail all else."

Joshua Slocum, *Sailing Alone Around the World*



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SIGHTINGS

our 500th issue

When we started thinking about 500 issues of *Latitude 38*, the first thing that came to mind were the names. Peterson, Larson, Heineken, Tompkins, Mull, Holland, Baylis, Easom, McNeill, Cayard, Wondolleck, Prussia, Corlett, Livingston, Disney, Blackaller, Moore, Stapleton. Endless names of sailors who did things great and small, fun and curious. Racing rockstars, circumnavigators and afternoon daysailors. Hal Wondolleck was teaching his eight kids to sail, and it morphed into the Encinal Yacht Club junior program that included stints from Paul Cayard, Morgan Larson and Sean Svendsen. Today, Tom and Cindy Wondolleck's son Dylan (Hal's grandson) sails with EYC, and recently traveled with the US Optimist team in Belgium.

There are too many sailor's names to mention that have rippled through the nearly 100,000 pages printed over 500 issues, plus the infinite terabytes of *'Lectronic Latitude*. Over the years, we've been a yearbook, a scoresheet and a bulletin board (think Facebook without all the soul-sucking drama). We've been, in short, a community, a family and a band of motley miscreants. The names that have graced these pages are, to us, like stars on the sidewalk in Hollywood.

Names like Bill Green and Henry Jotz, Paul Kroll, Hal McCormack, Jim Warfield, Jake van Heekeren (before Pineapple), delivery skipper Robert Flowerman, Bill George, Jim Maloney, Kim Desenberg, Greg Paxton, Pat Vincent, Don Peters, Tom Alexander, Millie Biller, George and Frank Pedrick, Bruce Powell, John Kostecki, Howie Marion, Bill Sisteck, Brian Kellog, Steve Lewis, Annie Lewis, Mike Herlihy, Lynn Wright, Vickie Gilmour, Vicki Sodaro, Gordie Nash, Russ Williams, Tom Krase and even Dee Smith.

We've collected a whole register of names on our West Coast Circumnavigator's List. There was the Reynolds family on *Phoenix of Hiroshima*, Jack van Ommen on a pair of Naja 30s called *Fleetwood*, Lin and Larry Pardey on their Lyle Hess 24 cutter *Seraffyn*, Mark Rudiger on the Volvo 60 *Assa Abloy* (among his many circumnavs), and, just last year, Randall Reeves onboard *Moli*. Reeves is, of course, on that same boat in the Southern Ocean as we write, attempting a record-setting circumnavigation. Not far behind him is Jeanne Socrates, who's trying to set her own record by becoming the oldest person to sail around the world alone and unassisted.

How about these names: In issue #1 there were three advertisers that are still with us today: Pineapple Sails, Gianola Canvas and Sausalito Yacht Harbor.

Speaking of names, we recently unearthed a letter from Jocelyn Nash outlining sailors who spent time with Jim DeWitt — the first Californian to win the North American Men's Sailing championship — at DeWitt Sails. With his artist's eye for talent, DeWitt at one time or another employed naval architects Bob Smith, Tom Wylie, Gary Mull and brilliant sailor/engineer Rob Wade of Santa Cruz.

"How about special shout-outs to colleagues Rob Moore, Shimon Van Collie, Mary Briggs and John McCarthy," wrote our *Changes in Latitudes* editor John Riise. "They were all good friends whose bells have tolled. I am diminished by their passings." And then there's the name of the Big Cheese, the Grand Poobah himself. We would not be here without *Latitude* visionary Richard Spindler. His is a name that speaks for itself.

Our 500th issue comes at a crossroads for our sport, lifestyle and path of sailing, so we're going to take a look back, while also searching the horizon ahead. In this issue, we examine the *Evolution of the*

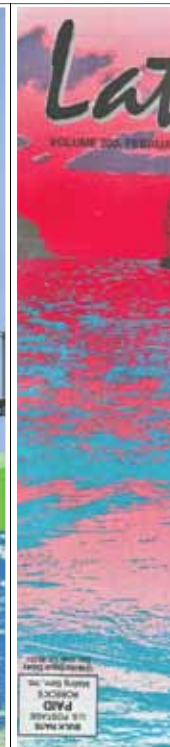
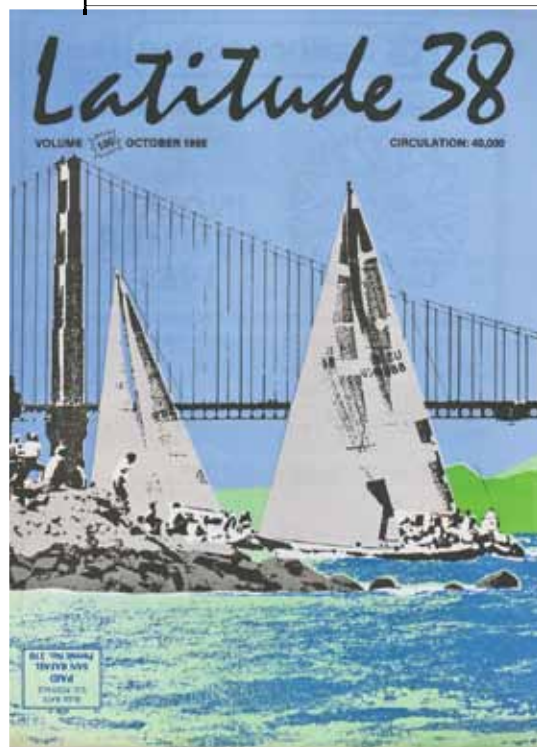
continued on outside column of next sightings page

Top row, from left: The 100th, 200th, 300th and 400th issues of Latitude 38 (note that we didn't always mark the occasion — silly us). Bottom row, right photo (from left to right): Pierre, Paul and Danny Cayard. Center photo: Four generations of sailing Nashes, as seen at Richmond Yacht Club in 2015 (left to right): Nicholas, Jasmine, Jocelyn, Gordie, Addison (in front), Chris, Nick and Sam. "Nicholas just joined the Navy." Left: A photo from volume 60, June 1982, of Jocelyn Nash, the only female entry in that year's Singlehanded TransPac.

a 'ha-ha' from

If you are one of the many sailors making plans to participate in this fall's Baja Ha-Ha XXVI — over 10,000 sailors on over 3,000 boats have preceded you in the last 25 years — please note that the event will start a week later than in recent years. The Ha-Ha Costume Kick-Off Party will be on November 3, and the awards ceremony will be on November 16.

The Ha-Ha, of course, is the annual cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at funky Turtle Bay and pristine Bahia Santa Maria.



latitude's founder

The event is open to boats over 27-feet in length that were designed, built and have been maintained for open ocean sailing. Last year, 149 boats and 551 sailors participated, keeping its place as the largest long-distance sailing event on the West Coast.

There are two excellent reasons why the event will start later than in previous years. First, to avoid any conflicts with several fishing tournaments in Cabo that greatly reduce the number of available

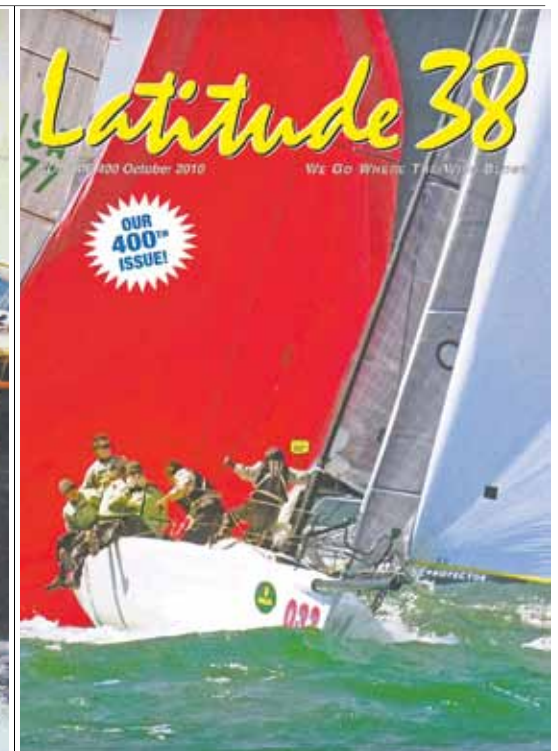
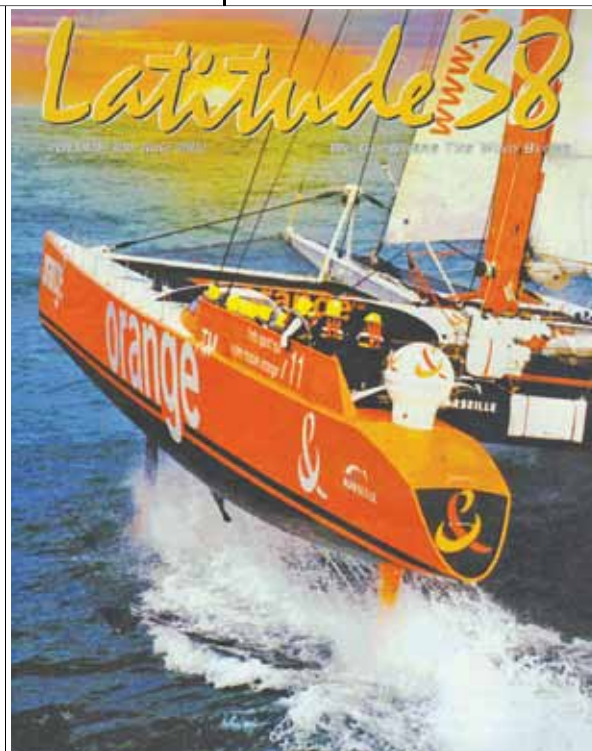
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500 — continued

Bay's Waterfront. We're not gonna lie, sailing is facing some serious challenges. But with those challenges come the opportunities for our community to rally together and speak loudly and passionately for our sport. It's a chance to be stewards of sailing, and to shepherd in the next generation.

Because those are the names we're most excited about — the ones that we've not yet heard. We're excited to meet the couple who went sailing for the first time with friends, got the bug, latched onto a dream, and dropped everything to go cruising. We're excited to learn the name of that kid who's been quietly training her heart out for years, and will soon take Olympic sailing by storm. We are, in the end, excited for the future, for what's next, and for what's beyond the horizon.

— latitude



LATITUDE / CHRIS



LATITUDE / JOHN

editorial: the coast guard is the wall

Just minutes before we sat down to write this piece, the federal government appears to have temporarily reopened. The announcement by President Trump on January 25 brought to an end, for now, the longest shutdown in American history. For 35 days, some 800,000 federal workers were either furloughed or forced to work for free.

Among them was the United States Coast Guard. This included roughly 41,000 active-duty service members and 2,100 civilians considered essential. Another 6,400 civilians were furloughed. "The Coast Guard continues operations authorized by law that provide for national security or that protect life and property during partial government shutdowns," read an official USCG statement.

The Coast Guard's ensnarement in the shutdown exemplifies the contentious standoff over the border wall, but also highlights deep-seated differences about border-security priorities.

The Coast Guard was the only branch of the armed services to be

continued on outside column of next sightings page

the poobah's ha-ha

slips in the marina. By starting on November 3, we'll arrive after all the tournaments have ended for the season.

Second, given the vagaries of climate change, the later start date further reduces the already very slight chance of a tropical storm threatening the Ha-Ha. For the record, even when the Ha-Ha started two weeks earlier, as it did for the first 20-some years, there was never a tropical storm to cross the Ha-Ha path. But the later date gives an even greater buffer.

The November 3-16 dates also work out well because Thanksgiving is so much later in the month — November 28 — than in most years.



— continued

A second significant change is that the fleet will now spend an extra day at Bahia Santa Maria, always the fleet favorite, and one less day in Cabo. Spending an extra day in BSM will mean participants can have a more leisurely perspective on the 240-mile second leg.

The schedule will also allow for some flexibility. For example, boats that signed up late but absolutely have to get a slip in Cabo might elect to leave Bahia Santa Maria one day early to get a slip for one day only in Cabo. But don't worry, we'll still have the big, silly party at Squid Roe and the world famous *From Here to Eternity* Kissing Contest.

The Coast Guard, seen here training in the surf off Ocean Beach, San Francisco, at the end of 2018, has been involved in more rescues than we can mention during the course of the 35-day shutdown. Risking their lives for sailors is just what the Coast Guard does. But doing it without pay? That's a bridge — or a wall — too far. Inset: This is a meme of our creation, and does not necessarily reflect the Coast Guard's views. The USCG has always served without comment, and remains apolitical.



USCG SEAMAN TAYLOR BACON / LATITUDE / CHRIS

coast guard — continued

working without pay. While the rest of the military falls under the Department of Defense, which is fully funded through September 2019, the Coast Guard operates under the Department of Homeland Security. In late December 2018, a last-minute political maneuver covered the Coast Guard's last paycheck from the period just before the shutdown began. But as mid-January came and went, the Coasties were working for free.

On January 22, Coast Guard Commandant Admiral Karl Schultz posted a video on Twitter expressing his frustration over the budget stalemate. "I remained heartened . . . by the outpouring of support from communities across the nation. You, as members of the armed forces, should not be expected to shoulder this burden. Ultimately, I find it unacceptable that Coast Guard men and women have to rely on food pantries and donations to get through day-to-day life as service members."

The outpouring of support for the Coast Guard, especially here in the Bay Area, has been profound. Numerous yacht clubs have held dinners for Coast Guard members and their families, and there have been numerous collections of groceries, supplies and gift cards around the Bay. Our readership has long praised the Coast Guard's life-saving efforts, and wrote in frequently to ask how they could help.

When President Trump first came to power in early 2017, the administration initially called for a 14% cut to the Coast Guard's budget (down to \$7.8 billion), hoping to reallocate funds from across the federal government — including the Transportation Security Administration and the Federal Emergency Management Agency — to the border wall. That draft-budget proposal was eventually abandoned, and the Coast Guard's allocation actually increased to over \$10.5 billion in 2018, with a proposed \$11.65 billion planned for 2019 (which had yet to be finalized as the shutdown began).

But in June 2018, the Washington *Post* obtained an internal Coast Guard message saying that \$77 million of its budget could be shifted to "other parts of the Department of Homeland Security . . . Most of the funding would go to Immigration and Customs Enforcement, which also is part of Homeland Security. The department has the authority to move money around between its components and may also shift other funding to pay for ICE operations." In June, a Department of Homeland Security spokesperson said that they were "currently evaluating the need to reallocate funds, and will do so in a manner to minimize the impact on [Coast Guard] operations and mission execution to the maximum extent possible."

Here lies a fundamental debate over national-security priorities. The Coast Guard is the premier security agent of the sea, which makes up the largest part of the United States' border. The Coast Guard is also the chief drug-enforcement agency of the sea, and seized a record 455,000 pounds of cocaine from traffickers last year. And this, of course, is only part of the Coast Guard's mission. They also put their lives on the line for mariners every day. The government is only open for three weeks, and there does not appear to be any consensus over the border wall. We emphatically agree with Admiral Schultz. Not paying the Coast Guard is simply unacceptable.

— latitude

nat in the r2ak

When we heard that San Francisco sailor Nathalie Criou had entered her Beneteau Figaro 2 *Envolée* (as Team Shut Up and Drive) in the fourth Race to Alaska, our first question was "Why?"

"It seems to be the perfect mix of adventure and racing," she replied, also citing the beauty of the course along the Inside Passage to Ketchikan, AK. "It's the spirit of the race. Every decision is a race decision. Nothing has been decided by the race committee, except, don't bring any motors with you."

Nat and her crew have been discussing the R2AK for about a year. "Initially we were thinking of a multihull. We decided to try the monohull after the experience of the Sail Like a Girl team." Last year's winning team was the first in a monohull, a Melges 32. The Figaro is 32 feet. "It's a boat we know how to sail, so we think we can be more competitive on it."

Two of Nat's crew, Satchel Douglas and Neil Roberts, are veterans of the 2016 race, Satchel with Team Salish Express on an Express 27, the former Bay Area boat *Libra*. Neil went on an Olson 30 with Team Hot Mess. "Their human propulsion system was just a bunch of oars. The last night before the finish they rowed for, like, eight hours nonstop — it was pretty brutal. They got passed by a much smaller, slower boat that had a better system. Neil and Satchel both wanted to do it again, and they approached me with the project."

The team will also race in the Oregon Offshore Race from Astoria to Victoria, BC, on May 9-12, and the Swiftsure out of Victoria on May 23-27. "The whole package just sounded too good to pass up."

Nat, Satchel and Neil have been racing together for about three years. "We very much enjoy sailing together." The fourth member of the team is Tanguy de Lamotte. A vet of two solo around-the-world Vendée Globes, several Route du Rhums and the Transat Jacques Vabre, the French sailor has moved to Sausalito.

In 2016, Neil and Satchel agreed that their rowing system was inefficient. "It was not only slow, it was very tiring on the crew. They looked at boats that had pedal-drive systems. In general, bikes are very efficient machines. The mechanical advantage is very great. So, there was a natural conclusion that a pedal system was the best type we could have for human propulsion." The team tested a prototype to determine how much power they would have to exert to move the boat at a certain speed through the water. "We decided we want to have four cyclists. So now we are recruiting cyclists. The team will have four people who have a specialty, sailing, and then four people who have another specialty, biking. Obviously, we will share duties. But part of the team will be optimized for heavy air and part for light air. This race features my two sports, biking and sailing." In a typical week, Nat covers between 60 and 100 miles on her bike.

The team is now working on their second prototype. "We'll be fairing the tubes that are attached to the propellers. We'll be testing with two bikes — we've just tested with one bike. The propeller needs to be a little deeper. Our initial prototype was just clamped on, which was not very stable — we couldn't push hard on the pedals because the bike would have fallen off." The system is easy to assemble. "During the race the propellers will come out of the water so that when there's wind we won't have extra drag. There'll be four bicycles in two tandem systems, two bicycles per propeller. The system will stay at the back. It should be pretty strong and sufficiently light. We'll have to balance it by putting a little more weight forward than we normally would. We still have to experiment with that."

The race will start on June 3, and the weather in June can be hard to predict. Nat is hoping for high winds. "The Figaro is very fast in heavy air. The heavier the better, as far as we're concerned. It's pretty certain that we'll have very little air at the beginning. Vancouver Island blocks a lot of the wind that would come from the ocean." She estimates that the race could take 6 to 10 days to finish.

continued on outside column of next sightings page

the poobah's ha-ha

The Grand Poobah, who will be leading the Baja Ha-Ha for the 26th year in a row, encourages you to participate to make lots of new friends, for safety in numbers, and for just plain old fun. If you have any doubts about whether being part of a Ha-Ha is a good thing, the Poobah suggests you ask folks who have done one or more.

The detailed Notice of the Rally will be available in April, and registration will open on May 8. More information can be found at www.baja-haha.com. "Oh, and 500 issues? I don't know what to say!"

Team Shut Up and Drive aboard 'Envolée' at Richmond YC's Great Pumpkin Regatta in October. Left to right: Tanguy 'Super Mario' de Lamotte, Nathalie 'Catwoman' Criou, Synthia 'Underdog' Petroka, Satchel 'Thor' Douglas and Neil 'Little Mermaid' Roberts. Synthia is a member of the 'Envolée' team, but she won't be doing the R2AK.



— continued



LATITUDE ARCHIVES

Latitude 38 founder Richard Spindler.

nat in the r2ak — continued

The Race to Alaska will start from Port Townsend, WA, and stop in Victoria before the 710-mile stretch to Ketchikan. The deadline to apply for entry is April 15. Learn more at www.r2ak.com.

An experienced singlehander, Nathalie competed for the second year in a row in the French La Solitaire URGO Le Figaro race last summer. She found it similar to the previous year, as recounted in the August 2017, issue of *Latitude 38*, but with less media attention. "The first year there was all this activity around the race that had nothing to do with sailing; that surprised me greatly because I wasn't prepared for it. It was easier and less stressful to not have to worry about that. The first year I was a bit stressed. Am I going to be ridiculous? Crash into other boats at the start?"

— chris



SIGHTINGS

when is a boat 'marine debris'?

When, exactly, does a boat become "marine debris?"

According to the letter of the law, California Harbors and Navigation Code 550 says that, "'Marine debris' is a vessel or part of a vessel, including a derelict, wreck, hulk, or part of any ship or other watercraft or dilapidated vessel, that is unseaworthy and not reasonably fit or capable of being made fit to be used as a means of transportation by water." The law goes into further detail in section 551, describing marine debris as something that's a public nuisance or danger to navigation, health, safety or the environment.

As municipalities around the Bay start to crack down on long-tolerated vessels that have been wasting away along the waterfront, there seems to be a gray area emerging, and a debate over what exactly

continued on outside column of next sightings page

an alternative

We've always admired people who escape the rat race while living in the middle of it. We recently crossed paths with Chris Childers, general manager at OCSC Sailing, who says in his bio, "I've never had a 'real' job, and if all goes according to plan I'll be able to keep it that way." Chris describes sailing as a moving meditation and a refuge from an overstimulated world.

He's managed to find this refuge while living right here in the Bay Area. And this despite a challenge, which is apparent in his email handle, "onelegchris," which he

LATITUDE / TIM



Clockwise from top left: Rancho Shazam is a quirky, bohemian compound on the shores of Corte Madera Creek; Lee Greenberg; 'Goody Two Shoes', sitting a bit off-kilter in the mud, on the day she was towed away; there are several gradations of "marine debris," from the unkempt to the obvious.



to the rat race

chose after he lost his leg in a teenage car accident. But it has never, ever slowed down his time on the water.

Chris started teaching sailing at 16 in a summer camp, followed by stints instructing in New Jersey, Lake Champlain, Vermont, Penobscot Bay in Downeast Maine and the southwest coast of Florida, all before he moved to San Francisco. Locally, he taught at Treasure Island Sailing Center and the Golden Gate Yacht Club junior program before jumping aboard the

continued in middle column of next sightings page



LEE GREENBERG



BOTTOM ROW: JOHN HENRY

marine debris — continued

constitutes marine debris.

In November 2018, Lee Greenberg sent us a letter saying that his boat — the Vivacity 20 *Goody Two Shoes* — had been tagged with a 10-day notice by the Marin County Sheriff's Office to remove marine debris. Greenberg said the Sheriff's Office "explain[ed] that there were no sails in evidence. I explained that the sails were in my nearby living room and would be placed on board well before the 10 days had expired." Two weeks later, the Sheriff's office returned, towed Greenberg's boat, and destroyed it in Sausalito.

Goody Two Shoes was docked at Greenberg's Corte Madera property, known as the "Rancho Shazam School of Art and Technical Stuff." It's a corrugated compound full of art installations, rental units and art studios, and is even home to a small sailmaking business. (Greenberg said his property has been called a junkyard; he said it's a yard with some junk in it.)

Greenberg has docks out back which sit on Corte Madera Creek, where *Goody Two Shoes* was tied up. Greenberg admitted that the boat was not in perfect condition, and that he hadn't sailed her in years. Still, he does not believe *Goody Two Shoes* fell under the definition of marine debris. Because of her location at a dock (and on the inland-most side of that dock), Greenberg said his boat could not be considered a hazard to navigation. He went on to cite the fact that the towing company hired by the Sheriff's Office used one of *Goody Two Shoes*' winches to pull her through the mud and into deeper water. Greenberg also cited part of the Harbors and Navigation Code regarding seaworthiness: "It would seem that a vessel that could survive a nine-mile tow to Sausalito is already capable of being fit for transportation over water." On the day they towed his boat, Greenberg asked Sheriff's deputies if he could move the vessel to another location, but they refused. Greenberg also said that he wasn't allowed to remove any valuables from the boat.

The Marin County Sheriff's Office said they didn't feel it was appropriate to comment on Greenberg's case, but also cite the standards laid out in Harbors and Navigation Code 550 as their guiding principles. "Marine Patrol Deputies determine if a vessel is marine debris," the Sheriff's Office told us by email. "Prior to a vessel being destroyed, it is surveyed by a boat surveying contractor, unless it is destroyed during the tow or there is no registered owner."

The Marin Sheriff's Office operates under the Surrendered and Abandoned Vessel Exchange (SAVE) program, a grant that is awarded by the California Division of Boating and Waterways. The grants reimburse law enforcement agencies for the costs of "towing, raising sunken vessels, removal of hazardous waste, lien sale expenses, public notice advertising, appraisals, salvage, demolition and some storage fees," DBW told us in an email. The Marin Sheriff's Office said that the "average cost to tow, store or destroy a derelict vessel is \$7,000-\$10,000."

Greenberg filed a complaint with the Marin County Sheriff's Office; the Sheriff's Office concluded that there was no misconduct.

Passionate disagreements over what is or is not marine debris are not uncommon. As the City of Sausalito has stepped up their enforcement of anchor-outs on Richardson Bay, hundreds of boats have been destroyed over the last few years. Some of these vessels were being used for storage, were terribly neglected and in disrepair, or were half sunk and obvious dangers to navigation and the environment.

But then, there's that gray area. At Sausalito City Council meetings, owners of boats that have been seized and destroyed have complained about unfair and aggressive practices by authorities — but many people have applauded the work by law enforcement for cleaning up parts of the Bay. In the case of Lee Greenberg and *Goody Two Shoes*, both sides cited the same code to make their case. It's clear that a disconnect exists. Moving forward, we hope for clarity.

— tim

SIGHTINGS

mexico memories

As we contemplate the dizzying benchmark of publishing the 500th issue of *Latitude* — whew! — it occurs to us that one element of our editorial content that's been spotlighted consistently since the very first issue, back in March 1977, is our love affair with Mexico.

With its seemingly endless number of well-protected natural anchorages, its cheerful people and its relatively laid-back pace of living, the sunny latitudes of Mexico have always been destination *numero uno* for West Coast sailors in need of a cruising fix.

Less than a year after the first edition hit the docks, *Latitude* founder

Richard Spindler made the first of his many forays into Mexican waters, that time aboard a friend's Bounty II called *Maverick*.

In 1981 Spindler raced aboard his Freya 39 *Contrary to Ordinary* in the La Paz Race, the precursor of many Mexico races to follow that *Latitude* writers have reported on.

One of the biggest editorial challenges of the magazine's early years was covering the tragic Cabo storm of 1982, which beached much of that winter's cruising fleet, including mystical French sailor Bernard Moitessier's famous ketch *Joshua*. That same year Spindler started the notoriously fun-filled Sea of Cortez Race Week at Caleta Partida. In its second year, it drew 200 boats!

Among the magazine's other proud accomplishments are the creation of the Zihuatanejo Sailfest, the Banderas Bay Blast (both charity fundraisers), and of course, the annual Baja Ha-Ha rally, which, we're proud to say, has inspired literally thousands of sailors to cast off their docklines and enjoy the magic of the cruising lifestyle.

But while *Latitude* may have served as the cheerleader for the idea of giving the cruising life a try, few sailors would have made the effort to venture south of the border if hadn't been for Mexico's often-ideal sailing conditions, rich cultural traditions, great food, low prices and a population that reveres music, laughter and love of family above almost anything else.

Having sailed Mexican waters for more than 20 years — but only in short stints — I must admit that it wasn't until I became a full-time cruiser last year that I realized how truly wonderful it is to sail Mexican waters and interact spontaneously with its big-hearted people.

For us, access to unspoiled natural surroundings is another big draw. Last month, for example, after a short stint of cruising the lower Sea of Cortez, we stopped overnight at Isla Isabela, a tiny island lying roughly 85 miles south of Mazatlan and 80 miles north of our unofficial base at Banderas Bay.

Dubbed Mexico's Galapagos, this tiny volcanic pinnacle is home to all sorts of birdlife, and the water is so clear in its anchorage that you can see your anchor on the bottom, 30 feet beneath the surface.

On deck that night, as a gentle breeze washed over us, we stared up at the night sky, which was salted with clusters of stars. Before we could decide whether the brilliant light on the horizon was Mars or Venus, we heard a familiar 'swoosh' of water not far off our starboard

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rat race

schooner *America* to for a 25-day voyage to New York for an America's Cup event and an East Coast summer.

When asked how he started, Chris replied, "My dad bought a boat the day after I was born, and I'm told I was sailing a week or so after that. I learned on my own at age 8 in a Sunfish on Barnegat Bay in New Jersey. I'd wave goodbye in the morning and be out all day, meet up with the neighborhood kids on their own little boats, bomb around the bay in our little boat gang, and be back for dinner



"You want it? Take it. I have plenty more," says longtime El Cid Marina manager Geronimo Cevallos.



ALL PHOTOS LATITUDE / ANDY

— continued

(hopefully). It was such an amazing way to be a kid, back when kids were allowed to do such things . . ."

Chris took second in the Disabled National Championships in 2014, and nabbed a fourth in the Blind Sailing World Championships (as a sighted guide), and was Bay Area Association of Disabled Sailors (BAADS) Club Champion in 2017. So far, it seems like things are going according to Chris Childers' plan. It looks like the 'real' job will have to wait.

— john

mexico — continued

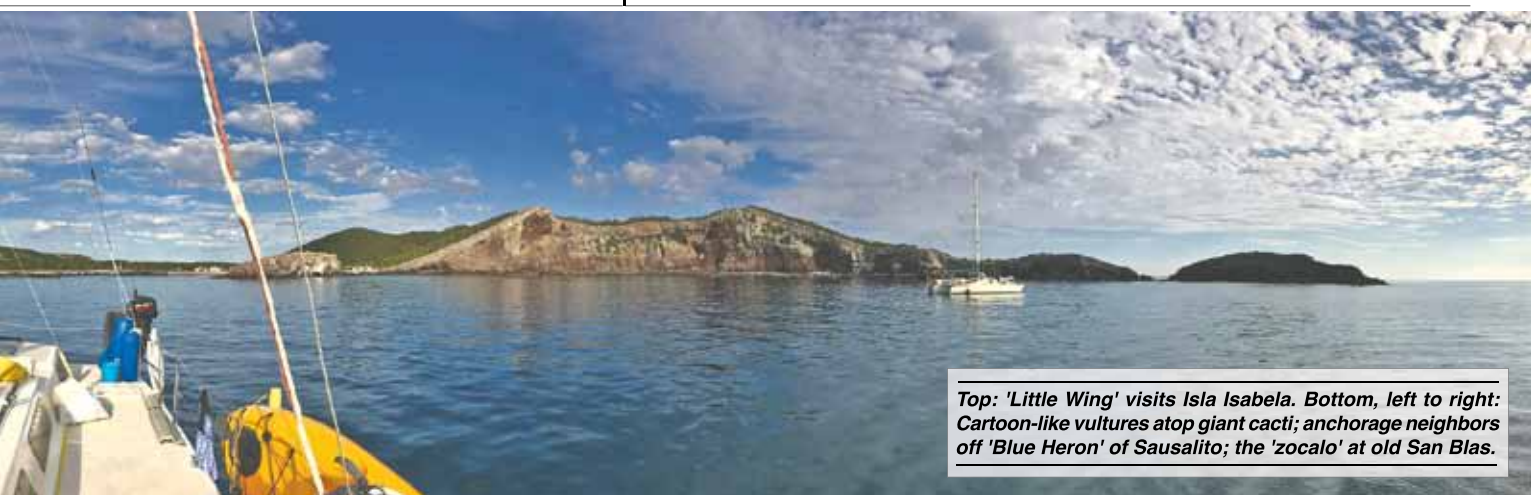
beam. As we listened in silence, we heard another swoosh, this time between us and the rocky shore, then another swoosh off our portside beam. It was undoubtedly a humpback whale — or perhaps a mother and her calf — checking us out via sonar. Magical!

That brief encounter will probably linger as a special memory from our recent cruise. And like so many other special moments on the water it could not be photographed or otherwise recorded.

They say it's wise to have goals in life. For many years it was my goal to get out from behind the desk and dive into the cruising life I'd been reporting on every month in these pages. Now that I'm in it I can't recommend it highly enough.

So come on in. The water is fine.

— andy



Top: 'Little Wing' visits Isla Isabela. Bottom, left to right: Cartoon-like vultures atop giant cacti; anchorage neighbors off 'Blue Heron' of Sausalito; the 'zocalo' at old San Blas.



THE HOBIE MEMORIAL

The statue, bronze-cast and glowing brilliantly in the sun, has frozen in time a man, focused and intent, but undeniably stoked, at the helm of a catamaran, surfing down a wave.

Unveiled in early December by the City of Dana Point, the gleaming statue memorializes Hobart Laidlaw Alter. Better known as Hobie, the master craftsman opened one of the first surf shops in what was then a tiny Southern Californian beach town on Pacific Coast Highway in 1954. Hobie — who passed away in 2014 at the age of 80 — went on to build a watersports empire, making sailing fun, easy and affordable, and creating one of the largest classes of sailboats in the world, and the lifestyle that went with it.

The new memorial, officially titled "Hobie Riding the Wave of Success," is the first of several statues that will honor local watersports legends, and part of a larger development on Pacific Coast Highway, near the entrance to Dana Point Harbor and across the street from Doheny State Park.

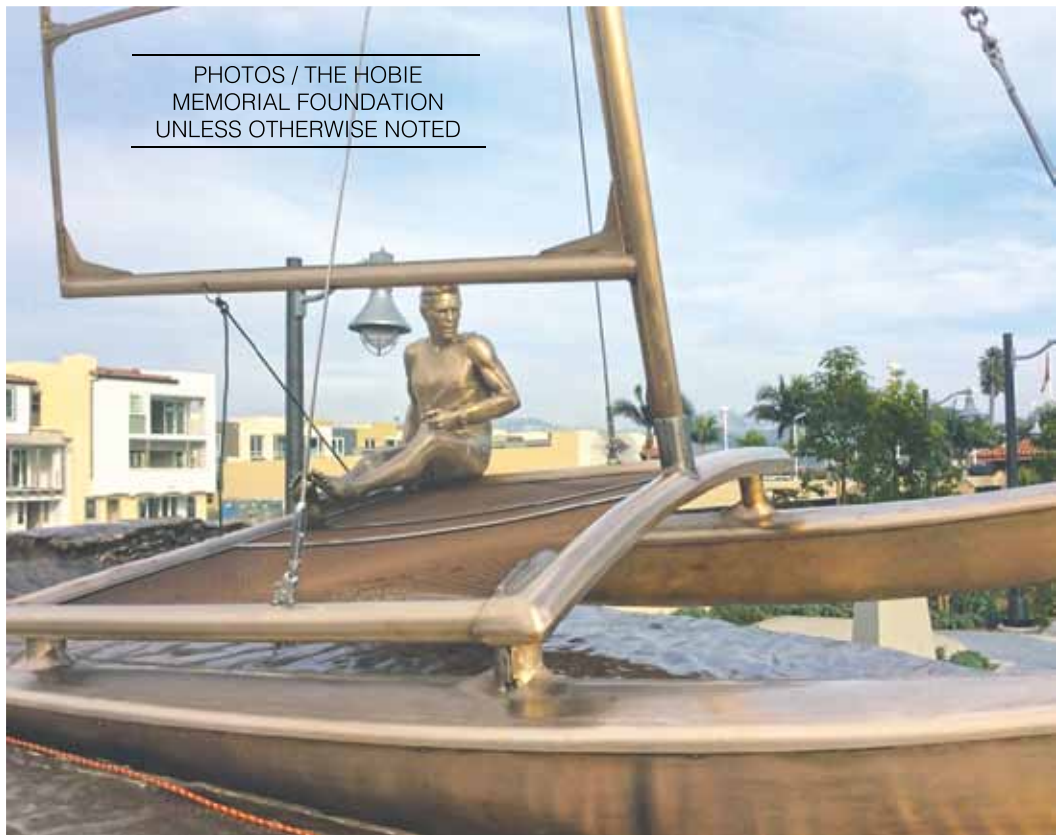
But the new Hobie memorial is not just a statue, it's also a foundation supporting young innovators.

"Hobie's contributions are far reaching in the boating world," said Robbie Roberson, the president of the Hobie Memorial Foundation and former Ho-

Hobie tandem surfing in the black-and-white era.



PHOTOS / THE HOBIE
MEMORIAL FOUNDATION
UNLESS OTHERWISE NOTED



The Hobie memorial, left, is a tribute to the innovative spirit of its namesake. The Hobie Memorial Foundation hopes to keep that inventive ambition alive by awarding scholarships to young prodigies. Right, Hobie Laidlaw Alter doing a little "research and development."

bie employee, who worked through the ranks of the company's production line during the heyday of boatbuilding in Southern California. Having constructed several thousand catamarans during his long tenure, Roberson built the Hobie 14 portions of the memorial, which was a collaboration of several artists over three years. "I got to build the Hobie Cat myself because I was building the first ones, and to build the last one 50 years later was really special. It's the neatest thing that's happened in my life.

"I was probably 6 or 7, and we would go down to Hobie's surfboard shop in Dana Point and find scraps of balsa wood to build boats with. Hobie was always real gracious about it. He'd yell 'Go ahead and take it and get the hell out of here.'" Roberson laughed. "We built little boats and would

go play with them at Doheny beach. Years later, I would be building all of his boats." Roberson started in Hobie's surfboard factory in 1967, and by 1968, was helping to build the Hobie 14, which recently celebrated its 50th anniversary. "I started in the metal shop, and through the years, did different stuff; I worked in the mold shop, and then did fiberglassing. I had the dream job."

Roberson called the Hobie Cat — in its many different sizes and iterations — the most produced boat in history (citing a *Yachting* magazine timeline). "We're talking hundreds of thousands. In 1976, we were averaging 40 boats a day. In the summer of '76 we were actually building 92 boats a day for three days during the week; that included the Hobie 11.5, the Hobie 14 and the Hobie 16. It eventually leveled back off to 40 boats a day — but we were filling entire rail cars with boats."

Located in San Juan Capistrano, the main Hobie factory had about 250 employees in the mold shops, according to Roberson, who said they often worked double or even 24-hour shifts. Their second factory in Irvine near John Wayne Airport had between 100 and 150 employees. Hobie was said to have never turned anyone away who needed work.

"And when you're building that many

SAILS INTO THE FUTURE



boats, you have to make sure you have the manufacturing capacity."

One of Hobie's early marketing directors used to bring his daughter, a blonde, classic-looking California teenager, to work, and she ended up in a few Hobie ads. Her name was Mary Collins; she took the screen name of Bo Derek and went on to star in the movie *10. Derek*, an avid swimmer and sailor, reportedly bought a new Hobie 16 last year.

We asked Roberson if he and Hobie were especially close. Did they hang out? Get beers together? "I wasn't part of his inner circle at that time. He was always like the band leader," Roberson said that Hobie even kind of looked like Mick Jagger, and that he once actually spotted the Rolling Stones frontman on a Dana Point dock, but thought, at first, that it was Hobie. "Myself, I was always in the background, 'playing drums'; I was running a big production and had an important role. Hobie was always the craftsman, and relied on his craftsman friends."

We asked if Roberson remembers Hobie as a sailor. "No. In the early to mid-'60s, Hobie was making trips to Hawaii and playing on friends' catamarans, namely P-Cats and Aqua Cats. He thought, 'I can do it better — a more quality boat for the masses.'"

Hobie Alter grew up in 1930s Los

Angeles County. "Both my grandfathers were orange growers," Hobie said in a 2009 *Surfer's Journal* interview. "My mother's parent's were Scottish and they used to come down to the beach. My mother and her girlfriend once rode their ponies from Ontario all the way to Laguna. It took them two days." Hobie's life in the ocean began with bodysurfing, skim boarding and belly boarding, surfboards being a rare commodity at the time. Hobie was riding a paddleboard in Laguna when Walter Hoffman, who would go on to become a big-wave pioneer and beachwear industrialist, lent young Hobie a more modern board that stuck to the sloping contours of the wave better. A spark was lit.

Hobie started cranking out balsa surfboards, which were "more a work of art than a manufacturing process," according to a short film shot by *Endless Summer* creator (and fellow Dana Point-ian) Bruce Brown. Hobie invented simple, innovative tools, including a shaping

machine, to speed up production.

"He made about 1,500 balsa-wood boards," Roberson said, "of which 1,400 he shaped himself — he felt like he *had* to be the shaper." In the late '50s, Hobie, along with Gordon 'Grubby' Clark, the founder of the now-defunct Clark Foam, began experimenting with polyurethane foam cores and fiberglass. The innovation would eventually move the entire surfboard industry to the lighter, quicker and more maneuverable boards.

In the '60s, surfing virtuoso Phil Edwards and longtime Hobie confidant Sandy Banks helped make a little cat out of tandem surfboard blanks and a small sailing rig. "I was learning to sail, and they had the little boat," Hobie told the *Surfer's Journal*. "One person could drag it up and down the beach, and we all used it because it was so convenient." Hobie eventually got an offer from someone to buy his surfboard shop. "I didn't know if I wanted to sell it. [Someone] asked me what else I could do; I told him I ran the company but I didn't really like doing it. I liked building things more. I told him I thought there was a market for a small catamaran. If I had time, I'd work on that; that would be my goal."

After looking at and rejecting a num-

Somebody sending it on a Hobie Cat back in the day. Perhaps inspired by their surfing roots, Hobies — and other small catamarans — were pushed into far gnarlier conditions than most other boats.



THE HOBIE MEMORIAL

BILL ALKOFER



In October 2018, the Hobie 14 celebrated its 50th anniversary with a beach party at Doheny State Beach in Dana Point.

ber of test boats, Hobie's friend Joe Quigg made the Cal Cat. "It was a pretty boat and the best thing out there in that size range. We bought two Cal Cats and made the first boat." Hobie put Joe Quigg's rig and rudders on his hulls, and tested his boat against the original Cal Cat, experimenting with asymmetric hulls.

"I went to a flatter outer hull side, and more curved inner side," Hobie said. This innovation meant that the hull acted as a foil and allowed the boat to track upwind. "A singlehanded boat with daggerboards and rudders that weren't real manageable, that wasn't a good deal as a beach boat. So we needed kick-up

rudders, controllable by the skipper on the tramp, no daggerboards, one sheet line, and the one guy could singlehand it from the beach and have some fun. That was our goal."

Once the hulls were dialed, Hobie experimented with the trampoline. "The fact that we had raised the tramp up on the pylons became more important than we thought. I was trying to save weight, save money, and those pylons got you up and off the water line." Hobie quickly made molds, and a modest production was off and running.

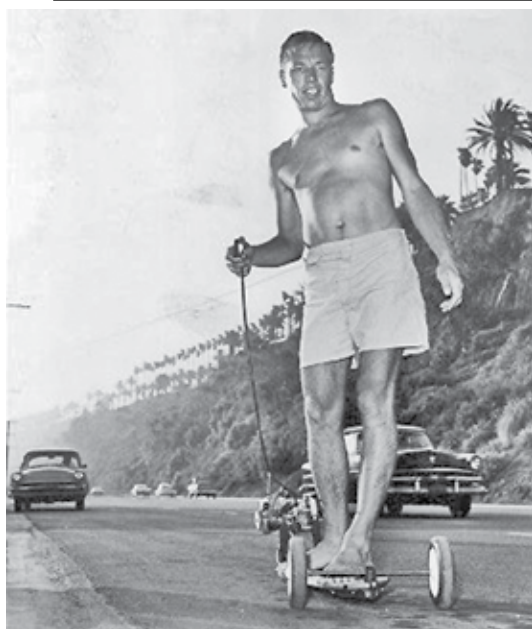
"Like his first shaping machine, the [14's] design was brilliantly simple," said

Bruce Brown in his film about Hobie. "It was easily disassembled and assembled. The price in 1968 was less than \$1,000. Because it was so light, it was easily trailerable, or you could throw it on the roof of your car."

Hobie told the *Surfer's Journal* that, "The yacht clubs were really down on the catamarans because here was some guy with a little investment going faster than they were in their million-dollar boats!" This sentiment was in line with one of Hobie's most famous mottos: "Build them a toy, and give them a game to play it with."

Robbie Roberson said that the metal,

From left: A young Hobie on some sort of motorized skateboard. Skateboarding was an important part of Hobie's business/lifestyle concoction; That's Hobie demonstrating skating to Mr. and Mrs. Barron Hilton, upper left, the hotel magnates (now best known as Paris Hilton's grandparents).



SAILS INTO THE FUTURE

or aluminum-casting on the Hobie 14 was especially innovative, remarkably sturdy and greatly simplified to reduce the costs. "Fifty years later, you'll still see the original parts on a Hobie Cat on a beach somewhere. All his designs were super-simple, like coming up with the foam core sandwich. The Hobie 14 was the first to do that; it was vacuum-bagged into a mold."

In both surfboard and sailboat production, Hobie's cutting-edge innovations 50-plus years ago have now become industry standards.

But it wasn't just the boat, it was also the super-fun vibe that surrounded the sailing. "Within a few years of its introduction, the Hobie 14 was the largest catamaran class in the world, by far," said Bruce Brown. "The regattas and the Hobie Cats became a virtual lifestyle for many people." Brown filmed a montage of late-'60s/early-'70s-styled people hanging out at a regatta with kegs flowing, and the shoreline thick with Hobie Cats.

Longtime Northern California Hobie dealer John Schulthess started sailing Hobie Cats in 1974, and once met Hobie Alter at a Nationals regatta. "He was there racing, and afterward at dinner I saw him drinking his mug of rum and smoking a cigarette, kind of avoiding the crowd. Eventually, someone had to take him to a table in the middle room. He was such a low-key kind of a guy."

The company producing the Hobie Cat came to be known as the Coast Catamaran Corporation. After its ultra-

successful inception and launch, Hobie Alter sold the company to the Coleman Company (the camping outfitter) in 1976, and Coast Catamaran was renamed the Hobie Cat Company. "They injected a lot of money into it," Roberson said, adding that Sheldon Coleman tried to persuade Hobie to build a bigger boat, an idea that percolated for a number of years.

"I would say that in the early '80s, the business started backing off," Roberson said of Hobie's once robust manufacturing. "That's when windsurfing came in, which was a cheaper way that people could go skimming across the water. It was also easier to put on your car." The Windsurfer represented the first of several sea changes in watersports trends.

Roberson said the introduction of the sportboat — the Melges and Js, to name a few — also marked a shift, and led to the advent of that "bigger boat" Hobie and Coleman had been discussing, which would ultimately become the Hobie 33. "That was Hobie's concept — a reasonably priced boat that you could trailer around and sleep onboard; we built 185 of them."

Roberson was eventually given the Hobie 33 molds, and has gone on to start his own company — the H33 Sport, built by his company Spartan Marine — putting him among the small handful of remaining West Coast boatbuilders. "We've finished the tooling for the H33; we're looking to get our first boat out on the market, as well as getting into some



That's Robbie Roberson on the left with Hobie Alter at one of the Hobie factories.

regattas and getting it seen. There are Hobie 33s racing around Seattle, Detroit, Florida and Texas, and they're still winning races against boats costing 10 to 20 times more. Every year, you read about them in the Transpac or Pacific Cup."

Like many West Coast boatbuilders, the Hobie Corporation's focus has shifted to more niche-driven craft. Now headquartered in Oceanside, CA, Hobie's most popular 'boats' are their kayaks, which are "rotomolded," a type of plastic that is more environmentally friendly than fiberglass. The story of

From middle: A young Hobie Alter likely schlepping planks of balsa wood for his nascent boardbuilding business; Hobie competed in several early surfing competitions before the sport became a million-dollar business; Hobie's famous million-dollar smile.



THE HOBIE MEMORIAL



"I jumped on the chance to do the memorial," said Robbie Roberson. "Doing the memorial represents myself in so far as working with metal, and Hobie's love of metal, too." The Hobie memorial has gone through several phases of assembly, but is now in its permanent home in Dana Point.

Hobie's changing landscape is one that we've heard time and again among West Coast boatbuilders. In addition to a general decline in interest in sailing, tighter environmental regulations, shifts in demand to more simplified and relatively maintenance-free craft such as kayaks and SUPs, and the dogged, near-unfathomable longevity of the original boats built 50 years ago have all contributed to a radically different landscape for builders of sailboats.

When John Schulthess opened his dealership in Santa Rosa in the late '80s, there were 15 Hobie vendors in Northern California alone. Now there are two dealers in all of California. He said that over the last 10 years, Hobie has largely shifted focus to their fishing kayaks. Where Robbie Roberson once oversaw the production of as many as 92 Hobie Cats a day, Schulthess said Hobie probably doesn't make more than 92 boats in a year.

But go to almost beach resort in the world, and the modern rotomolded Hobie Cats are still ubiquitous.

In 1988, Texas investor Anthony M. Wilson purchased the Coast Catamaran Corp., following a failed deal with an investment group in Orange County. ("Wilson had a Hobie 14 and liked it so much, he bought the company," Schulthess said.) But in 2016, all facets of the Hobie Cat Co. were reunited under one umbrella of ownership, according to *Soundings Trade Only Today*.

One of Hobie Alter's final inventions was the Hobie 60 — a fiberglass catamaran motorcruiser. Roberson said that the project represented "total immersion" from the maestro. "I was Hobie's personal project manager under Hobie Designs Incorporated in 1987," Roberson said. "We started building it, from scratch, from Hobie's model. We finished it in about two or three years. That was the

Katie Sue, named for Hobie's mother and wife [respectively]."

There were just two Hobie 60s built; Hobie and his wife spent their summers cruising the *Katie Sue* in the San Juan Islands in Washington State. They had a house on Orcas Island, and spent much of their time exploring the islands with Hobie's longtime collaborator Phil Edwards and his wife Mary.

Hobie skied upward of 60 to 70 days a year in Idaho well into his 70s, and also spent part of his winters in Palm Desert where he was an avid golfer; he reportedly invented a gizmo to improve his game. Hobie passed at his Palm Desert home in March 2014.

Steve Pezman, the publisher of the *Surfer's Journal* and the man who interviewed Hobie in 2009, wrote: "As an incurable fiddler and inventor, which led him to become a somewhat unintentional industrialist, after Hobie Cat, Hobie's sensibilities generally took him down the more passive income path, sacrificing maximum cranked-up, hands-on operating profits for still ample financial success and a more comfortable lifestyle position out of the mainstream."

Pezman said that Hobie Alter made sure his brand served him, instead of his serving the brand. "Perhaps [this lesson was] learned in the surf: Have fun. Get a good ride. Stay out of the impact zone."

Work on the Hobie memorial began about three years ago.

"We raised about \$200,000, and the City of Dana Point matched our funds," Roberson said. "We had a ribbon-cutting ceremony around November 2018, and before that, we put it all together for a first look in October, during the Hobie Cat's 50th anniversary party at Doheny State Beach. It was just fantastic; sailors would come across the street to see

it — when the light hits it just right, the bronze just *glows*."

The memorial is now in its permanent home at Waterman's Plaza, the site of a future development called South Cove. Statues are already complete for other important watersports figures, including the aforementioned Bruce Brown and Phil Edwards, Joyce Hoffman, the first professional female surfer, and John Severson, the founder of *Surfer* magazine.

But the Hobie memorial — which is currently gated off while construction on the rest of the plaza is underway — is the *pièce de résistance*.

"It is seriously the most beautiful statue I've ever seen," said Malia Roberson, Robbie's daughter. "There is nothing in the world like it. I can't believe my dad helped build and design such a beautiful piece of art. Not only did he do the political negotiations with the city and developers [Robbie wanted to credit other members of the foundation for this, too], but he did the labor erecting and building the piece at his shop. This was a three-plus-year labor of love for him."

Roberson said that now the memorial is complete, "We want to get people to join the Hobie Memorial Foundation. We want to raise money for scholarships for young kids that have talent for watersports projects. We're looking for kids that are going to be the next Hobie." The foundation will provide scholarships meant to supplement schools' recent focus on Science Technology Engineering and Mathematics [STEM] programs. "But in this case," Roberson joked, "I want the M in STEM to be manufacturing. The reason is simple. Hobie was a genius in manufacturing."

For more information about how to join and contribute to the Hobie Memorial Foundation, please go to www.hobiememorial.com.

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TAYLOR CANFIELD

STARS & STRIPES TEAM USA



Taylor Canfield celebrates after winning the 2014 Argo Group Gold Cup semifinals of the Alpari World Match Racing Tour.

It's been an exciting time for America's Cup enthusiasts. This past December two additional teams signed up as challengers for the Auld Mug, bringing the total to six as of this writing. The second American challenger is Stars & Stripes Team USA, representing the Long Beach Yacht Club. Stars & Stripes — co-founded by Taylor Canfield and Mike Buckley — is the first all-American team to race for the Mug in 15 years.

It is a real pleasure having a conversation with Taylor Canfield, who is arguably one of America's greatest sailing talents. At the youthful age of 29 he has amassed a litany of successes, elevating himself and his teammates into the rarified realms that few before him have occupied. He is a four-time winner of the Congressional Cup, was ranked the #1 match racer in the world three times over the past five years, and was the 2013 World Match Racing Champion.

Taylor, who presently calls Miami, FL, home, was raised in the tropical environs of St. Thomas, USVI, where his parents enrolled him in St. Thomas YC's sailing school at age six. "It took some time for me to enjoy [sailing] after so many capsize in the strong trade winds. I was eventually hooked, and it became an enjoyable social activity," says Taylor. "We used to race from island to island and did a lot of exploring as well. I sailed

my first regatta at age 7 in Puerto Rico and got fourth in the Optimist green fleet. I've been racing ever since."

Taylor prepped for college at the Antilles School and began sailing 420s with his classmates. Together they eventually formed their own sailing team with ambitions of racing in the United States. "We raised money at fundraisers throughout the year in order to get to the States twice annually for the national championship qualifier and then Nationals if we managed it. After our second year we became both team race and fleet race national champions!"

Following his early racing success, Taylor enrolled in Boston College and quickly began competing on their sailing team, managing to get an excellent education while simultaneously having the opportunity to be on the water up to six days a week. "While at Boston College I sailed in five of the many national championships our team won and came in second at another two."

Asked what motivated him early on, Taylor recalls watching fellow St. Thomas resident, world-class match racer and America's Cup challenger Peter Holmberg "battle his way to the top of the match-racing game." Holmberg's success pushed Taylor to try to reach the same level of match-racing skill and to one day race in the America's Cup. So, after graduating from Boston College in 2011, Taylor moved to Chicago and landed a spot at the Chicago Match Race Center,

an organization founded by Don Wilson.

"This launched my career in professional sailing," says Taylor. "While I spent countless hours training, coaching and umpiring races, my teammates and I quickly found ourselves getting wild-card invites to the World Match Racing Tour events in 2012. We went on to win two tour events as non-tour card holders. We then got offered a tour card in 2013 and went on to win the tour! I saw the World Match Racing Tour as a path to the Cup up until the Cup transitioned to multihulls and foiling. I quickly transitioned too and began sailing multihulls and as many foiling boats as I could."

Success on this scale rarely happens without the support of family and others in one's immediate community. About his parents, Taylor says, "They gave me an opportunity to be sailing every day as a child and supported me through my junior sailing days and into my early match-race days."

Taylor's childhood friends Thomas Barrows and Cy Thompson also played important roles. "I grew up with them and have sailed with and against them ever since. They pushed me to be a better sailor every day we were on the water. There's also Greg Wilkinson, my Boston College coach. He was instrumental in teaching me how to be part of a team and create a winning environment. And Don Wilson (owner of the Chicago Match Race Center) created a platform for me to become the best match racer in the world. Later on, Hayden Goodrick started USOne with me and was a great business partner and teammate while we competed together on the M32 circuit." (M32s are Marstrom 32 catamarans.) "None of my success could have been possible without the help of all of my crew I have sailed with over the years," he adds.

"I sailed my first regatta at age 7 and got fourth. I've been racing ever since."

Competing on a level of this scale creates a number of obstacles of its own, so it is important that Taylor has a strong competitive strand or two of DNA in his system. "There have been challenges along the way and moments

REVIVES THE STARS & STRIPES



STARS & STRIPES TEAM USA

of uncertainty in many areas, such as funding, time, and sacrificing paid sailing to go match racing, for instance. I am a driven competitor and I don't give up. The people around me and supporters over the years have gotten me through the tough moments. Also, my fiancée Stephanie Roble pushes me to be a better, harder-working person each day."

The challenges faced in the past are no match for what he has recently experienced or will likely face in the near future as the Cup draws near. It was about two years ago when he had an opportunity to sail once again with his friend Mike Buckley in the Congressional Cup. They began conversations about their America's Cup goals and aspirations and what they should do next. "It was a perfect match," says Taylor, "and off we went on to the worst roller-coaster ride of our lives. The ups and downs were incredible. Some days were great with tons of support, and others were soul-crushing. Despite the tough days we did not give up and found some other great people who wanted to be involved and hop on the journey with us: Justin Shaffer, who is now the CEO of our team, Tod Reynolds, COO, and JB Braun, our

Canfield and crew competing in the 2018 Congressional Cup, hosted by Long Beach Yacht Club on April 16-22.

lead designer, to mention a few."

CEO Justin Shaffer has been living in the Bay Area since 2010. An avid racer most of his life, he's recently moved into the big leagues, navigating on Manouch Moshayedi's Pac52 *Rio*. But navigating *Rio* will likely take back seat to the Stars & Stripes campaign. "I got formally involved with Stars & Stripes late last summer. Mike Buckley walked me through his vision for the team, his values, and what they were trying to put together. I got really excited about it," says Justin. "I believed in the genuine, authentic stories they were telling, the premise to do something different and unique in the Cup and really to work beyond just the goal of winning the America's Cup but possibly to influence

the next generation of American sailors with our story.

"We are building a culture that is about teamwork, ingenuity, creativity and working together, and that is different at some level from some teams in the past that have been tied to one individual funder and a really different kind of culture. We are just grateful to

In April 2016, Taylor accepted his third Crimson Blazer from LBYC's then-commodore Dave Hood.



IAN ROMAN / WMFT

TAYLOR CANFIELD

have the opportunity to build something that really feels like a team."

A significant part of a team's cultural identity revolves around its home base. LBYC seemed like a natural fit to both Taylor and Mike. That's how LBYC's fleet captain, Jon A. Turigliatto, thought of it as well. "Initial discussions occurred with our 2018 commodore, Bill Durant, followed by meetings with our flag officers and board of directors," says Jon. "Taylor and Mike laid out their objective of challenging for the America's Cup with an all-American team and program and to reignite our country's interest in sailing. The Long Beach Yacht Club's relationship with Taylor goes back many years through his sailing in numerous Congressional Cups, and his having won the Cup on four occasions, most recently in 2018. Our club has always considered Congressional Cup to be the road to the America's Cup, with so many past winners and skippers going on to



Canfield chats with a youth sailor on the docks during the 2014 Argo Group Gold Cup in Bermuda.

sensing that it was the natural choice given their mutual interest in improving the sport of sailing nationwide. "As we see each year, the LBYC and its members host one of the best regattas in the world — the Congressional Cup! They loved our story and our vision, and they instantly had troops on the ground doing everything they could to help us and our proposed team."

Since then, the duo have been focused on spreading the word and gathering supporters and team members. "Flying around the country for meetings, sacrificing sailing to get the project started, and trying to tell our story and goals with the country has been my life," says Taylor. "My normal professional sailing career is on hold as the project engulfs

our lives. It's been my dream to get to the America's Cup though. To be able to do it with the team we have started, with all American citizens, is a bonus and a privilege."

Fundraising, developing and managing the Stars & Stripes team, design-

ing a boat, and meeting critical milestones along the way will be critical for Taylor and the organization. But perhaps the most interesting aspect of the 36th America's Cup are the boats themselves. With a slew of newfangled foils sticking out of their monohulled shells, sans traditional keels, they look as if they might tip over in flat water.

Naturally, Taylor is optimistic. "It's a fresh start for everyone, and we're really excited for the challenge. The boats are something that have never been seen or created before, but from the looks of them, they are turning out to be great. I am excited to sail these new boats!"

The new boats require an incredibly advanced set of engineering skills, hardware and software programs to develop.

They look as if they might tip over in flat water.

(Airbus recently signed on as a partner with the first American challenger, American Magic.) "We are creating such a skilled group of people from all around the country," says Taylor. "I could not be more excited to work alongside the others who share our vision and goals of not only winning the America's Cup but sharing this experience with the country and bringing up the next generation of sailors, designers, engineers, technologists, etc."

Taylor, from all indications, stands out as a remarkably skilled skipper and match racer. One also gets the sense that he understands the importance of those around him — his teammates. Furthermore, he's about as competitive a sailor as you are likely to find, which makes him well suited for the challenges Stars & Stripes will face in their effort to bring home the Auld Mug to the Long Beach Yacht Club.

There's a long road ahead, but it will be exciting to watch Stars & Stripes develop their all-American effort and challenge the other teams on New Zealand's Hauraki Gulf in 2021. See www.starsandstripsteamusa.americascup.com. Go Stars & Stripes Team USA!

— ross tibbitts



The team returning to LBYC from practice on their foiling GC32 catamaran.

compete in the America's Cup. Our relationship with Taylor, coupled with the vision that Taylor and Mike presented for an authentic all-American campaign, made it a wonderful fit for our club and our members."

Taylor and Mike reached out to LBYC,



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COUPLES CRUISING —

Visit any cruiser haven around the world and you're likely to find plenty of sailing couples whose liveaboard lifestyle appears to be simple, idyllic and carefree.

Truth is, though, living full-time aboard a relatively small vessel and frequently doublehanding long distances on the open ocean are both physically and emotionally challenging, even for strong sailors with ultra-mellow personalities.

For some firsthand insights into the issues surrounding this paradox, we tapped into the wisdom of a number of longtime cruisers whom we've gotten to know over the years.

Our first question, "What do you consider to be the most important elements in making a longterm cruising partnership successful?" drew thoughtful, heartfelt replies:

"Appreciation is key," say Alene Rice and Bruce Balen of the Cross 48 trimaran *Migration*. In 2005 they met online at *7Knots.com*, and have since logged 60,000 miles together, including a North Pacific crossing from Japan to the West Coast last summer.

"Respect for the other person and recognition of his or her contributions is essential for a good relationship, whether on land or sea. Each night before going to sleep, we tell each other something we appreciate about them. Sometimes it's a big thing, sometimes it's simple, like 'Thanks for cleaning up the aft cabin.' It may be small, but hearing that you are appreciated, and remembering that you appreciate your partner, are crucial.

"We are also fortunate that we are both good communicators. We comple-

Dave McCampbell gives a boatload of new friends a joyride in the tropics. Interacting with locals plays a big role in the joy of cruising.

ment each other's strengths, and we work well together. We both recognize that it was the failure of previous relationships that honed those skills and allowed us to recognize those important qualities in our partner. Understanding each other's needs and the dynamics of our relationship helps keep us together."

"Succeeding at liveaboard cruising is no different from what it takes to keep a relationship together ashore," says Bruce

"Don't blame your partner if things go wrong — and things will go wrong!"

Powell of the Jeanneau 47 *Calou*. "That is, willingness to pursue a shared vision and common goals, and to subordinate the self to the importance of the family."

Bruce, his wife Pascale and two sons have been cruising together since the 2006 Baja Ha-Ha. "We've logged about 17,000 miles, sailing the Ha-Ha three times, then the Puddle Jump to the South Pacific in 2011, followed by the passage to Hawaii, and back to San Francisco. Our sons were 12 and 8 years old when we started and are both now adults."

"Out here in SE Asia we see a lot of singlehanded old men looking for inexpensive bed warmers who don't care what a jerk the guy is," says Sherry McCampbell of the CSY 44 *Soggy Paws*. She and her husband Dave have been cruising together since 2006. They're currently in

Eastern Indonesia, and this year they plan to visit Papua New Guinea, the Solomon Islands and Vanuatu, then head back to Indonesia by Christmas.

"We've logged 40,000 miles together; more separately," says Sherry.

"Keeping a cruising partner is a tough job and re-

quires willingness, work and compromise. There are two books I always recommend when someone we know has a new partner: *It's Your Boat Too* (for women) and *Getting Her Onboard* (for men).

"What has really worked for us is that we are both fully into this lifestyle. When we were introduced to each other by a mutual cruising friend, we were both looking for a long-term partner who wanted to do offshore cruising. I had about given up — the 'matches' on *Match.com* ended up being guys who owned a boat and were dreaming about going, but who ultimately never left home. At that point, I was getting ready to do it solo. I had my USCG Captain's license, ASA Sailing Instructor certification, I was working on Dive Instructor certification, and looking at boats.

"Meanwhile, about that time Dave's former wife said, 'I'm not going on your circumnavigation.' So he was also looking for a cruising partner.

"We both understood what it took, and saw that in each other. We managed to fit in a little romance as well.

"Of course it has taken some adjustment on both sides. Dave is a neatnik and I am a bit of a slob. However, our cruising skill sets complement each other. We've managed to hold it together and make it work, while having fun and seeing all these amazing places. We both love to travel, so if we weren't traveling on a boat, we'd be traveling on land.

"We also both love scuba diving, so that is a whole other world we can enjoy together.

"Dave is not a jerk. He's a bit hard-headed, but he listens when I have something to say, and we usually work out a compromise. And we each highly value the other's talents."

"David Presley and I are coastal cruisers," explains Susan Micheletti. "In the six years that we've owned our custom Frers 33 *Pinnocchio*, she has taken us as far north as Bella Bella, BC, and to date as far south as Barra de Navidad.

"We've logged about 6,000 cruising miles aboard her, with our longest cruises being about five to six months.

"To us, the most important element



HOW TO MAKE IT WORK



Thanks to mutual respect, Bruce Balen and Alene Rice have forged a relationship that's weathered 60,000 miles of cruising.

in making a cruising partnership successful is good teamwork! And clear communication, especially in intense situations.

"Don't blame your partner if things go wrong — and things will go wrong! Most importantly, have a good sense of humor. Laugh at yourself and each other. A personal goal should be to develop the ability to get along while traveling together in sometimes prolonged, uncomfortable, or stressful circumstances."

Having logged 17,000 miles together in the past three years, Leonie Deramus and Wolfgang Stoeffl of the Jeanneau 45 *Sao Nicolau* say the most important element for cruising success is "Having the same goals in life and in sailing. That is enjoying the moment, and being more concerned about safety and comfort than breaking records. Also, having the emotional maturity to appreciate each other's strengths and weaknesses and to be tolerant of each other's imperfections."

Kyle and Shelley Benger of the Dufour 45 *Blowin' Bubbles* have cruised together for 12 years, although the first eight were part-time on the Great Lakes. Since leaving Canada in 2014, they've logged more than 25,000 miles while visiting 18 countries. During that time, they've spent a grand total of four nights apart.

"To talk about elements of a long-term cruising relationship, you first have to look at the kind of relationship you have before the great adventure," says Kyle. "Shelley and I were together a lot back when we were still dirt-dwellers. We have seen some real tension in cruising couples who suddenly find themselves together in close quarters 24/7, after a lifetime of seeing each other only a few waking hours a day. So before getting on a boat, you really need to spend extended time together and see how it goes.

"Apart from that, the things that keep us mostly happy are as follows: Trust. Without complete trust in each other you will never make it. I have always joked that I could never be a good liar because I have a lousy memory. Being honest with kindness makes close-quarter living

possible.

"Confidence. We always support each other. Even if we don't agree, we feel we have to be there for each other.

"Patience. Sometimes we don't say or do something the way our partner would. It is important that we are open to more than one option. We also try to be understanding of each other's shortcomings. That's harder to do sometimes than it sounds, but it is really important.

"We believe someone needs to be the captain. Like everyone else, we joke about the wife being the admiral, but actually we live by this. The overall command decisions like where we go and how long we stay are made (after discussion) by Shelley. The moment-to-moment boat decisions underway are made by me. There are times when we can't afford to debate. In those moments I am in charge. We can 'discuss' my decisions later. We have all seen couples who don't have defined roles — usually it becomes clear as they approach a dock! To be clear,

it doesn't matter who has what role, but taking a role is important. We find this

Sherry McCampbell shows off her catch of the day. She and husband Dave are slowly exploring the world's greatest dive spots.



COUPLES CRUISING —

really helps.

"Having said all that, kind communication goes a long way. Taking into consideration the type of personality we each have, we each need to feel heard and understood.

"Also, I think what makes cruising work for us is that we genuinely like each other. We joke that any idiot can fall in love, but it takes some

real effort to like each other. We have similar world viewpoints, and we try to be respectful of our differences. We like being together. You would be surprised how many people don't like their partner as much as you'd think they do."

What advice does this disparate cadre of cruisers offer?

Sherry McCampbell — "My advice to women is to get themselves fully invested in the adventure. Learn the skills you need to be confident on board. Many couples don't teach each other well, so as a woman, you may have to go off on a Womanship-type learning experience to gain confidence. Join the *Women Who Sail* Facebook group. It's a great support group. Find *something* in the cruising lifestyle that excites you, whether it's travel, culture, diving, cooking, blogging, whatever.

"Men, make sure your wife/partner feels comfortable, both in relation to skills and confidence, as well as creature comforts. Living aboard long-term you can't be camping. So things like a big, comfortable boat (neat and in good shape), nice galley, large watermaker, good refrigerator with a freezer, are important for keeping that cruising partner happy. That doesn't mean just having them installed. It also means your being able to fix the critical items *yourself*, such your engines, watermaker, refrigeration, electrical, etc.

Bruce Powell — "My advice is to do it sooner rather than later, and don't insist



Susan and David are minimalists compared to some, but that helps their Frers one-off sloop sail fast and sweetly.

that everything be perfect and completely ready, because that state of perfection and complete readiness can never be achieved. You just try to get 80 percent of it done — hopefully the most important things. Then just improvise, and most things will work out.

"Don't insist on the perfect boat, just get what you can afford and spend what you have to make it safe."

Susan & David — "Go with a simple and comfortable boat that is physically and economically manageable, without the need for additional crew.

"If you really enjoy sailing, go with a boat that is fun to sail.

"Discuss and possibly agree on expectations of how often you plan to be at anchor vs in a marina. Discuss and possibly agree on expectations of how long, how fast and how far you plan to travel.

"Have adequate funds in reserve to allow an occasional splurge or to manage



During their years of cruising together, Wolfgang and Leonie have learned focus on fun and safety, and keep the mood light.

the unexpected.

"Before setting off for a long-term cruise, go on a couple of two- to three-week offshore coastal trips to shakedown both the couple and the boat.

"Work together in planning your cruise, allowing input from each of you, and with both partners reading up on the cruising areas, "

Alene & Bruce — "No yelling! Never. When we first started sailing together,

we agreed that we would communicate silently when anchoring. We devised hand signals that are easy for both of us

to remember and use, and we switch off at the bow and helm so that we both understand the anchoring process fully.

"Make sure you share the same goals. Previous relationships taught us that you cannot base the success of a relationship upon the other person changing.

"Cruising is a great life for those who are passionate about it, but it is also hard and can be stressful. It will bring to the surface any issues in your relationship. You must be willing to communicate with each other respectfully and honestly, or you will both be unhappy. And that's just no fun."

Leonie & Wolfgang — "If you both really like sailing, take some sailing classes so you both have a clue what to do on a boat. Daysail together, then do some overnights and short cruises before crossing an ocean.

"Be very clear about duties and expectations on board.

"Make sure you give each other space, which is not easy on a boat 24/7. We have inflatable kayaks on board, which is a game changer!

"And above all: Accept that there is no perfection in life or on a boat, enjoy the sunsets, and *breathe*!

Kyle & Shelley — "Before setting out, a couple needs to be on the same page regarding the important things in life. Setting out on this adventure hoping it will fix something, or make your relationship better will likely end in disappointment. The cruising lifestyle will test everything you think you know about yourself and the world we live in.

"Lastly, there are a bunch of life elements that will radically change in this lifestyle. I think you have to be prepared to change and adapt as quickly and as often as the tide does."

HOW TO MAKE IT WORK

That all sounds like reasonable advice to us. Based on this writer's own experience, I would add that it's impor-

tant that you allow each other to bring along cherished possessions, hobby supplies and/or creature comforts that will

give them peace of mind during rough times, no matter how much space they take up, or how seemingly impractical. Also, don't be offended if your partner occasionally feels the need to escape to some private corner of the boat, simply to be alone with his or her thoughts. And don't sweat the small stuff.

The Powell family celebrates their equator crossing during the 2011 Pacific Puddle Jump.

When living in such a small space, compromise is essential.

As generations of sailors will confirm, full-time cruising to far-flung destinations with a partner you love often yields exotic experiences and soul-deep friendships that would be tough to duplicate ashore.

But it ain't always easy.

As with any extended voyage, cruising as a couple is typically a blend of highs and lows. But going into it armed with realistic expectations — and the 'peace-keeping' techniques mentioned here — the months or years you spend cruising can be one of the most fun and fulfilling highlights of a life well-lived.

— **latitude/andy**



Kyle and Shelley share a love of voyaging and diving in exotic waters.



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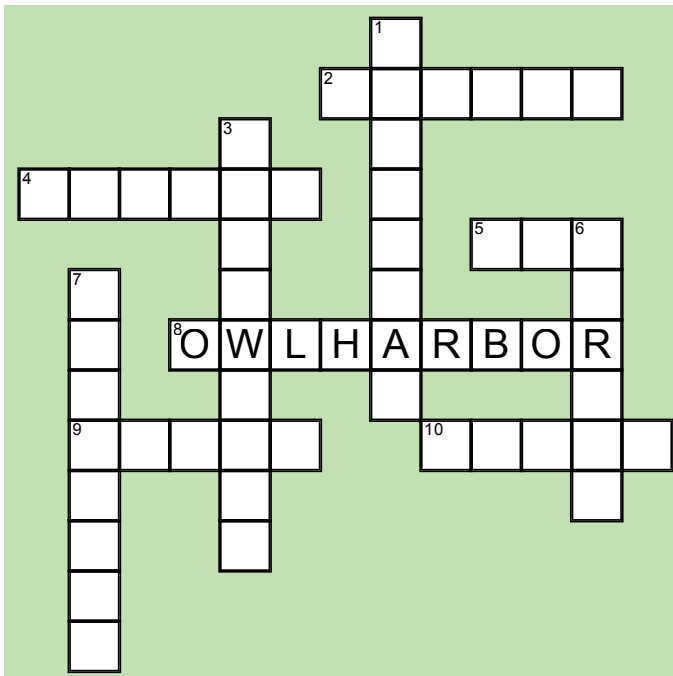


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SEASON CHAMPIONS, PART IV —

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

Trickle, trickle, splash, splash. It's a line from a 1980 song by the Manhattan Transfer. It's also the sound outside our office window as we pen (er, keyboard) this story. And it's what happened to some of our champs profiles this go-round. We had so many — and we wanted to include as many of them as possible — that they trickled into a fourth issue. Thus you hold in your hands (or view on your screen) the final installment honoring class winners of the 2018 Bay Area sailing season.

Express 27 Championship Series *Peaches*, John Rivlin, StFYC

"Boats had to race 11 races of the championship series to qualify; if they raced more, their lower scores were thrown out until they were at 11," explained fleet president Lori Tewksbury of Hang 20.

Last season was a little unusual for the Express 27 fleet, as eight of them raced the Pacific Cup to Hawaii. "The fleet focus was on distance racing and shorthanded sailing," says John Rivlin. "Our best race of the season was Vallejo, where we managed a strong showing in both directions, something that has eluded us in years past. The conditions were reasonably consistent with less random luck than most trips."

The biggest challenge for *Peaches* was that John's son Michael got a concussion early in the season and missed quite a few races recovering.

The 'Peaches' crew, with the class championship trophy, left to right: Michael Rivlin, Jon Goldsmith, Martha Peterson, Michael Deady and John Rivlin. Regulars not pictured: Sam Paterson, Ellen Liebenberg and Taylor Burfield. 'Peaches' also won this award in 2017.



PEACHES

"We plan to sail a full season in 2019. We're reorganizing the schedule to make sure that the events people are actually sailing are the focus of the season championship."

The 2019 schedule is posted at <http://express27.org>. Encinal YC will host the Nationals on October 11-13.

1) **Peaches**, 0.86 points; 2) **Wile E. Coyote**, Dan Pruzan, EYC, 0.72; 3) **Current Affair**, Seth Clark, RYC, 0.68. (34 boats, 8 qualifiers)

Express 27 Distance Series *Abigail Morgan*, Ron Kell, CYC

"For the distance series, boats had to sail five races, and, again, if they raced more, scores were thrown out," explained Lori.



Ron Kell

the Three Bridge Fiasco and Delta Ditch Run races as counters. My dad and I were also able to do all the races together

Abigail Morgan topped this series previously in 2016. Like *Peaches*, *Abigail Morgan* is a father-son effort. Ron Kell's son Oliver said, "We had a much better season top to bottom in 2016. The schedule had the Round the Rocks race and the Three Bridge Fiasco and Delta Ditch Run races as counters. My dad and I were also able to do all the races together



LESIE RICHTER

Peter Schoen

in 2016, whereas in 2018 he was traveling some races and I wasn't around for some of the races, so we were often scrambling the night before to put a boat on the course."

Joining Ron and Oliver in 2018 were Matt Everett, Seth Cohen, Kim Nguyen, David Crowe, Rich Korman, Jack Hastings, Walter Kell and others.

"I was not on board for this one, but I know my dad really enjoyed having my youngest brother Walter and some of his friends go sailing with him on the Midnight Moonlight," said Oliver. "Walter is a little bit of a wild card and is not really a sailor, so I think it was a pretty interesting trip and they had a lot of fun."

"We really enjoy all the races, as they all have their own unique challenges. The Vallejo Race is always fun though, as you have a downwind race and an upwind race, and our fleet gets a great turnout. The differences in depth of the channel vs. the sides of the course, combined with the tide, makes it a very strategic race, and we generally do pretty well in those types of races."

Ron is sailing in the Corinthian and Berkeley Midwinters. "We will kick the season off with the Three Bridge Fiasco at the end of January," said Oliver. "We plan to do the majority of the Express 27 schedule per usual."

"This series is really all about participation," adds Ron. "It is always very close and not decided until the Great Pumpkin pursuit race, our last scored event. The competition adds a great deal to the enjoyment — whether you are at the top or trying to finish 10th."

1) **Abigail Morgan**, 58 points; 2) **Fired**



A FINAL LOOK BACK AT 2018



'Mooretician' passes 'Pegasus' on the way up to Natural Bridges in the 2018 Moore 24 PCCs, part of Made in Santa Cruz Race Week on Memorial Day Weekend.

Up!, John Morrison, Tahoe YC, 56.5; 3) **Peaches**, 48. (39 boats, 10 qualifiers)

Olson 25, CBRA Shark on Bluegrass Falk Meissner, BYC

Falk Meissner's favorite races are those on the Cityfront. "They are most interesting and have the nicest scenery. One of the most memorable moments was drifting in lots of current and no wind around the leeward mark (Blossom Rock) and then finding a wind patch to get back to the finish before the rest of the fleet."



Falk Meissner

and, most importantly, my (back-then 11-year-old) daughter Malina on the foredeck."

We asked Falk what the boat name,

Shark on Bluegrass, means. "Hmm, that's a long story with no clear answer," he replied. "It just popped into my head after I rejected HMS *Britannica*. Some people interpret it as "Short on Grass," or a shark basking in the sun in a field of (blue) grass — or they abbreviate it to S.O.B."

1) **Shark on Bluegrass**, 16 points; 2) **Synchronicity**, Steve Smith, HMBYC, 21; 3) **Alchemy**, Nick Ancell, BVBC, 24. (4 boats)

Moore 24 Roadmaster Series Mooretician

Peter Schoen/Roe Patterson, TYC

"There were many memorable moments this season," said Peter Schoen about the seven-regatta 2018 Moore 24 season. "The favorite race was rounding the top mark behind *Pegasus* and matching jibes (there were more than a dozen) with them from Natural Bridges all the way to the finish during our PCCs and beating them across the line." Santa Cruz YC hosted the Moore 24 Pacific Coast Championships as part of Made in Santa Cruz Race Week in May. *Mooretician*

took third place in that regatta.

Mooretician's most exhilarating race was the long downwind run on the Columbia River off Hood River during their Nationals in August. "Gusts to 30 and we were planing — a lot. Thinking about it still brings a smile." *Mooretician* finished that regatta in second place.

Joe Wilderman, Erica Ryan and Tom Paulling were the regular crew joining Peter and Roe in 2018.

This winter, *Mooretician* has been joining nine other Moores in the RegattaPRO Winter One Design Series.

Connect with the Moore 24 fleet at www.moore24.org.

1) **Mooretician**, 13 points; 2) **Wet Spot**, Mike O'Callaghan, StFYC, 23; 3) **No NRA**, Scott Sorensen, SCYC, 26. (44 boats)

Mercury Travel Trophy Axon, Doug Baird, SFYC

"I've been sailing Mercurys since 1953," says Doug Baird. "It's a really great bunch of people. When I was a kid they helped me develop both as a person and as a sailor. As a young husband and parent, they helped me through some rough times. As an old fogie they're just as patient."

The highlight of Doug's season was "beating Scotty Easom, Once. A really hard thing for me to do."

The low point of 2018 was "my first bad collision in 65 years of racing at the L.A. Midwinters and having to retire."

Doug believes that a key factor in his 2018 championship was "Mike Burch not contesting all the series. He was the only other one who won two of the regattas."

Baird has seen great success in recent

Tarasa Davis and Doug Baird at Stillwater Cove, Pebble Beach.



SEASON CHAMPIONS, PART IV —

years. He placed second in 2015 and 2014, third in 2013, and first in 2012, 2016 and 2017. "This year was tougher," he says, "both from the competition and my not being able to contest all nine regattas of the series. Normally I do all nine, so there are usually some points flexibility. Not this year. Maybe age has something to do with it?"

Having the same crew for each regatta is *not* one of Doug's keys to success in the doublehanded boat. Rather he has a deep bench of sailors to call up for various events: Chris Messano sailed with him in the L.A. Midwinters and the Cinco de Mayo in Santa Barbara; his son Michael in SFYC's Hart Nunes; Robert Lanzafame in Huntington Lake; Tarasa Davis in Stillwater YC's Labor Day Regatta; and Kate Conway in the Perry Cup (Monterey) and Turkey Day (Long Beach) regattas.

1) **Axon**, 29 points; 2) **Stars**, Jim Bradley, StFYC, 22; 3) **Citron**, Lyn Hines, RYC, 21. (36 boats)
Full results at www.mercury-sail.com

Knarr — Cahoots

Jamie Scarbrough, StFYC

The San Francisco Bay Knarr fleet has a 31-race series, beginning in March and ending with the Leukemia Cup in October. "The last race of the series, which determined the season championship, was quite memorable," said 2018 Knarr champ Jamie Scarbrough. "After 30 races and with one race to go, the top five boats in the season standings were separated by only a handful of points!"

"After rounding the windward mark in fourth, we were able to get an inside overlap at the reach mark to take the lead. After we took the lead, the race standings were such that we would win the season championship if a competitor (USA 140), finished third or worse in the race. Over the course of the race, USA 140 [*Svenkist*] was able to work their way from mid-fleet to a near tie for second place on the last leg of the race. Another boat edged them out by about six inches and got third in the race, securing our victory for the season."

One terrifying moment for *Cahoots* came shortly after rounding the wind-

ward mark in a race with big breeze and big waves. "As we sailed downwind with another boat sailing upwind approaching quickly, a wave rocked each boat and the two masts came toward each other — much too close for comfort. Given the competitive nature of the Knarr fleet, close encounters occur all too frequently!"

Crew in 2018 included Zander and Jesse Kirkland, Adam Roberts, Ryan May and Molly Carapiet.

Jamie is taking some time off from sailing to hit the ski slopes this winter, then will get back to the Knarr series in the spring.

1) **Cahoots**, 106 points; 2) **Svenkist**, Sean Svendsen, StFYC, 106; 3) **Niuh**, Randy Hecht/Russ Silvestri, StFYC, 108. (22 boats)

Full results at www.knarr.us

Folkboat — Josephine

Eric Kaiser/Kurt Hemmingsen, StFYC

The first races of the Folkboat season were on the Berkeley Circle, with strong winds to start the day. "They just kept cranking," said Eric Kaiser. "I was truly amazed we started our first race of the day. When we got to the finish line there were no other boats around; everyone had already headed off to safe harbors. By then it was blowing a steady 30-35 knots and gusting over 40."

"Normally, the crew takes the helm for the trip back to the Cityfront, but not today. And I was definitely not taking us around Point Blunt."

"We headed up to Raccoon Strait. I didn't even want to tack if I didn't have to, it was just that windy. But we are locals, and this kind of condition is very much manageable in a Nordic Folkboat if you know how to manage sails and stay focused on keeping her feathered into the wind. We were fortunate enough to have just enough aquavit to make it home."

"The reach across back to Gashouse Cove was a wet and wild ride, and we were all exhausted and pleased to be back safely in the slip."

The second-to-last race of the season was Eric's favorite. "We were as deadlocked as two boats can be going into the last day. The first race they sent us on a 16 (Blackaller Buoy) to 18 (Blossom Rock) to finish deal in a major flood. I wasn't happy with this course because it has a really long downwind section and we weren't at all fast downwind."

"We were third at the windward mark, picked the wrong lane downwind, and watched the lead boats slip away, with the boats behind us catching up."

I thought for sure the season was over and got a little depressed. We'd worked really hard all season to be consistent, and to lose on this particular style of course was a real kick in the gut."

"We rounded 18 in sixth position and watched the lead boats go with the traditional knowledge and head up the cone of Alcatraz. With nothing to lose, we headed to shore."

"As we sailed along the south, the wind kicked in hard and we were against the flood. Normally, that's a death sentence on the Bay. As we kept getting headed and more headed, I decided to do something you would never think to do and sail straight into the heart of a flood. But there was just enough south in the wind to keep our keel on the positive side of the current."

"Every lift we could have taken we didn't, and we stayed out where there was to be any wind. The wind was so fluky too. Big puffs would give us hope followed by doldrums of nominal progress. The boats in the cone were having no luck at all, and it was slow going for everyone."

"We stayed the course and played every puff we could, aiming right at the finish line the whole time, knowing the boats in the cone would eventually have to turn their keel sideways to the current. We caught a consistent lifting fill and eased the sails to go faster, and at the same time miraculously caught the very early ebb on the inside at Aquatic Park."

"When our main competition converged, we were actually ahead of them. One boat got away, but the one that mattered was completely unlucky and we edged them out at the finish."

"Now I've been on both ends of the lucky stick, paid my dues on the shit end. I would like to thank the wind and tide gods for shining down on us this day. Flat out, we got lucky."

Crewing in 2018 were Kurt Hemmingsen and Jason Brody Stewart, with special guest appearances by Andy Hale.

Like his counterpart Jamie in the Knarr, Eric's winter plans involve hitting the slopes. For the 2019 season, "The plan is to take a break from the Folkboat and race a Knarr with Risley Sams, but still do the StFYC Wednesday Evening Series in the Folkboat."

For more info on the Folkboat fleet, see www.sfbayfolkboats.org.

1) **Josephine**, 29 points; 2) **Freja**, Tom Reed, StFYC, 30; 3) **Polruan**, James Vernon, GSC, 68. (10 boats)



Jamie Scarbrough

CAHOOTS

A FINAL LOOK BACK AT 2018



Kurt Hemmingsen and Eric Kaiser

Wylie Wabbit — Weckless Tim Russell, SFYC

We'll wrap up this series where we started, way back in November, with Tim Russell. Tim not only won the extremely competitive, deeply talented, and highly numerous J/105 fleet, he also topped

the smaller-boat, camping-friendly, easy-going Wylie Wabbit fleet.

(Wylie Wabbits are 24-ft long and are usually sailed with three people; J/105s are 34.5 feet long and usually sailed with five or six people.)

"The Wabbit keeps me in touch with the Laser sailor that I am without the pain of beating up the Cityfront in 25 knots of breeze," says Tim. "The beauty of the Wabbit is that it's basically a dinghy with a keel. It goes upwind like a big boat but downwind

like a dinghy.

"We get invited to do the big-boat regattas and the dinghy regattas as well! I like the variety of the race schedule. It's a mixture of Bay and lake races with a couple of long downwind races.

"My two favorite regattas are Whiskeytown and High Sierra. The High Sierra has by far the best racing because

the wind is much more predictable. At Whiskeytown the camping is more fun because the fleet camps as a group and all the families get together.

"Since the Wabbit fleet is smaller than the J/105 fleet, you know everybody in the fleet. All the skippers, all the crews. And even though we are all friends, the competition is always tough. Nobody runs away with it. We always hang out after sailing and we take turns buying pitchers of beer."

Tim thinks that racing the Wabbit has made him a better J/105 sailor. "It's more pure. You don't have the aid of all the instruments that you have on a 105. You drive more by feel than by wind angle or boat speed."

Tim's crew on *Weckless* included John Claude on trap and spinnaker trim. "Middle was a smorgasbord of talent including daughter Lucie, son Teddy, sister Judy, Scott Parker, Will Martens, Brent Draney and Ian Baldwin.

"The Wabbit is the biggest bang for the buck! You can do anything on a Wabbit. (Except go out in the ocean — that would be stupid.)"

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SEASON CHAMPIONS, PART IV



Wylie Wabbit sailors, with their families and dogs, camp out together on Memorial Day Weekend at the Whiskeytown Regatta in the mountains west of Redding. — photo by Anne Russell

WYLIE WABBIT SEASON SERIES (11r, 2t)

1) **Weckless**, 32 points; 2) **The Bar-ba-loot**, Sarah Deeds, RYC, 43; 3) **Mr. McGregor**, Kim Desenberg/John Groen, RYC, 43. (16 boats)

EUN SERIES (4r, 2t)

1) **Bad Hare Day**, Erik Menzel, RYC, 3 points; 2) **Kwazy**, Colin Moore, RYC, 3; 3) **Jack**, Bill Erkelens, RYC, 5. (8 boats)

TRAVEL SERIES (4r, 2t)

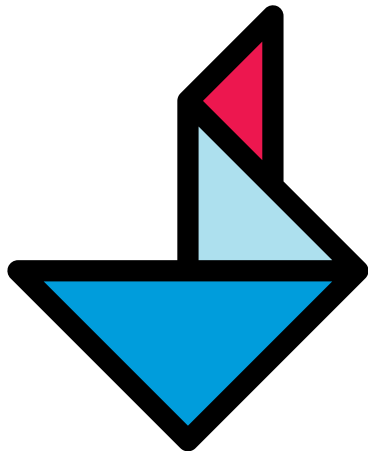
1) **Weckless**, 3 points; 2) **Bad Hare Day**, 4; 3) **Jack**, 5. (13 boats)

See www.wyliewabbit.org

And so onward with 2019. Sail fast, sail fair, sail a lot, and maybe we'll see your name in these pages come November.

Previous installments of our 2018 racing season reports appear in the November, December and January issues of *Latitude 38*.

— **latitude** /chris



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EVOLUTION OF THE BAY'S WATERFRONT

The Bay Area waterfront is ever-evolving. It is, at once, a remnant of the boom of recreational sailing, and a rapidly changing landscape being molded by the pressures of population.

In the 1960s, unprecedented wealth amongst the middle class, coupled with the advent of relatively inexpensive and durable fiberglass boats, transformed the gritty working waterfront into the familiar and inviting recreational waterfront that we have today.

In response to demand for facilities to keep these new boats, infrastructure was developed. Both private and public marinas were built throughout the Bay Area, boat ramps and launch facilities were established, and businesses supporting recreational boating and boaters grew alongside. This blossoming trend reached its peak in the late 1980s, but the ill-advised federal 'luxury tax' on new vessels put many small boatbuilders and marine vendors out of business, a trend that accelerated with recessions in the early 1990s and early 2000s. Then, just as things were starting to recover, the Great Recession of 2008-2009 bankrupted many of the remaining builders, and knocked the entire recreational marine industry back on its heels.

As the waterfront continues to evolve, boats and boating are becoming less prominent features along local shores. Population growth and the corresponding development that serves it have shrunk both the footprint and visibility

of sailing.

But there are no simple explanations here. The boating industry in the Bay Area is currently going through dramatic, and in some ways, wrenching changes. As sailors, there is reason to be both alarmed and encouraged. "Accessibility to the water has never been so great, yet barriers to participation have never been so few," said Paul Kaplan, the CEO of KKMI boatyard.

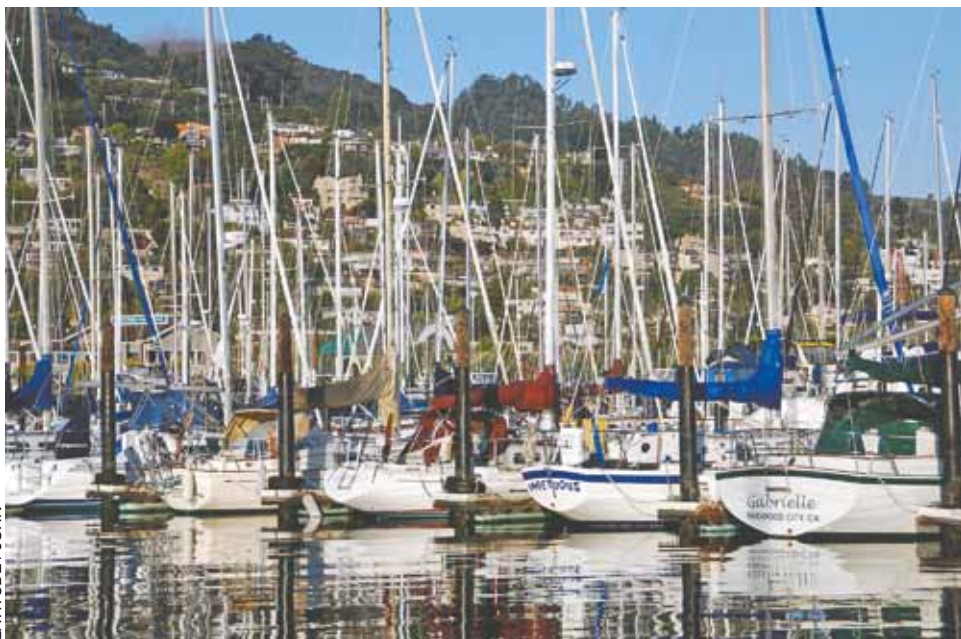
We want to explore the headwinds boating is facing in the Bay Area, as well as the opportunities that are being created through new technologies and new forms of participation in the sport.

Housing Trumps All

Housing in the Bay Area, which is considered one of the most costly places to live in the country, has become famously expensive, with waterfront housing representing the pinnacle. The premium that water views and access add to the value of housing give developers every incentive to develop any and all shoreline parcels that become available. Waterfront businesses, like boatyards, marinas and marine vendors, simply cannot compete for prime real estate with housing. And once waterfront land is covered with condominiums or apartments, that land will never be turned back into a boatyard.

According to Mark Sanders, owner of Westpoint Harbor in Redwood City, there are 27 job openings for every new

Sausalito is thick with boats, but note the humanity packed into the hills in the background. The City of Sausalito has been at the center of the Bay Area's debate over its waterfront, and despite the hefty march of gentrification, the waterfront has, for now, held its ground well.



LATITUDE / JOHN



resident in the South Bay. Land in the mid-Peninsula is valued at \$3 to \$5 million per acre, demand for housing outstrips supply, and the 94063 zip code, representing the downtown and waterfront portions of Redwood City, is the most expensive in the United States. Average household income within three miles of Westpoint Harbor is just over \$144,000 per year. The South Bay used to be home to several boatyards, but the last two — Pete's Harbor and South Bay Boatworks — have closed, and the land they occupied is now home to expensive condominiums and apartments.

While demand for new waterfront housing threatens some of the Bay's existing marine infrastructure, that same demand may also be a source of salvation for aging marinas. The Redwood City developments — One Marina, Villas at Bair Island and Blu Harbor — all include new facilities, although these marinas are smaller than the ones they replaced.

Two years ago, Svendsen's Boat Works in Alameda relocated and merged with another yard to become Svendsen's Bay Marine in Richmond. While the former yard in Alameda is currently sitting idle, a master plan for redeveloping the property was approved by all parties in 2018. The final plan calls for 760 hous-



LATITUDE / JOHN

This is a story about the numerous and very real challenges the sport of sailing faces in the Bay Area. But let's not forget that at the end of the day, sailing is timeless, the Bay is always there, and the Bay itself doesn't care about the politics on land.

ing units, but also includes provisions for a working boatyard, a refurbished Alameda Marina, commercial maritime space, and improved public access, including a walking path and a ramp for launching paddleboards and kayaks. Harbormaster Paul Houtz says that the cost of repairing and upgrading the marina is staggering. "The seawalls were built during World War II to win the war, and they are crumbling. Similar problems with seawalls exist throughout the Bay. The owners could have walked away, but chose to partner with the City of Alameda to save the marina. The boatyard will be an innovative project. We just sent out an RFP/RFQ looking for a someone who is qualified to operate the yard." Houtz adds that without the housing component, none of this would have been possible, and that going forward, public/private partnerships like this could provide a model for future waterfront development in the Bay Area.

Boats and marinas could also be part of the housing solution in the Bay Area, provided the arrangement is managed correctly. Sheila Chandor, harbormaster at Pier 39, reports that she and her staff

field about 100 calls a week from people who think living on a boat could be an affordable solution to their personal housing crisis. But at present, a 10% limit on the number of liveaboards at Bay Area marinas prevents her from expanding

the liveaboard population. However, the 10% limit is inherently arbitrary, and increasing that limit to, say, 20 %, could be a source of additional revenue for local marinas and also contribute, just a little bit, to easing the housing shortage.

But without proper management, demand for affordable housing would quickly crowd out other marina tenants.

The Regulatory Environment

The regulatory environment in the Bay Area is the greatest challenge facing the marine industry. Marinas and boatyards alike have to contend with multiple, overlapping regulatory jurisdictions, including the US Environmental Protection Agency, the California EPA, the State Lands Commission, the California Coastal Commission, the Bay Conservation and Development Commission, the Army Corps of Engineers, and state and federal fish and wildlife agencies. Cities and counties also have their own permit requirements. And all of this comes on top of the statutory requirements in state and federal law. Paul Kaplan notes, only slightly tongue in cheek, "Boatyards are more heavily regulated than the nuclear power industry!"

Satisfying all of the permit requirements to dredge and modernize an existing marina can take years, cost hundreds of thousands of dollars, and make for daunting bureaucratic hoops. As Randy Short, president of Almar Marinas put it, "None of the money spent

The abundance of humpback whales in the Bay the last few summers shows how much our environmental priorities have shifted. Whales are no longer hunted, and the water is no longer filthy and stinking.



LATITUDE / TIM

EVOLUTION OF THE BAY'S WATERFRONT

LATITUDE / MITCH



From left: Like many marinas in the Bay, Port Sonoma suffers from the skyrocketing cost of dredging due to well-intentioned environmental regulations; Bay Ship & Yacht in the Oakland Estuary has found a balance between servicing ships and keeping the water clean. But it comes at a cost to customers.

on consultants and lawyers directly benefits the boater, but adds to the cost of boating. It also adds to the costs in other ways. When we build a marina, we use only the best materials. It's more expensive, but a good value in the long run because the marina lasts longer and you don't have to rebuild as often, and you don't want to go through the brain damage caused by the permitting process any more often than you have to."

Mark Sanders was even more direct. "The legislative environment in the Bay Area is the single biggest factor limiting recreational boating." In other places, he notes, waterfront is viewed as a commercial and recreational asset. New harbors are being developed with an eye to bringing in recreational boaters and the dollars that they spend. These harbors are often the centerpiece of waterfront redevelopment efforts that also include housing, commercial space, retail and restaurants. "The Bay Area stands in contrast to other large harbors, which are booming," says Sanders. "Here boatyards are closing, marinas are closing, in large part because of the regulatory environment. The permitting process for any project along the water is time-consuming and costly, and there is active hostility towards boats and boaters at some of the regulatory agencies."

And there are other legal challenges. Paul Kaplan reports in the New Year's edition of the KKMI blog that a number of small and unscrupulous NGOs have been targeting marine businesses in the Bay Area, threatening to file lawsuits alleging noncompliance with state and federal law unless the business agrees

to settle. Again, these costs get passed on to the boaters, but add no value to the boating experience.

None of these problems are insurmountable, but will require political will to make the necessary changes. Permitting processes can be streamlined and modernized. Agencies can coordinate their requirements to reduce the costs and workload associated with getting permits. Boaters can organize to make their voices heard. Zoning laws can be amended to protect the recreational waterfront, even with new development within and alongside these areas.

In a November 2018 *Sightings* we reported that the thriving waterfront in Port Townsend, Washington, was being threatened by the same kind of development that we have in the Bay Area, but local advocates won the day, and managed to convince city officials that the economic and cultural contributions of the working and recreational waterfront were more valuable than another trendy shopping street.

Marine Infrastructure

Many Bay Area marinas built during sailing's boom between 1960 and 1990 are now in dire need of renovation. But the costs associated with rebuilding a marina are staggering. According to Randy Short, marina operators must charge a minimum of \$15/foot in order to have the cash flow necessary to rebuild a marina. Short added that California is the most expensive place to build a marina. Part of that is the regulatory environment, but it also stems from the high expectations of boaters, who expect

a certain level of quality and amenities.

"There are cheaper ways to build, but boaters don't want wooden docks. They want fingers between boats. In other places, boaters tie up to pilings, but that doesn't work here." Sheila Chandor at Pier 39 also talked about the high expectations of contemporary boaters, and how changes in lifestyle are reflected in the marina. "Boaters — and younger boaters especially — want to remain connected. They want Wi-Fi in the marina, and they want more services. All these amenities add to the costs."

Marine infrastructure is not confined to marinas; it includes boatyards, chandleries and services that boaters need to maintain their boats. The high cost of land in the Bay Area puts pressure on these service providers, because businesses have to generate enough income to cover the rent and to pay the wages employees require in a high-cost area.

Many service providers are not necessarily tied to the waterfront, and can operate away from the Bay. Boatyards, however, must be located where boats can be hauled. These need not have stellar views of the San Francisco skyline, but must be waterfront nonetheless. Unlike marinas, most of the remaining boatyards in the Bay Area have been continually upgraded over time, compelled by evermore stringent environmental standards to be cleaner. Storm-water filtration systems and dust-collecting sanding systems have reduced boatyards' pollutants. In addition, newer marine paints and newer bottom paints last longer than the products they replaced, and are both cheaper for the boat owner



BAY SHIP & YACHT



LATITUDE / TIM

Right: This long, gorgeous path around Loch Lomond Marina is one of many new-ish walkways on the Bay. We enjoy them and use them frequently, but, as we've said many times before, we don't want paths to serve as replacements for marinas, docks, ramps and hoists.

and better for the environment.

Nonetheless, running a boatyard is not for the faint of heart. As Cree Partridge, owner of Berkeley Marine Center puts it, "People who depend on the water for their livelihood are at a severe disadvantage. People don't support what we do. These resources have to be nurtured, because once they are gone, they will be nearly impossible to replace."

Despite the challenges facing the marine industry in the Bay Area, there are bright spots. Randy Short reports that Almar Marinas is still investing in the Bay Area, including Brooklyn Basin on the Oakland Estuary and the marina at Treasure Island. Paul Houtz of Alameda Marina predicts that the new marina will be a great facility. "This won't just be a place where people store their boats, it will be a place where people come to go boating!" Finally, Westpoint Harbor was named Marina of the Year for 2018 by *Marina Dock Age*. Formerly a toxic pond, Westpoint is now full of paths near the water, demonstrating just what a modern marina can be.

Environmental Improvements

Thirty years ago, raw sewage would pour out of the storm drains at Gashouse Cove whenever it would rain, according to Paul Kaplan. "There is no way I would even put my hand in, and I sure wouldn't want my daughter paddleboarding in that water!" he said.

Jim Jessie, longtime Bay Area sailor and racer, tells stories of being able to tell where you were on the Bay and what the tide was doing by the smell of the sewage — and there was never any doubt where

the tidelines were because there was so much floating debris.

As the Bay has gotten cleaner, wildlife has returned. Even 10 years ago, seeing a harbor porpoise was a rarity. Now their sightings are joyfully commonplace. Just last fall, great schools of bait fish were swimming in the harbors up and down the Oakland Estuary, luring sea lions and harbor seals to follow.

These improvements did not come easily, and much of the improvement is due to the regulatory efforts of local agencies and nongovernmental groups. But the marine industry has not contributed more than a very small fraction of the pollution in the Bay for many years. Stormwater runoff from city streets is far more polluting than boatyard or marina operations, as is agricultural runoff and raw sewage spills from overwhelmed city treatment plants.

Even so, as boaters, we bear significant costs associated with efforts to clean up the Bay. Some of these costs are minor and common-sense, such as using holding tanks and pumpout stations. Other costs are more significant, such as the increased fees associated with haulouts and boatyard operations.

It's a paradox that rules much of the debate: Higher environmental standards add to the cost of boating, but also provide the recreational boater with a better, healthier experience.

Boat Technology and Water Access

The Bay is actually much more accessible now than it was 30 years ago, although the nature of access has changed. Walking paths border many

Bay Area shorelines, replete with water-side restaurants and piers. These walking paths are popular, open to residents and visitors alike, and provide stellar views of the Bay.

Conversely, boating access has become more challenging. Boat ramps and hoists are less common than they were, and development has rendered inaccessible places where one might once have launched a small boat off the beach. Additionally, traffic congestion and parking constraints can make getting to the water so difficult that only the die-hard fisherman is willing to try (at 4:15 a.m.!) As fewer people take advantage of these remaining access points, pressure increases to redevelop these waterfront resources for other uses.

The problem is compounded now that the California Division of Boating and Waterways, which provides funding for the development and maintenance of the boat ramps and associated docks, has been folded into the California Department of Parks and Recreation. As Mark Sanders points out, the DBW was a victim of its own success, as it was funded through gas taxes levied on recreational boaters, and received no funding from the State General Fund. Its mission was focused, and the DBW was a powerful voice for the interests of boaters in California. But the Legislature saw the Department budget as a way to help fund Parks and Recreation, and in the process, whether intentional or not, reduced the advocacy role of DBW while repositioning the division as more of an environmental and enforcement agency.

There are now more ways to get out on

EVOLUTION OF THE BAY'S WATERFRONT



LATITUDE / JOHN



DAVE FIELDER

From left: The City of Berkeley (which is a story unto itself) recently invested in their waterfront infrastructure for windsurfing, but their docks still leave something to be desired; just a few miles north at Point Isabel, a brand-new windsurfing, kayak and dog-swimming launch opened in late January.

the water than ever before. Paddleboards and kayaks can be rented or launched from more locations than sailboats, and require little or no expertise.

Technology has made sailing easier and safer. GPS, modern charting systems, and depthsounders make navigation easier, while bow thrusters and joystick controls make maneuvering a 40-footer as easy as maneuvering a Santana 22. Sailing still requires a general knowledge of wind angles and sail set, but electric winches reduce the physical demands, though these developments are perhaps lamentable for those of us who enjoy the purity and challenge of the sport.

In addition to these innovations, the increasingly popular practice of charter and 'fractional ownership' can reduce the costs of owning a boat, while also ensuring that the boat does not sit idle for months at a time. These forms of ownership (or non-ownership) make getting out on the Bay easier and cheaper.

Demography

One of sailing's biggest challenges are demographics. As Randy Short says, "The future of boating will not be a bunch of old white guys." From its inception, recreational boating was the province of tinkerers and do-it-yourselfers. That was part of the appeal. But the new generation of boaters is cut from different cloth. According to Sheila Chandor, millennials are looking for a different kind of boating experience.

Mark Sanders notes new arrivals to the Bay no longer hail from other waterfront areas, and thus have no cultural connection to boating, or even swimming. For many, the Bay is a scenic backdrop for selfies, but not a place for recreation. Cree Partridge puts this in practical terms. "We have to get more people around the Bay looking at the land from the Bay, rather than looking

at the Bay from the land."

There's debate about the ownership proclivities of the millennial generation. Sheila Chandor says millennials don't have the income that Baby Boomers had at the same age, and that those who do have no time for sailing.

But Thom Dammerich, president of the National Marine Manufacturers Association, disagrees. "There are indications the millennial generation is even more inclined to own a boat than Baby Boomers, and this is a tremendous opportunity for the industry. The real issue is making boating relevant to this new generation of buyers." Dammerich notes that the industry has always focused on product. "We always just assumed that the interest was there, and that the right product was all we needed. But this new generation is more interested in experience, and we need to sell that. We need to sell the experience of boating, the lifestyle, and the fact that this is something you can do your whole life."

Time and Money

One problem with emphasizing product over experience is that it contributes to the perception that boating is expensive — and if you buy a brand-new boat with all the fancy features, it is. Meanwhile, boatbuilders, boat brokers and loan brokers all have an incentive to encourage buyers to spend more.

But boating need not be expensive, even in the Bay Area. "A group of friends can get together and buy an older boat," says Sheila Chandor, "and the ongoing cost per person is pretty modest. This is the idea behind fractional ownership, or other aspects of the share economy. We [in the industry] have to provide ideas and encourage these new forms of ownership, and then adapt existing resources to meet these new needs."

Reducing costs is one thing, but getting more time to sail is another. It's a

problem that cuts across all demographics. Just getting by in the Bay Area can be a full-time job. This has profound effects on boating, which is time-intensive. "Everyone is strapped for time," says Benjamin Yamanaka, general manager of the Oakland Yacht Club. "Although we have a full-time staff, we are still essentially a volunteer club. But it is getting harder to get our members to commit to work days and club activities. People are busy and have lots of ways to spend their free time. Just fighting traffic to get to the club is a big problem."

But not sailing might be the bigger problem. "Sailing the Bay is one of my great pleasures," said Cree Partridge. "You get out on the Bay and get away from the hustle and bustle, see [things] from a whole different perspective, and you come back feeling much more relaxed." In other words, while sailing might be expensive, it is less expensive than psychotherapy. That just might be a good marketing strategy.

What We Can Do

This is an era of transition and precarious times. One generation of boaters is moving on, and the next has yet to move in. The infrastructure and human resources that we depend on as recreational boaters have to be nurtured and protected. As boaters, we have to get involved. Competition for waterfront is fierce, and we need to organize and advocate for the resources we depend on.

We need to make our interests as boaters heard at city council meetings, with regulatory agencies, and with our legislators. More than anything, we have to help bring new people into the sport by getting people out on the water to enjoy one of the greatest sailing venues on the planet. As Cree Partridge says, "Sailing the Bay is a source of solace. I will always have a boat for sailing the Bay."

john tuma

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The yacht club manager hailed me as I walked passed his office door: "Three more cartons of books for you to sort, Max," I fetched up hard and backed sails.

"Who died?" I asked. "Anything good in their collection?"

It was a name that I recognized as a longterm club member. I had seen him at club dinners but didn't really know him personally. As per the usual protocol, his large collection of sailing books had been donated to the yacht club library.

Looking at the three big cartons, loaded down to their plimsoll marks with books, I concluded that the best way to honor his passing was to give this collection a thorough going-over, making sure that the really good stuff was properly sorted, shelved, and made available to the membership. So I hoisted up the first of the three boxes and made my way up the stairs to the club library.

It was after I landed the heavy carton on a desk that I noticed who was already in the library. Lee Helm, a naval architecture grad student, was deep into her research and didn't even notice my entrance. She only turned to see who was there when the heavy cardboard box shook the desk on impact. Lee is not a yacht club member, and I was wondering who let her in without a prior invite.

"Just doing some research," she explained. "You have a great library up here."

"Thanks, we try to keep it organized,"

The duplicates shelf in the yacht club lounge. Every sailor's library has the same books, but there might be hidden gems in a donated collection.

I said. "Just today we have three new incoming cartons of books to catalog. What's your project?"

"Nothing serious," she answered. "The department thought it would be interesting if I gave a talk on America's Cup technology, so I'm researching the early innovations. And like, there's some revisionist history here. It turns out that George Steers, credited with the radical hull shape of the *America* in 1851, was really just applying ideas pioneered by John W. Griffiths, the steamship and clipper ship designer that Steers apprenticed with. Like, there's an argument to be made that Griffiths, not Steers, was the genius behind the *America*."

"That is news," I said, noticing that Lee had bookmarked some pages in *The Search for Speed Under Sail* by Howard Chapelle.

"Published in 1967," she explained, "so like, I couldn't find any of this info online." The color of the book jacket reminded me of something I had seen just a minute ago, so I took another look inside the carton of books. Sure enough, *The Search for Speed* was in among the new donations.

"You're in luck," I said as I handed Lee the book. "We usually sell off duplicate library books at 25 cents each, but for you, special deal: on the house."

"The rule used to be 'cod's head and mackerel tail' for sailing ship," she said after thanking me for the book. "And

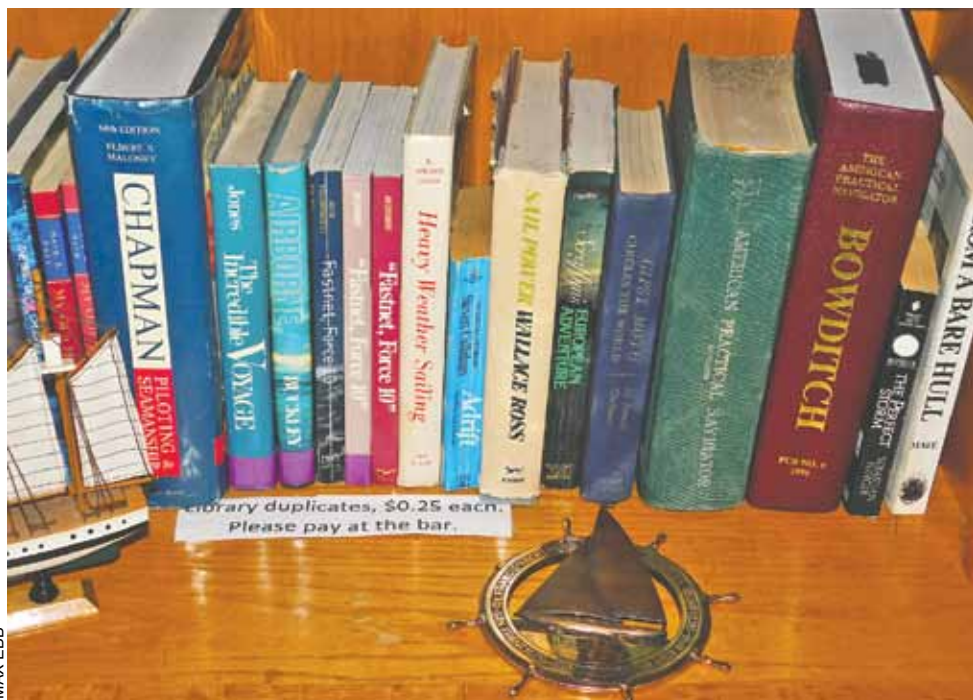


like, that made sense for ships that were big, heavy and relatively slow. The round bow maximized load-carrying ability and minimized frictional resistance by minimizing wetted surface. But any ship with that kind of bow also needs a long, thin stern that would let some clean water, you know, unseparated flow, reach the rudder, for directional stability and steering control. It wasn't until ships could sustain higher speeds — steamships, for example, but clipper ships too — that wave-making resistance became more important. And like, by high speed I mean anything over about 15 knots."

"How do we know that Griffiths' ideas came first?" I asked. "Mabe Griffiths got his ideas from his brilliant young intern."

"Check out this passage in this book by Professor Cedric Ridgely-Nevitt, *American Steamships on the Atlantic*. It's about steamships, so researchers studying yacht design don't usually find this info. Here's a passage to highlight:

"By January of 1850 the second steamship, the *Georgia*, was ready. Smith and Dimon employed John W. Griffiths, who had achieved great success with his two early clipper ships, *Rainbow* and *Sea Witch*, to draw her lines. Griffiths teemed with ideas and





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Lee Helm's favorite America's Cup matches, take one: 1988, monster mono versus wing sail cat.

was always certain of their success. Two of his theories were tried out on the *Georgia*. The first was to make the bow very long and sharp and the stern considerably shorter and fatter. These elements were completely the reverse of the sailing packet hull that we have examined in the *Massachusetts*. In the latter the maximum beam was well forward; in the *Georgia* it was far aft of the half-length. 'If you ask me,' said Lee, 'That also describes exactly what everyone thought was so revolutionary about the *America*.'

"Uh, what was the other theory he tried?" I asked.

"He made the *Georgia* too wide, and it had an uncomfortable snappy roll. Not a problem for a sailing ship with roll damping from the rig, but a mistake on a transatlantic steamer, where too much roll stability is as bad as too little. But like, it was Griffiths who was the innovator with respect to *America*'s sharp bow and aft position of maximum beam. Griffiths' books from the period are online. He even complains about designers who copied the trend for sharp bows, but then didn't follow up with a more buoyant stern that would make better use of the stern wave and be more compatible

with the higher speeds."

"But still," I protested, "It was the Steers-designed *America* that introduced these concepts to the yachting world. I still have to give some of the credit to Steers."

"For sure. One of the pundits on the other side of the pond did say something like, 'If this is right, then everything we've been building is wrong.' Another local expert suggested that the English yachts would go faster if they sailed backward."

"The technology really was local back then," I noted. "I've read that the *America* also had a big advantage in sailcloth."

"For sure, and like, that made the A-Cup a different kind of contest," said Lee. "When the design and building skills were local, it was a technology test between countries. But they've been, like, chipping away at that since the '60s, when Australia was allowed to use American-made sailcloth. And then in '83, the Australians had to go to the Netherlands to develop the wing keel. And like, now the technology is completely globalized — everyone has access to everything: Designers, builders, suppliers can come from anywhere."

"Same with the skipper and crew," I

said, not hiding my contempt for the fact that the American boats were skippered by foreigners. "The national identity is virtually gone. We should go back to requiring that only American crew sail for the American yacht clubs, and all those Kiwis only sail for New Zealand. Of course that also means we'd usually lose to them, in a fair fight . . ."

"Historically, there never were nationality requirements for the crew," Lee reminded me. "So there's nothing to go back to. Charlie Barr was Scottish, made a name for himself in England, and was the hired gun who probably saved the Cup for the New York Yacht Club in '01 and '03. And the winch grinders were referred to as 'Swedish steam,' so you can guess where they came from."

"Still, it would be a more interesting contest if the boats actually represented something from the country they're sailing for," I said. "Might as well call it the Kiwi Cup, if you look at the crew rosters from last time around."

"Global technology is a genie that's not going back in the bottle," Lee sighed. "But like, I'm with you on crew nationality requirements. But that would be a new thing; the Cup tradition is just the opposite."

I turned my attention back to the carton of books. Mostly it was the same collection found on every sailor's bookshelf: the how-to-do-it tomes by Hal Roth, the Smeeton, Don Street and the Pardeys, the wonderful voyage accounts by Moitessier and Chichester, the crackpot stories of Tristan Jones and Donald Crowhurst. The box even included those awful books by William F. Buckley, in which he's all full of himself for learning the celestial navigation cookbook.

Our library has a shelf just for Chapman and Bowditch, so those went right to the duplicates pile. We keep one each of the older editions of Bowditch for historical interest, and some of the older Chapmans are better than the recent versions — think it peaked in about 1958. We even have a Chapman from 1918, when it was just a little pocket-size format. Then there's a shelf for O'Brian and Forrester, and there were a couple of O'Brians in the box that filled gaps in the club's almost-complete set.

"Lee, here's another one you'll be interested in," I said as I uncovered *America's Cup XXVII: Stars & Stripes, the official record 1988*. "That was the year that Dennis Conner defended against the New Zealand rogue challenge with that 120-ft monster monohull, sailing a 50-foot wing-sail cat. It's also a dupe, if you're interested."



"And it must have been one of the most interesting A-Cups ever!" said Lee. "First wing sail on the cat, no rules for the big mono except 90-ft waterline as per the Deed of Gift."

"Well, I enjoyed it," I said, "but consensus among the media was that it was more or less a disaster of a mismatch."

"What do they know?" Lee shrugged. "The only better Cup race in recent years was in 2010, the big Alinghi cat versus the monster Oracle tri."

"If I recall correctly," I said, "The cat designers in 1988 limited the waterline to 45 feet because they thought the 90-ft waterline limit might be interpreted to mean the sum of both hulls' waterlines."

"For sure. I think that would be a reasonable rule going forward. Bring back the Deed of Gift rules, add up the waterlines so the best hull configuration would be unclear and up to the designers, and no stored energy, electrical or hydraulic. It's supposed to be a sailboat race."

"Don't you need a lot of power to control the foils?" I asked.

"No way. The problem was purely an artifact of the over-restrictive rules that banned sensible methods of adjusting the angles of the foils. It takes a huge amount of force to change the angle of attack of a foil lifting surface when you're only allowed to rotate the strut from the top. Any sensible design would use tabs, flaps and trimmable foils with balance area, easily controlled with human muscle power in real time. And like, the foiling cats would have been faster and much safer. But no, they wrote the rules to make it difficult to make foils work, then struggled to circumvent the

Lee Helm's favorite America's Cup matches, take two: 2010, Ernesto Bertarelli's big cat versus Larry Ellison's giant tri.

rules at great cost to safety and energy requirements."

"Will it be any better in 2021?" I asked.

"Yes, a little. Foil controls are more reasonable, but they allow — actually they require — electric power for canting the ballasted foils. And like, the worst part is, grok this, the foils are one-design! So is the mast! The two most tech-intensive design features, and they will be identical in all the boats. They've practically made the America's Cup into just another boring one-design race."

"The hull shape is still open, no?"

"There's a box rule that dictates the basic hull shape, so there's a little wiggle room there. But like, the hull is out of the water most of the time anyway, so who cares?"

"Maybe they think it will be more interesting for the spectators if the boats are evenly matched," I suggested.

"You can watch evenly matched boats racing every Sunday when the Juniors are out in their El Toros," said Lee. "You can get close enough for a good view, and those kids take it really seriously."

I changed the subject by digging deeper into the carton of books. "Here's another one for you: *The Billionaire and the Mechanic*. We already have a copy on our America's Cup shelf," I said as I handed Lee the book, "so this one's also yours. And wait, there's another book in here about the 2010 America's Cup, this one mostly about the Alinghi boat. Sorry, this one's a keeper for the library."

"Cool!" Lee reacted. "I thought the

2010 races were high art. We could watch two of the fastest boats ever built go at it, representing very different design concepts. But they should never have allowed power for sail handling. It's supposed to be, like, a sailboat race. You know, no motors? Hello?"

"Here's one I've never seen before," I said as I pulled another book from the box: *Exposed: The Dark Side of the America's Cup*. I read from the blurb on the jacket: "The America's Cup has always been a hotbed of unbridled ambition, personal agendas, intrigue, spying, and more recently, hard-fought court cases — and that's before the boats even get out on the water to race."

"Wow, I definitely want to take a look at that," said Lee. "I mean, like, without all the scandals, the protests, the lawsuits, and all front-page ink spilled by the *New York Times* over the last century and a half, I don't think anyone would really care about the America's Cup."

"You could be right," I allowed. "Do you think there's danger that if we don't have a good legal battle over the rules, or at least a controversial protest, the whole 2021 event will be a flop?"

"Heck, it's always a flop financially," Lee predicted. "Like, it's not moneyball, it's sailboat racing."

"Okay Lee," I proposed. "Suppose you were the absolute monarch of the America's Cup. What would the rules look like?"

"That's easy," she answered. "Deed of Gift, with some corrections to recent interpretations, especially stored energy. No engines, no batteries, no motors for sail or foil controls, no hydraulic accumulators. Waterlines in measurement

IT'S IN THE BOOKS

trim, added up, 90 feet maximum. No swapping out of foils, spars or wings to match conditions — foils and spars and wings are part of the boat as measured. Race what you brung, all conditions."

"So you would allow wing sails again? I thought the consensus was that they are too expensive and difficult to handle."

"But like, consider the history," Lee replied. "More than a century ago we transitioned from square rigs to fore-and-aft rigs for yachts, which was a major simplification in sail handling. Then we phased out gaff rigs in favor of jib-headed or Marconi rigs, for more simplification and user-friendliness. Then more recently, synthetic sails brought a dramatic increase in sail life and made sail care much easier. No big 'drying room' needed at the yacht club."

"Roller furling came next?" I guessed.

"Nah, that's not really progress," Lee opined. "Roller furling, unless the boat was designed for a small roller-furling jib, just insures that you always have the wrong jib up. A lot of boats with a short-hoist roller-furling 120, especially mast-headers, would do much better with a full-hoist self-tacking number three. But that's another debate. Wing

sails have the same potential to make recreational sailing easy and simple. Just like doing away with the gaff rig.

"But you can't furl a wing sail," I pointed out, "or take it down without a crane."

"Why take it down? A fast boat's wing is designed for gale-force apparent wind speeds. Leave the thing up, maybe leave it free to feather. Maybe wrap a spoiler line around it for storage. Maybe wing

"But you can't furl a wing sail," I pointed out.

sails of the future will have built-in retractable spoilers so there's almost no lift generated when berthed. Maybe three- or four-element wing sails will fold up around a vertical axis. Maybe they will fold in half on a horizontal axis, like a WWII carrier airplane's wings. There's like, lots of options, and I hate hate hate to see this development stream cut off.

"You can see farther ahead than I can," I said, considering this the most polite way to indicate that I thought she

was totally detached from reality on this one.

"Actually," Lee allowed, "under my rules there might still be an advantage to soft sails, at least for part of the rig, because only the soft sails could be swapped out to match conditions. That's, like, the kind of leading-edge technology trade-off we look to the A-Cup boats to explore, you know, for the rest of us."

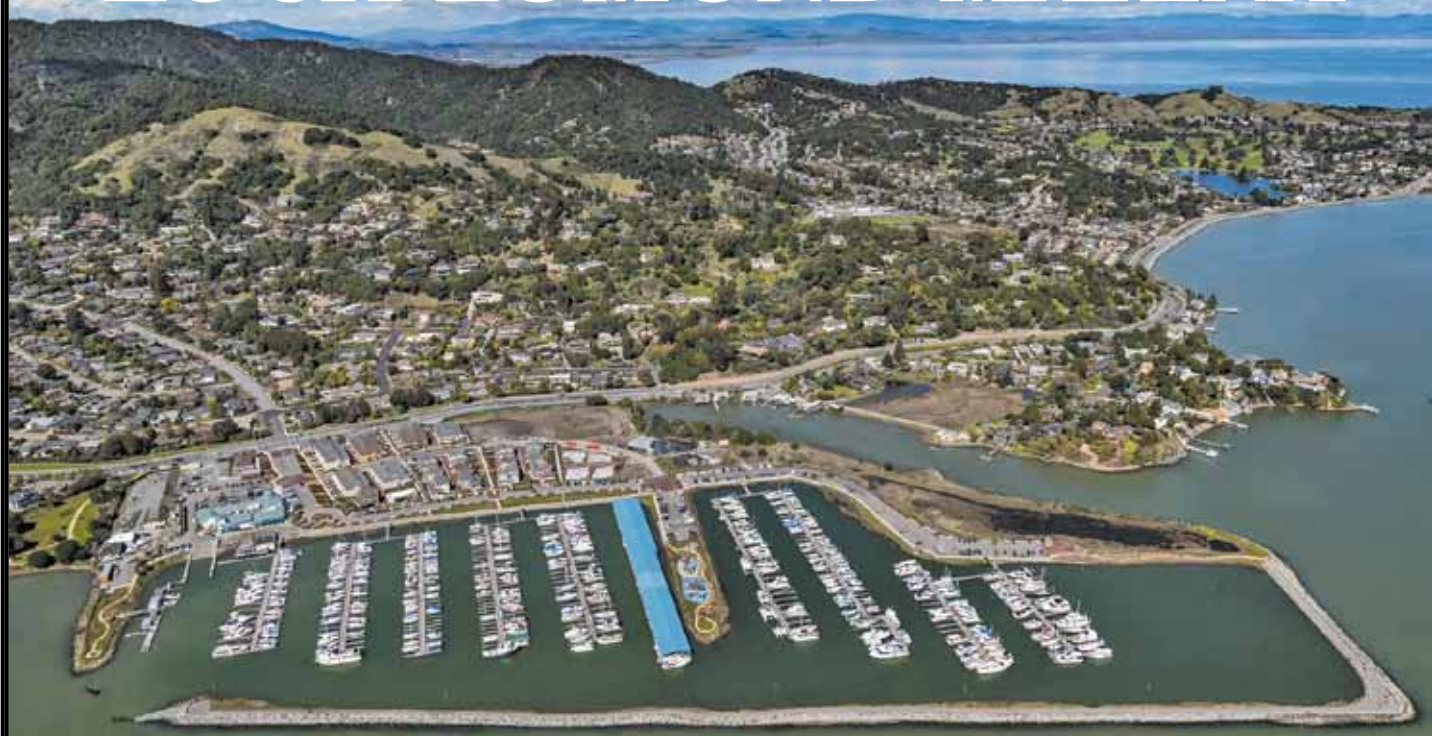
I was done sorting the first carton of books into duplicates, keepers, and rare gems, so Lee and I went down to fetch the next two cartons. More good stuff, and about half of the books that I put in the "duplicates" pile ended up in Lee's new collection. She scored quite an armload to carry home: An old hardback edition of Slocum's *Sailing Alone Around the World*, Moitessier's *The Long Way*, Van Dorn's *Oceanography and Seamanship*, Roger Marshall's *Yacht Design Details*, and a fairly recent edition of Bowditch to add to the pile.

"But Lee, you're still in grad school," I reminded her. "Are you really going to have time to read all those books?"

"No way, Max. Why would I want a library full of books I've already read?"

max ebb

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THE RACING

*When it rains it pours, and most Midwinter races in January were impacted by either too much wind or not enough. The second weekend of the month found the sweet spot in between. Actual race reports feature **Corinthian YC**, **Berkeley YC** and **Island YC Midwinters**, plus the **New Year's Day Race** in San Diego. Variable like the weather, **Race Notes** round out this section.*

The Weekend that Wasn't to Be

The first inkling we had that the first weekend of 2019 would not be a successful one for sailboat racing on San Francisco Bay came to us by way of a bay to the south.

"Sailflow at Monterey Wharf predicts average of 29 mph with gusts to 50 out

Race Committee has canceled the Saturday, January 5, Winter Series #3."

They were falling like dominoes on Friday evening. Tiburon YC canceled Saturday's Mott Midwinters. TYC has rescheduled that race for Sunday, March 3.

"This afternoon, NOAA has upgraded

wrote in an email to the fleet on Saturday evening. "We will send out an announcement via email at approximately 8 a.m. to confirm the status of the race.

"This decision is always difficult because forecasts can be only so accurate. We do not want to cancel the event but will if the weather will put racers and race committee crew in danger. The current outlook calls for a front to move through tomorrow midday."

On Sunday morning at 8 a.m., Prouty wrote: "The weather has had its way today. I have canceled the race due to the dangerous conditions. Stay home and dry." Sunday actually turned out to be the worse of the two days.

When Saturday's system seemed to pause and take a breath just offshore, the naysayers started in on social media, criticizing — sometimes in rude language — the calls to cancel. Gusts within the Bay that morning were hitting 40 knots. The best response we saw: "If you want to go sailing, go sailing."

Nathalie Criou and her crew on the Figaro 2 *Envolée* did just that. "We were planning to do the Golden Gate Midwinters, but that was canceled," she told us. "Everyone was here, so we decided to go out and practice.

"That is the second time that a race has been canceled and we've gone out to practice. You need to have a boat that's OK with it." The Figaro — and Nat — love heavy air. "There was nothing that was extreme. The difference between that weekend and the summer conditions that I have seen is that we had rain whipping our faces. Like squalls, like a Hawaii race when you have squall after squall after squall. You'd have gusty, very heavy wind, and then nothing. And then



Sausalito Yacht Club sits out rain squalls and a gusty south wind on the intended race day, Sunday, January 6.

of the south for noon Saturday," wrote Jack McAleer of Monterey Peninsula Yacht Club on Wednesday, January 2. The next day, he advised the Mercury fleet: "The forecast for Saturday is too dire to run the Perry Cup racing. We can't recall having canceled two months in succession before — crazy year!"

We anxiously awaited word about the races scheduled for San Francisco Bay that weekend. The first weekend of the winter months is the busiest for midwinter series, so there were a lot of races to check on.

Next to fall was Richmond YC's Small Boat Midwinters. "Racing for all classes is canceled on Sunday, January 6," wrote RYC's Nancy Petengill. "Wind forecast is 15 to 25 knots with higher gusts. Heavy rainfall is also forecast." One El Toro sailor observed, "Maybe for El Toros but what about the fast boats? I wouldn't call it off yet." He was thinking some Laser sailors might be into that sort of thing.

Later that afternoon, Hans Spanjaart of Sequoia YC said, "Due to expected high wind conditions, and with input from the US Coast Guard, the Sequoia

its forecast from gale watch to gale warning for the San Francisco Bay Area for January 5 from 2 a.m. to 3 p.m." wrote Encinal rear commodore Jens Jensen. "As a result, the race committee has decided, in accordance with the EYC Jack Frost Sailing Instructions, to abandon all races for tomorrow, specifically canceling races #5 and #6 of the Jack Frost series. Concern for the safety of all racers and race committee personnel is the primary reason for canceling."

Sausalito YC was optimistic about their race on Sunday. The forecast as of Friday was looking dire for Saturday but not quite as bad on Sunday.

"The current weather conditions have many racers concerned as to whether or not we will be holding our Chili Midwinter race tomorrow," SYC PRO Tim Prouty

Envolée's crew took advantage of the storm on January 5 to get in some heavy-air practice, including tucking in the second reef.





LATITUDE / CHRIS

Blink and you'll miss them — but you'll sure hear them! Daniel Thielman's Melges 30 'Kuai' roars like a freight train to the finish of the Corinthian Midwinter race on blustery Sunday, January 20, just ahead of a rain squall. Turn the page for more photos.

another one, with just minutes between them. When we were in a squall, we saw 20-32 base wind and gusts of 35-38. Basically a summer day on San Francisco Bay. If you do an offshore race in April that is exactly what you will encounter."

Nat and crew are preparing for June's Race to Alaska, which they've entered as Team Shut Up and Drive. Read more about that in this month's *Sightings* on page 52.

— latitude/chris

All or Nothing at Corinthian Mids

For two hours on Saturday, January 19, race committee members and racing sailors alike sought in vain for any signs of wind. It would take more than just light zephyrs to counteract the 5.6-knot ebb. CYC hoisted the answering pennant, signaling a postponement, right at noon.

As the morning's king tide dropped and the week's storm water drained out through the narrow mouth of the Golden Gate, a couple of engineless IODs were taken along for the ride. The Coast Guard

rescued one that had drifted as far as Point Bonita, while the CYC mark-set boat, *Spirit*, rescued one at the Golden Gate Bridge. Both were dropped off in anchor-depth waters off Sausalito.

Two clubs were running races that day, and both had been assigned VHF 78. Thus Corinthian racers were able to eavesdrop on, and be confused by, the transmissions of South Beach YC's Island Fever race south of the Bay Bridge. At 1 p.m., the SBYC race committee prepared to call it quits. Their conversation went something like this: "We're not going to be able to have a race today against this ebb." *La Dolce Vita*, a J/32, responded with a report of wind at 6-8 knots and a speed over ground under sail of 2-4 knots. "Are we having a race today or not?" someone asked. *Sparky*, a Catalina 25, reported that they were making .5 knots under spinnaker. "The current is getting worse," announced the race committee. "And the wind is going away. So no racing today."

Meanwhile, some crews milling about west of Angel Island began to tire of the

excitement and called in their retirement. Each time a boat called, the CYC race committee asked them if everything was OK onboard. The answers varied from "Just bored," to "Just peachy."

After dropping off the drifting IOD, *Spirit* zipped out through Raccoon Strait to check for wind. "Out here on Golden Pond, otherwise known as Raccoon Strait," reported Jeff Zarwell, "it's flat all the way to Richmond."

"How many water skiers do you see?"

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

January's racing stories included:

- Golden Globe Race Updates
- Safety at Sea Seminar
 - The Berkeley Fan
 - 2019 YRA Calendar
 - More 505 Worlds and Corinthian Midwinters
- Previews of the Three Bridge Fiasco, February racing, the 50th Transpac, and more.

THE RACING



asked someone on the signal boat.

"About 70."

At 2 p.m., CYC canceled racing for the day. Big boats including the J/120 *Peregrine* and SC50 *Deception* collected some of the little boats and gave them a tow in.

On Sunday morning, a winter weather system blew in, carrying rain and wind. A break in the precipitation graced the majority of the race, but the wind hovered in the high teens, building into the 20s and gusting as high as 32 knots. The prevailing wind direction was northwesterly, resulting in the sort of ebb chop Bay Area racers associate with summer conditions.

Some carnage inevitably ensued, with round-ups, a torn main, protests, a collision resulting in a broken bowsprit, and a few dropouts. Several boats were over early at the start in the strong breeze and early ebb — not all cleared themselves. Reefed mains, #3 jibs and shy kites were sighted, as well as a fabulous rainbow right over Tiburon when the drizzle returned.

The second and last Corinthian Midwinter weekend will be on February 16-17. You can still register for the discounted price of \$80. See www.cyc.org.

The next South Beach race will again

CYC Midwinters on January 19, clockwise from top left: This *Seagull* outboard may look odd and old, but it kept this IOD of trouble; Cal 20s tucked into shallower water near Angel Island and anchored; the post-race raft-up at the club; Timothy Ballard's motoryacht 'Casita' served as signal boat. For photos from Sunday's raucous race, see January 23's 'Electronic Latitude' at www.latitude38.com.

conflict, on February 16. Go to www.southbeachyachtclub.org.

— latitude/chris

Dry Days for Berkeley Midwinters

The third installment of the 2018-19 BYC Midwinters was held on January 12-13. And, once again, the second weekend of the month stayed dry. (Dare we hope for February also?) We were even blessed with a bit of sun.

On Saturday, January 12, 47 boats showed up, and, after a postponement of 35 minutes, all five divisions went on a double windward/leeward course. The wind speed was of reasonable velocity from the NNE. These nice conditions soon deteriorated to the dreaded 'V' word (Variable). Up became down. Right became left. The ripples turned to glass. The glass changed back to ripples. Two boats snagged the leeward mark and towed it away from its original position. The racers all found it and rounded the large blob of boats and buoy. Some boats finished under spinnaker. Some boats finished on a jib reach. Some boats finished hard on the wind. And five boats

didn't finish. We were able to delete two legs of the small-boat division's course, and they finished in a sudden new, strong NNW. Fun winter racing.

Looking at the cumulative results, we see excitement to come for February's last race of the series. There is a tie for first in Division A between the Bilafer family's Henderson 30 *Family Hour TNG* and Bryce Griffith's Antrim 27 *Arch Angel*. Divisions B, C and D show close scores, and even the first in the Express 27s (Will Paxton's *Motorcycle Irene*) is not totally locked in. Anything is possible.

On Sunday, January 13, 31 boats showed up, and again we needed a postponement of 35 minutes. Again, the wind speed was of a reasonable velocity from NNE and the six divisions were sent out on a double windward/leeward course. On this day, however, the conditions remained constant and the only change noted was the fact that it got colder.

Again, we had a boat snag a buoy. This time it was the lead boat at the first rounding of the windward mark. For a short while, the remaining fleet was given the larger-than-normal weather mark



ALL PHOTOS LATITUDE / CHRIS

that consisted of a boat with a buoy on its bow. Thanks to both the BYC mark-set boat and the Richmond YC tender, an anchor was borrowed and the weather mark was re-set. And all but that first boat finished the race in about one hour.

February's Sunday races will also be exciting to check out. In Division 1, there is a tie for first between Andrew Macfie's Olson 30 *Hoot* and Trig Liljestrand's J/90 *Ragtime*. The Express 27 fleet is currently headed by *Motorcycle* (being helmed and crewed primarily by ladies), but Steve Katzman's *Dianne* is only 1 point behind.

Only Owen Lahr, skippering the RYC Juniors 2 J/22 in Division 3, seems to have a lock with three firsts. Chase Englehart in the RYC Juniors 1 is right behind with three seconds.

I'd like to wrap up this report with a super-special thank-you to RYC's J/22 tender crew. With their help, Sunday's race started sooner because they squared up our start line while our mark-set boat was busy. With their help and loan of an anchor, we were able to quickly get the weather mark reset. Thank you, Richmond!

Full results can be found at www.berkeleyyc.org/racing.

— bobbi tosse

Top row: Light air sailing for the J/88 'White Shadow' and J/120s 'Kookaburra' and 'Mr. Magoo' in the RegattaPRO Winter One Design on Saturday, January 12. Bottom row, sighted in the BYC Mid-winters on Sunday the 13th: singlehander Bob Johnston's new-to-him Alerion 38 yawl 'Surprise!', purchased from Chuck Hawley in Santa Cruz; Trig Liljestrand's J/90 'Ragtime' in stealth mode with no logo on the sail, no name on the hull, and a plain white paint job replacing her distinctive light blue; Eric Tecza's Etchells 'Chomp!', ready to take a bite out of the competition, even in light air.

San Diego New Year's Day Race

Just as we were settling back into our desk chair to begin the new work year, we received this email from Dave Faulkner: "Please note the Robert Plant/Erik Shampain-owned Hobie 33 *Still Crazy*. They were dismayed within spitting distance of the finish line and still took second in class.

"One of the crew said they couldn't tell for sure what gave way first. They were carrying a fathead main and masthead chute, so there was plenty of pressure on the rig.

"The race was sailed in a cold Santa Ana wind on San Diego Bay. The wind — a nor'easter — was steady in the upper teens with higher puffs. Plenty to push them across the line in a downwind finish. One of the most unusual weather days in my almost 50 years of sailing the bay."

In the New Year's Day Race, "Yachts will be required to fly 'Something' resembling the color designated by their 'Class

Signal Flag' from the backstay or shroud while racing," states the Notice of Race. "Skippers are responsible for providing their own 'Something'."

San Diego YC also encourages skippers to include junior sailors on the crew.

— latitude/chris

SDYC NEW YEAR'S DAY RACE, 1/1

PINK FLEET 1 — 1) *Staghound*, R/P 50, Alec Oberschmidt; 2) *Snoopy*, J/125, Mark Surber; 3) *Far Niente*, Farr 40, Vince Brun. (9 boats)

BLUE FLEET 2 — 1) *Caper*, J/120, John Laun; 2) *Elusive*, Flying Tiger 10, River Paquin; 3) *El Sueño*, Beneteau First 47.7, Brad Alberts. (12 boats)

GREEN FLEET 3 — 1) *Ohana*, Swede 55, Joe Markee; 2) *Still Crazy*, Hobie 33, Erik Shampain/Robert Plant; 3) *Super Fly*, Cheetah 30M, Steve Mollering/Erik Rogers; 4) *Sally*, 10-Meter, C.F. Koehler. (16 boats)

YELLOW FLEET 4 — 1) *Hydrophilic*, Etchells, Dale Gordon; 2) *Zealot*, Alerion Express 38-2, Don Garber; 3) *Bligh's Spirit*, Cal 36m, Mark Butler. (14 boats)

GRAY FLEET 5 — 1) *Resolution*, J/22, Jeff

THE RACING



JULIE PIMENTEL / NYC

Left: IYC 'Racer Chicks' aboard the Tartan Ten 'Ghost'. Right: a wave from Dawn Chesney, sailing with fellow IYC staff commodore Paul Mueller aboard Paul's Mercury 'Loco2'.

Johnson; 2) **Skylark**, PC, Tom Hurlburt; 3) **Casamar**, Catalina 30, Dave Baer. (4 boats)

BROWN FLEET 6 — 1) **Black Mamba**, Moth, Richard Didham; 2) **Strings**, Moth, Matt Struble; 3) **Dilligafan**, A-Cat, Ian Storer. (10 boats)

Full results at www.sdy.org

Mellow Island Days

The third race of Island YC's Island Days on Sunday, January 13, was a

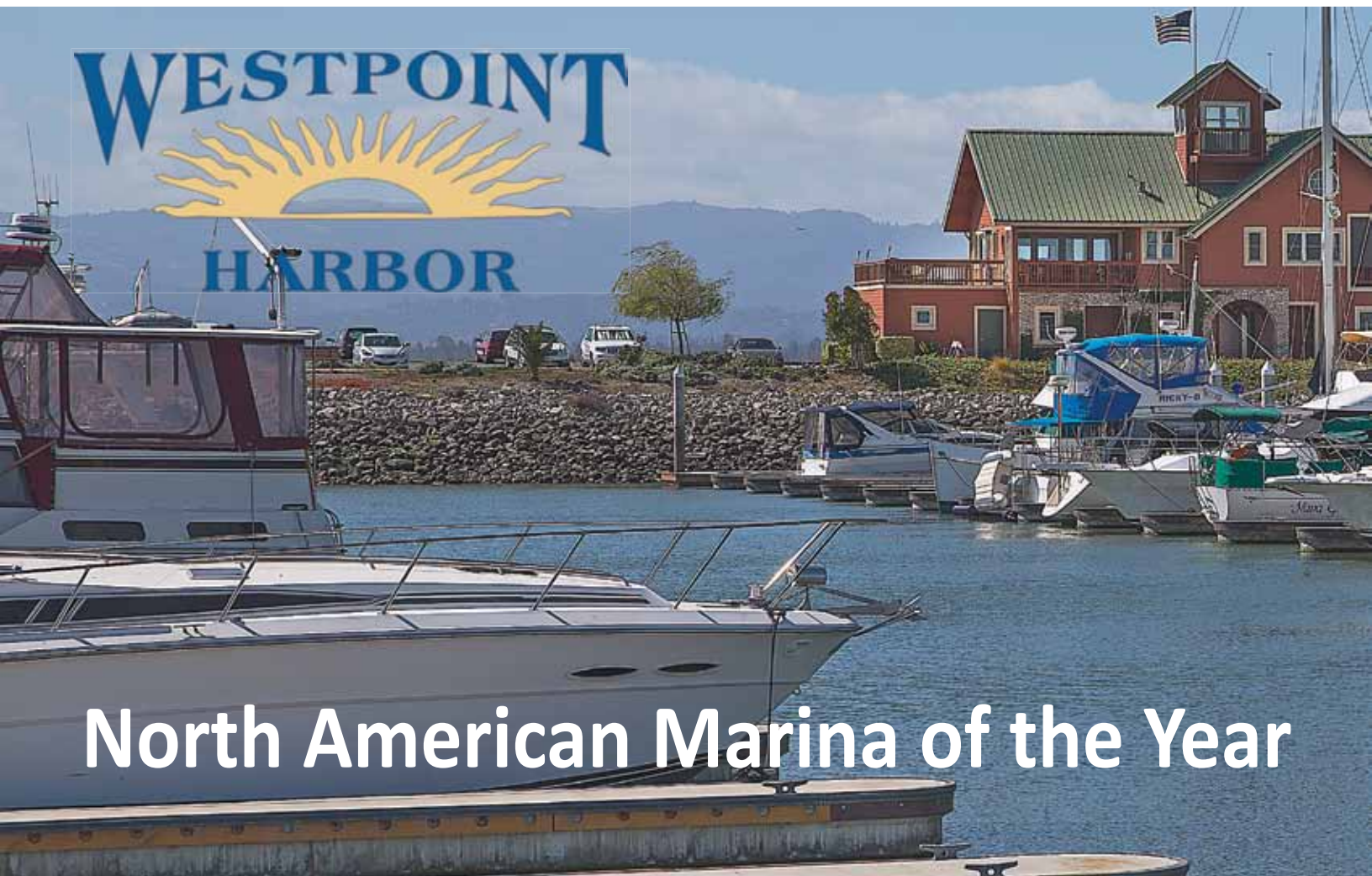
mix of conditions for the 16 boats in five divisions that came to play on the calm waters of the Estuary.

All boats were sent on the same course, giving the race committee the option for once or twice around. With clear skies, flat water and little wind, no one was over early. While the boats tried to make it to the first mark, the race committee considered abandoning

the race as they were unsure any boat would make the first rounding. With patience, all the boats did complete the first upwind leg and rounded the first mark near the blue-roof restaurant.

After the rounding, the wind came in from an unusual southwesterly direction for the second upwind leg of the race. A few spinnakers were set after the second rounding for the last short leg to the finish.

Quite a few newer sailors were racing, as the Estuary is a terrific place to



North American Marina of the Year

hone your skills before hitting the Big, Bad Bay. IYC has had several new, younger female sailors join in the fun after attending IYC's annual Women's Sailing Seminar, the only all-female instructor and all-female student two-day seminar in Northern California.

Every boat hung in there through the light wind to complete the race. First-place finishers were *Outsider*, *Cassiopeia*, *Faster, Faster!*, *Carina*, *Take 5* and *Ghost* (with those racer chicks).

What a wonderful and chill way to spend the day!

The series will continue on Sunday, February 10. See www.iyc.org.

— dawn chesney

Race Notes

It was a 1-2-3 punch for California sailors at the **505 Worlds**, hosted by the Fremantle Sailing Club in Perth,



Splashy good times at the 505 Worlds.

Australia, on January 2-7. Mike Martin of San Francisco, with crew Adam Lowry, a Stanford grad, wrapped up his fourth World title with two races to spare. Santa Cruz and three-time World Champ Mike Holt with crew Carl Smit pulled off a comeback to finish second. And third place went to Parker Shinn of San Diego with Eric Anderson of Mountain View. Long Beach sailor Howie Hamlin and Jeff Nelson of Truckee finished fifth out

of 89(!) teams. Hamlin was also first in the Master Helm division.

These teams are accustomed to competing against one another and training together. And they're no strangers to the kind of big breezes prescribed by the Fremantle Doctor. See www.int505.org.

Charlie Buckingham of Costa Mesa

finished second overall and first American at the 54-boat **Laser Class US Nationals**, hosted by Florida's Lauderdale YC on January 11-14 (Peruvian Stefano Peschiera won the championship). Paige Railey topped the massive 83-boat Radial division. See www.lyc.org.

Among the skippers signed up for the **New Zealand Women's Match Racing Championship** are three Americans. Alli Blecher and Marilyn Cassidy sail for California YC; Bridget Goble is from Chicago. Blecher is ranked #2 in



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THE RACING SHEET

US Women's match racing: Cassedy is #3 (San Francisco's Nicole Breault is still #1).

Royal New Zealand Yacht Squadron, defenders of the America's Cup, will host the regatta in Elliott 7m boats on February 9-11. See www.rnzys.org.nz.

US Sailing has released their shortlist of nominees for **2018 Rolex Yachtsman and Yachtswoman of the Year**. They are Laser Radial sailor Paige Railey, twin 420 champs Carmen and Emma Cowles, Bay Area kiteboarding phenom Daniela Moroz; and J/24 champ Will Welles, J/22 champ Zeke Horowitz and J/70 champ Jud Smith. The winners will be announced in February and honored on February 28 during a luncheon at St. Francis YC.

The fourth edition of **California Off-shore Race Week** will again offer four separate races linking San Francisco to



Jim Pucket's Farr 57 'Amazing Grace' in last year's SoCal 300 — photo by Sharon Green / www.ultimatesailing.com.

Monterey to Santa Barbara to San Diego, but this year's CORW will also offer a nonstop flight. The **California 500** will depart San Francisco and sail directly to San Diego, leaving the Farallones to port. The new event will be open to monohulls

with an ORR rating of 1.06 or higher and multihulls of 45-ft LOA or more.

Part of the idea is to offer an alternative for big, fast deep-draft boats that can't fit in the shallower harbors in Monterey and Santa Barbara.

The first leg of the CORW, the Spinnaker Cup, will start off St. Francis YC on May 25. The CA 500 will start on May 30. The intent is for that fleet to finish alongside the SoCal 300 in San Diego Bay and make it to the party on June 1. The plan is to run the CA 500 biennially in Transpac (odd) years. We're looking forward to hearing what boats will be coming to the Bay for the start. For info, go to www.offshoraceweek.com.

— latitude/chris

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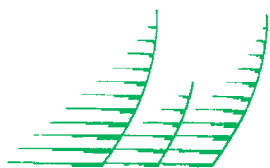
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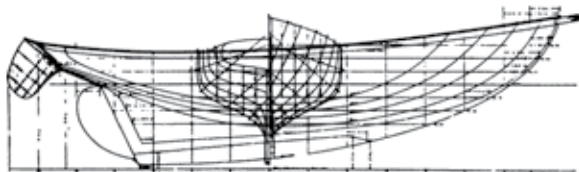
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*This month we focus on a family's carefully designed plan to **Achieve Their Cruising Dreams Through Chartering**, plus **Charter Notes**.*

Having the Fun Without the Hassle: A Five Year Management Plan

In these hectic times, many sailors find they just don't have the time to properly maintain a boat of their own — not to mention the cost of buying and berthing one. As a result, the international charter industry continues to flourish, and membership in local sailing clubs continues to rise.

You may not realize, however, that most boats offered by both clubs and charter operators worldwide are owned by private individuals who have entered into management contracts with the charter operators. The costs and benefits of such deals vary substantially from company to company, but all contain some sort of financial benefit — typically a path to eventual ownership, a share of the rental profits, and/or free berthage and low- or no-cost maintenance — plus a generous allowance of time for personal use of the boat.

Last month we were introduced to a somewhat different approach when we caught up with Katie Burgess. She and her husband Lyall have embraced what they call their 'five-year plan'. If all goes as planned, in a few years they'll be crossing the Atlantic with their daughters 'Iwalani, now 5, and 'Anela, 3,

After crunching the numbers, Lyall and Katie think their five-year plan is an investment that will pay off in myriad ways.

aboard a completely paid off, late-model sloop.

Katie and Lyall have done lots of sailing, and they hope their young daughters will eventually share their passion for the sailing life. But because they live on the Big Island of Hawaii, they feel it's impractical to own and maintain a family boat there. So a couple of years ago, they began researching the idea of buying a boat within an international charter fleet.

Today, they're a year and a half into a five-year management contract with Dream Yacht Charters on a late-model Dufour 382 sloop. She is based in the Med, at the picturesque harbor of Propriano, on the southwest coast of Corsica.

"I met Lyall when he'd just crossed the ocean on a Dufour 382," recalls Katie. I stepped aboard and said, 'Wow, this has everything I want in a size of boat that's manageable.'

"We really like the idea of having an unbranded boat — one that hadn't been customized for a particular charter company."

As with many other owners who've placed boats in management programs, both in US waters and abroad, Katie and Lyall consider their deal with Dream to be an investment in a lifestyle, as well as in a boat. "For us," explains Katie, "a family with two kids, part of what made this management program appealing is

gift them to friends or family members.)

"Knowing we would have those weeks to use, was a huge value to us. 'We pay a \$300 cleaning fee for three weeks of chartering. That's it. We book our weeks a year ahead, and that's allowed us to see places like Propriano, which we'd never have visited otherwise.'"

Some owners who put boats in management programs are looking for profits, but Katie and Lyall are more interested in introducing their kids to far-flung sailing destinations. "Next year we are looking at sailing in Thailand and the Seychelles," says Katie, "again, places we would never sail to on our own boat. But there are other owners who are happy to keep their boats in places like the BVI, and go there to use their weeks four times a year at the same place." Clearly, no single approach is right for every investor. And each management firm offers somewhat different deals.

"We made one big balloon payment in the very beginning, and we won't pay another dime until year five," explains Katie. They make no profit from the program but pay nothing for maintenance, repairs or berthage.

"For us and for other families who want to eventually cruise together, this plan is a really cool because it gives us an opportunity to take a vacation every year aboard a boat, test out the lifestyle, and get our kids to slowly adapt and fall in love with sailing, rather than forcing it on them by suddenly moving aboard



ALL PHOTOS COURTESY BURGESS FAMILY

OF CHARTERING



The family, last year in French Polynesia. When use of a boat is free, vacationing for several weeks is affordable — even in Tahiti.

and taking off.

"There are few ways to just 'check out' like you can with sailing, in terms of really disconnecting and having that quality time to look forward to every year. That's been a bigger bonus than I thought it would be — the priceless quality time with family and friends.

"Another big takeaway from this experience is that you don't need to be a millionaire to have this lifestyle. Even if you are retired, this could be the way you gather your family together."

Katie also let us know about Dream's new fractional ownership program, which, she says, is unique in the industry. Each of four partners, or couples, makes an equal investment up front, and each co-owner gets five weeks of personal use per year. At the end of five years the boat is sold and the partners split the income.

We're thrilled that Katie and Lyall found a program that gave them a clear timeline for meeting their family cruising goals.

As we noted earlier, however, there are many variations on the charter management concept. So if you're interested in following the Burgess' lead, we suggest you review the offers of a variety of companies, both large and small, in order to access the program that works best for you.

If your budget is tight, consider investing in a second tier (bargain) charter firm that rents slightly older boats.

Consider also putting a boat into the fleet of a Bay Area sailing club. It's a great way to

greatly reduce your maintenance costs, and earn a little side money while having personal access as often as you like.

— andy

The Burgess family's new cruiser combines comfort and high performance. Its fold-down transom is ideal for the tropics.



WORLD OF CHARTERING



NICOLAS CLARIS / SUNSAIL

Charter Notes

Twenty years ago catamarans made up only a small portion of most tropical charter fleets. But these days, high demand from customers has led them to dominate many fleets. Why? Primarily because they offer spacious accommo-

Purpose-built for tropical chartering, Sunsail's new Lagoon 424 is a party platform designed for laidback cruising with style.

dations belowdecks, acres of open deck space and a ride so stable that you can invite non-sailors along without fearing they'll develop *mal de mer*.

If you've toyed with the idea of buying

a cat to cruise on, sampling the multihull experience through chartering makes perfect sense. But how can you qualify to skipper one if you have no cat sailing on your resume? No worries. That's a very common predicament, but it's easily solved. If you are a longtime sailor with captaining experience on monohulls of a similar length, most charter companies will allow you to take out one of their boats after giving you a thorough briefing. Worst case, if your big boat experience is minimal, the base staff may require you to take on a paid captain for a day or two until you fully understand both the boat's systems and its sailing dynamics.

But there's another option that will make you much more confident to take charge of an expensive boat that's totally unfamiliar to you. That is, to take a multihull sailing course here on the West Coast, and perhaps rent a cat for a few daysails afterward until you are fully confident. The additional costs will be money well spent.

— andy

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CHANGES

This month's Changes features **Escapade's** know-before-you-go report on cruising the Med; the truth about sailing in southern Mexico from **Cinderella**, and **Where Are They Now?** — a look at where some of the boats and folks featured in 2018 Changes are now; followed by **Cruise Notes**

Escapade — Catana 52 Greg Dorland and Debbie Macrorie Four Years In the Med Squaw Valley

Is four years in the Med enough for you? Enough for me? As the old saw goes, that depends on what your tastes run to. For Debbie and me, there's no doubt —



ESCAPADE

Debbie and Greg's 'local knowledge' will help Med-bound boats.

we love Europe and the majority of the Mediterranean cruising experience. The Med does take some getting used to. For example, unless you're looking to be a hero to the sailing purist crowd, don't go there with the (hopeless) idea of sailing everywhere. You'll do a lot of motoring. In fact, check all dogmas at the door because the sailing experience in the Mediterranean will alternatively please you and drive you crazy — often on the same day.

Let's start with some basics: This is not the United States of Europe. Despite the advent of the EU, these are all separate countries with different cultures and experiences. That said, a few things have come to pass that make traveling through Europe and the Mediterranean easier and more pleasurable than when I first explored Europe 40 years ago: The

Greece's Kioni Harbor. 'Escapade' often anchored out — both for comfort and to avoid exorbitant marina fees often charged for multihulls.



ESCAPADE

Euro makes operating in many different monetary systems much easier. More importantly: Google! With Google Maps, you can find almost anyplace you are looking for. And with Google Translate (and the advent of the photo phone), you can actually make yourself understood as to where you want to go or what obscure piece of equipment you need for your boat.

But the single best event to make your sailing and living-aboard life more enjoyable is the 2017 outlawing of roaming charges. Now instead of clearing into a new country and immediately beelining it to your local Vodafone dealer searching for a new SIM card in a new language, your Italian/French/Spanish/etc. phone works automatically in your new EU country — and you are instantly online!

Online is where you go to find what you need, what you want to see — and what you want to avoid. We get all of our weather information online. We can check out museum hours and restaurant reviews and learn more history than we can ever remember. We can find marine supplies and technicians who can solve our boat problems. Sometimes we even change course when we find a particular person or business that can help us keep this floating home working properly. And, of course, we are privy to the myriad opinions and often useful information of the bloggers and vloggers looking for followers for their travel stories.

And don't worry about ever getting out of range or 'going dark' in certain places. In the Mediterranean, you are rarely more than a day's sail away from the next port, and — in our experience — you are rarely if ever out of Internet range, even many miles from the coast.

Where to go? Where are the best places in the Med? Again, that runs to individual tastes. I was fortunate to run around the south of France and the Balearic Islands in the '70s and '80s, so a visit to St. Tropez today is totally off my radar. To say it has changed since the likes of Brigitte Bardot and Mick Jagger were often spotted around town would be a massive understatement. But if you have never been there, the old town is still charming and the



Above: Sara Bigontina, "our Italian friend and language professore," whips up her famous spaghetti carbonara. Except for special occasions, most meals were enjoyed onboard. Below: one of those special occasions at the beautiful old Greek town of Monemvasias.



Plage de Tahiti is still the place to be seen . . . just try to go in the shoulder season (late spring or early fall).

(Please note: It's easy to forget that the Med is in close proximity to a major part of the world's wealthy population, and it's overrun in July and August. If you think Ft. Lauderdale and Newport, R.I., have beautiful yachts and hordes of people, look forward to a quantum leap in numbers and style in the Med, particularly in the yachting centers of Palma de Mallorca and Porto Cervo.)

One has to look carefully to find live-aboard cruisers among the plethora of European-owned boats used by families on weekends and holidays, as well as the vast charter fleets. In Croatia alone, there are reputed to be 2,000 bareboats for charter, plus countless *gulets* (traditional Turkish sailboats) for rent.

We found a number of primarily English-speaking cruisers hailing from South Africa to Australia, New Zealand, Canada and the United States scattered



Above: Slovenia has less than seven miles of coastline, so if you blink, you're liable to miss picturesque jewels like Piran. **Below:** 'Escapade' anchored at Neos Marmaras in the Aegean Sea.



ALL PHOTOS ESCAPADE

about the anchorages. Many of them have purchased secondhand boats in the Med with plans to sail them home in a season or two. Everyone in this group is anxious to find someone new to talk to, discuss our inevitable boat problems — and bitch about Schengen. Schengen is the EU-plus-Switzerland-and-Norway group of countries that formed the Schengen Treaty to deal with reciprocal immigration and visitors from foreign countries.

A normal tourist probably never notices the Schengen Treaty, as few people plan to be in Europe for more than 90 days. However, after crossing an ocean to get there, or buying a boat to live on, 90 days becomes impossibly short. The actual treaty allows Americans and most of the English-speaking world to spend 90 out of the last 180 days in the Schengen zone. Fines can be levied for overstaying, but many cruisers do it anyway. It is possible to 'be legal' in the Eastern Med and Adriatic, but it takes some planning. Croatia, while an EU member, is not yet

in Schengen. Montenegro and Albania are not EU nor Schengen. Turkey was very popular with cruisers wanting to avoid Schengen for large blocks of time, as it has beautiful cruising grounds, fascinating historical sites, friendly people, good food and a high level of skilled boat technicians. The benign winter weather also makes it a popular winter liveaboard destination. All that has unfortunately been tarnished by the ever more draconian policies of the current regime of President Recep Erdogan.

An unexpected surprise is the cost of cruising the Mediterranean. It's not doable on a Mexico-only or Central American budget, but it's not nearly as bad as we'd anticipated. We replaced a few big items that weren't quite worn out and did all the foreseeable maintenance in the Caribbean prior to the Atlantic crossing.

Boat technicians charge 40-65 Euros (\$45-\$75) an hour, but parts have the VAT tax of upward of 20% tacked on. A few US-based companies, notably Har-

ken, seem to think their products are worth much more in Europe.

Depending on where you are, of course, food markets are generally less expensive and have fantastic selection and quality. The fabulous large covered markets of Spain deserve a special shout-out for price and quality — plus you can eat on premises or enjoy a glass of wine or beer.

Once again, the cruisers' rule of avoiding marinas and meals in restaurants holds true in the Med, especially for catamarans. Most of the old marinas are not set up for the extra-wide cats. However, a meal out can be an unforgettable experience, particularly in one of the 16th-century cities of Croatia or Sicily. A drink ashore often leads to interesting conversation with a cross section of people from all over the world. Not to worry — nearly everyone speaks at least some English. The only real language problems we ran into while trying to converse were in regard to technical boat issues.

Where are the best places in the Med? I could go on for days (and pages). I'll leave you with the thoughts of a well-traveled German multi-circumnavigator when we asked him that question when we first started out. "Paradise," he said, "is where you are now!"

— Greg 12/30/18

Cinderella – Ericson 35 Pajo Gazibara and Ava Ryerson Sailing the Breeze, Beating the Heat Seattle

Down here in southern Mexico and Central America, we were told that boats don't sail; that large fuel tanks were a cruiser's best friend; and that we should expect to motor most of the time.

Well. . . that's just not our style!

If you look at the GRIBs, the southern Mexican coastline is devoid of breeze, a wind dead zone that waits until hurricane season before it blows at all. I'm here to tell you, it's wrong. You *can* sail here, and with a bit of patience, it can even be fun!

Pajo and Ava toast their first Central American port of call: Playas del Coco, Costa Rica.



CINDERELLA

CHANGES

After leaving Zihuatanejo, we experienced one of the best passages we have had on the entire trip. No, we were not making record miles per day, but 100-120 isn't bad for our *pequeño barco*.

Almost all the winds that we have ex-



Pajo and Ava - 10,000 miles and counting!

perienced down here have been diurnal. During the day, you can expect up to 15 knots of sea breeze, though it mostly stays in the 8-10-knot range. At night, a lighter land breeze kicks in. The best part: flat seas. The cherry on top (at least for our trip): sea turtles everywhere!

On the stretch from Z-town to Huatulco, those breezes are on the beam — the beam! *Cindy* sat at a nice, easy 6 knots for most of the day. At night, the wind died for a couple hours between 9 and 11 p.m., before the land breeze started to blow and we jibed the kite.

The flat seas meant cooking was easy and the experience aboard was really pleasant. It also gave us the opportunity to tackle some of those projects on that never-ending list — and even to work out!

Planning our moves around the wind is one thing, but the biggest challenge we have experienced down south is the heat. Being 'PNWers', we aren't used to it.

Without shade and cold beverages it can be downright dangerous. Ava struggles with it a bit more than I do, but I attribute that to all that time I spent stacking bales of hay in the miserable summer

'Cinderella's passages may not be particularly fast, but who's in a hurry?'



CINDERELLA

heat back in Indiana. At least here the dolphins keep us company and I am not inhaling all that hay dust and pollen that caused even the strongest of immune systems to trigger allergic reactions.

It took us a while to adopt our schedule and learn how to live down here, but after a few weeks of deliriously sweating, we are starting to figure it out. We adopted the following rules to make life better.

1) Hydrate, hydrate, hydrate. I am so glad we installed a watermaker and stocked up on Gatorade and tea mixes before we left. Water is going through us like crazy. The sweet additives have the effect of making you crave drinking more — otherwise I just couldn't drink enough water. We always try to keep two bottles of something in the fridge.

2) No cooking during the day! Any extra heat in the cabin and I would be concerned about heat stroke setting in. We have 'gone Mediterranean' in our cooking habits. We wait until the sun goes down and have late dinners. If we can, we make enough to have leftovers the next day for lunch. Thank you, Poseidon, for the fresh fish that allowed us fresh poke lunches.

3) Shower and shower often. For us this means breaking out ol' Bucky (our Rubbermaid bucket) and pouring a few gallons over ourselves. It makes me wish *Cindy* had a swim step...

4) Sleep when it's cool. We have adjusted our watch schedules so that each of us can get some sleep in the cooler hours. If not, you will simply go mad. Waking up dehydrated and in a puddle of your own sweat is not the makings of a pleasant watch.

As I write this, we are four days into a 760nm passage to Costa Rica from Huatulco. It's 7 a.m. and we are sailing hard on the wind at 5.5-6 kts, exactly on our rhumbline. Yesterday, we freed ourselves of Mexico and the Gulf of Tehuantepec. By tonight, we should be sailing in El Salvadoran waters.

Our passage through the Gulf of Tehuantepec, or the "devil's mouth," as some call it, was one of the slowest we have experienced. Down here, it seems like the only thing anyone wants to talk about is, "How are you going to cross the Gulf?" "You mean you can't just motor across?"

"Have you seen the latest T-pec forecast?"

The Venturi effect caused by the Isthmus of Tehuantepec is said to produce hurricane-force winds, but if you stay near shore (which you can), that wind doesn't have enough fetch to



create the seas that make actual hurricanes so dangerous. Nevertheless, you want to avoid crossing in big wind if you can.

Although the racer/adventurer in me would have been excited about blasting across the T-pec testing myself and *Cinderella*, the conservative engineer in me realized this boat has to last us all the way around the world, and pushing her hard is how things (and people) break. We waited for a lull and crossed when the winds were light.

And boy, were they light! The lightest and most fickle we have yet experienced. Not only that, the lagoons and estuaries that line the bay produce strange currents and countercurrents that can really put the brakes on.

On our third day out of Huatulco, we were sailing along close-hauled in about 10-12 knots of breeze. But instead of the 6 to 7 knots we should have been making over the bottom, *Cindy* was only going 4.5-5. I knew something was up, but it wasn't until the wind died a few hours later that we realized we were drifting right back down our rhumbline at 2 knots —

IN LATITUDES



Above: it might look like a Corona ad, but that's the kicked-back feeling you get in Puerto Angel, Oaxaca. (That sole mast in the panga-filled anchorage is 'Cinderella'.) **Above (left to right):** another day, another pretty sunset; mescal anyone?; provisioning in Z-Town.

right back into the T-pec's danger zone!

We decided to motor straight toward shore. One nice thing about this gulf is that the land part is basically one giant beach with a gradual, fairly consistent gradient — so that at about a half-mile offshore, you find yourself in 30 to 50 feet of water, and you can anchor anywhere.

Being that we don't trust the charts, and we like having sea room, we were sailing only a couple-miles offshore: close enough that we could tuck in if a 'Tehuantepecer' kicked up, but far enough away to give us some sea room.

Our plan was to put the hook down until the breeze picked back up. That way we could avoid losing any ground. Plus night was coming on and we could use some rest — without a cooling breeze, the relentless heat was again taking its toll.

But as we neared shore, a very interesting thing happened: The current began to ease. As we got even nearer, we could hear that ominous sound of crashing waves grow louder and louder. According

to the charts, we should have been in 30-ft of water, but the sounder said 80 and wasn't budging. Again, something didn't seem right.

By now the moonless sky was pitch-black and all we could see was the blanket of stars above our running lights. Louder and louder that ominous breaking-wave sound grew until, about a half mile from shore, the depth finally started to drop, the current had subsided, and, sure enough, we started to feel a light breeze. Just as the sounder hit 50 feet, we had 6 knots or so of land breeze.

Once again we adjusted our plan. Out came the sails and on we went, keeping just a half mile from shore. That sleep would have to wait. Six knots on the beam meant 3-4 knots of boat speed, and the less time spent in the 'devil's mouth' the better.

As I sat in the cockpit looking up at Scorpio, bold as ever, I realized that we were once again sailing in a place everyone says you can't.

If Mexico has shown us anything, it's that we need to be open to change. We've never let ourselves get locked into the idea that all sailing should be trade-wind sailing. Or that the 'typical' or 'accepted' way of doing things is the only way. Open your mind, be open to change, and you never know what you might find.

— Pajo 11/9/18

Readers — We first introduced you to Pajo and Ava last year. They're the ones who scored an Ericson 35 cheaper than the last old car we bought, and in the process of outfitting it for cruising, replaced the worn-out diesel with an electric drive system. Although Cinderella can't match the speed, duration or range of a diesel-powered boat, for short periods, electric propulsion works just dandy. Plus, they never have to worry about oil changes, breathing fumes, doing engine maintenance — or running out of fuel.

Since they left Seattle in 2017, the couple has sailed 10,000 nautical miles. Cinderella is currently in Tahiti.

Where Are They Now?

Cruisers, by definition, are people on the move. And *Changes* stories are at best just a snapshot in time of those travels. By the time their stories appear here, many of the folks who wrote them are many miles and oceans away on other adventures. So this month, we thought it would be fun to catch up. We reached out to all the folks featured in 2018 and asked where they are now and what they're up to. We hope their responses will have you as surprised, tickled — and occasionally a bit choked up — as we were.

— One of the most delightful *Changes*

We're guessing Rob and Sherry don't have the common cruiser problem of not being able to spot their boat in a crowded anchorage.



ALL PHOTOS CINDERELLA

THANE

CHANGES

stories we did in 2018 was about Tulia Gonzalez (*In Praise of Mexican Crew*, Feb). She's the young and adventurous woman



Tulia Gonzalez found new life directions through voyaging.

from Mexico who, with virtually no prior boating experience, caught a ride a few years ago on a boat sailing to the South Seas, a voyage that changed her life. She returned to crew on the 2017 Ha-Ha with a new life partner, Luz, and new passions for writing and anthropology.

She is currently finishing a script about a voyage of self-discovery that parallels her own. Luz is the filmmaker half of the team. Production costs are already partially funded and they hope to put the project together this coming year.

— We introduced readers to Canadians Cap'n Rob and 'Admiral' Sherry McCallum and their 57-ft Spray replica **Thane** last spring (*Gone Sailing*, May). At that time, the McCallums had recently retired the former charter boat from years of 'three-hour tours' out of Victoria, and were prepping her for some extended cruising. After a bunch of updates and new gear, they shook the boat down with some local cruising in Desolation Sound and the Gulf Islands, then headed south.

They joined the Baja Ha-Ha Class of 2018 and, like everyone else, had a largely uneventful sail to Cabo. From there it was across the Sea to Mazatlan. They spent Christmas and New Year's in La Cruz — and found that they really liked Puerto Vallarta. A lot. So much so that they had a little look around "and damned if we didn't find a beautiful house on the golf

Cap'n Rob and Admiral Sherry . . . or should that now be 'capitán' and 'Almirante'?



THANE



Above: the Wolf Pack's final get-together at Thanksgiving in the Bay of Islands. Ben and Molly of 'Ripple' are in front. Top: Giselle and Clifton arrive at the Fijian wedding of Ed and Talica of 'Tioga'.

course across the street from Vallarta Marina, so we decided this would be home!" reports Rob. "As for future cruising from their new homeport, says Rob, "we'll just have to throw a dart at the chart."

— Buddy boating can add a whole new dimension to life on the water. But few groups become as tight as the 'Wolf Pack', a group of young West Coast cruisers on the boats **Ripple**, **Sedna**, **Tioga**, **Westy**, and **Bravo**. Most did the '17 Ha-Ha, got to know one another during preparations for the Pacific Puddle Jump, and really solidified their friendships and shared goals upon arrival in the South Pacific. As Molly Reynolds put it in her *Changes* article (*The Pleasures of Buddy Boating*, Nov), "We share our pasts, our hopes, and our goals. We share laughs over cockpit sundowners. We share meals made with love. We share our favorite books and media. We share roast marshmallows over carefully tended campfires. We snorkel together, sharing the wonders of the sea at each anchorage. Our buddy boats are

our community."

Ripple, Molly and Ben's Whitby 42, is currently 'at ease' in Opuia, New Zealand, while her owners are road-tripping in Big Red, a Mitsubishi camper van. As the (southern) summer season progresses, they'll earn their sea legs again cruising *Ripple* through the Bay of Islands and down to Auckland. After that, they'll be job searching and "looking to call New Zealand home for a good long while." Once the kitty is replenished, "Who knows? Maybe Fiji again...?"

— Speaking of Wolf Pack'ers, the last time you heard from Giselle and Clifton Miller on their Juneau-based HC38 *Sedna* (*End of the Beginning*, Sept), they were waving goodbye to Bora Bora and sailing west, deeper into the South Pacific. Highlights of the next few months in-

IN LATITUDES



Above: 'Bravo'. Top: the mighty 'Atea' crew: Kia, John and kidnicks Braca (left) and Ayla. They're currently back home in New Zealand.

cluded — you guessed it — some serious buddy boating adventures with the Pack (including attending the Fijian wedding of Ed and Talica of *Tioga*), as well as an anchoring mishap that necessitated the replacement of *Sedna's* bowsprit with a new one of locally sourced mahogany. While that might not seem like a 'highlight' to most cruisers, "Fiji will be forever part of our vessel!" says the ever-upbeat Giselle.

At this writing, the boat is on the hard in Opuia. Her engine may have been pulled by the time this issue hits the streets. It's part of a 'New Zealand facelift' — including new standing rigging and a galley remodel — that the boat will receive while Giselle and Clif fly home to Alaska to re-enter the work force this summer before heading back Down Under. The boatwork being done and the money they'll earn are in preparation for 'Part 2' of their cruise: the long trek back to Alaska, via Fiji, the

Marshalls, Guam and Japan.

— We drove our wife nuts last summer croaking the Beach Boys' *Kokomo* in the shower night after night . . . and we blame John Daubeney and Kia Koropp of the 49-ft steel cutter *Atea*. You may remember them from their (*Kokomo Keeling*, June) article, in which they chronicled a visit to Cocos Keeling, deftly weaving the visit around similarities to the fictitious *Kokomo* in the song.

It was just the latest landfall for the couple (he from the UK, she originally from Sacramento) who started cruising in 2011. Two children (Braca, now 7, and Ayla, 5) and many thousands of miles later, they're still going. Well, they will be going again after a slight hiatus. The boat is currently on the hard in Saldana Bay, South Africa, and John, Kia and the kids have returned to their home in Auckland and the dreaded 'real jobs.' They will spend the majority of this year focused on earning income to support the next stint in their travels, hoping to return to cru-

ing in late 2019. They're still trying to decide if that should be "a more social run through the Caribbean and the Mediterranean, or a more intrepid trip to South America."

— We thought Liz Tosoni and Tom Morkin's hobby of varsity beachcombing was unusual enough (*Things You Find*, June), but lately they've adopted an even more curious one: fish printing. In fact, **Feel Free**, their Spencer 51 (in Guaymas at this update), has become something of a floating art studio where lucky anglers might show up at any time asking "Do you want to print this bad boy?"

Fish printing — formally, *gyotaku* — traces its origins to mid-1800s Japan, where it was started by fishermen to record their catches. Liz and Tom do it for fun, of course, and are happy to teach neighbors — many a bedsheet has given its all to become fish art.

Feel Free spent the holidays in El Mero, just outside Guaymas. From there, they'll be exploring the Central Sea of Cortez, beachcombing, fishing, printing — and eating. Says Tom: "The creed is: you print it, you eat it!"

— You might remember **Happy Together's** 'lonely run' south to Costa Rica late in the season last year (*Where Is Everybody?* Sept). Floridians Randy and Lennie Smith were soon back in the 'land of the living' and bound for Panama, where they transited the Canal with three members of *warriorsailing.org*, a maritime outreach that helps ill and injured service members (and to which the Smiths donate money and boat time every year).

"Our arrival back in Florida was bitter-sweet, since our 12,000-mile three-year journey from Florida to San Francisco and back was now complete," says Randy.

But their cruising is hardly over. The plan was always to sell this *Happy To-Art that you eat* — **Liz and Tom with 'portrait of a halibut' done on Christmas Day.**



BRavo

FEEL FREE

CHANGES



Randy and Lennie are happier together now that they have a new cat.

in Delray Beach — and bought the boat! She's now being readied for their two-year voyage in the Caribbean.

For the Smiths, it was off to Capetown in January to see their new *Happy Together*, a Leopard 50. After a few test sails, the boat will be put on a ship to Fort Lauderdale where Randy and Lennie will outfit her for a summer in the Bahamas. Then it's off to St Lucia in the fall to join the World ARC Rally to Australia, which will leave in January 2020.

— "I tore all three hamstring tendons

gether (a Leopard 48) and get a larger version. Before arrival back in the Sunshine State, they emailed a dozen folks who follow their YouTube channel, and who had expressed interest in the boat. One couple flew down the day after they arrived back

in Delray Beach — and bought the boat! She's now being readied for their two-year voyage in the Caribbean.

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— "I tore all three hamstring tendons

when in Australia racing with **Comanche**," writes Stan Honey, who wrote about the cruising side of life for himself and wife Sally last spring (*Commuter Cruising*, May). He had surgery in late October and at this writing, is out of the brace and off the crutches. Unfortunately, it wasn't in time to do December's Sydney Hobart Race on *Comanche*. (In case you've forgotten, Stan is one of the most sought-after navigators in the world.) That said, "It was nice to spend the first Christmas at home in many years."

Their Cal 40 **Illusion** is currently in Shelter Bay, Panama. Assuming his recovery continues to go well, they may have headed down for the next chapter of their cruising lives last month. "Our plans are to go to the San Blas for a few weeks, then north to Providencia, then through the Yucatan Channel, along the Keys, and up the US East Coast," says Stan. "We hope to get to Rhode Island or Massachusetts by fall and find a shed to allow us to work



Cruising physical therapy — Stan and Sally Honey may be back aboard 'Illusion' as you read this.

were ready — advice repeated countless times in the pages of *Latitude*," writes Jim 'Homer' Holm of the 12,000 miles over 18 months that he and wife Claudia (and a revolving crew of friends and volunteers) have sailed the ocean blue. But as you may recall from his *Changes* articles (*Mission in the Med*, in Dec '18, and *Across the Pond*, Jan '19), they and their Fountaine Pajot 60 cat **Pono** are on a larger mission than just 'reclining' — they are working to rid the seas of plastic pollution by converting it into fuel (Read more about this project at www.cleanoceansinternational.com).

Pono is currently chartering out of Scrub Island Resort in the BVI with a

on the boat next winter. We're considering changing *Illusion* back into a race boat and competing in the 2020 Newport Bermuda Race."

— "Considering the approach of our 'reclining years,' we determined to lunge at our dreams now rather than wait until we



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hired captain, while Homer and Claudia have returned to Northern California. "Our goals require we be home in Santa



'Pono' is currently chartering in the BVI.

Cruz to be more actively involved in the direction of COI,"he says. — There aren't many 'firsts' left — in sailing or any other endeavor. But Ed and Sue Kelly pulled one off. Actually, make that pulled *two* off. In 2012, aboard their Catalac 42 cat **Angel Louise**, they completed a Great Loop of Europe (using the oceans, rivers and canals). Last year, they completed a Great Loop of America, using portions of the Atlantic, the Great Lakes and the Mississippi River (*The Great Loops*,

March). They are the first and only cruisers to have completed both of these treks (portions of which must be done under power and mastless).

Since then? Well, the Kellys aren't unduly superstitious, but the rest of 2018 — their 13th year of cruising — had more than its share of bad luck. During a cruise of the Bahamas last summer, Ed suffered chronic rheumatic illness just after his 72nd birthday. The boat fared even worse: a sheared right prop shaft in the North Atlantic; two mangled propellers from submerged objects; a bent left prop shaft and broken left rear strut; a holing of one of the collision bulkheads from a submerged object in Maine; and going aground on the last day of the year on a soft ICW mudbank!

At this writing, Ed is up and around again with only a few lingering achy joints. And after three haulouts, *Angel Louise* is angelic as ever. At year's end, Ed was elected president of the Seven Seas Cruising Association for 2019, so while this intrepid couple will still do some cruising along the Eastern Seaboard, Ed will be devoting a lot of time to his presi-



ANGEL LOUISE

Sue and Ed of 'Angel Louise:' tanned, rested, healed, repaired — and ready for more cruising.

dential duties for SCCA. And we're hoping, as Sue wrote, "that 2019 will be a better year than 2018."

— Speaking of firsts, Charlie and Cathy Simon and their lovely Taswell 58 **Celebrate** also went into the record books in 2018 (*Tying Another Knot*, April): completing an 11-month, 14,000-mile circumnavigation of the North American continent (including the Northwest Passage in 2017), for which they tied the knot off Fort Lauderdale in February. In 2014-15, they also completed a 26,000-mile 'regular' circumnavigation as part of the World ARC. As far as we know, they're the first and only cruisers to do both.

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CHANGES

After the North American lap, *Celebrate* sailed north for a little exploring in the Chesapeake and New England. Last summer's stops included Cape May, Newport, Martha's Vineyard, and Nantucket, to name just a few. The boat is currently in Annapolis.



CELEBRATE

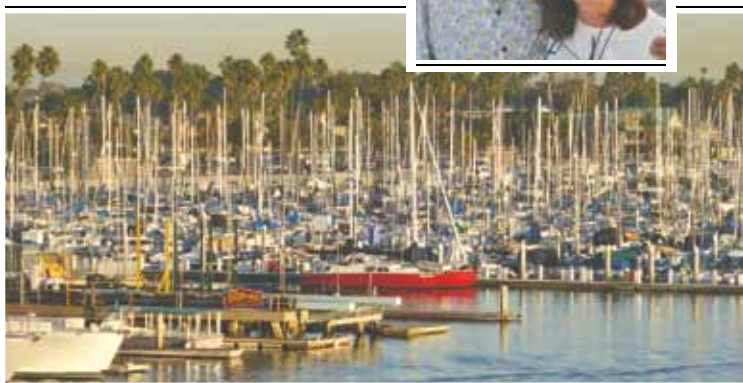
Charlie and Cathy of 'Celebrate' have been going in circles for years.

— Back in December 2017, Bruce Balan and Alene Rice sailed their well-named Cross 46 trimaran *Migration* past Pt. Reyes, completing a 12-year, 50,000-mile Pacific Rim circumnavigation (*Tying the Pacific Rim Knot*, Feb). Since then, they've spent nearly all of 2018 sailing the coast of California. "It was the first time *Migration* has been back in the States since we left in 2005. We took friends and family sailing and Bruce loved being able to share Channel Islands (his home turf),

sailing and diving with Alene. However, being back in the US for so long was difficult — "especially witnessing the changes brought on by the current political situation," says Alene. "Culture shock was ever-present."

But not for long. On Thanksgiving, *Migration* (which celebrates her 50th birthday this year — she was built in Japan in 1969) headed south again. Bruce says they'll haul out in La Paz for a few repairs, then "head out to the Revillagigedos to dive with the manta rays." Then to PV to provision before crossing to the Marquesas in April. "We can't wait to be back in French Polynesia!"

— Ni and Krissy Orsi of Stockton wanted to be close to their daughter, who lives in Italy. So in 2007, they bought a new Dolphin 460 catamaran in Brazil,



MIGRATION

'Migration' in Alamitos Bay. We can't imagine why Bruce and Alene (top) could possibly feel culture shock.

and sailed **Finalmente** across the Atlantic and into the 'wine dark sea.' She's been homeported in Marina di Ragusa (Sicily) ever since. For the last 11 years, they have spent the summers exploring the Med, sharing those adventures with many friends, family members — and our readers. Recent highlights included their 50th wedding anniversary (*The Big Five-Oh*, Nov), and Ni's 74th birthday just a couple of months ago.

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But all good things come to an end. The years are catching up, and this summer of 2019 cruise (around Greece's Ionian Sea) will be their last. They are currently home in Stockton where Krissy is recovering nicely from her 'other' knee replacement, and Ni's left hip operation was scheduled for mid-January.

— Joel Sorum and Laura Ashton headed south in the 2017 Baja Ha-Ha on their Tartan 38 **Compañero**, but *Changes*

Joel and Laura will be returning to *Compañero* in La Paz sometime this month for more cruising in the Sea of Cortez. Tom and Kim are also returning soon to *Exit Strategy* and their ongoing circumnavigation. In the next few months, they'll be leaving Namibia for the Caribbean.

— We'll end this month's 'reunion tour' with... an ending. You may recall Melissa Mora and Andy Blakeslee's fun and exuberant recounting of making landfall at Hiva Oa after their Puddle Jump (*Land Ho!* July). Their Wauquiez 35 *Bravo* (another Wolf Pack'er) is currently in Brisbane, Australia. We'll let Melissa take it from there:

"We let go of material possessions in order to make this dream work. But what happens when you are supposed to let go of the one possession that made the dream come true?"



Joel (in red), with Tom and Kim of 'Exit Strategy' at the Cape of Good Hope.

For those of us who follow the coconut milk run down the Pacific, a return to the US can mean needing to sell your boat. The time frame required for sailing back, costs of shipping the boat, or costs of hiring a captain for delivery are not in the cards for us.

Some say the happiest days of a boat owner's life are the day you buy the boat and the day you sell it. For

us, this isn't true. *Bravo* holds a special place in our family and a special place in our heart.

I feel equal disbelief — that we are selling *Bravo*, and that we actually pulled this off — 11,179 nautical miles sailed, 328 days at sea and a massive tick mark on our life's bucket list. As we walk off the dock one last time, I feel as if I've been punched. We adapted to a life at sea and now we wish it farewell, but what breaks



Krissy and Ni are looking forward to one last summer in the Med.

story, *Exit Strategy* was safely at rest at Zululand Marina in Richards Bay, South Africa.



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CHANGES IN LATITUDES

my heart is leaving her behind. No, I'm not crying . . . those are allergies. We are really gonna miss our girl.

Bravo, we promised we would take good care of you and you returned the favor. This is the end of our journey, but not the end of yours. And in the same way the torch was passed on to us, today we passed it on to others. You are a dream maker. Thank you, sweet *Bravo*.

Look for Part 2 of 'Where Are They Now?' in the March issue.

Cruise Notes

- We've been a bit behind in keeping our list of West Coast Navigators up to date. Only recently added were:

- John and Melinda Kennell of Bainbridge Island, WA, who cruised their CR480DS **Amulet** around the world (starting in Europe) from 2009-2016

- Jim Fair and Linda Powers, who sailed their Outbound 46 **Chesapeake** back into the Bay in 2017 after an eight-year circumnavigation

- Neal and Ruthie Schneider who sailed from — and back to — San Diego



Places in the heart aren't always places. 'Bravo' at anchor in Bora Bora.

aboard their Contest 48 **Ruthie** between 2011 and 2018. A belated doff of the hat to you all. (You can see the entire list at www.latitude38.com/circumnavigators.) If you have circumnavigated and are MIA from the list, please let us know.

- The 18th **Zihua SailFest** is happening February 4-10 this year. For more information: <https://porlosninos.com>. If that's not enough partying (and worthwhile fundraising) for you, head north to the third annual **Barra de Navidad Mexican Fiesta**, February 18-25. (Info: Pat

McIntosh at cruisingnotes@yahoo.com. Both events feature lots of fun events for sailors, and all money raised goes toward helping local schoolkids.

- Finally, we remind readers that all the nice folks whose names and boats appear in *Changes* are nice folks just like you. Some came to appear on these pages just by reaching out and wondering if we had any interest in hearing their stories. (Others came to us in ways so convoluted we don't even understand them.) The point is, cruising isn't about boats or destinations — it's about people. If someone's adventure speaks to the greater whole of cruising, we're just as happy to print the stories of rank, greenhorn newbies sailing to Monterey as we are the latest triple galactic circumnavigation by Robin Lee Pardey-Roth-Smeeton. So if you love the life and have a story to tell, drop us a line. We do not discriminate on the basis of gender, boat size, number of hulls, destination(s), number of miles cruised or percentage of salt in your veins.

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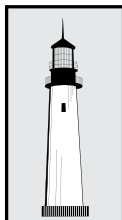
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27-FT CATALINA, 1981. Alameda. \$9,990. Well maintained inboard motor version with tiller. Survey available. Contact 1216foundobject@gmail.com or (510) 504-6626.



25-FT BAHAMA. (Cape Foulweather), 1973. Alameda Marina. \$2,000/obo. Woodworker's unfinished project. Epoxy bottom, all lines led aft, electronic OB. Custom interior needs completion. Good main, jib and genoa. See <http://bastress.com/bahama25>. Email woodshop@bastress.com.

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27-FT NOR'SEA 27, 1976. Santa Rosa, CA. \$30,000. Aft cabin. New fuel tanks, bottom, bowsprit, head 2018. 60 gals fuel, 40 water. Strong Yanmar. Rewired. Refurbished tandem trailer. New brake system, cradle. Paul. (707) 331-8030 or pablo-anderson@hotmail.com.



27-FT ST. PIERRE DORY, 1990. Slip D31, Oceanside Harbor, CA. \$29,000/obo. Beautiful gaff-rigged schooner built in Nova Scotia with a Yanmar diesel engine. Featured in *Wooden Boat* August 2016. The *Ragmeg* sailed from Nova Scotia, through the Panama Canal and up to Oceanside, CA, singlehanded by 80-year-old Dr. Germann. Google: "A Tale of Two Men and a Boat" *San Diego Union*. (619) 994-3528 or kjwilson8806@aol.com.



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25-FT NORDIC FOLKBOAT, 1976. Richmond. \$12,000. Excellent condition. Fiberglass hull, new aluminum mast, rigging. 4-stroke OB. Great sails. Perfect Bay boat. Active and friendly local and international fleets. See <http://sfbayfolkboats.org>. Email eaashcroft@aol.com.



30-FT KNARR, 1962. Tiburon. \$12,000. 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. \$9,500/obo. Well maintained, 1928, *Petrel*. Selling to someone who will care for and sail this wonderful boat. Active one-design racing on San Francisco Bay. Nothing sails like a Bird! (415) 924-2731 or pierrejosephs@yahoo.com.



34-FT OFFSHORE ONE DESIGN. 1980. Pt. Richmond. \$25,000. Milagro Peterson design, Rodgers-built. Strong racer/cruiser, roller furling, all lines led aft. VHF GPS, wind instruments, stove, head, holding tank, sink, sleeps 7. 3-cycle Yanmar 600hrs, fin keel, spade rudder, 2 mains, 2 chutes, 2 jibs. Well maintained. Clean. Must see! Contact (415) 892-5776 or wcoastconst@yahoo.com.



27-FT CATALINA, 1976. Slip E18, Monterey Marina. \$5,500 REDUCED. *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.



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 Cfa Sur, Mexico. Email Neil Shroyer at: daniel@marinalapaz.com.

30-FT SANTANA 30/30 GP, 1981. Stockton Sailing Club. \$10,500. Price has been dropped due to family emergency. Boat is race-ready. New sails, Yanmar diesel. PHRF 120. New head. New mast and boom by Ballenger. Call for long list of sails and equipment. Seller motivated. Contact bonnielopezunr@gmail.com or (209) 772-9695.



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 haul-out. (559) 217-9644 or Stephenlewis1900@gmail.com.



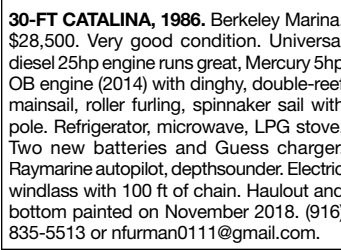
33-FT SYNERGY 1000, 1999. Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 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.

28-FT BRISTOL CHANNEL CUTTER. By Morse, 1983. Marina Green, San Francisco. \$70,000. Voyaging boat FRP hull, 38-ft overall 14,000 displacement, 673 sq. ft. sail, Max-Prop, 32gal fuel, teak exterior, Lavac head, bronze hardware, Furuno radar, AGM's. Contact (415) 331-3314 or natofsf@gmail.com.

29 TO 31 FEET



NEWPORT 30 PHASE II, 1978. Richmond Yacht Club. \$17,000. Best Newport 30 available. Well cared-for, constantly upgraded. Standing rigging replaced, Pineapple fully battened main, new paint. This boat is set up to easily singlehand, even flying the spinnaker! Makes a great family cruiser or club racer. Please see website for complete list of upgrades! New boat on the way! This one must go. All reasonable offers considered. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.



30-FT CATALINA, 1986. Berkeley Marina. \$28,500. Very good condition. Universal diesel 25hp engine runs great, Mercury 5hp OB engine (2014) with dinghy, double-reef mainsail, roller furling, spinnaker sail with pole. Refrigerator, microwave, LPG stove. Two new batteries and Guess charger. Raymarine autopilot, depthsounder. Electric windlass with 100 ft of chain. Haulout and bottom painted on November 2018. (916) 835-5513 or nfurnman0111@gmail.com.



30-FT PEARSON FLYER, 1981. Channel Islands Harbor. \$6,500/obo. New battery and bottom paint, six good sails. Beautiful, fun and fast. Occasional racer. Reliable inboard and storage trailer. Contact John at: wildflyer30913@hotmail.com or (805) 444-2435.



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.



30-FT CAPE DORY, 1976. So. San Francisco. \$12,000. Ketch model with mechanism to lower both masts in 5 minutes to pass low bridges. Solid cruiser by Cape Dory. Needs some work-in overall good shape. (650) 245-0025 or waynepshen@yahoo.com.

32 TO 35 FEET

33-FT DEHLER 34, 1985. Brisbane Marina. \$19,500. Family cruiser: sails well, roomy interior, galley, nav station, wheel steering, dodger, Schaefer furler, good main, jib, genoa. Ground tackle, Autohelm, sail instruments. See <http://tinyurl.com/y6vknjzc>. (408) 224-0152 or rmorganstern@yahoo.com.



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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/VgMneynh5YwvjvB6>. (916) 719-5225 or jng7000@gmail.com.



33-FT NOR'WEST 33, 1979. Pier 39, San Francisco. \$24,000. *Catbird* is a full-keel ocean cruiser designed by Chuck Burns. Reliable Yanmar, liferaft, solar, roller furling, autopilot. See website for more info: www.konawalikdesign.com/catbird.html. (415) 735-8167 or kris@konawalik.com.

33-FT TARTAN 10, 1979. Brisbane. \$6,500. The PHRF rating of 126 makes this one of the fastest sailboats for the money. This sailboat is good for racing or daysails. Contact for more details. (650) 255-7073 or edhoff@ix.netcom.com.

33-FT CECIL RHODES SWIFTSURE. 1960. Sacramento. \$6,000. Plastic classic. Swing keel makes it a versatile and nimble boat. Needs some work. Sound, strong, well-designed hull. Hand-laid glass. Contact (530) 219-7094 or joelfrechette@yahoo.com.



35-FT C&C, 1984. Oyster Point Marina, South San Francisco. \$27,000. Clean, well maintained and loved cruise/race vessel with large sail inventory, Yanmar 3GM 22hp diesel in good working condition, Autohelm, propane 3-burner stove with oven, icebox and electric head. Bottom painted in 2014 and 2017 and cleaned regularly. Sleeps 6-7. Contact chris.mcguinness@gmail.com or (818) 216-9099.

36 TO 39 FEET

37-FT BENETEAU, 2013. Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.

39-FT FREYA, 1985. Morro Bay. \$85,000/obo. Solid world cruiser, loaded. Beautiful interior. For photos, see website: <http://tinyurl.com/ydafem9g>. Reasonable offer considered. Patrick. (831) 238-5697 or svlaughter@aol.com.



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.



36-FT FRANS MAAS - SABRINA, 1961. Puerto Vallarta, MX. \$39,500. 36.6 Frans Maas, Sabrina design. Fully equipped. Email teridonm@hotmail.com. See all at website: <http://begonephotos.shutterstock.com>.

39-FT FREYA, 1978. Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



37-FT EXPRESS, 1985. Sausalito. \$69,000. 2017 & 2018 OYRA champion. 2018 regatta winner in one-design series. Turnkey with complete offshore gear. Extensive spares. Cruising inventory. New bottom 11/2018. \$30k invested last 2 years. See <http://express37.net/for-sale/> or takechances@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/D1PX81iqfES4CHUL6> or (510) 543-5160.



CATALINA 36 MK II, 1998. Emeryville. \$88,500. Two cabins, sleeps up to seven, VacuFlush toilet. Universal M35B engine with 1280 hrs regularly serviced. In-mast furling main, never any problems. New tall mast, standing rigging and sails (2014). Radar. Windlass with up and down foot switches. Winches: 2 Lewmar 30s and 2 Lewmar 48s, all self-tailing. Avon 4-person liferaft (needs inspecting). Boat well maintained. Boat partner available if you want one. Contact (510) 534-3254 or 1999wildcat@gmail.com.



38-FT HANS CHRISTIAN 38T, 1978. Majuro, Marshall Islands. \$95,000. Hans Christian 38s are sought-after heavy-displacement cruising boats due to being extremely well built and high level of comfort at sea. This is a very manageable size for singlehanded or for a couple, and many features such as the high bulwarks make for a secure cruising liveaboard. Too many upgrades made over the last year to list here. Recent survey available. Email eldrcat@cox.net.

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.



37-FT CREALOCK. Monterey, CA. \$46,000. Crealocks are well-respected and sought-after sailboats. This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled by a small crew. Makes a great liveaboard. This is a custom-fitted cruising consultant's hull. The boat has been used for California coastal and SF Bay cruising since launched in 1994. Contact (831) 234-4892 or cher_d1@yahoo.com.



38-FT HUNTER, 1996. San Carlos, Mexico. \$74,900. Extensively equipped for cruising. Well-documented maintenance history. New mainsail and 170 reacher, StackPack, Spectra watermaker, 405 watts of solar on davits with AB hard bottom dinghy and 2 OB engines. Nexus electronics and Garmin 741XS chartplotter. New GX2200 VHF with AIS, SSB with Pactor modem. Electric halyard winch. 20K Rocna anchor and 2 spare anchors. Radar, EPIRB, liferaft (needs service), shade covers. Much more. See <http://svhotelcaliforniaforsale.blogspot.com>. Contact rerat@gmail.com or (209) 406-8806.

40 TO 50 FEET

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. Contact (559) 683-4837 or j-nick@sti.net.



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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 includes: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



40-FT PANDA, 1981. San Diego, CA. \$159,900. Perfect cruising sailboat. Pacific Puddle Jump veteran. Lovingly cared-for, well equipped, cruise-ready. SSB, solar panels, wind generator, windvane, cockpit enclosure, etc. Contact for photos/specs. (619) 733-2869, (619) 838-0019 or loriserocki@yahoo.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 baichlfranz@gmail.com.



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.



44-FT 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. (707) 291-3223 or karl.wilber@sbcglobal.net.

42-FT MALO 41/43, 2002. Ensenada, Baja California. \$325,000. Offered by original owner. Aft cockpit, 2 strms, large salon, mahogany interior, great storage, 2 large lazarettes, Icom 805, fresh Icom VHF, Yanmar turbo diesel, Ample Power alternator, large tankage, Seldons spars and mast, sail inventory including Carol Hasse cruising sails, cored hull with bulb keel on a stub. New Force 10 stove, Fresh bottom paint. Contact (+52 1) 646 227-4930 or ki6kni@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. See <http://tinyurl.com/yc4eoxoj>. (360) 319-0529 or webandyk@gmail.com.



40-FT CAL 40, 1962. Alamitos Bay, Long Beach. \$50,000. Cal 40, hull #4. Beta 38 re-power 2008. Brand-new Flexofold 3-blade prop, UK main 2015, new dodger/main cover 2015 and much more. Contact thomascappannelli@gmail.com or (805) 689-4857.



40-FT CREALA, 1992. Guatemala. \$88,000. Designed by Crealock with lines, dimensions similar to the Pacific Seacraft 40. Cutter rig, fin keel, skeg-hung rudder. Aft cockpit, 44hp Yanmar, teak deck, interior. Maintained, extensively cruised and liveaboard by one owner. Clean, comfortable, organized, aesthetic. Email tillsounds@yahoo.com.



44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$105,000. *Donna Rose*. 7 sails. Full list of equipment and maintenance records upon request. Email captnrick@hotmail.com.



45-FT SPARKMAN STEPHENS #708. 1962. Glen Cove Marina. \$94,000/obo. Restored 2012-2017. 200hrs on Yanmar 35hp. Hauled Oct '18. New VHF, GPS, Smart charger, AGMs. All reasonable offers. More pictures on website: <http://tinyurl.com/y7lbwpg>. (707) 334-3424 or tbmoran@gmail.com.



40-FT HUTTON, 1986. Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.

51 FEET & OVER



52-FT SANTA CRUZ 52, 1994. Richmond CA. \$290,000. *Prufrock* is a fast racer/cruiser with a tall carbon mast. She raced two Pacific Cups and cruised Hawaii to Dutch Harbor, Alaska, and the West Coast to Cabo, Mexico. She was easily sailed by a 60-year-old couple to Hawaii and back. For a copy of the survey and other information, email Jim. Please include your sailing experience. (808) 341-8785 or jdfreeland@msn.com.

MULTIHULLS



50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$395,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in.the.wind@icloud.com.

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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42-FT PRIVILEGE, 1995. Coronado. \$190,000. REDUCED! 25 GPH watermaker, A/C, custom hardtop, 3 berths ensuite, shaft drives, 3gm 30F (2) on-demand hot water, LEDs, sails good to excellent (4), spares and tools. Three anchors, primary 25 kg Rocna with 225 ft 3/8 chain. New canvas. Ready to Ha-Ha or S. Pacific. 11.5 Caribe with 15hp Yamaha. Bottom paint scheduled for March 2019. See <http://Svchatbeaute.blogspot.com>. Contact (360) 624-5339, (760) 408-5310 or Svzafarse@yahoo.com.



38-FT LAGOON 380 S2 PREMIUM. 2008. Clarks Court Marina, Grenada. \$197,000. Ready to cruise Caribbean. 4-cabin, 2-head. Rigging and sails replaced 2013. New 9.8 OB, new house and engine batteries 2017. 435 volt solar plus two 75 watt removable panels. For the last 4 years we have been cruising the Caribbean from the Spanish virgins down to Grenada. 60lb Manson Supreme anchor with 120 ft 10 mil chain (chain new 2018). Raymarine instruments. (831) 295-3062 or afulldaycraig@gmail.

55-FT TRIMARAN, 1989. Panama City, Panama. \$110,000. 62' LOA x 27'w. Three heads, fridge, freezer, 800w solar, Outback vfx2812, 15kw Westerbeke, kayaks, fishing equipment, sleeps 6+. Needs engine and transmission and bottom work. (775) 782-7035 or (775) 350-4935 or bsseevers@msn.com.

POWER & HOUSEBOATS



38-FT PROTECTOR TARGA SL, 2006. Paradise Cay Yacht Harbor. \$265,000. Protector Targa SL 38-ft with twin Mercury 300 horse Verado OBs. Very low hrs. Hardly used. Perfectly maintained. (415) 602-7272 or jeffmoseley@msn.com.

PARTNERSHIPS

CATALINA 400, 1998. Brisbane Marina. 1/4 partnership in well maintained, upgraded SF Bay and coastal cruiser. 2-cabin 2-head, new Yanmar 57hp, tall rig, deep keel. New sanitary system, new instruments. For specs and photos: (415) 244-5012 or sailsea@mac.com.



1/2 SHARE IN A 1994 J/130. Sausalito. \$40,000. Join an experienced skipper (sailed Bonkers to New Zealand) in owning 1/2 of Bonkers. Bonkers is a 1994 J/130 (see website), well maintained at Anderson Boat Yard. Buy out existing 1/2 partner of over a decade. Use is unlimited on a first come, first served basis. See <http://jboats.com/j130-performance>. (415) 645-3545 or acinader@gmail.com.

47-FT LEOPARD SAIL CAT. St. Martin. 20% partnership in 2005 47-ft Robertson & Caine Leopard catamaran. 4 cabin, currently in St. Martin with Turks, Caicos and Bahamas planned for upcoming season. Partners enjoy 6+ weeks per season (Dec. 1 to June 15). Partners may sail wherever they choose during their weeks, which may be broken up. This is a long-established partnership. Cost: \$62,000 with annual maintenance costs approximately \$6,000 per partner. Full description and photos upon request. Contact lynnlemond@yahoo.com or (702) 768-5100.



30-FT C&C 30, 1980. Clipper Yacht Harbor Marina. \$150/month. Non-equity partnership. Wonderful "party" boat, in excellent condition. Wheel steering, roller furling jib, refurbished 12hp Yanmar engine. New canvas work: wheel cover, dodger, mainsail cover. Electronics include autopilot, depthfinder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for meltwater. Head with shower. Posh interior. (415) 459-7417 or (510) 735-6953 or edcurran5@gmail.com.

CAL 29, 1971. Bodega Bay. Best offer. I picked up a plastic classic for \$999 for use at Bodega Bay during the winter. It was cheaper than hauling my boat to the coast. I'll probably make it to the boat once a month for a week at a time. I'll share my plans for the boat, willing to entertain reasonable offers and I'm not in a hurry. Contact (530) 596-3054 or jblundquistgis@gmail.com.

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MERCURYS NEEDED. Corte Madera. Not sailing your Mercury? Help keep the 80-year-old Mercury class strong, and contact us so we can match up boats with new owners. www.mercury-sail.com. (415) 342-4302 or lynhines@lynhines.net.



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YANMAR 4JH2-TE. Alameda, CA. \$5,500. Yanmar 4JH2-TE diesel marine engine with KBW20 gear, 2.62 ratio. 2,200 approximate hrs, 1992. Excellent condition. From my T47/48 professionally maintained with records. No known defects, no oil burn, cooling system and heat exchanger are perfect with all service records. Engine is only being replaced and upgraded for larger HP for upcoming cruise. Available mid-January. Email or call for video or info. (916) 826-5653 or gcaldwell@thepac.org.

CARBON MAST SECTION. Anacortes, WA. \$10,000/obo. Carbon mast made by Offshore Spars. Two sets of swept-back spreaders. Suitable for boats between 36- to 40-ft and 15,000 lbs displacement. 2 jibs and 1 spinnaker halyard. Email jackanaka@gmail.com.

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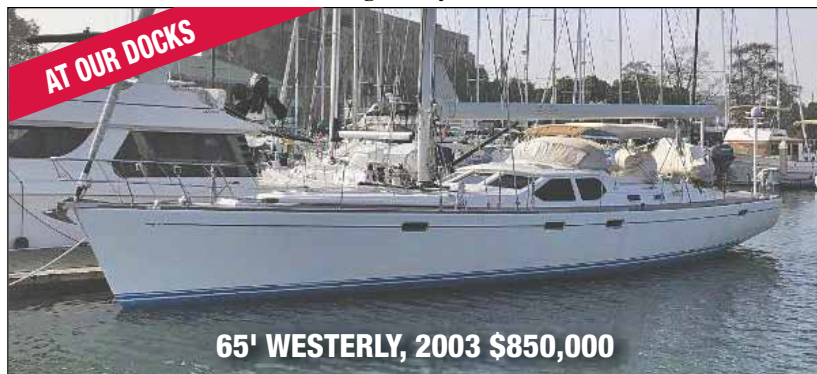


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