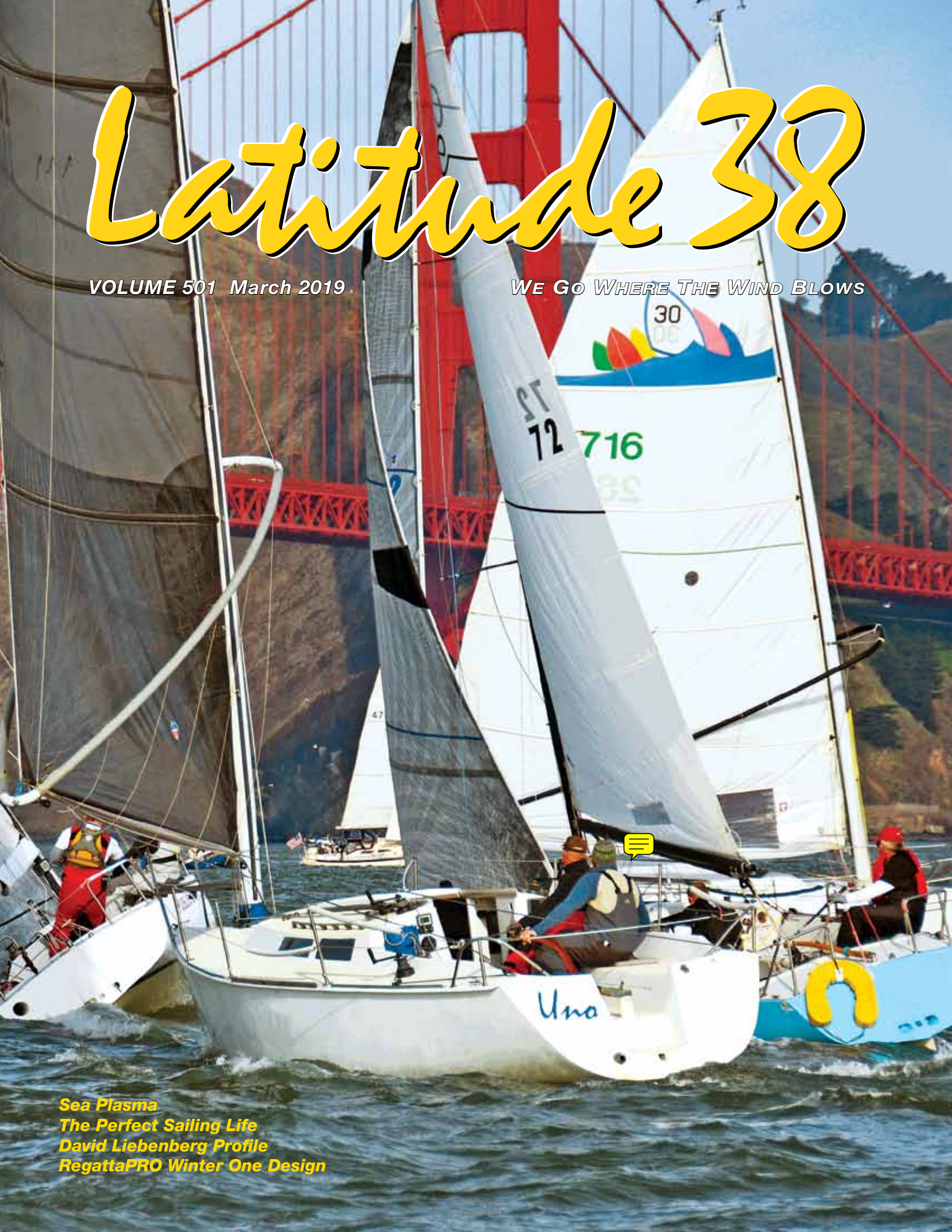


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VOLUME 501 March 2019

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Cover:

Galloping around Blackaller Buoy as a first 'bridge' in the  
Three Bridge Fiasco. See page 88 for our report.

Photo: *Latitude/Chris*

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



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**2006 BENETEAU 393**  
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**2016 BENETEAU 55**  
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**2016 LAGOON 380**  
**\$340,000**

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SAIL BROKERAGE	
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FIGARO BENETEAU 2, 2003.....	\$59,000
CATALINA 34 MKII, 2005.....	\$103,000
CREALOCK 34, 1990.....	\$69,000
FIRST 36.7, 2005.....	\$77,000
CATALINA36 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
POWER BROKERAGE	
BARRACUDA 7, 2015.....	\$79,000
BOSTON WHALER 305, 2005.....	\$119,000
SEA RAY 320, 2005.....	\$88,500
ISLAND GYPSYCOCKPIT, 1986.....	\$92,500

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**Oceanis 41.1**

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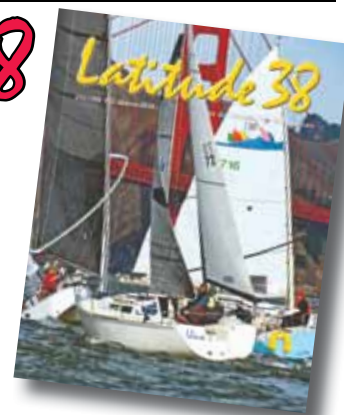
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# Latitude 38

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2006 Wauquiez 41 \$195,000



2012 Beneteau Sense 43 \$299,000

### New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2018.....	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
34' Catalina, 1988.....	32,500
30' Catalina, 1985.....	31,000

### 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
------------------------------	---------



## F A R A L L O N E

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# CALENDAR

## Non-Race

**Mar. 1** — 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](http://www.spauldingcenter.org).

**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, [andyturpinatlarge@gmail.com](mailto:andyturpinatlarge@gmail.com).

**Mar. 1, 1979** — From *Letters*, Volume 22: "You sure can be proud of your rag. It's a lot more fun than the glossy \$2.00 rags. Hope you are making some bucks." — D.L.

**Mar. 1-3** — BAYS Youth Match-Racing Clinic with Dave Perry in J/22s. SFYC, [www.sfyf.org/youth](http://www.sfyf.org/youth).

**Mar. 1-Apr. 23** — Tall ships *Lady Washington* and *Hawaiian Chieftain* will be in Monterey through 3/17; Redwood City 3/22-4/7; and Oakland 4/11-23. Info/tickets, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

**Mar. 2, 1936** — The USS *Potomac*, formerly a Coast Guard cutter, replaced the USS *Sequoia* as the presidential yacht. She had a colorful history before relocating to her current homeport in Oakland. See [www.ussspotomac.org](http://www.ussspotomac.org).

**Mar. 2** — Boaters Swap Meet, Point San Pablo YC, Richmond, 8 a.m.-noon. Free for shoppers; 8-ft x 8-ft booth space \$20. Reserve a booth at [1stmatespspyc@gmail.com](mailto:1stmatespspyc@gmail.com).

**Mar. 2** — Cal 20 Racing Seminar, Corinthian YC, Tiburon, 11 a.m. On and off the water. RSVP to Richard, [richard@woodwork.com](mailto:richard@woodwork.com).

**Mar. 2** — SF Social Spring Session 1 at Treasure Island Sailing Center. For beginners. Info, [www.tisailing.org](http://www.tisailing.org).

**Mar. 2** — CPR Training, Newport Harbor YC, 10 a.m.-2 p.m. \$60 includes box lunch. Info, [www.nhyc.org](http://www.nhyc.org).

**Mar. 2, Apr. 6** — 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.

**Mar. 2-30** — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Mar. 3** — Mariner's Sunday, St. Luke Presbyterian Church, San Rafael, 10 a.m. Interfaith service; St. Francis YC Sons of the Sea Chorus will sing traditional nautical hymns. Info, [www.stlukepres.org](http://www.stlukepres.org). Brunch available at Loch Lomond YC; email RSVP to [artmem22@gmail.com](mailto:artmem22@gmail.com). To arrive by sea, email LLYC at [cruisedirector@lochlomondyachtclub.com](mailto:cruisedirector@lochlomondyachtclub.com).

**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. 3-31** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**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, [andyturpinatlarge@gmail.com](mailto:andyturpinatlarge@gmail.com).

**Mar. 5-6** — California Boating Congress, Embassy Suites, Capitol Mall, Sacramento. Reception Tuesday evening; briefings Wednesday morning; meetings at the Capitol in the afternoon. Info, [www.californiaboatingcongress.com](http://www.californiaboatingcongress.com).

**Mar. 6-27** — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a speaker each week for about \$25. All YCs' members welcome. Info, [www.stfyf.com](http://www.stfyf.com).

**Mar. 7** — *Latitude 38's* Spring Crew List Party, Golden





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## CALENDAR

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](http://www.latitude38.com/crew-party).

**Mar. 7** — Treasure Island: the Epicenter of SF Sailing?, Corinthian YC, Tiburon, 7 p.m. With Jim Hancock, Sailing Science Center; and Bill Kreysler, FAST USA. Free. CYC, [www.cyc.org](http://www.cyc.org).

**Mar. 7-10** — San Francisco International Ocean Film Festival. Most films screen at the Cowell Theater, Fort Mason Center, with some at the Roxie Theater in S.F. and some at the Rafael Theater. Info, [www.intloceanfilmfest.org](http://www.intloceanfilmfest.org).

**Mar. 7-10** — Sacramento Boat Show, Cal Expo. Info, [www.sacramentoboatshow.com](http://www.sacramentoboatshow.com) or (916) 372-4239.

**Mar. 10** — Spring forward for Daylight Saving Time.

**Mar. 10, Apr. 6** — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free introductory sailboat rides in keelboats and dinghies. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Mar. 12** — Dockwalker volunteer training, Los Altos Senior Center, 7:30-9 p.m. Info, [www.dbw.parks.ca.gov](http://www.dbw.parks.ca.gov).

**Mar. 14, Apr. 11** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Mar. 16** — YRA Safety at Sea Seminar at Encinal YC, 8 a.m.-5 p.m. Moderated by Chuck Hawley. \$150 includes continental breakfast, lunch & snacks. Info, [www.yra.org](http://www.yra.org).

**Mar. 16** — Dockwalker volunteer training, Petaluma YC, 10 a.m.-12:45 p.m. Info, [www.dbw.parks.ca.gov](http://www.dbw.parks.ca.gov).

**Mar. 17** — St. Patrick's Day.

**Mar. 17** — North U Sail Trim & Boat Speed Seminar, Tacoma YC, WA, 9 a.m.-4 p.m. Info, [www.northu.com](http://www.northu.com).

**Mar. 20** — Spring begins at 2:58 p.m. PDT.

**Mar. 20** — Welcome spring with a sail under the full moon on a Wednesday night.

**Mar. 20** — Delta Lore with Bill Wells, Spaulding Marine Center, Sausalito, 6:30-8 p.m. The history of settlement in the Delta. Info, [www.spauldingcenter.org/events](http://www.spauldingcenter.org/events).

**Mar. 23** — North U Sail Trim & Boat Speed Seminar, Long Beach YC, 9 a.m.-4 p.m. Info, [www.northu.com](http://www.northu.com).

**Mar. 30** — Plumbing Workshop with Bill Edinger, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 includes coffee bar & lunch. Info, [www.spauldingcenter.org/events](http://www.spauldingcenter.org/events).

**Mar. 30** — Dockwalker Training, Newport Sea Base, Newport Beach, 10 a.m.-12:45 p.m. Info, [www.dbw.parks.ca.gov](http://www.dbw.parks.ca.gov).

**Mar. 31** — Nautical Swap Meet, Berkeley YC. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 4** — Salty Dogs and Haute Couture on SF Yachts, Corinthian YC, Tiburon, 7 p.m. With speaker Gina Bardi, reference librarian, San Francisco Maritime National Historical Park Research Center. Free, but RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**Apr. 4-7** — Pacific Sail & Power Boat Show, Marina Bay Yacht Harbor & Craneway Pavilion, Richmond. Info, [www.pacificboatshow.com](http://www.pacificboatshow.com).

**Apr. 10** — International Offshore Safety at Sea Refresher Course, SFYC, 8:30 a.m.-5 p.m. \$140; no refunds after 3/10. Info, [www.sfyf.org](http://www.sfyf.org).

**Apr. 10** — Dockwalker volunteer training, Oakland YC, Alameda, 7-8:45 p.m. Info, [www.dbw.parks.ca.gov](http://www.dbw.parks.ca.gov).

**Apr. 11-12 or 13-14** — International Offshore Safety at Sea with Hands-on Training, SFYC, 8:30 a.m.-6 p.m. \$275; no refunds after 3/10. Info, [www.sfyf.org](http://www.sfyf.org).

**Apr. 13 or 14** — International Offshore Safety at Sea Hands-on Training portion, EYC, Alameda, 9 a.m. Moderated by Chuck Hawley. \$200. Info, <https://2020.pacificcup.org>.

**Apr. 17 or 18** — Tidal Currents talk & live demo, Bay



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## CALENDAR

Model, Sausalito, 7 p.m. Led by Kame Richards. \$15. By RSVP only to Jim, (707) 759-2045 or [jimtantillo@comcast.net](mailto:jimtantillo@comcast.net).

**Apr. 28** — Opening Day on the Bay. Theme: Holidays on the Bay. Info, [www.picya.org](http://www.picya.org).

### Racing

**Mar. 2** — Long Distance Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 2** — John Pitcher Memorial Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 2** — Berger/Stein #2, Santa Monica Bay. DRYC, [www.dryc.org](http://www.dryc.org).

**Mar. 2, 16** — Spring Series on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Mar. 2, Apr. 6** — Mercury Series on the Estuary. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 8-10** — Port of Los Angeles Harbor Cup/Cal Maritime Invitational Intercollegiate Regatta. LAYC, [www.layc.org](http://www.layc.org).

**Mar. 9** — Santana 22 Team Racing. SCYC, [www.scyc.org](http://www.scyc.org).

**Mar. 9** — Pelican Races, Marina Bay Yacht Harbor, Richmond. Info, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Mar. 9, Apr. 6** — Singlehanded/Doublehanded #2 & 3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Mar. 9-10** — Big Daddy Performance Tune-Up Regatta. Buoy racing on Saturday, dinner & dance party Saturday night, pursuit race on Sunday. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 9-10** — California Dreamin' Match Racing Series Stop #1. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 10** — Baxter-Judson Series Race #1. PresYC, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).

**Mar. 10, 24, Apr. 7, 14** — Spring Series on the San Joaquin River. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 13** — Weekly Wednesday Night Beer Can racing begins. SCYC, [www.scyc.org](http://www.scyc.org).

**Mar. 13, 20, 27, Apr. 3** — J/22 Spring Series. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 15-17** — San Diego NOOD Regatta. SDYC/Coronado YC, [www.sailingworld.com/helly-hansen-nood-regattas](http://www.sailingworld.com/helly-hansen-nood-regattas).

**Mar. 15-17** — O'pen Bic North American Un-Regatta. Racing, freestyle, O'pen Cross. Under 13 and open age groups. Mission Bay YC, [www.juniors.mbyc.org/2019openbicna](http://www.juniors.mbyc.org/2019openbicna).

**Mar. 16** — Spring Equinox Invitational Small Boat Race #1. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 16** — Spring Shorteez Regatta for PHRF 180+. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 16** — Friendship Regatta. TYC/CYC, [www.tyc.org](http://www.tyc.org).

**Mar. 16** — Doublehanded Long Distance Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 16-17** — Spring One Design. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 16-17** — BAYS Winter Series #4 hosted by SFYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Mar. 21-24** — Laser Midwinters West in Marina del Rey. California YC, [www.calyachtclub.com](http://www.calyachtclub.com).

**Mar. 22-24** — Nacra 15 Youth World Qualifier. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 23** — Jaws Regatta pursuit race, starting and finishing off SYC's club deck. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Mar. 23** — Rites of Spring for singlehanded, doublehanded and full crews. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Mar. 23** — Rosenblum Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Mar. 23** — Championship Series #1. CYC, [www.cyc.org](http://www.cyc.org).

**Mar. 23** — McCulloch Cup Hobie Cat Regatta on Lake Havasu, AZ. Rex, (928) 453-5005 or [www.lhyc.net](http://www.lhyc.net).

**Mar. 23-24** — Spring Dinghy. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 23-24** — Butler Cup match-race regatta in Catalina 37s, in Long Beach. LBYC, [www.lbyc.org](http://www.lbyc.org).



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## CALENDAR

**Mar. 29-31** — Ficker Cup match-racing regatta, a qualifier for the Congressional Cup. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Mar. 29-31** — IKA Formula Kite Spring Regatta/Pan Am Qualifier in San Diego. SDYC, [www.sdy.org](http://www.sdy.org).

**Mar. 30** — 40th Doublehanded Farallones Race for monohulls & multihulls. BAMA, [www.sfbama.org](http://www.sfbama.org).

**Mar. 30** — Sadie Hawkins Race. Woman skipper, full crew, on the Estuary. IYC, [www.iyc.org](http://www.iyc.org).

**Mar. 30** — America's Schooner Cup, hosted by Silver Gate YC in San Diego. Benefits the Navy-Marine Corps Relief Society. Jerry, (619) 818-7010 or [www.americasschoonercup.com](http://www.americasschoonercup.com).

**Mar. 30** — Trans-Folsom. FLYC, [www.flyc.org](http://www.flyc.org).

**Mar. 30** — Champion of Champions Regatta in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Mar. 30-31** — San Francisco Cup. SFYC, [www.sfy.org](http://www.sfy.org).

**Mar. 30-31** — Intercollegiate Regatta. StFYC, [www.stfy.com](http://www.stfy.com).

**Apr. 2-7** — Congressional Cup, a Grade 1 international match-race championship. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Apr. 5** — Friday Night Races begin in Berkeley, with racing every Friday through October. BYC, [www.berkeleyy.org](http://www.berkeleyy.org).

**Apr. 5** — Spring Twilight Series on the Estuary begins, with racing every other Friday. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 5-7** — Etchells Midwinters West in San Diego. SDYC, [www.sdy.org](http://www.sdy.org).

**Apr. 6** — YRA Summer Series #1 hosted by BYC. YRA, [www.yra.org](http://www.yra.org).

**Apr. 6** — Doublehanded Lightship. IYC, [www.iyc.org](http://www.iyc.org).

**Apr. 6** — Andy Byrd Memorial Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Apr. 6** — Don Wan Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Apr. 6** — North Bay Series #1. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 6-7** — J/Fest. StFYC, [www.stfy.com](http://www.stfy.com).

**Apr. 6-7** — Wheeler Regatta. BYC, [www.berkeleyy.org](http://www.berkeleyy.org).

**Apr. 6-7** — Opti Harken #2 (youth). SFYC, [www.sfy.org](http://www.sfy.org).

**Apr. 7** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 9-14** — World Sailing Nations Cup match-race final, sailed in J/22s. StFYC, [www.stfy.com](http://www.stfy.com).

**Apr. 12-14** — One Design Offshore Championship. NHYC, [www.nhy.org](http://www.nhy.org).

**Apr. 13** — Commodore's Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Apr. 13** — Round the Rocks. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 13** — Interclub #1. IYC, [www.jibeset.net](http://www.jibeset.net).

**Apr. 13** — Summer #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 13** — Pelican Races & potluck, SSC, Stockton. Info, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Apr. 13** — Commodore's Cup. BVBC, [www.bvbc.org](http://www.bvbc.org).

**Apr. 13** — Small Boat Race #2. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 13-14** — Resin Regatta. SFYC, [www.sfy.org](http://www.sfy.org).

**Apr. 13-14** — Big Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 13-14** — NWICSA Rainier Cup collegiate regatta on the Columbia River Gorge, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**Apr. 15** — Monday Night Madness races begin. BVBC, [www.bvbc.org](http://www.bvbc.org).

### Remaining Midwinter Series

**BENICIA YC** — Frostbite Series: 3/2. Dan, (707) 319-5706 or [www.beniciaayachtclub.com](http://www.beniciaayachtclub.com).

**BERKELEY YC** — Chowder Series: every Sunday through the end of March. Info, [www.berkeleyy.org](http://www.berkeleyy.org).

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

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

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

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup





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## CALENDAR

Regatta: 3/2. Info, [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days on the Estuary: 3/10. Info, [www.iyc.org](http://www.iyc.org).

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

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

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

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

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

**SANTA CRUZ YC** — Midwinter Series: 3/16. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Chili Midwinter Series: 3/3. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

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

**SOUTH BEACH YC** — Island Fever: 3/16. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

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

**VALLEJO YC** — Tiny Robbins Midwinter Series: 3/2. Info, [www.vyc.org](http://www.vyc.org).

### In the Tropics

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

**Feb. 28-Mar. 3** — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 5-9** — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 9-10** — St. Croix International Regatta. St. Croix YC, [www.stcroixyc.com](http://www.stcroixyc.com).

**Mar. 12-23** — St. Petersburg-Habana Race. St. Petersburg YC, [www.spychabanarace.com](http://www.spychabanarace.com).

**Mar. 13-15** — Miami to Havana Race. Coral Reef YC, (954) 695-7168 or [www.havanarace.org](http://www.havanarace.org).

**Mar. 15** — Newport Beach to Cabo Race starts. NHYC, [www.nhyccaborace.com](http://www.nhyccaborace.com).

**Mar. 21-24** — St. Barths Bucket Regatta. St. Barth YC, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Mar. 21-24** — St. Thomas International Regatta in USVI. St. Thomas YC, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 25-31** — BVI Spring Regatta & Sailing Festival. Royal BVI YC, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 3-7** — La Paz Bay Fest, Sea of Cortez. Club Cruceros de La Paz, [www.clubcruceros.net/TheClub/BayFest.html](http://www.clubcruceros.net/TheClub/BayFest.html).

**Apr. 14-20** — Les Voiles de St. Barth. St. Barth YC, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**Apr. 17-23** — Antigua Classic Yacht Regatta. Antigua YC, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 18-22** — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, [www.bequiaregatta.com](http://www.bequiaregatta.com).

**Apr. 26-28** — Newport to Ensenada Race. NOSA, [www.nosa.org](http://www.nosa.org).

**Apr. 27** — Conch Republic Cup/Key West Cuba Race Week starts. Info, [www.conchrepubliccup.org](http://www.conchrepubliccup.org).

**Apr. 27-May 3** — Antigua Sailing Week. Antigua Sailing Association, [www.sailingweek.com](http://www.sailingweek.com).

**May 7-12** — Tahiti Pearl Regatta. International fleet racing. Info, [www.tahitipearlregatta.com](http://www.tahitipearlregatta.com).

**May 8** — Antigua Bermuda Race starts. Royal Bermuda



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# CALENDAR

YC, [www.antiguabermuda.com](http://www.antiguabermuda.com).

**June 21-23** — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

**July 6-16** — Optimist Worlds at Antigua YC, English Harbour. Info, <http://2019worlds.optiworld.org>.

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

### March 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
3/02Sat	0238/2.7	0827/5.5	1521/-0.1	2227/4.8
3/03Sun	0322/2.5	0913/5.6	1557/-0.1	2258/4.9
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
3/09Sat	0104/5.2	0649/1.2	1307/4.8	1854/1.0
3/10Sun	0132/5.3	0829/1.0	1454/4.5	2027/1.5
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
3/16Sat	0143/2.9	0743/5.7	1443/-0.4	2205/4.6
3/17Sun	0248/2.6	0849/5.9	1537/-0.7	2246/5.0
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
3/23Sat	0151/6.0	0754/0.0	1427/5.2	1958/1.0
3/24Sun	0229/5.9	0846/-0.1	1528/4.7	2044/1.7
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
3/30Sat	0232/2.7	0804/4.8	1457/0.3	2212/4.7
3/31Sun	0322/2.4	0902/4.9	1541/0.2	2244/4.8

### March 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
3/02Sat		0100/1.3E	0354	0654/2.3F
	1000	1306/1.7E	1706	2018/3.2F
	2336			
3/03Sun		0148/1.4E	0448	0742/2.4F
	1042	1354/1.9E	1742	2054/3.3F
3/09Sat	0230	0506/1.8E	0818	1148/2.4F
	1454	1730/1.4E	2024	
3/10Sun		0006/2.9F	0400	0630/1.9E
	0954	1330/2.2F	1642	1918/1.2E
	2200			
3/16Sat		0048/1.0E	0312	0630/2.4F
	0918	1212/2.0E	1630	1948/3.0F
	2324			
3/17Sun		0142/1.3E	0424	0730/2.7F
	1024	1318/2.3E	1724	2036/3.5F
3/23Sat		0006/3.8F	0306	0548/2.5E
	0936	1248/3.3F	1600	1836/1.9E
	2136			
3/24Sun		0054/3.5F	0348	0630/2.4E
	1030	1342/3.0F	1706	1936/1.5E
	2218			
3/30Sat		0048/1.2E	0348	0630/1.8F
	0942	1242/1.4E	1642	2000/3.0F
	2324			
3/31Sun		0136/1.4E	0448	0730/2.0F
	1042	1336/1.5E	1724	2042/3.1F



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## LETTERS

### ↑↓ A SHOUT-OUT (TO MYSELF) FOR LAST MONTH'S HOBIE ARTICLE

Nice article on the memorial, Jeff, Jr., Paula [Alter, Hobie's children] and Robbie [Roberson, a former Hobie foreman] were quite pleased.



COURTESY JEFF CANEPA

***That's Jeff Canepa and Richard Loufek getting some altitude on a Hobie Cat back in the day.***

The *only* guy you personally know who would have enjoyed his photo in the article, was *moi*. Instead, someone handed your staff the Hobie 18 photo of Dean Froome and John Driscoll of Kailua. The same 'local' guy was on the ground floor of the company and helped with its success.

Jeff Canepa  
Santa Cruz

Jeff — Awesome shot! We dug up that old Santa Cruz paper that noted that you won the Hobie 14 Worlds way back in 1974, and were recognized as the first Santa Cruzan to win a world title in any sport. Kudos!

The Hobie 14 Class Association site also shows that you and Richard Loufek, pictured sailing with you above, traded places a few times. He won the Worlds in 1973, followed by you in 1974 and 1975.

Since then, readers, Jeff went on to develop the Ultimate 20, 25 and 27 classes. A lot of great sailing lives got launched on a Hobie.

Oh yeah, Jeff, you also occasionally bring high-end pastries by the Latitude office in one of your many random acts of sailing-world kindness.

### ↑↓ TALKING ABOUT THE 500th ISSUE (IN THE 501st)

Congratulations, Richard Spindler, on those 500 Issues of *Latitude 38* magazine! I have some very old copies saved from Melaque, Mexico and Restaurant Los Pelicanos!

Phil Garcia

### ↑↓ OLD-SCHOOL EMPLOYEE

Howdy from, I believe, your first employee . . . Congrats,



HOBIE MEMORIAL

***The photo Canepa referred to, of Dean Froome and John Driscoll.***





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## LETTERS

Richard! Ancient equipment back then — every article had to be typed three times — once by the author and two times by the typesetter in order to justify.

Ellen Thomas



LATITUDE/ARCHIVES

*'Latitude' founder Richard Spindler in 1976 aboard his Bounty II 'Flying Scud'. The year was 1976, and he announced, "I'm going to start a sailing magazine."*

### ↑↓ ARE OLD-SCHOOL ISSUES AVAILABLE?

Any hope of all those old issues ever being made available digitally? There was some neat stuff in them!

Robert Schulke

*Robert — The short answer is that we'd love to digitize them, but haven't yet. It's a massive, labor-intensive and expensive undertaking, but it is something we have our eye on.*

### ↑↓ A WORD ON THIS YEAR'S THREE BRIDGE, ONE WHALE FIASCO

I was delivering my Catalina 30 from Coyote Point to Alameda on the Saturday [January 26] of the Three Bridge Fiasco. When I was about halfway up the South Bay around noon, I saw what appeared to be a small whale rolling in the smooth, windless water of the deep central channel, perhaps 300 yards directly ahead of me. I was motoring against the tidal flow. The whale rolled again and submerged, moving in the direction of the Oakland Bay Bridge. I watched carefully for some time in case the beast was still nearby, but it was gone and I was not able to get a photo.

I didn't know that whales would turn down into the shallow South Bay, and I began to doubt what I'd seen. I realize now that it must have followed the incoming tide from the Slot, which by that time was running about 1.4 knots in my area. My sighting must have occurred before the collision with *Jam Session*. It was probably the sound of my engine that warned the whale away.

Lewis Keizer  
X-Tasea, Catalina 30  
Coyote Point

### ↑↓ A FIRST

Wow — a whale is a first. Nice that the damage was less. Several years ago, we had a baby gray surface right next to the boat between Angel and Alcatraz. We could've stepped off the boat onto the whale.

It was nice to see so many boats really moving this year



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## LETTERS

— doesn't make for good photos of the fleet together, but I'm sure they were glad to be on the move.

Vikas Kapur  
San Francisco Bay

### WHAT'S IN A NAME?

Glad all are OK, but just proves my theory that it's bad luck to have violent words in boat names like "jam" or "tearing it up" (that boat got hit by a tornado) or (actual boat name) "Over Easy." What's next: "Pitchpole?"

Liz Schroeder Chesney

*Liz — We hear what you're saying (and you might be making a cheeky point, and our responding might be a bit silly), but in the context of the J/105 Jam Session, we don't think "Jam" is violent at all — the inference, rather, is to make sweet, spontaneous and improvised music.*

### WAS THAT THE SAME WHALE?

A few years ago I was sailing between Alcatraz and the Bay Bridge and my rudder was snapped in half by something in the water.

Kathi Brown-Fournier



MICHAEL JABARA

'Jam Session' under tow by a St. Francis boat after losing her rudder following an apparent collision with a whale.

### THE FIRST TWO RULES

Yeah, Whale vs. Boat — the whale usually wins! But St. Francis YC, thank you for your service! Helping another ship in distress is the first Rule of Nautical Law.

Jim Cope

### SOME LOVE FOR THAT WHALE

Ouch! Hope the whale wasn't injured!

Chris Nunez

Readers — Just last month in Loose Lips, we talked about sailor-to-sealife collisions (in the context of a viral video where a foiling kiter hit a shark at full speed). We were pleasantly surprised at the outpouring of support for the shark, but then asked ourselves, why were we surprised?

On the one hand, we assume that sailors, especially racers, are focused on going fast and beating boats — perhaps ruthlessly so. On the other hand, we assume that anyone who makes sailing a part of their life loves the ocean and all the creatures in it.

### WHERE'S THE PRE-RACE WEATHER?

No weather/tide report for the Three Bridge Fiasco this



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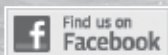
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## LETTERS

year?

Chad Hedstrom

*Chad — We have no meteorologists on staff. Mike Dvorak of Sail Tactics had been providing us and our readers with occasional forecasts — for free — on the Friday mornings before the really, really big regattas, but Mike has been super-busy with other endeavors lately.*



LATITUDE / CHRIS

**One of the three bridges — actually the Blackaller Buoy — in a northerly.**

### ↑↓ OUCH

That picture [above] hurts my brain. Boats approaching the bridge on that course on starboard tack. Guess I'm a summer sailor.

Dag Gano

### ↑↓ MYSTERY BOAT, NEEDS ID

The boat appears to be an O'Day 2+2. I owned this model more than 25 years ago and moored it abutting my 50-ft ketch at G dock, Pier 39. The boat was about 10 years old at the time. If it's my old boat, the rudder was completely rebuilt, as the laminate and wood had collapsed, and there should be some clear signs of the rebuild on the rudder.



LATITUDE / MITCH

**What kind of boat is it? Latitude Nation weighed in.**

Patrick S. Cole

Definitely a Balboa 20, Lyle Hess design. I used to have hull #247, now owned by my son and named *Sailing With Ambiguity*. Hull #16 is hung off a buoy locally in Eld Inlet, Puget Sound (but unfortunately doesn't appear to get used much). A later flush-deck version (same hull) is named the *Ensenada 20*. A fine, curvy little boat. I'll probably finish my sailing days with one of these.

Paul Brogger  
 Mid-Life Cruises, San Juan 28  
 Tenino, WA (Olympia area)





Photo credit to Geri Conser

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## LETTERS



SAILBOATLISTINGS.COM

**A 1971 Arthur Marine 20, "with a classic Lyle Hess design," wrote a prospective seller.**

with a different deck.

I think it's a Cal 20.

Christian Roland  
Enno Buss

The mystery boat is a Balboa 20, built by Coastal Boats. Same hull was used for the Ensenada 20

Larry Laney  
Harvey, Express 27  
Thumper, Holder 20  
Chico

The Mystery Boat was a Cal 20, designed by William Lapworth and built of fiberglass by Jensen Marine in Costa Mesa in the '60s. Many were built and there are active sailing fleets all over the country. Some were fixed-keel as well.

Helen Horn  
Caliente, Cal 36  
San Francisco Bay

Maybe a Balboa 20? There were so many small fiberglass boats being built all over Southern California at that time. Balboa, Catalina, Ericson, Islander, Cal, etc. Check it on [www.sailboatlistings.com](http://www.sailboatlistings.com).

Tim Dick  
Malolo, Lagoon 42  
Presently in Puerto Vallarta

*Readers — It's always fun to throw everyone a little pop quiz and test their boat knowledge. Based on the responses we got, we're going to go ahead and agree with the crowd by calling this a Balboa 20.*

*Patrick, an O'Day 2+2 certainly looks similar, but after comparing pictures, there seem to be tiny differences (the front of the O'Day's cabin looks like it's rounded, while the Balboa's appears to be angular). Helen and Christian, Cal 20s have flush decks and fixed keels, but now we're curious — was there an early Cal 20 model with a raised cabin? The mystery continues!*

### ↑↓ A CLASSY SUCCESS

Recently, I listed my 1981 Valiant Esprit 37 for sale in your *Classy Classifieds*. I got 27 responses in 30 days. Of these, seven were serious cruisers really interested in my experienced boat. The buyer acquired it because he quickly visited it and put a check in my hands.

I sold the boat in 31 days!

Noteworthy, I priced *Wild Goose* carefully under other similar Valiants on the market and did not push for absolute top dollar, but opted for a smooth sale to a real ocean cruiser captain headed for the Sea of Cortez.

Noteworthy, the new skipper gladly agreed to add several thousand dollars of upgrades to the vessel, all appropriate after 38 years of Atlantic and Pacific arduous labor.

*Classy Classifieds* really performed. Good job!

Howell Hurst  
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### ↑↓ NOT MY CUP OF TEA

Sorry, guys, but this new format is just plain *awful*! There was nothing wrong with the old *Lectronic*. If you wish to use





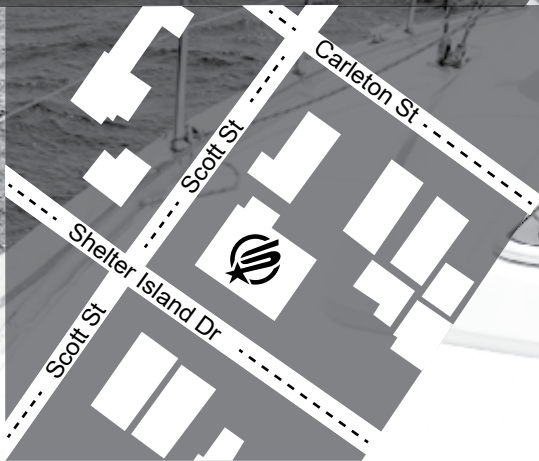
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## LETTERS

this format, unsubscribe me.

Robert Carroll

*Robert — We're sorry to lose you, but it just goes to show, you can't please all of the people all of the time. We agree, we don't think there was anything 'wrong' with the way the old 'Electronic' looked, but there were many behind-the-scenes improvements that have made our lives as reporters, writers and photographers much easier.*

*Websites are a continuous work in progress, and we're working with our web designer almost every day to refine and improve ours. Overall, we're happy with the progress we've made and think it's much better-looking than Facebook — and far more interesting. But that's just our biased opinion. We'll wait to see if billions of users start to agree with us.*

### THE TALE OF A TILLER

Messing with the rudder or rudder post would be serious. A new tiller? Not so much.

As far as a new stick goes, a well-built stack of laminated

layers will be a strong option, and the multiple pieces of wood glued/epoxied together will compensate for weaknesses in any one piece — kind of like plywood. And laminated construction allows one to introduce a



NATHANIEL BEILBY

*Our friend the carpenter fashioned a new, temporary tiller out of poplar.*

graceful, sweeping curve to the stick. More curve than you currently have should help bring the business end up to a more comfortable position.

But a hefty, solid piece of wood can work as well. When my laminated tiller finally gave way, I switched to an ash wheelbarrow handle. It's strong but unfortunately straight, though it does have a comfortable, rounded grip on the end. I'm completely satisfied. (But then my rudder head attachment has a pivot built in, allowing me to swing that straight tiller up to where I want it.)

Assuming you get the tiller end up where you want it, you might consider a tiller stick — an extensible attachment that allows the helmsman to sit well out on the cockpit coaming while still steering the boat.

[The aforementioned] Paul Brogger  
Olympia, WA

### SOMETHING TO BE SAID FOR SOLIDS

Laminates can become "delaminates." Search for the naturally bent piece and have your carpenter finish it. Maybe even the poplar will work. My wooden Herreshoff ketch has a solid piece and it's beautiful.

Dennis Bailey

### REMEMBER THE RISE

Steer with your foot or look into the cause of non-rise of the tiller stick like Mr. Brogger explains. Then look into a tiller extender. Just remember that with every degree of rise/arc of



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## LETTERS



NATHANIEL BEILBY

the tiller going up so does the stress factor on the tiller components of bolt and wood at the connection point of the rudder and the load on your arm.

DG Tilton  
Marin County

*Our carpenter friend is also a perfectionist. Even the temporary stick was sanded into a thing of permanent beauty.*

### ↑↓ NOT LIKELY ABOUT LENGTH

The issue isn't tiller length, it is that the tiller should be hinged at its connection to the rudder post so the tiller can be angled above the plane of the cockpit seats. Actually, the tiller should be able to rotate to nearly a vertical position above the rudder post. Having to steer the boat with a tiller limited to the aperture of the cockpit foot well is not normal.

The issue isn't the wood, it is the hinge. My instinct is that you can keep the wooden tiller you have but fix its hinge connection to the rudder post.

Regarding solid or laminated wooden structures, epoxy laminated construction is always superior compared to solid. However, you haven't identified the direction of the lamination plies. If you make a new tiller, I recommend that the lamination plies be oriented horizontally or parallel to the tiller length dimension. Also, make sure you sleeve any through-holes with bushings bonded to the wood with epoxy.

Marcus Crahan  
Dauntless, Hinckley Sou'wester 52  
Newport Beach

### ↑↓ PRIMED SHORT FOR PERFORMANCE

I have often modified my rudder on our Gladiator 24, and it felt better shorter rather than making it longer. A long tiller gets in the way of a crowded cockpit and slows course correction by having to travel a farther distance when steering. I found that a tiller length 1/3 the original size will give the helmsman better performance.

Mark Pastick  
Santa Cruz

### ↑↓ MORE MAHOGANY

I made my own tiller for a MacGregor 26 from a single piece of solid mahogany. I *had* to make it, after the bolt holes in the original tiller got enlarged. I upsized it a bit, going with a piece more than 2 inches thick and 6 feet long. We had a friend with the same issue who used a piece of solid madrone for the same purpose.

Rudy Promani

### ↑↓ ALL HAIL THE HINGES

Seems an easy solution would be to mimic the hinged tiller connections used on tiller-steered Catalinas: Hinge the connection between the tiller and the rudder post. I had one of these for several years. The tiller could even be easily used while standing!

PJ Landreese

### ↑↓ REVERSE RAKED

My issue is that on two great boats (Alerion Express 38 and Cal 2-30), the rudder shafts were either vertical or slightly reverse-raked, and in order to see in some circumstances,



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## LETTERS

you had to stand and raise the tiller so that it was less and less perpendicular to the rudder shaft. This begins to adversely affect your mechanical advantage, and it feels as if the pressure on the tiller has increased dramatically. I find that novice drivers will pull the tiller up in the air when tacking, just when they would benefit from the leverage and feel that comes from having the tiller perpendicular.

Ideally, you arrange people in the cockpit so that lifting the tiller isn't necessary, and either step over it or in front of it when tacking. Or tack using the autopilot.

Chuck Hawley  
Santa Cruz

### ⇅ MAX EBB EDIFICATION

Here's an old solution to an old problem: Lift up tiller. Insert bitter end of mainsheet between tiller butt and rudder post. Problem solved. (Every Cal 20 skipper knows this.)

Max Ebb

*Readers — thanks for all of your tiller thoughts! They drove us to a good outcome.*

### ⇅ A QUESTION ABOUT EUROPEAN CRUISING

I read the story about Ni and Krissy Orsi cruising the Med on *Finalmente* in your November 2018 edition of *Latitude* (Vol. 497) with high interest. My husband and I will return to Greece in April this year to pick up our cruising life again after having been there on our Lagoon 450 catamaran last summer for two and a half months.

My burning question to the Orsis is, how do you manage to cruise in the Med for a continuous six months at a time? With a US passport we are limited to a 90-day stay in the Schengen area within a 180-day period. What's the secret?

We somehow want to spend the rest of 2019 in the Med before (hopefully) crossing the Atlantic by the end of 2019, but at this point we don't see how we could spend all of our time in Greece, Italy, France and Spain without having to spend 90 days in a non-Schengen area. Any response would be greatly appreciated.

Rita Odlum  
*Opus One*

*Rita — Here's a response from Annibale Orsi herself: "For us it is easy; we are both US citizens and Italian citizens. We carry two passports. If they have a father or mother that was born or their parents were born in an EU country, they may be eligible to receive a second passport; all the information is on the Internet at the different embassies. That is what we did some 25 plus years ago. If that does not apply, then they can apply for an extended visa."*

*"I know several cruisers who have done this in Italy. Beyond that, I also know many people who just do not live to the 90-day rule and take their chances — not good. There is a way to use Albania, Montenegro and Turkey to beat the rule because they are not part of Schengen. I hope this helps. [Also, try this link for some info:] [www.schengenvisainfo.com/schengen-visa-countries-list](http://www.schengenvisainfo.com/schengen-visa-countries-list)."*

### ⇅ A QUESTION ABOUT DONATIONS . . . AND LUNCH

I have accumulated a lot of marine gear that clogs our boat and my garage. Are there good places to donate things like lifejackets, foul weather gear, used lines and tired sails? I've tried youth programs but didn't get much interest. Are the consignment places I've heard about effective?

If so where are they?

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## LETTERS

Secondly, after daysailing on the Bay for many years from Gashouse and South Beach, my go-to spot for a daysail lunch/drinks has always been Sam's, but due to their successful upgrade and increased marketing to large lunch groups that often charter a big boat that takes up all the slips, we have been denied a spot. Secondly, they seem to discourage sitting at a deck table to drink and not eat. We usually end up bringing a lunch to eat if we are denied a slip due to overcrowding, but I still crave that tall Mount Gay and Coke on the deck!

I am sympathetic to their change in focus, and the menu is a welcome upgrade. But the options are slim. I tried Jack London Square and Sausalito, but we get a lot of shrugs, or "guest slip, \$60." Any suggestions?

Steve Grealish  
 Catalina 38  
 South Beach, San Francisco

*Steve — Like you, we've got some piles of used gear that we'd love to pass on, or, if possible, sell. We've had good luck selling some items at Blue Pelican Marine, and believe that consignment places can work. However, the 'perceived value' of used gear can vary greatly from seller to buyer, so it's very dependent on quality, demand and price. We've also sold a spinnaker pole in our *Classy Classified* pages, and other people have had luck there, as well. You can also keep your eye out for the occasional yacht club flea market. We are starting to see a decent number of the 'plastic classic' sailboats of the '70s being bought up by new, younger owners who appreciate any help they can get starting boat ownership on a budget.*

*Like you, we think most Bay Area municipalities have sorely neglected waterfronts. The guest dock at San Francisco's Pier 40 is unusable, and maritime hubs like Sausalito, Oakland and Alameda could still make it much easier for visitors. However, while facilities could be dramatically improved, we'd also say there are still plenty of places to go and plenty of reasons to visit. And, we're inclined to support the guest fees of the many marinas providing access along these shores. San Francisco has some of the highest-priced real estate in the country, and the marinas face one of the most challenging regulatory environments anywhere. It's an expensive business to operate.*

*With the ethos of 'freedom of the seas' it's difficult to come to terms with guest fees, but watching recreational boating resources get pushed out by high-priced development tells us that boaters are going to be part of the economic engine that helps keep these businesses in place. More boaters going more places and utilizing the waterfront facilities that do exist will help justify their existence to both owners and city planners.*

### ↑↓ A WORD ON AQUATIC PARK FROM THE HARBORMASTER

I was more than a little concerned that *Latitude 38* seemed to construe the management at Aquatic Park as suggesting that the sailing community has had little input on the direction of the anchorage's policies [from the January 7 'Electronic *Latitude*, *Anchor in Aquatic Park Cove, Please!*]. The idea for the Cove of Lights was to bring the various stakeholding groups together, not drive a wedge between them.

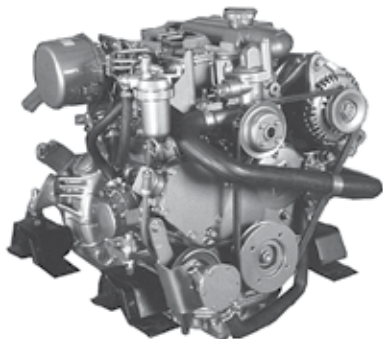
Much of the policy is driven by existing National Park Service regulations (36 CFR). We also take into account historic uses of an area and legislation precedent. For example, there was a concurrent resolution made by the California State Legislature in 1913 that deeded water lots for the express purpose of creating an Aquatic Park. The original request arose from the San Francisco Board of Supervisors and specifically mentioned activities for which the water lots were to be set aside. No particular activity is given primacy over

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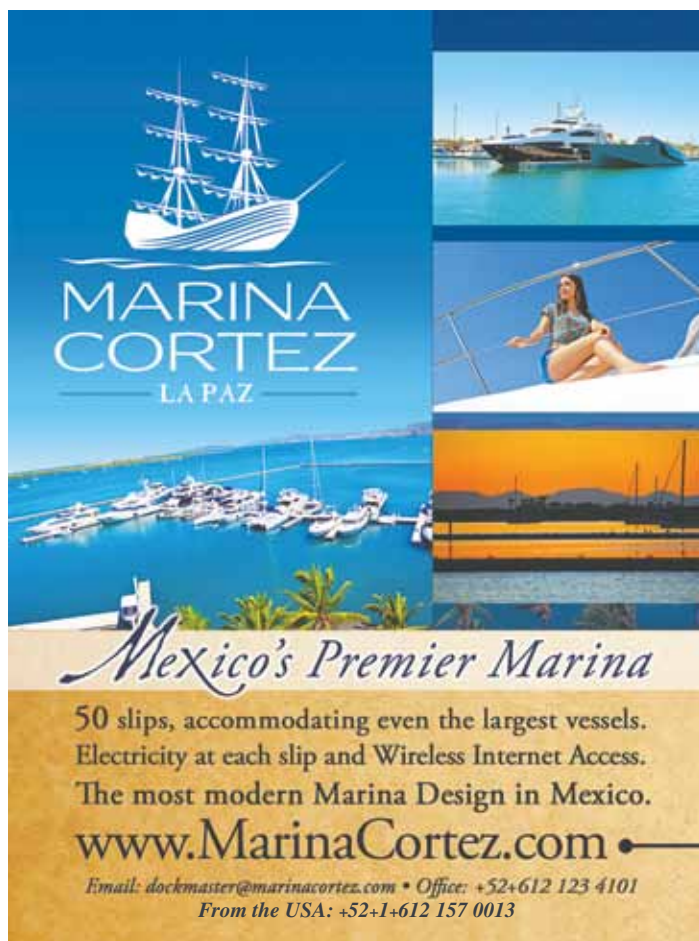
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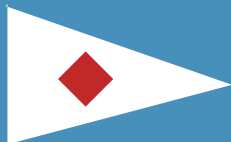
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## LETTERS

another; however, no particular activity may develop in such a way that it precludes any others.

Here's an excerpt from that Board of Supervisors' decision:  
"The Board of Supervisors of the City and County of San Francisco [and] the State of California through its Legislature and through the State Boards of Harbor Commissioners at San Francisco, be requested to set aside for the use of yachting, swimming, and boating public of San Francisco, and for the use of bona-fide amateur yachting, swimming and boating clubs of San Francisco, the water lots owned by the State of California and bounded by Jefferson, Lewis, Hyde and Polk streets, San Francisco." [Assembly Concurrent Resolution Number 40, June 2, 1913.]

*David — Thanks for your letter. In our January 7 'Lectronic, our intention was certainly not to drive a wedge between anyone. We wrote: "The Park can't justify such an investment [into infrastructure] with such low boater attendance and zero boater input. Boaters are an important element of the customer base and part of what Aquatic Park was designed for. However, there are many different constituencies using the park, so without boater input, only non-boaters are making decisions about the direction of Aquatic Park."*

*We can understand how this might be misconstrued as an us vs. them attitude, but that's not how we meant it. We don't feel that sailing should take precedent over swimming, kayaking or any other watersport. Indeed, we feel that more people on the water is ultimately better for all watersports.*

*Our intention was to make sure that sailors got the word: Make your voices heard! Tell Aquatic Park what a fantastic resource they provide, and let them know what your wish list is. You can write [david\\_pelfrey@nps.gov](mailto:david_pelfrey@nps.gov).*

*And here's a reminder of Aquatic Park's guidelines (which can be found at [www.recreation.gov/camping/campgrounds/273757](http://www.recreation.gov/camping/campgrounds/273757)): "Day use of the Cove by visiting vessels does not require a reservation, except during high-use days and special events within the Cove, or during major events occurring along the San Francisco Waterfront. Days when a day-use permit will be required will be posted on the park's website.*

*"This reservation serves as an anchor permit application. Upon entering Aquatic Park Cove, the National Park Service requests the vessel operator hail Aquatic Park Cove NPS on marine channel 83A to confirm APA number and any special instructions. Vessel operators whose permits are confirmed agree to abide by rules and regulations set forth in the 2017 San Francisco Maritime National Historical Park Superintendent's Compendium and Park Directives 2017, Facilities & Ships Management Division, page 2 of 8."*

### ↑↑ A RESPONSE TO A QUESTION IN LETTERS LAST MONTH

Here's a response for Cary and Michele Hansen from the February *Letters* query.

Someone with the requisite sailing knowledge and skills can get an IPC (International Proficiency Certificate) without having to take the classes by challenging the standards for certification. We have had a number of sailors get their IPCs from the ASA (American Sailing Association) by challenging the standards here at Spinnaker Sailing in Redwood City. I'm sure it can be done at other schools as well.

Rather than taking the classes, challenging for certification is done by just taking the written and skills exams. There's a certification fee for each level. Someone wanting an IPC can challenge to the Bareboat Cruising level (third level) and then



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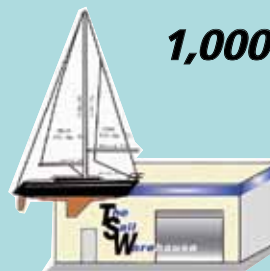
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## LETTERS

apply directly to the ASA for the IPC.

It's pretty simple. If Cary and Michele can find a local sailing school, they should ask about challenging for certification. That will get them out of having to take the classes.

Bob Diamond  
Spinnaker Sailing  
Redwood City

*Cary and Michelle — Another approach, suggested by a Latitude reader years ago, would be to recruit a European sailing buddy who has an IPC and deem him to be captain. In any case, if you do make the trip, we'd love to hear about it. Email [editorial@latitude38.com](mailto:editorial@latitude38.com).*

### ↑↓ CAPTAIN BLOOD, ONE OF OUR FAVORITE SAILING MOVIES

Overall my favorite pirate movie ever! For your perusal [and consideration in the LMC . . . *Latitude* Movie Club]: *Wake of the Red Witch*, *Horatio Hornblower*, the Gregory Peck version, and, of course, *The Crimson Pirate* with Burt Lancaster.

Ken Brinkley

### ↑↓ BUT DON'T FORGET

Add *Buccaneer's Girl* (1950) to the list, with Yvonne De Carlo and Philip Friend (I've, like, never heard of them). A strong female lead and some good songs, too. The pirate action is Disneyesque — swords clash, cannonballs hit home, ships sink, ships burn, no one gets hurt. Lots of costume drama set in French New Orleans. Watch it for free on YouTube.

Lee Helm

### ↑↓ DON'T FORGET THE SHIP

I am surprised you didn't mention [in the February 8 *'Lectronic*] this story: The ship used in filming *Captain Blood* ended up on the hard at Pier 40 in the late '70s or early '80s.

It was called the *Dolphin P. Rempp* (the owner of the same name was the son of the man who invented Adolph's Meat Tenderizer). It was used as a wedding-dinner restaurant. We called her the black ship. When the Harbor upgraded in the '90s, they tried to pick her up, but her hull crumbled and she



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*Olivia de Havilland in a 1935 publicity photo for 'Captain Blood'. Ms. de Havilland is 102 years old.*

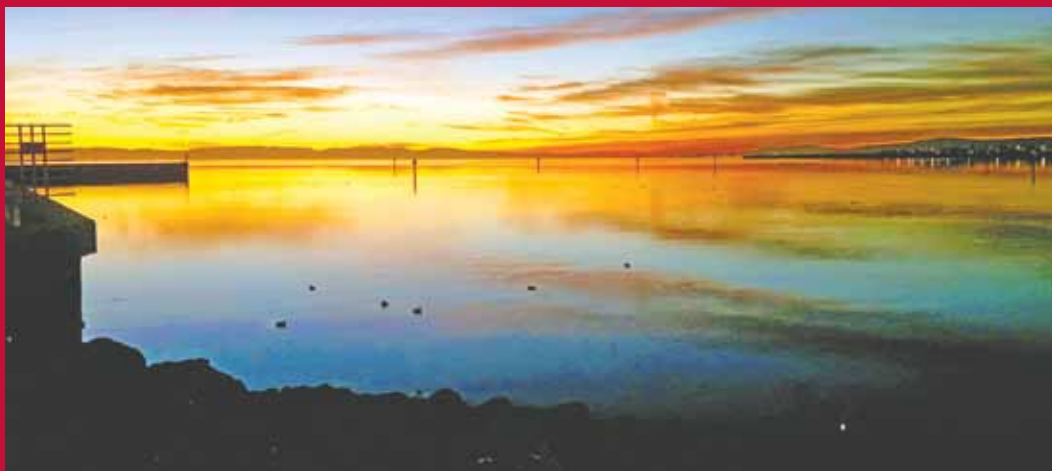
ended up in the dump.

Bruce Adornato  
Mary Shaw, Sabre 42  
San Francisco

*Readers — Bruce shared a link from SF Gate from 2002, which described the ultimate fate of Captain Blood's ship. The name of that ship, by the way, is an interesting tale: "During the final battle with the French, one can read that Captain*



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## LETTERS

*Blood's ship's name is Arabella, named [of course] after Olivia de Havilland's character," according to IMDb.*

*"The Dolph Rempp Sailing Ship Restaurant may have looked like a relic from San Francisco's maritime past, but the 135-year-old wooden vessel had only been in town 27 years. Instead, the wrecking of the Sailing Ship is a story of the evolution of one of San Francisco's newer neighborhoods [only a few hundred yards from what was then Pacific Bell Park]. While to some it was a treasure of South Beach's past, newer neighbors said it was a rotting eyesore that blocked their newly minted million-dollar views. The passing of the ship, Dolph Rempp said, is more about what's become of the rapidly yuppifying South Beach neighborhood around it."*

The article made no mention of the ship being in Captain Blood.

### ⇅ AND HOW COULD YOU FORGET THE BOOK?

More's the pity you did not, at least in passing, mention Rafael Sabatini, who authored the great story of *Captain Blood*, and a host of other sword-fighting adventure novels\*. When the film hit the screen, quite a few in the audience had read the popular novel, and the scriptwriter retained notable amounts of original dialogue.

I believe that it pleased those long-ago audiences. The movie (and the book) can still transport us away from our everyday lives for a short while. Not to mention the timeless beauty of Olivia de Havilland!

\*The reason that sailboats are still sometimes named *Scaramouche*, *Arabella* or *Sea Hawk*.

Thanks for a nice write-up.

Loren

### ⇅ WOULD YOU USE SYNTHETIC RIGGING?

I just had to unstep my mast and repair a whole lot of corrosion damage. I have also been contemplating moving to Dyneema standing rigging for all the reasons listed [in a February 4 *Lectronic*]. For a cruising boat (that is our plan), plastic is especially attractive.

Bryan Chavez

### ⇅ CANNOT SAY ENOUGH GOOD . . .

My Farrier 41 has Dyneema shrouds from Colligo that were spliced and rigged by Pro-Tech in Vancouver, where the boat was launched in 2017. We sailed down from Vancouver to San Francisco in strong northwest winds, and had absolutely no problems with rig. Shrouds are terminated with multi-part Dyneema tackles from Colligo and their 'cheeky tangs' at the mast.

We did the 25th anniversary Baja Ha-Ha in October, and are currently in Puerto Vallarta. Still no problems — we cannot say enough good things about the Dyneema shrouds.

Graham and Terry Lynne McGlashan  
Jazz, Farrier 41  
ex-Vancouver, BC

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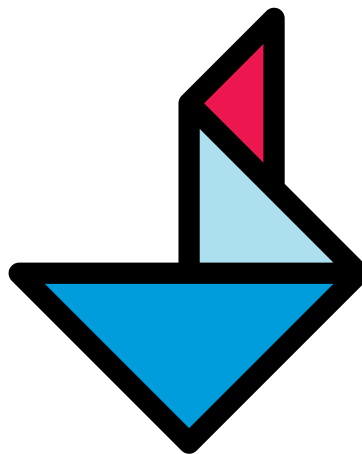
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## LETTERS

### ⇅ WHAT ABOUT THOSE BRONZE HANKS?

I think synthetic rigging is easily a candidate for running backs. Wondering about a staysail stay with a hank-on sail next. It is on a Highfield lever, so I'm thinking if I didn't want to use it, stowing it would be easier. Any thoughts on using new bronze hanks on synthetic line?

Jeff Cook

Annie, 33-ft custom cutter  
Richmond YC

### ⇅ MY HANDS-ON EXPERIENCE

I changed my old steel halyard wire to Dyneema 1/4-inch, and it's surprisingly easy to splice and has worked fine, including using it to load our dinghy onto and off the deck when we're anchored. It takes some time to adjust to how small it is. And beware of its getting away from you because it is so lightweight and very slippery! The main halyard went to the top of the mast as soon as I let go of it after splicing it to the Dacron line. So I learned to leave it attached to the mainsail and strapped with a second line for safety.

Or you could go with galvanized cable. When cruising through most off-the-beaten-track places I want to go, there's no shortage of working boats, tar and welders to rig up a superior standing rigging system. Where stainless snaps, steel wire sustains. Although I am attracted to the Amsteel products, the expense just doesn't add up for me at this point in time, but I am hoping that it becomes common enough to drop in price for us little DIY boaters — like solar and wind generators have!

Rev. Dr. Malama

### ⇅ SHROUDS AND LIFELINES

I have had the Colligo Marine Dux shrouds and lifelines on our 2004 Fountain Pajot Bahia 46 catamaran for more than 12,000 ocean-crossing miles. The Dux is four years old now, and I adjust the tension about the same as the previous SS wire, every 12 months. We are full-time liveaboard cruisers, and the Dux weight savings helps balance the extra spares we carry for remote cruising areas. The reduction in for and aft pitching makes for smoother and more efficient sailing. I would do the Dux rigging all over again!

Tony Morrelli

### ⇅ FLYING THE FLAG

I trailed my tri down to Bahía de los Angeles where I sailed the islands shooting time-lapse sunrises and sets. This



Tony Loro flew the 'Latitude' flag in Baja.

TONY LORO



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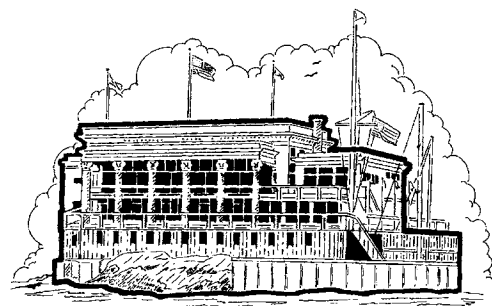
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## LETTERS

afternoon caught me high — but not bored. There's 25 knots out there. Three hulls ahoy!

Tony Loro

### ↑↓ WHY NOT SCUTTLE ABANDONED BOATS?

Unbelievable that we just keep sending boats out to sea without scuttling them. Instead we now make the sea riskier for all of us coastal and ocean racers.

Mike

### ↑↓ I SECOND THAT

Thanks to the Coast Guard for rescuing those three men on the 20-ft sloop [as reported the February 4 *'Lectronic: Connecting the Dots of a Rescue and Wreck'*].

But I'm surprised they didn't tow the boat out of the channel. Seems like a pretty bad hazard floating in the dark, probably with little radar reflection. A line through the forward cabin ports rigged into a bridle would probably have worked as a towing rig. Or put a strobe on it?

Bruce Adornato

Mary Shaw, Sabre 42  
San Francisco

*Mike and Bruce — You bring up an excellent point. We are in the process of getting an answer from the Coast Guard, but if anyone has insights into this practice, please let us know at [editorial@latitude38.com](mailto:editorial@latitude38.com).*

### ↑↓ "MILKY SEAS" REDUX

I saw your letter in *Latitude 38*. My father is a retired captain, and this "milky sea" has been part of our family folklore for a long time. My father was the captain on a ship sailing from Israel to South Africa down the east coast of Africa at that time, and my mother was accompanying him. When they neared the equator, my mother asked my father to alert her when they crossed it and my father joked "as if they were going to mark it for you in white."

The same evening, my mother saw my father rushing down from the bridge into their cabin, flipping excitedly through various books, and she asked if something was wrong. My father simply said, "Look through the porthole." When she peered outside the sea was milky white as far as the eye could see. There was no moon to confuse what they saw. They were sailing in a sea of milk. They took samples from the sea to see if it was a bioluminescence of some sort and if the water in the bucket would also be the same color, but it was quite the same ordinary old sea when in the bucket. This situation lasted until the morning, and they never experienced it again.

My father was concerned that it was a volcanic event that could have put the ship in jeopardy and researched it. He found similar events mentioned but there was no clear explanation for it.

If you need details of the trip and the ship they were on I am sure he or my mother would be able to provide them since they are in good health and still remember the incident quite clearly. If you could come up with an explanation for this event, I would appreciate it if you could let us know as well. This has been one of life's mysteries for us.

Murat Albayrak  
Istanbul, Turkey

*Readers — In a January issue letter titled Citizen Scientists Wanted, Steven Miller, a research scientist at Colorado State University, wrote us a letter asking sailors about the phenomenon known as "milky seas" as part of his research*



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## LETTERS

using satellites to detect marine bioluminescence. If you have a milky seas story, please write to [editorial@latitude38.com](mailto:editorial@latitude38.com).

### ↑↓ IN SUPPORT OF KKMI

The following letters were addressed to the California Sportfishing Protection Alliance's executive director William Jennings regarding their lawsuit against KKMI, and were cc'ed to Latitude 38.

I commend your concerns regarding the preservation and stewardship of our marine environment here in the Bay Area and surrounding regions. Your actions and involvement show great commitment to your cause.

I also wish to take this opportunity to express my concern for the current matter with KKMI. I consider myself an environmentally conscientious boater. Having been raised both in the Monterey and San Francisco Bay Areas, life on (and in) the water has always been a central part of my experience. Today, as a San Francisco Bay Area boater, my concern for our environment and its well-being is, as always, ever present.

To this end, myself and many boaters and sailors like me seek the support and services of maritime businesses who hold similar values. To the best of my knowledge, KKMI is one such enterprise.

While pending litigation by CSPA against KKMI for alleged environmentally adverse actions begins, many of us in the S.F. Bay Area boating community feel that a greater educational approach by your organization toward us all might help to further illuminate your motivation. Perhaps an open and detailed letter to the local boating community here would help to give greater support and understanding to your efforts?

As it stands today, CSPA's suit against KKMI appears as an independent and overtly aggressive attack. Your action, overall, seems to be outside of normal regulatory proceedings, may be factually lacking, and is perceived as blindly hostile to a reputable marine service provider and its environmentally conscious clientele.

I recognize you for your efforts at environmental preservation, but have reservations that your process involving KKMI has shown particular disregard for the many thousands of responsible regional boat owners who share your values, but have thus far heard very little from you directly on this matter. I respectfully suggest a specific effort at reaching out to the very community you hope to protect first, before moving into the torturous waters of protracted, costly litigation against one of our community's important service providers.

Brent R. Gilliland  
 Sailboat owner and operator  
 Redwood City

### ↑↓ . . . THEN THERE'S NO HOPE FOR ANY YARD

Addressed to the CSPA and Mr. Jennings:

I am writing in regard to the lawsuit that you have brought against one of the best vessel haulout facilities in the S.F. Bay region. While we do not haul our boats at KKMI, we have observed them and visited their yard on various occasions and have been impressed. They're a committed-to-excellence company going above and beyond the basics of the law.

If they are truly in violation of the Clean Water Act then there is no hope for *any* yard that hauls and paints vessels. Our vessels are engaged in taking the public that visits the S.F. Bay area on sailing excursions, using only the wind to move them over 95% of the trip, so we are into *clean* and *green* operations. But we also live in the real world and drive cars just like everyone else, so we are not blameless when it comes to pollution. In my opinion, oil and gas leaking from



# LETTERS

cars and/or boats is far more detrimental to our local waters than what KKMI is doing.

I daresay that many of your sportfishing mates use vessels that are in the water or are on trailers to go out and enjoy their sport and do so in a responsible manner. Would you want your activities curtailed by unwarranted, frivolous lawsuits? I ask you to reconsider your position on this.

Jay Gardner  
Adventure Cat Sailing Charters  
San Francisco

## ↑↓ WHAT'S NEXT?

*Addressed to the CSPA and Mr. Jennings:*

I am writing to you and the CSPA today to express my support for KKMI, the boatyard that your organization is suing. I am a senior citizen, and current boater, fisherman and swimmer. I have witnessed dramatic changes, for the better, to our Bay and Delta over the years. With respect to KKMI:

- KKMI has proven to be a good steward of the environment. They have received many environmental awards and are known to operate the cleanest yards on the Bay. KKMI continues to invest money in new technology to the benefit of the environment.

- The copper levels in KKMI's storm water discharge are lower than drinking-water standards. Even drinking water would not meet these stringent standards. What's next, will I not be allowed to wash my boat? More important to this point is the street runoff of vehicle oils and heavy metal.

- The costs that KKMI has incurred over this lawsuit will eventually be paid out of their customers' pockets (mine for one), including commercial and recreational fishermen. How will CSPA's actions benefit fishermen and boat owners?

I hope you take these facts and matters into consideration and stop attacking KKMI.

Janis Johnson

## ↑↓ MISSING THE POINT

*Addressed to the CSPA and Mr. Jennings:*

Somehow you are missing the point. You are trying to keep the environment pristine for boaters and all of us that enjoy watersports without paying attention to the industries that keep the different venues functioning and who, at great cost, keep up with the ever-changing R & Rs.

I have been associated with KKMI as a customer for over 30 years. During those years I have seen the boatyard go through huge changes in their practices by improving their environmental impact to their surroundings — especially to the Bay and water. I have seen the implementation of water-treatment and processing equipment, restriction on product choices, environmentally improved and focused labor practices, inclusive when it came to discharges, air impact filtration and runoff abatement, and many other small yet important practices that were not a mandate from the state and/or federal [governments], but self-imposed.

The suit is wrong, uninformed and without merit. The Santa Fe Channel and Bay entrance is a very important waterway and is used, enjoyed, and has a history way before the CSPA was even thought of. As a young man, I waterskied in the channel with the Berkeley waterski club — way before any environmental impact study was dreamed of — with great memories. Some of the old-timers will come out and ski the channel just for fun. Honestly, the water clarity, smell and yes, taste is as fresh as it was in the 60s. We swallowed lots of water while practicing for tournaments, for years.

I am a waterskier (National Caliber), and a boater that



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## LETTERS

needs the services of a professional and caring boatyard, I am a business owner and family man who has a water-focused family and a citizen of California enjoying all the great natural resources and outdoors. Make no mistake, this suit and attitude will infringe on my family's life, our freedoms and pleasures, and the lives of many more Bay Area residents. The commercial impact it will have on fishermen and the industry they serve is not acceptable. Political correctness can walk hand in hand with environmentalists and industrialists. Please rethink your ploy; it's not beneficial to anyone.

Alex Daneman

### ⇅ FROM AN EXPERT

*Addressed to the CSPA and Mr. Jennings:*

I am writing to you regarding the KKMI water pollution allegations made by the California Sportfishing Protection Alliance, where you stated: "Defendant has caused, is causing, and will continue to cause, pollutants to be discharged."

Since March 2000, I have relied on KKMI to perform maintenance and repairs to my Sabre 34 sailboat. To date, in association with KKMI's work that has involved eight one-to-two-week duration periods, I have spent approximately 400 hours at KKMI's Richmond boatyard.

My professional activities have involved participation in formal investigations to determine the 'Root Causes' of a large number of major 'offshore' air and water pollution accidents including those associated with the grounding of the oil tanker *Braer* in the UK Shetland Islands, the *Exxon Valdez* in Prince William Sound, Alaska, the Unocal oil production platform in the Santa Barbara Channel, the Plains Pipeline Santa Barbara oil transport pipeline rupture, and the BP Deepwater Horizon platform Macondo well blowout in the Gulf of Mexico.

During that time, I have worked at the KKMI Richmond boatyard, I have not witnessed any activities that support the KKMI water pollution allegations cited above. Rather, I have observed exceptional practices by KKMI devoted to preventing excessive air and water pollution during their boatyard work activities. I have not observed any evidence that supports the allegation that "the interests of CSPA's members have been, are being, and will continue to be adversely affected by Defendant's failure to comply with the Clean Water Act."

Dr. Robert G. Bea  
Professor Emeritus

Center for Catastrophic Risk Management  
University of California Berkeley

### ⇅ A RESPONSE FROM WILLIAM JENNINGS

Thank you for contacting CSPA regarding our citizen enforcement action against Keefe Kaplan Maritime, Inc. (KKMI). We feel that misinformation that has been circulated, and would like to set the record straight.

I assure you that CSPA does not undertake enforcement actions lightly, frivolously or without careful analysis of monitoring data and site compliance. Nor does CSPA expect more from KKMI than is legally required of others — from mom-and-pop businesses to major corporations and, yes, even boatyards. And no, CSPA has never alleged that it is prevented from boating or sailing in the Santa Fe Channel.

The actual facts are that KKMI's own monitoring data, submitted under penalty of perjury, demonstrates major exceedances of water quality standards for a number of constituents. For example, KKMI's monitoring reveals discharges of copper as high as 1,145 times the marine aquatic water quality standard and 165 times the EPA benchmark levels that establish whether a facility has implemented required



## LETTERS

management practices that are available and economically achievable, including pollution treatment systems.

Copper is a biocide and included in some boat bottom paints specifically to prevent marine organisms from fouling hulls. It is highly toxic to marine life at levels much lower than drinking-water standards. Thus, requiring best available pollution treatment controls that filter out as much copper and other metals as feasible is not an unreasonable requirement. KKMI's next-door neighbor, Svendsen's Bay Marine, has installed a pollution treatment system that filters out excessive pollutants from the facility's stormwater before they reach the Bay, as have other Bay Area boatyards. Indeed, KKMI has installed a similar treatment system at their Sausalito boatyard, but refuses to do the same at their Richmond yard.

The Bay/Delta is in crisis. Native pelagic and salmonid fisheries of the estuary and tributaries have declined by up to 99% since the late 1960s. Numerous species are now listed as threatened or endangered. The principal causes are attributable to excessive water diversion and pervasive water pollution. Virtually every waterway in the watershed is formally identified as "impaired" by numerous constituents. The elimination of toxic constituents is critical to restoration.

CSPA is a nonprofit organization established in 1983 to protect and restore the state's water quality, wildlife and fishery resources and their aquatic ecosystems and associated riparian habitats. We review environmental documents, actively seek implementation of environmental laws and routinely participate in administrative, legislative and judicial proceedings. Where necessary, we initiate enforcement actions on behalf of ourselves and our members to protect public-trust resources.

When it enacted the Clean Water and Endangered Species Acts, Congress recognized that regulatory agencies might lack the will or ability to enforce the law. It expressly provided for citizen enforcement. The dire status of the estuary and its fisheries validates Congress's foresight. Because our agencies have failed to enforce the law, CSPA and like-minded organizations have had to step in.

Many have accused CSPA of litigating for money. Nonsense! Any settlement will require review and approval by the US Department of Justice and the court. Any mitigation payment in lieu of penalties is directed to independent charitable foundations for grants or to worthy nonprofit organizations for projects to protect and restore water quality. CSPA is prohibited from receiving any of the mitigation funds resulting from its enforcement actions.

It is past time for KKMI to step up and become the environmental stewards they claim to be.

William Jennings  
Executive Director, CSPA

*Readers — We were cc'ed on more than 30 letters in support of KKMI over the past month. We will continue to cover this story as it develops. Please stay tuned.*

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

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

# Upcoming 2019 Races

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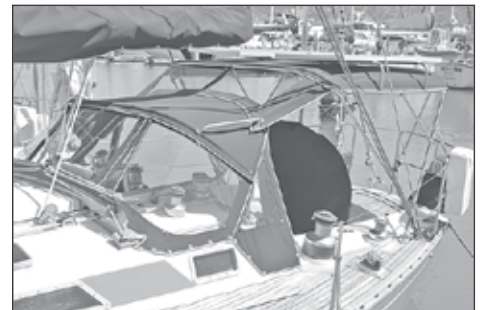
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# SIGHTINGS

## a cat's ninth life

In December 2017, we told you what was up with *Cheyenne*, the 125- by 60-ft catamaran, which is formerly Steve Fossett's record-setting *PlayStation*. Mast-less for the past few years, *Cheyenne* recently (like, as of this writing) departed for Hawaii to begin her ninth life. What could a massive cat that no longer sails possibly do, you might wonder. We're glad you asked.

"We're trying to find three WWII submarines," Chris Welsh, *Cheyenne's* owner, told us. As we reported in 2017, *Cheyenne* has been converted to the mothership for launching and recovering small, deep-sea submarines. During a lecture at St. Francis Yacht Club, Welsh said that when diving, "I look at everything we do and I try and get a double purpose out of it." In addition to looking for historic naval wreckage, Welsh also hopes to document marine munition dumps, as well as chase sperm whales to find giant squid. "And then one aspect that we're just trying to publicize — that we're not going to be able to do anything about ourselves — is the issue of microfibers in the ocean and in the atmosphere."

continued on outside column of next sightings page

## come to latitude's

Is your fondest dream to sail the seven seas? To demolish the competition on the race course? To sail leisurely to the perfect picnic spot? If you answered "Yes!" to any of these, or if your sailing dreams take on an entirely different configuration, a good place to start is *Latitude 38's* Spring Crew List Party.

As they have for many, many years, Golden Gate Yacht Club on the San Francisco Marina will host the shindig. Mark Thursday, March 7, in your calendar, and show up at 6 p.m. (but not earlier!) Have a 10-spot ready to hand over to the nice people at the entrance (or just a fiver and an ID if you're 25 or under).

As usual, along with the opportunity to meet and match up with fellow sailors

PHOTOS LATITUDE / TIM UNLESS OTHERWISE NOTED





## spring crew party

and hobnob with the *Latitude* crew, the price of admission will get you a hearty munchies buffet, color-coded name tags to aid in mingling, a door-prize drawing, and an inspirational sailing slide show. GGYC's bar will be open and selling drinks, and we'll have *Latitude* hats available to purchase.

Sal's Inflatable Service will bring a liferaft to 'blow up' and party-goers can crawl inside to see what it might be like when the call is made to abandon ship.

For Crew Party details and updates, go to [www.latitude38.com/crew-party](http://www.latitude38.com/crew-party).

Although you don't have to be on one of our free crew lists to come to the party, if you're serious about finding a ride

continued in middle column of next sightings page



Clockwise from top left: recent-crew addition Sherry Smith; owner Chris Welsh; Captain Charlie Underwood; the beast in all her mast-less glory; 'Cheyenne's new pilothouse.



COLIN CASHMORE / AVANT GARDE

## cat — continued

Welsh spoke emphatically on the issues he's trying to tackle. He said the marine munition sites "are all now rusting away and corroded, and are either being released or about to be released into the environment. They're bad news. But we have no current methodology to get rid of it." Welsh said he supports a research and training center in Canada. "Americans can't clean up all of the munitions, but you can train Angolians to clean up Angola's bombs, and Sudanese to clean up Sudan's bombs." Regarding microfibers — tiny synthetic threads that pollute the water and air — Welsh said that they're a bigger problem than almost any other type of plastic pollution. "Every water sample you take has microfibers in them. Every sea-salt sample has microfibers. Mussels, oysters, clams all have microfibers in them."

We wondered: Isn't a giant catamaran an unconventional boat to do a diving operation from? "Highly unconventional," Welsh said. "But we're unconventional people." At St. Francis, Welsh said *Cheyenne* is "a great mothership that's very thrifty on fuel. It can sprint at about 23 knots, but generally we cruise at 13." He told us that he's launched and recovered three different manned submarines.

When we visited *Cheyenne* on a rainy February weekend, the crew were in full pre-departure flurry, making trips to chandleries and working on a slew of projects. *Cheyenne* will carry two subs — an unmanned "UAV," which will do all the "mapping," as well as a one-person sub. Inside the cat's long, skinny hulls was everything you'd expect to find — engine rooms, racks of bunks, storage and a small, charming galley — but everything was on such a tight, elongated and exaggerated scale so as to feel more like a submarine than a sailboat.

Just a few days before we arrived, a small pilothouse was installed on *Cheyenne's* forward strut. "That'll make motoring on the delivery a lot easier," said recent crew addition Sherry Smith, who's been racing around the Bay for 10 years, and did this year's Baja Ha-Ha aboard her Beneteau 423 *TriLoLi*. "I'm good at connecting pieces," Sherry said of her role as crew. "I just get shit done."

Skipper Charlie Underwood joined *Cheyenne* in January. "We've been in the midst of a pretty good refit getting us ready for this multi-year project that will start in Hawaii," Underwood told us. "*Cheyenne's* got quite the pedigree — she's obviously been around the world, and was used in the movie *Morning Light* as a camera boat." Underwood has quite the pedigree himself. "I grew up as a sailing coach, crewed on mega yachts, and have experience as a yacht broker." Underwood was working at Newport Harbor Yacht Club's race office where he met NHYC member Chris Welsh. "I'm excited for where this whole project could go," Underwood said. "It's kind of an open book, and we're in the first chapter."

Amid the hustle, we asked Welsh if he had any time to just sail. "I'm going to do the Transpac," Welsh said, with his classic Spencer 65 *Ragtime*. "When this project's done, I'll start on that one."

— tim



CHRIS WELSH

Is 'Cheyenne' (seen here sans pilot house) an unconventional dive platform? Sure. But she's proven to be highly effective.

# SIGHTINGS

## the sound of fog

The sound is, at once, soothing, mysterious, romantic. It can be mistaken for nothing else. From my room in San Rafael — just a few blocks above Loch Lomond Marina — I'll hear it on those quiet, gray, still mornings: the low, bellowing blast from a ship as it feels its way through the fog. On the average summer day, I can also hear another serenade to low visibility, as the East Brother Light Station beeps in a steady, mechanical interval. To sailors, these sounds likely inspire a sense of romance. They are the telltale soundtrack of the sea, and of less-than-ideal weather (there's no such thing as a sun horn). These sounds can also be, in the right context, a little terror-inspiring. I can't help but imagine being on my boat, inching along in the soup, and hearing that sound bursting from the abyss, just before seeing the towering bow of a ship emerge.

The Bay Area's fog is at once famous and ubiquitous, and has been given a name and character (we're talking to you, Karl). Every sailor worth their salt knows a little something about thermal advection, or seabreezes. Hot air in the Central Valley rises, blah blah blah, cold ocean air rushes in, blah blah blah. Well, smarty-pants, did you know that there are two types of fog? Advection fog is what we tend to experience on the coast (where advected can be used as a verb and synonym for "pulled;" fog is literally pulled onto land). The other is radiation (or tule) fog, which you might see in inland areas in the winter when the ground is cold and fog is formed when heat rises. Radiation fog is known to get especially soupy, and can wreak havoc on traffic (all of this according to a short video by KQED).

The Bay's summer seabreeze fog is not necessarily always of the pea-soup variety. Sometimes it's just an omni-gray with no significant limits in visibility. But sometimes (the frequency of which is probably determined by how many times you've been stuck in it), it's a full-on sock-in. The towers of the Golden Gate are swallowed whole, and the periphery disappears. Just last year during the Drake's Bay Race, one of the *Latitude* staff was crewing on a boat that was mired in the white murk with near-zero visibility. The fleet had to resort to horns as a low-tech way to transmit their positions to each other.

In 2017, *Bay Curious*, a podcast done by KQED, asked the question, "Who presses the play button?", which explored where the Bay's foghorns are, how many there are and who, exactly, turns them on. "Some foghorns, even some very important ones, require a human to flip a switch or press a button," *Bay Curious* said. But, "These days, a lot of foghorns are automatic. Angel Island, for example, has a sensor that detects particulates in the air. When there are enough particles, the foghorn goes off." The podcast also said that, according to the Coast Guard, "Each foghorn has a distinct sound and plays at a different interval, which is intentional. [The Coast Guard] says that in low visibility it's possible to figure out which point of land is closest if you learn the sounds of each foghorn well enough." By the by, according to the Coast Guard, there are foghorns at Point Bonita, Yerba Buena Island, Alcatraz and Angel Island. There are approximately 11 foghorns in the Bay operated by the CG, and 20 more operated by other non-federal entities, according to *Bay Curious*.

All of this got us wondering about you, dear reader. How are your socked-in sailing skills? We originally asked this question in a December 2018 *Letronic*, and here's what a few of you said: "It was several years ago; I was invited along by a sailing acquaintance who had won a S.F. Bay daysail on an offshore racing sled in a school fundraising auction," said Chris Northcutt from San Francisco. "The day was clear with light winds, with a wisp of fog teasing at the Golden Gate Bridge. The owner and skipper was a great host, and was happy to comply when one of the younger guests expressed interest in sailing under the bridge. But, when we got close to mid-span, the fog suddenly became thicker and enveloped us, with zero visibility. The foghorns kicked in, adding to the drama.

continued on outside column of next sightings page

## crew list party



LATITUDE / CHRIS

**Rower and sailor extraordinaire Lia Ditton won a hat at last year's Spring Crew List Party.**



LATITUDE / TIM



GLABB / FLICKR



## — continued

or finding crew for your own boat, we recommend signing up online in advance of the party. You can also 'shop' for an appropriate sailing cohort by reading the listings and contacting likely prospects. Then, arrange for a first meeting in the neutral territory of the Crew List Party. We offer lists specializing in Cruising, Racing, Daysailing and Mexico-Only.

Crew listings will stay up for one year before expiring automatically, so we ask that you keep your listing(s) up to date. (Yes! You can have more than one free listing.)

Search the Crew Lists or sign up at [www.latitude38.com/crew-list](http://www.latitude38.com/crew-list).

— chris

## fog sounds — continued

"We resolved the initial disorientation/panic by a couple of us pointing in the direction of the South Tower foghorn, which we identified by its lower sound. This gave a reference to the skipper to help establish a compass bearing and head inbound. We came out into brilliant sunshine a short time later. The Bridge remained socked in for the rest of the afternoon, but the winds had freshened and we had a delightful sail for the rest of the day."

On our website, Shelly [no last name given] commented: "As a former owner of an 1896 gaff-headed yawl with no electronics I've always depended upon dead-reckoning, seat-of-the-pants navigation. I hated it when they reduced the intensity of the lights and I was no longer able to use my RDF. I frequently return from [sea] and aim at the largest area of light pollution. Thank God they can't remove or reduce the intensity of the stars and sun, so my celestial navigation skills are still good."

Got a fog story? Please write us at [editorial@latitude38.com](mailto:editorial@latitude38.com).

— tim



*Clockwise from top left: The contrast between fogged and not-fogged on the Bay is often stark. Inset: Just the tip of the Salesforce building pokes through the murk; The wispy tendrils of Karl the Fog as seen from space; the Golden Gate's vanishing act.*



# SIGHTINGS

## puddle jumpers prepare to pounce

This month, in marinas and anchorages from Southern California to Ecuador, sailors of all stripes aboard a wide variety of boats are preparing to make the Pacific Puddle Jump passage to the sun-kissed isles of French Polynesia.

As regular readers know, the Puddle Jump is best described as an annual migration rather than a conventional rally, because its fleet members head west independently from various West Coast ports anytime between late February and early June. Depending on where they begin, the nonstop passage will be between 3,000 and 4,000 miles, with the first possible landfall typically being in the remote Marquesas Islands — the easternmost of French Polynesia's five archipelagos.

A quick look at the still-expanding fleet list ([www.pacificpuddle-jump.com](http://www.pacificpuddle-jump.com)) reveals entries from 12 different countries so far. The smallest is Mike Martin's Bayfield 32 *Nanatuk*, out of Whitehorse, in Canada's Yukon Territory. And the largest is Lowell Potiker's San Diego-based Hylas 70 *Runaway*. As in years past, the two most popular jumping-off points will be Balboa, on the Pacific side of Panama,

continued on outside column of next sightings page

## once around

It's over. Well, sort of.

The 50th anniversary of the Golden Globe Race was full of drama, dropouts, and an indomitable, near-impossible-to-touch leader and ultimate winner. And there are still three boats out there — after 235 days of racing, as of this writing — slowly making their way to the finish line in Les Sables-d'Olonne, France.

Jean-Luc Van Den Heede sailed into first place on January 29. Second-place finisher Mark Slats was about a day and a half behind — but that doesn't really tell the story of how it went down. Seasoned French sailor VDH had a dominant performance, at one point leading Slats by over 2,000 miles. It wasn't until Van Den Heede pitchpoled west of Cape Horn that the Golden Globe became a race again. Af-



*A traditional Polynesian pirogue glides across Moorea's tranquil lagoon. The 2019 fleet of Pacific Puddle Jumpers will soon share these turquoise waters.*



## the golden globe

ter making repairs at sea, VDH limped up the Atlantic, and Slats started slowly chipping away. The Dutchman got to within 50 miles of Van Den Heede, but it was all for naught. Even as his lead diminished, VDH still seemed, somehow, untouchable, and too experienced and wily to be reeled in. The 73-year-old became the oldest person to win a singlehanded non-stop circumnavigation, beating Sir Robin Knox-Johnston, who was 68 when he sailed the Velux 5 Oceans Race in 2007.

Let's recount: There were 12 dropouts, and something like four rescues from the far corners of the sea. Meanwhile, Uku Randmaa, Istvan Kopar and Tapio Lehtinen are battling it out for third. We wish them a speedy, safe finish.

— tim



LATITUDE / ANDY

## puddle jump — continued

and Banderas Bay — where both the Marina Riviera Nayarit and Paradise Village Marina promote the PPJ through frequent seminars.

What started 22 years ago as a *Latitude 38* editorial project with the simple aim of getting to know a wide diversity of world cruisers, has grown into an internationally famous event that has ushered several thousand sailors into the South Pacific's watery wonderland. It's also become this writer's legacy project after 25 years as a *Latitude* editor.

Most who have been part of previous Puddle Jumps have applauded the fact that it is minimally structured, with each skipper taking total responsibility for his crew, and several radio nets being organized by cadres of sailors leaving from the same point. There has been no mandatory daily check-in — until now.

Despite the fact that some proudly self-sufficient crews claim they're "not rally types," there's been zero resistance to this year's requirement that all boats check in daily, preferably electronically. That's probably because every year, more and more boats carry some sort of satellite messaging device such as an inReach, Spot, Iridium GO! or satphone. And most boats equipped with only SSB or Ham radios for offshore comms also have special modems that allow them to send email via satellite.

The check-ins this year are being facilitated by CruiserSat.net, which was developed by a clever Russian cruiser named Kostya Marchenko who has customized various features for the PPJ fleet such as a special fleet-tracking page, group messaging and more. Armchair voyagers back home will be able to follow the fleet's progress all the way to the Marquesas, except for those boats whose skippers may opt out of having their boat's track made public.

Another nifty feature is that individual skippers can request occasional lat-long positions of all PPJ boats within a 200-mile radius of them. If they're feeling social, they can opt in to receiving the check-ins and 'status' comments from other passagemakers. The idea of all this, of course, is to make the crossing a lot safer, while re-establishing some of the fleetwide camaraderie that was common before HF radios were replaced by high-tech gadgetry.

There's a \$75-per-boat-participation fee this year that helps to cover some of the costs of administering the Puddle Jump. But the cost to enter is outweighed by a \$50 discount on a special clearance, bond exemption and duty-free fuel package from the Tahiti Crew yacht agency; a special discount card that gives crews substantial price reductions at many businesses in Tahiti, including at the two largest marine supply stores; a 20% refund on PredictWind forecasting subscriptions; an official PPJ burgee; invitations to PPJ Sendoff Parties in Mexico and Panama; and more.

You may think every sailor who is lucky enough to do the Puddle Jump is a wealthy yachtsman who was born with a silver spoon in his mouth. Not so. Having gotten to know hundreds of them over the years, we can tell you that many have worked their tails off, and made enormous sacrifices — including selling their homes and abandoning established careers — to pursue a dream that they cultivated for decades. That is, riding the trade winds beyond the horizon into a new life of challenge and adventure in the timeless archipelagos of the South Pacific. We wish them all the best of luck.

— andy



SANGVIND

*At any age, making landfall in the Marquesas after weeks at sea is a breathtaking experience.*

# SIGHTINGS

## the pax davis trophy

C. Paxton Davis, the longtime go-to guy for everything and anything having to do with the 18-ft Mercury Class sailboat, has retired from Mercury racing after 55 years with the class. To honor both his long history as a class officer and his years of making it to more regattas than any other skipper, the class announced their newest perpetual trophy, the Paxton Davis Travel Trophy. Each year 10 regattas will be designated 'travel trophy' regattas, and a point system for participation and placing in each regatta will determine the winner.

Paxton built his first Mercury, a wooden homebuilt hull, in 1963. His sailing career started long before that as a young sailor at the Encinal Yacht Club. In 1959 he joined the St. Francis Yacht Club, where he was a regular crew on the 73-ft yawl *Bolero*. Big-boat sailors know Paxton from the many years he chaired that club's race committee for the Big Boat Series. Paxton was also the chief race officer for the 100-boat Star Class World Championships in 1977.

During his Mercury career he owned five different hulls, most recently hull #580, which he donated to a young sailor upon his retirement. All of his boats had a blue-and-gold color scheme to note

## resurrecting an

Members of the SoCal-based Transpac YC are understandably excited these days. And not just because they recently confirmed the 100th entry for this summer's Transpac sprint from Los Angeles to Honolulu.

At a media event last month, the club officially announced its intention to stage another edition of its long-dormant Tahiti Transpac, a classic long-distance ocean race from L.A. to Papeete, Tahiti, that was first staged in 1925. Although the official Notice of Race had not yet been released at press time, we know of at least



LYN HINES

*Camaraderie among the Mercury fleet at the Hart Nunes Regatta hosted by SFYC on Raccoon Strait. Pax Davis is third from the right.*

his alma mater, UC Berkeley.

Paxton was president of the class from 1972 to 1974 and has continued as class regatta reporter to this day. Through the years, Paxton has won every major regatta including the Class Championship. But his most important role has been his ability to move new people into the class by matching up inactive boats with sailors who have expressed an interest in the Mercury.

Paxton is now 86 years old, but he is not finished racing quite yet. He is still racing his 12-ft singlehanded Millimeter. He has been the champion of that class more times than you can count.

The 2019 Travel Trophy regatta schedule kicks off at the annual L.A. Midwinters, followed by regattas in Santa Barbara, Belvedere, Huntington Lake, Stillwater Cove, the San Francisco Cityfront, San Pedro and Monterey. That's a lot of racing in many different venues

continued on outside column of next sightings page





## offshore marathon

two top-flight war horses whose owners have shown serious interest. Being a bit superstitious, we won't name them until they commit. But we can tell you they just might have a Pied Piper effect on other prospective entries. The first of perhaps several starts is slated for May 28, 2020.

With a rhumbline distance of 3,570 miles, the Transpac Tahiti race's marathon course is more than half again the distance of the Hawaii Transpac's route from L.A. to Honolulu (2,240 miles). But their unequal distances aren't the most

continued in middle column of next sightings page

## pax davis — continued

and all types of conditions. The winner of the Paxton Davis Travel Trophy is going to be a really talented sailor.

— jim bradley

*Readers — Over the years, we've enjoyed reading, and publishing in Racing Sheet, Pax's reports from Mercury regattas all over California. Due to high wind and unsafe on-the-water conditions, racing in the L.A. Midwinters on February 16-17 was canceled. Mercurys date back to 1939, and the Mercury Class Yacht Racing Association (MCYRA) has been active since 1945. Ernest Nunes designed the Mercury as a one-design racer, and the Nunes Brothers built the original plywood boats in Sausalito. Fiberglass boats have been built since 1952, by W.D. Schock and Moore Sailboats. See [www.mercury-sail.com](http://www.mercury-sail.com).*

— chris

**Mercury racing in the Homecoming Regatta on Richardson Bay, hosted by Sausalito Yacht Club in conjunction with that club's 75th anniversary in November 2017.**



SAUSALITO YACHT CLUB

# SIGHTINGS

## voyage of inspiration

The Voyage of Inspiration is the brainchild of longtime blind sailor Hiro Iwamoto, representing the culmination of his 17 years of sailing, and an irresistible challenge. The Voyage will take Hiro and newbie sailor Doug Smith on a 60-day passage from San Diego to Fukushima, Japan. As of this writing, they'd hoped to depart on February 24 aboard *Dream Weaver*, an Island Packet 40.

Hiro learned to sail in 2002 with a blind sailing group in Japan. He went on to compete in the 2006 Blind Sailing World Championship Regatta in Newport, Rhode Island, the Newport to Ensenada Race, and the San Diego to Ensenada Race, just to name a few. In 2013, Hiro made an ill-fated first attempt at crossing the Pacific when a 50-ft blue whale attacked his boat 600 miles from Japan — he was rammed

continued on outside column of next sightings page

## offshore marathon

notable factor that sets these venerable ocean races apart. On the long haul to French Polynesia, navigators will have to deal with an often-erratic wild card called the equatorial doldrums (or ITCZ) as they cross from the Northern to Southern Hemisphere.

Renowned offshore navigator John Jourdane explains what Tahiti racers can expect on the long romp from 33°N to 17°S: "After the start, and rounding West End, you put up the spinnaker, and run for several days southwest past Mexico. Then



*Hiro Iwamoto, foreground, and Doug train for their Voyage of Inspiration.*



## — continued

the easterly trades build and you beam-reach in a lot of wind for a few days. Next, you have to find the narrowest area of the ITCZ, where there will be little or no wind and lots of rain squalls.

"Once you cross the equator, the south-east trades will fill in and it can be a very windy, rough beam reach or close reach to the finish in Papeete. It's a much longer race, and can be rougher, but it is well worth the adventure."

Although impressive, the current record of 11 days, 10 hours, set in 2008 by Doug

## inspiration — continued

three times and had to abandon his 28-ft Bristol Channel Cutter in the midst of a typhoon with 15-ft waves and 30-knot winds. Hiro and another crewmember survived 11 hours before being rescued by the Japanese Coast Guard.

Some media coverage immediately afterward fomented a negative public opinion. Hiro said the general message was, "The totally blind shouldn't have big dreams and should stay home."

But resilience is not in short supply with Hiro. He went completely blind at 16 for reasons that eluded doctors. Hiro contemplated suicide, according to the blog *Seas Lyfe*, but quickly took a new path. He went on to become an acupuncture specialist, got married, and had a daughter. Hiro also became a motivational speaker.

In 2016, at a lecture in Tokyo, Doug Smith approached him. Having no sailing experience, Doug was interested in Hiro's planned adventure. "When seeing the video of the whale hitting the boat, I was impressed," said Doug. "This is a guy that can't see, but he can keep his calm and think things through. It made an impression. In terms of 'should we do this together,' after seeing the video and hearing the story, I thought, 'Yeah this works!'"

The preparation for Hiro and Doug's Pacific crossing has been intense. In April 2017, Doug bought *Dream Weaver*, then learned to sail at Maryland School of Sailing, which included a trip from Norfolk, VA, to Bermuda. Hiro and Doug trained with sailing instructor Keith Erickson in San Diego, followed by an additional 200-300 hours with several three- to four-day overnight passages. They've practiced emergency situations and learned the basics of mechanical systems.

You might be wondering, "How does a blind person sail a boat?" The compensatory skills within humans are quite remarkable. For instance, most people can get to the bathroom easily in the middle of the night without using a light, right? This is called "Mental mapping." Now take that experience, practice it, refine it, and apply it to a boat. Doug explained that Hiro has learned every inch of *Dream Weaver*. "Hiro is equipped to sail regardless if there is light," Doug said. "We don't need to wait for first light." Hiro would say, "Why don't we just go now?" Nighttime, daytime, it's all the same. He's confident he can get up there and know what's happening. The sighted crew is more timid without the light."

Advancement in technology, especially the iPhone and iPad, has made instruments and data more accessible for the blind. On *Dream-weaver*, a SailTimer Air Link System links instruments through the NMEA system so data can be broadcast via Bluetooth or Wi-Fi. The Ariadne Navigation System app is also loaded onto Hiro's iPhone where the data is converted to audio using the Apple voiceover feature. Additionally, the standard radar and AIS alarms are used to avoid ships and floating objects.

For the sighted, it's often hard, if not impossible, to imagine that other senses will provide enough information to create a picture of what is happening around them; they believe only vision can do this. But sound, touch, taste, and smell form a picture that a blind person uses to create their worldview. Because of the low incidence of blindness in the US — about 3.4 million (3%) of Americans aged 40 years and older, according to the Centers for Disease Control — the poor level of training in vision loss, and society's limited view of blind capabilities, people are rarely exposed to an accomplished blind person.

This is why the Voyage of Inspiration is so important. "Most people enjoy only from vision, but I can enjoy more since I use all of my senses," Hiro said. "The quiet of the boat allows more sound input, so I love hearing the whales blowing their spouts; feeling the wind and heeling of the boat; smelling weather change, cooking smells, plankton — I love that smell." Most good sailors do, of course, rely on their other senses when sailing. "Yeah [Hiro] can't see, but I've never thought of him as disabled. He did the Iron Man back in Arizona. He's physically

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ALL PHOTOS / VOYAGE OF INSPIRATION

# SIGHTINGS

## inspiration — continued

stronger, mentally tougher, and more positive. There are times that I'll forget he can't see."

*Dream Weaver* wasn't named after the song, but is a reference to the fabric of life and how each person interconnects. As part of their outreach, Voyage of Inspiration is supporting four charities: The Himalayan Cataract Project, The Carter Center Trachoma Control Program, Challenged Athletes Foundation, and Safecast, a global volunteer-centered science project. They also chose Fukushima, Japan, as their destination to support the victims of the 2011 tsunami and to make a statement about overcoming fear of the ocean.

When asked that most nagging but fundamental of questions, "Why are you doing this sail?", Doug replied: "If nothing else, what I want to show is that if a guy who is blind and was told his whole life, 'you shouldn't do this,' but was still willing to take on the world's greatest ocean, what's stopping the rest of us from pursuing our dreams?" When Hiro was asked why, he said, "Never give up! Keep doing challenging things and dream big. Don't limit yourself. Your skills and capabilities are much more excellent than you think." For more information, go to: [www.voyageofinspiration.com](http://www.voyageofinspiration.com).

— dennis o'hanlon

*Dennis O'Hanlon is a legally blind sailor who lives aboard his Bristol 40 sailboat.*

## caption contest(!)

*Latitude Nation* — Due to circumstances not entirely under our control, we had to axe this month's *Loose Lips*. But fear not, Nation! *Lips* will be back next month. Here is this month's Caption Contest(!) winner, and the top 10 entries. (The photo is from last year's Jazz Cup, taken by an unknown soul — if it's you, please let us know).

We don't want to twist anyone's words, but this month's Caption Contest(!) was a bit of tongue twister traveling through twisting roads. Many were the entries for all things, "Do the twist," "Twist and Shout," and that '80s hair band, Twisted Sister. There was also lots of wrapping out there, including more than a few entries for "that's a wrap," as well as a few "reefing spinnaker" quips. On Instagram, @sailingseababatical said, "Caption contests get old after a while." Well, that kind of an entry isn't going to win you a T-shirt, dude. This month's top seed falls into the "self-aware" genre. Aaaaannnnnd the winner is:



UNKNOWN READER SUBMISSION

**Oh crap! Now I'm going to be a caption contest contestant in Latitude 38! — Jeff Duvall**

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## offshore marathon

Baker's *Magnitude 80*, averaged 'only' 13 knots — a pace that many veteran ocean racers think can be bettered by some of today's offshore speed machines. And in the 2020 race, multihulls will be allowed to compete for the first time, in their own division.

Thus, the division winner will set a benchmark 'record' for future challengers, and its name will be the first to be inscribed on a brand-new trophy. We're told a racer-cruiser division is also a possibility if enough similarly rated contenders can be recruited to warrant a separate division.

The fact that New Zealand will be stag-



TRANSPACIFIC YACHT CLUB



DAN NERNEY / ROLEX



## — continued

ing the 36th America's Cup in 2021 may act as a further incentive for potential Tahiti racers to pick up the gauntlet and compete. In 2003, the last time the Kiwis hosted the A-Cup, there was a 25% increase in yachts entering New Zealand waters.

In any case, we're thrilled that Transpac YC and its Tahitian partner Archipelagoes are breathing new life into the 94-year-old Transpac Tahiti race. We can't wait to follow the fleet's transponder tracks as they slice across the globe. For more info, see [www.transpac-tahiti.com](http://www.transpac-tahiti.com).

— andy

## caption contest(!) — continued

"Honey, I appreciate the new spinnaker you gave me for my birthday, but you really didn't have to wrap it!" — Mark Bettis

"Like sands through the hourglass, so are the days of our lives." @6\_knot\_fangs

"Someone's got their granny panties in a bunch." — Carrie Kinnison

"Foredeck is requesting scissors, skipper!" — Tom W.

"That is why you don't pick up asymmetric crew for a symmetric boat." — Trent Watkins

"Look! A roller-furling spinnaker!" — Gerry

"Sir Wrapsalot. (Because *Sir Leansalot* is the name of the boat.)"

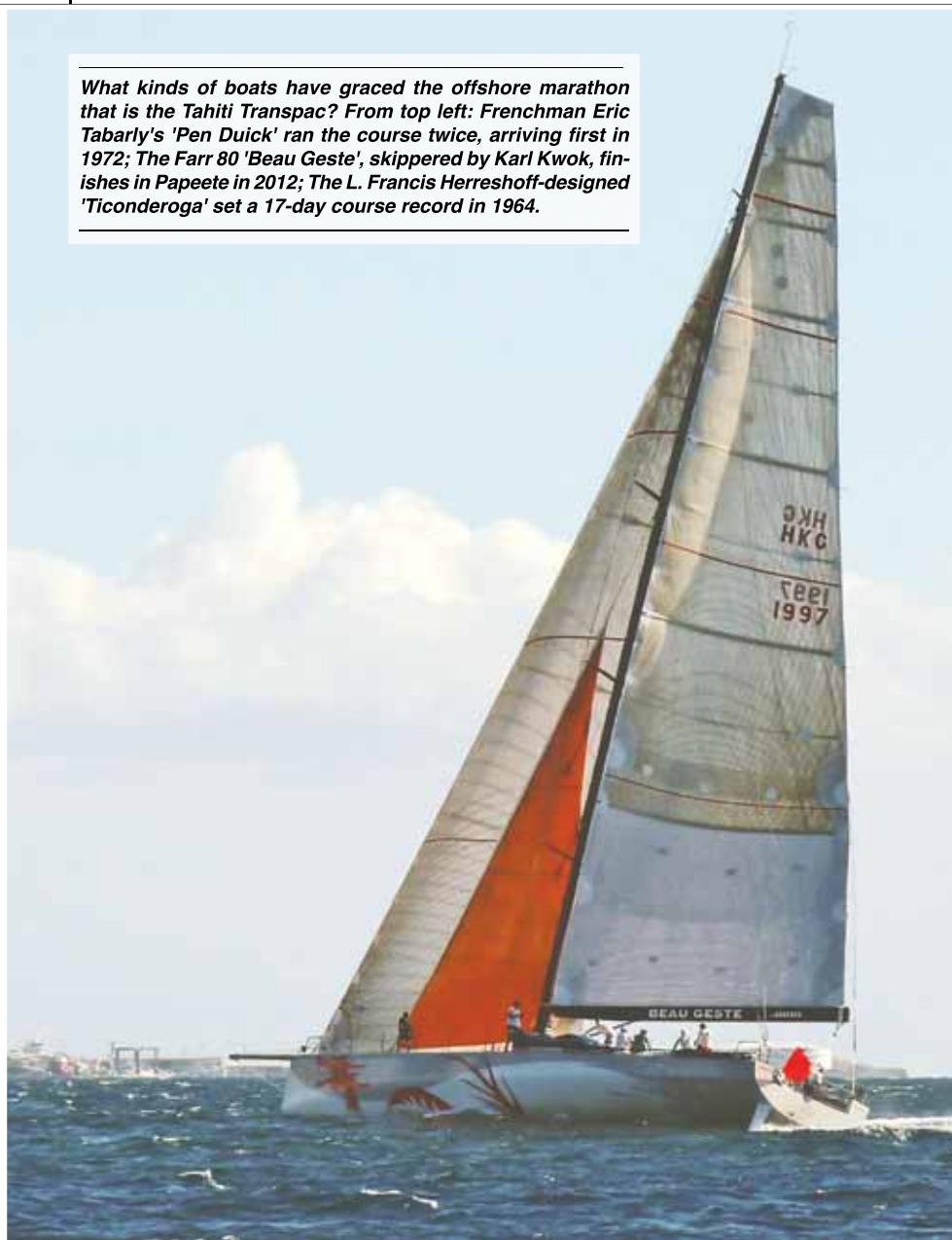
— Jillian Humphreys

"Not the hourglass figure I was going for." — Denise Ogier

"Pull the 1/2 spinnaker and raise the full!" — David Michael Cox

"Better check the parachutes when we go skydiving later today."

— Bill Arnold



What kinds of boats have graced the offshore marathon that is the Tahiti Transpac? From top left: Frenchman Eric Tabarly's 'Pen Duick' ran the course twice, arriving first in 1972; The Farr 80 'Beau Geste', skippered by Karl Kwok, finishes in Papeete in 2012; The L. Francis Herreshoff-designed 'Ticonderoga' set a 17-day course record in 1964.

# ERIC AND SHANLEY —

What is the perfect sailing life? Cruising to faraway lands? Being inspired by your mentors to sail around the world alone? Is it working and sailing with your partner, and combining your passions with your job? And, as long as we're asking such deep questions, what are the downsides to the "perfect life?"

We first met Eric Loss and Shanley McEntee last year in Sausalito. The husband and wife are, respectively, the chief skipper and first mate of *Sea Dragon*, a 72-ft, 90,000-pound steel vessel run by Pangaea Exploration. The couple invited us onboard for a spin around the Bay. We found an epic, adventurous sailing duo with thousands of ocean miles under their belts. But *Sea Dragon* is only part of Eric and Shanley's sailing life. They're also serious cruisers, have spent years in the high latitudes, and now have the Southern Ocean in their sights.

"We're both so fortunate and lucky to have visited a full range of different places," Shanley said. "We've been able to do a lot of diverse sailing."

Born in 1985, Eric grew up in Laguna Beach. "My dad, who doesn't sail and gets seasick, dropped me off at a

**'Sea Dragon's first mate Shanley McEntee and chief skipper Eric Loss.**



junior program — Westwind Sailing in Dana Point." Eric moved through Sabots, CFJs, Larks, and C420s, before he taught sailing and joined the Sea Scouts, where he sailed and repaired cruising boats. He went on to join the Bowdoin College sailing team, became a PADI divemaster, and would eventually skipper 88- and 113-ft schooners, or school ships, through the Eastern Caribbean and across the Atlantic.

Born in 1987, Shanley grew up surfing in Del Mar, just north of San Diego. "I worked with the Surfrider Foundation as a teenager, then got my BA in environmental policy and marine science from Western Washington University." Along the way, she added PADI rescue diver to her résumé, but didn't learn to sail until after college. Shanley was eventually able to combine her passion for science, the environment, and the sea by spending several months in the Sea Mester program, where she met Eric.

Despite his junior program roots, college sailing and skipper gigs, it was the raw, epic adven-

ture of sailing that began to draw Eric's attention. At 25 — and after reading Bernard Moitessier's *The Long Way*, Webb Chiles' *Storm Passage* and Robin Knox-Johnston's *A World of My Own* — Eric decided, despite never having sailed singlehanded, that he wanted to sail nonstop, alone, around the world. "I wanted to experience the Southern Ocean for myself; it had sort of always been tickling the back of my mind," Eric said. "I actually read *The Long Way* a couple of times — I found Moitessier's writing pretty entrancing," he said, adding that it was a combination of the legendary Frenchman's prose and Eric's long-percolating idea that helped the dream to finally congeal.

"And timing-wise, it worked out well. "I left my job with the school ships, so there was this good transition period."

As a Southern Californian soul, Eric gravitated toward an inexpensive, Costa Mesa-built 1978 Islander 36 named *Odyssey*. He felt the boat was perfect for the job, and bought her in June 2011. Eric and Shanley, who were dating by this time, worked feverishly from August to November. They did a quick, eight-day, doublehanded shakedown cruise to Santa Cruz Island before Eric headed south, by himself, for the 26,000-mile voyage around the world.

Shanley said that as the opportunity presented itself, she was in full support mode, and didn't think about the potential hazards of the trip. "While we were refitting the boat, we were so focused and having a great time with it. It wasn't



PANGAEA EXPLORATION



# THE PERFECT SAILING LIFE



SPREAD AND BOTTOM RIGHT PHOTO: RICHARD BROOKS / WHOI

**Above:** The 90,000-pound 'Sea Dragon' sailing off Bequia. **Inset, left:** Passengers aboard 'Sea Dragon' (Pangaea does paid trips all over the ocean; this season they're headed to Palmyra as well as Christmas Island). **Right:** Sea Dragon' anchored off Kiritimati.

until a few weeks before when it was like, 'OK. He's really doing this.'"

Eric said that it wasn't long after his departure that he started to feel lonely, even though he had a sat phone and spoke to Shanley often. "I was feeling depressed and a little anxious." A '70s Islander 36 is certainly a solid, fiberglass boat for Bay sailing, but alone in the open ocean, it started to feel less than adequate to Eric.

After hitting stormy weather, *Odyssey's* mast seemed to be pumping. Eric suspected a failing mast step. "My anxiety hit a fever pitch, and suddenly, at least one stop felt like a good idea." He nursed the boat toward Valparaiso, Chile, at latitude 33 south. "I ended up spending two and a half weeks there. Shanley flew down with two suitcases of boat gear to help with repairs." Eric discovered that he had failed mast partners, and not nearly the threat that he'd originally feared.

While Eric was away, Shanley joined a citizen science trip aboard *Sea Dragon*



PANGAEA EXPLORATION

with Algalita/5 Gyres, spending two months studying plastic pollution and debris from the Japanese tsunami. This would be the unexpected start to their later tenure.

After Valparaiso and shortly before rounding Cape Horn, Eric took a complete knockdown, lost a solar panel, and was again full of doubt. He thought about heading north to the Caribbean, where Shanley eventually landed to take her Yachtmaster exam in St. Martin. But the

weather, and his confidence, improved. Eric passed Cape Town and slipped into the Indian Ocean, where he survived two more knockdowns before crossing Australia's Southern Capes, followed by Tasmania, "the first land I'd seen since rounding Cape Horn." It was a slow trip across the Pacific and back to L.A. "At one point in the doldrums, I was making just 25 miles a day." But Eric completed his circumnavigation in 243 days.

"I'm glad I did the trip, especially at that point in my life," Eric said. "I feel like I was a lot more put-together when I got back. I was kind of burnt out with captaining in the Caribbean. The trip really helped me to focus."

"It was really just dumb luck," Shanley said of the opportunity that eventually arose on *Sea Dragon*.

"After I got back to California," Eric said, "we were looking for the next thing to do. We got in touch with Pangaea with surprisingly opportune timing. The previous captain was leaving the boat; Shanley and I flew out to the Galapagos to bring *Sea Dragon* through the Canal to Florida, and that was the start."

After graduating and falling in love with sailing, Shanley said that she "got a bit sidetracked," as budding sailors are wont to do. "So, after

taking a trip aboard *Sea Dragon* through the North Pacific on one of the citizen science trips, I was interested in blending sailing and my degree. It's great to be able to do both."

Eric's road was less direct. "I kind of fell into the environmental side of things. Working together, we both enjoy the expedition and research part — but also the sailing." The couple said that doing





# ERIC AND SHANLEY —

ERIC LOSS AND SHANLEY McENTEE



**The Pouvreau 42 'Fleur Australe' anchored in Greenland. "We were ready to see some ice and get a taste of that world," Shanley said.**

big, ambitious research trips can be difficult. Just before we met them last summer on the Bay, Eric and Shanley had recently completed an 18-day research trip with the Woods Hole Oceanographic Institution in the Phoenix Islands, which lie about 1,800 miles southwest of Hawaii. "The remoteness of that was tough," Eric said. "We had to make sure that we provisioned properly in Hawaii for what was about a two-month trip."

*Sea Dragon*, which was built in 2000 for record-setting circumnavigator Chay Blyth, was eventually repurposed as an ocean-research platform. "It needs a lot of crew to make the boat work," Eric said. "Nothing's powered; everything is big and heavy." *Sea Dragon* also draws nearly 11 feet, making anchoring, espe-

cially in atolls with steep, extreme drops, difficult. When *Sea Dragon* is running divers to reefs on dinghies, it makes for a busy day, Eric said.

How do sailors take a break from their sailing jobs? With sailing, of course.

Not long after hiring on with Pangaea — which consists of 6 to 10 months onboard a year — Eric and Shanley started thinking about a boat of their own. They found a 1980s-era French-built aluminum Pouvreau 42 cutter named *Fleur Australe*. We actually caught up with them via Skype in St. Vincent and the Grenadines not long after the couple had arrived via the United Kingdom, Spain, Portugal, the Canaries and a 20-day Atlantic crossing on *Fleur*.

But don't let their present locale fool you; Eric and Shanley aren't your

typical tropical-weather cruisers. "We'd been interested in the high latitudes for a while," Shanley said. "Our boat is built for that type of sailing and comfort. We were ready to see some ice and get a taste of that world."

Four years ago, after crossing from France to the Caribbean, they turned north, heading for the French Islands of St. Pierre and Miquelon off Newfoundland, and then on to that province's southwest coast, which is full of fjords and wilderness. They've spent the last few years cruising the North Atlantic.

Eric and Shanley giddily described their high-latitude travels to us. "Sailing though ice and monstrous icebergs and shoals of pilot whales, tying up in remote fishing villages with the local fleets," they said collectively. "There was a little community of people, and motor boats going all hours of the night. We were sailing under snow-capped peaks with the sun shining 24 hours a day. We spent several weeks in Iceland under the shimmering Northern Lights while paying \$24 for marina fees."

After getting married in 2017, the couple saved the summer for their honeymoon. Destination? Greenland, of course. Their goal was to meet *Sea Dragon* in England in the fall, which slowly led them to their current spot in the Caribbean.

So what's next?

"When we left Europe, we said we were on our way to California . . . at some point," Shanley said with typical cruiser ambiguity, adding that they eventually want to get to Washington. "But we're not going through the Canal." Eric said that after his circumnavigation, he wouldn't do a nonstop sail again, but he does

**Eric and Shanley in Disko Bay, Greenland.**



ERIC LOSS



# THE PERFECT SAILING LIFE

want to get back to the Southern Ocean. "I'd love to spend time in Tierra del Fuego, and go to Antarctica; it was a gorgeous part of the world to sail." The couple's plan is to put *Fleur* on the hard in the Caribbean in the next few months before heading back to *Sea Dragon*. When they cruise next, they said, "We'll probably go down the East Coast of South America and down to Patagonia."

**W**hile ocean research and cruising take Eric and Shanley to some of the most beautiful and remote locations in the world, they also bear witness to the fact that even far-away places are bearing the burden of negative human impacts such as coral bleaching and plastic pollution. "When I came to the Caribbean 10 years ago," Eric said, "we all complained about how the reefs were shot — and the reef and water quality has not been getting better."

But Eric pointed out a few positives. "Labs are trying to identify genetics, or



*It's not all icebergs. Eric and Shanley do get to the Caribbean, too. (Photo by a friend.)*

microclimates, on reefs, to figure out why some coral is more resilient than others. [Scientists] are seeing similar levels of stress, but have figured out that some reefs do better. That's a pretty positive thing." Eric also said that he's

been encouraged by the change in environmental concern by those around him. He knows people who were barely aware of the issue of ocean acidification and warming just a year ago that are "now talking about microplastics on the Great Lakes. That's really encouraging."

We're not going to lie, Eric and Shanley's life sounds pretty much ideal. Are there any negatives to living the perfect sailing life? "The only downside of going between two boats is that we can't have a pet," Shanley said.

Eric expanded: "This past year, we were fortunate to be back in the Pacific; our family is still able to travel and come meet us. But we're away a lot. I've got a bunch of friends that I rarely see in person. It's a kind of a haphazard social life." Eric also said that carrying your life in a duffel bag from flight to flight can also feel a little grueling. "But the net positives outweigh the negatives," Eric said. "It's the price you pay for being pretty lucky."

— **latitude** / john and tim

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# SYC/REGATTAPRO



***A J/105 start on stormy February 9 in the RegattaPRO Winter One Design Series. Note that several boats were over early and had to go back to restart.***

The RegattaPRO Winter One Series started in 2002 as a one one-design series for the Bay Area Farr 40 fleet. They wanted to keep their chops up during the 'off' season. "The following year," said race organizer Jeff Zarwell, "the Farris agreed for me to add a second fleet, which ended up being the 11-boat J/120 fleet. By the third year the Farris were waning quickly, so I added the J/105s. Year 4 saw the addition of the Express 27, which lasted for a few years until they decided the event was too competitive for their fleet." The Express 27s went over to the Berkeley Yacht Club Midwinters,

held on the same (second) weekend of the month in November-February. The two regattas share the Berkeley Circle (er, Fan), with RegattaPRO being set up farther west and sometimes north. Occasionally, the courses intersect.

"Over the years, RegattaPRO has hosted a number of fleets including the Beneteau 36.5s and 40.7s, Antrim 27s, etc. Currently we're hosting the J/120, J/105, J/88, J/70, J/24, Melges 24 and Moore 24 fleets. Participation ranges from 60 to 70 boats each year."

Zarwell brought Sausalito YC onboard to help out a few years ago. "It was a great decision to do so. Their support has made it much easier for me, as I'm not spending time looking for support boats and a signal boat to charter, plus they have a great race committee team. Their presence has made managing this regatta much easier.

"The original and continuing emphasis of the RegattaPRO Winter One Design Series is to mimic summer racing as closely as possible (up and down courses; multiple races each day), to allow boats to rotate in new crew and stay sharp during the winter season, so that they're up to speed come March. To that end, I think we've been pretty successful."



***A Moore 24 start on November 10, when smoke from the Camp Fire in Paradise hovered ominously over the region.***

This winter's series kicked off under inauspicious skies on November 10. The horrific Camp Fire had started two days previously, and the resulting smoke blew down to the Bay Area from Butte County. Most race organizers went ahead with their events that weekend, but many individual crews chose to stay



# WINTER ONE DESIGN

ALL PHOTOS ROXANNE FAIRBAIRN /  
WWW.ROXSHOTS.SMUGMUG.COM EXCEPT AS NOTED



isn't overly physically exerting."

December's two races were probably the most pleasant. Rain had showered upon the California wildfires and extinguished them. The 8th and 9th were sunny and mild, albeit smoggy. The race committee originally stationed themselves south of the north-easterly breeze, so they moved into it before setting the marks.

The postponement was brief while they set up a short and long windward mark, a short and long leeward gate, a startline pin and a finish-line pin. The preponderance of inflated pillows in various shapes, hues and sizes confused some of the newbies. It helped to have a color printout of the course

diagram (or a saved PDF on a digital device).

Adding to the confusion was a bright orange mark used by the BYC race committee as their start-finish line pin, filling in for the fixed XOC buoy, which was off-station. The BYC line was on the south (right) side of RegattaPRO's upwind legs. The two races crossed paths during RegattaPRO's beats and BYC's runs. With large divisions of J/105s (RegattaPRO) and Express 27s (BYC), there was some bobbing and weaving to be done.

The only mark movement was of the startline pin. The 23-boat J/105 fleet was sent off first, then the mark-set crew moved the pin closer for the smaller fleets that remained.

Two quick double-sausage races were completed without the need to move the

rounding marks, as the wind direction stayed consistent. The velocity ranged from 7.5 knots at the signal boat (SYC's *Mercury*) to 10 knots up-course. With a weak flood transitioning to ebb, the water stayed flat for a darned nice day of sailing.

January 12 was the only day when not all classes were able to get in two races. The wind held for the first race, then began to soften right after the second J/105 start. The course was shortened to once-around, which was good enough to get most of the starters around the

*With large divisions, there was some bobbing and weaving to be done.*

indoors.

"That was a tough decision," said Jeff, "but RRS 4 defers the decision to race entirely to the skipper. Turnout was light, and it was somewhat eerie on the water, but not a whole lot different looking from what fog can look like sometimes. As I recall the winds were light, and it did look a little strange with people wearing dust masks while racing.

"Looking at the smoke maps, the Circle was forecast to be a pocket of much lighter smoke density than anywhere else on the Bay. Also taken under consideration (and this is no offense to the sport of keelboat racing), sailing these boats is not as physically challenging as running, bicycling, etc. I'll probably catch some heat for that, but aside from jumping a halyard, pulling in a shrimped kite, and some grinding on the winch, it

course. But the Moore 24, J/70 and J/24 classes never got a second race, and some of the entries in other divisions found that the time limit expired on them.

Rain, wind, hail and the shivers struck the fleet on February 9 for the final two races of the season. Unfortunately, the race committee was experiencing difficulties, and the sailors endured a postponement of more than half an hour before the marks were set and racing was ready to begin. It turns out that one of the support boats that Zarwell had intended to use was swamped on Saturday morning. He couldn't get that one to run and ended up swapping it out for a different boat. He didn't make it out

***The fleet went from not enough wind in January, as experienced by these J/120s (left), to rather a lot in February, as demonstrated by the J/88 'Inconceivable'.***



# SYC/REGATTAPRO

to the course until after the start of the second race. The SYC volunteers made do in the meantime. Zarwell later sent an email of explanation and apology to the skippers.

While some were hoping for a quick outing and return to their respective yacht club fireplaces, the race committee gave the long, two-lap course #2 for both races. The good news: The water was flat, the current mild, and the racing was brisk in both senses of the word.

Although SYC encourages all the sailors to come hang out and partake of food and drink after all the races, there are no awards. "Never have been," commented Jeff. The original Farr 40 fleet didn't want trophies, just races. "That's what they said, anyway."

The 2019-2020 Winter One Design Series is scheduled to begin on November 9, with no foreseeable changes at this time. "As for the future, it's funny," says Jeff. "By the time we get to the February races I'm tired and ready for it to be over,

*In December, merry 'Mr. Magoo' got decked out for the season.*



*The J/70 'Kangaroo Jockey' crew were well soaked in February.*

but as soon as it is I'm already looking forward to next year.

"I look at it this way: Most all of my friends are sailors. If I weren't doing this I'd either be racing myself (which I still do a little bit of) or out doing something by myself while my friends were racing."

— **latitude**/chris

## SYC/REGATTAPRO WINTER ONE DESIGN SERIES

J/120 (8r, 2t) — 1) **Mr. Magoo**, Steve Madeira, 9 points; 2) **Peregrine**, David Halliwill, 11; 3) **Shenanigans**, Mike Clarke, 14. (4 boats)

J/105 (8r, 2t) — 1) **Ne'Ne**, Tim Russell, 12 points; 2) **Godot**, Phillip Laby, 22; 3) **Akula**, Doug Bailey, 22; 4) **Box of Rain**, Charles Pick, 24; 5) **Walloping Swede**, Theresa Brandner, 28. (23 boats)



LATITUDE / CHRIS



# WINTER ONE DESIGN

*The J/24 class, off to the races in February.*

J/88 (8r, 2t) — 1) **Split Water**, David Britt, 8 points; 2) **Juno**, Jeremy Moncada, 16; 3) **Inconceivable**, Steven Gordon, 25. (4 boats)

J/24 (7r, 2t) — 1) **Evil Octopus**, Jasper Van Vliet, 8 points; 2) **Down-town Up-roar**, Darren Cumming, 11; 3) **Frogflips**, Richard Stockdale, 13. (8 boats)

J/70 (7r, 2t) — 1) **Christine Robin**, Tracy Usher, 9 points; 2) **Ram-page**, Tom Thayer, 11; 3) **1FA**, Scott Sellers/Harrison Turner/Geoff McDona-ald, 14. (7 boats)

Moore 24 (7r, 2t) — 1) **Banditos**, John Kernot, 7 points; 2) **Mooretician**, Peter Schoen/Roe Pat-terson, 12; 3) **Firefly**, Joel Turmel, 14. (10 boats)

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

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# DAVID LIEBENBERG —

Olympic hopeful David Liebenberg, now 27, starting racing aboard his parents' Express 27 *Friday* at the tender age of 2. By age 3 had become a regular on the crew, but he had to wait until he was 7 to join the Richmond Yacht Club Junior Program. There he raced his first El Toro, *Killer Bee*.

When David was about 8, his dad John switched to the Antrim 27 *Always Friday*. On the Antrim, David learned about asymmetrical kites.

At age 10 he transitioned from the El Toro to the Optimist, and, over the next three years, found success in national and international regattas. He followed that up, in 8th grade, with sailing on an RYC pickup team in 420s and CFJs. At age 14 he discovered speed when he started sailing the 29er skiff with his friend David Blackett.

**Latitude 38:** You found the 29er to be a lot more exciting?

**David Liebenberg:** Yes, exactly. I discovered that I liked going fast pretty quickly.

**L38:** How did your 29er sailing evolve?

**DL:** I started driving, for two different people, David Blackett and Michael Scott. Then I switched to crewing. I sailed with Max Fraser for four years. So he was my long-term partner in youth sailing.

**L38:** And then you went to Tufts, class of 2014. So you would have still been at Tufts when you were with the



WILL RICKETSON / US SAILING

*David Liebenberg and Sarah Newberry are striving to make it to the Tokyo 2020 Olympics in the Nacra 17 class. Below: David has been sailing his entire life.*

American Youth Sailing Force team in the Youth America's Cup in 2013?

**DL:** Correct. That was the summer between my junior and senior year.

That was a truly unique experience. In some terms, there's never going to be a chance again to sail on multi-million dollar boats with some of your best friends in the world and no owner, no one paying the bills, and no one paying you. It was just us doing exactly what we wanted to do.

**L38:** How did that team come together, and how did you get on the team?

**DL:** Ian Andrews was the team manager, and he asked me pretty early on right after it was announced. I said, "That sounds like a great idea — let's do it!"

We started with four or five people and tried to start building. It's an interesting situation because you don't have the boats or anything like the boats to train on. So we tried to get on F-18s and A-Class catamarans and all sorts of different stuff.

We kept adding people as we identified roles. OK, we need a big strong bowman, and we need a trimmer, and basically finding

our friends that we sailed with in the past and building a team based on ability and body size around it.

**L38:** Watching the Youth America's Cup was some of the most interesting and fun racing to watch of that whole event. The fleet racing was so tight.

**DL:** It was unbelievable. It was such a blast to be in. With the helicopter flying low overhead, it was really something else that I haven't experienced since then.

**L38:** After the America's Cup in 2013 did that program just end suddenly?

**DL:** Yeah it did. There were two guys on the team who were young enough to do the next one. There was talk about trying to keep the team going, and there was a little bit of effort made. Officially it sort of fell apart, but we're all still friends and still sailing with each other a lot in all sorts of different boats. So it didn't just disintegrate and evaporate; all the connections are still there. And we had a couple office managers for our team that I still worked with in my Olympic campaigns, who helped me out quite a bit.

**L38:** After that you got into the 49er, to do the 2016 Olympics in Rio. Who did you sail with?

**DL:** I sailed with Dan Morris. Throughout the summers while I was in college, Dan and I would actually go sail a 49er after work most days and go get our butts kicked in the Berkeley Circle. So I had finally sorta figured out how to jibe the boat in 20 knots, which is a feat of itself, but had no idea how to actually race them or sail them or tune them. We'd never sailed against another boat.

When I graduated I worked for a couple months right afterward, then Dan and I said, "Hey let's do this full time," and it all fell in line. We just scraped by funding-wise for the first couple months until we had a couple good results.

It was an abbreviated campaign, because it was basically 14 months before the trials started that we decided to sail full-time. So it wasn't a proper four-year cycle. We crammed quite a bit of stuff and pushed pretty hard for the little time we had.

**L38:** Did you qualify?

**DL:** We did not. We ended up third at



ELLEN LIEBENBERG



# FROM RICHMOND TO TOKYO

JESUS RENEDO / SAILING ENERGY / WORLD SAILING



**Above:** David Liebenberg and Sarah Newberry at the Hempel World Cup Series Miami on January 31. **Below:** Young David at the helm of his family's Antrim 27.



JOHN LIEBENBERG

the trials.

**L38:** Were you the crew or the helm on that campaign?

**DL:** I was driving.

**L38:** Then you decided to partner with Sarah Newberry on the Nacra 17 for this quad. How did you connect with her?

**DL:** We actually met on a ferry in Europe. It was one of my first events in Europe sailing the 49er. We both went from Palma de Mallorca to Barcelona after an event. That was when we first met. You sorta meet everyone, especially all the Americans, quickly because it's a pretty small community. So we were friends. She got engaged after the Rio

Olympics, and I was looking for a partner for a year on and off for the 49er. I was sailing with different people and couldn't quite find the right partner.

She touched base and said, "Hey, I'm getting married in the fall and I want to jump right back into a campaign after that, so if you're still looking for a partner, let's talk." That happened in the summer of 2017.

**L38:** How old is Sarah and where does she live?

**DL:** She's 30. And she lives in Miami and is from Miami. She's a member of Coral Reef Yacht Club.

**L38:** How is it working out having a training and campaign partner who lives on the opposite coast, so far away from you?

**DL:** It's not as bad as you think because we spend so much time training that I have almost moved to Miami. I probably spent a total of 10 weeks at home in 2018, and I was just with the boat the rest of the time.

So it's not actually as bad as if we were doing a part-time campaign where you're one week on, one week off, and then you're flying back and forth constantly.

# DAVID LIEBENBERG —

On January 27-February 3, David and Sarah competed in the Hempel World Cup Series Miami. They finished 10th out of 27 Nacra 17s and qualified for the 2019 US Sailing Team.

**L38:** On the Nacra, is Sarah always the helmsperson?

**DL:** Yes, Sarah is the helm and I'm the crew. And that's a relatively unique setup. Most teams, 70 or 80% at least, have the male driving and the female crewing. We feel like it's a pretty big advantage for us to be the other way around.

**L38:** Does it have to do with weight distribution?

**DL:** A little bit of weight distribution and a little bit of strength as well. Guys are generally the bigger, stronger person. Sarah can drive a boat great, and if you can have more muscle pulling on the ropes that are more loaded, it's a pretty straightforward advantage.

**L38:** After Miami, are you going to be coming and doing some training at the FAST USA Center on Treasure Island?

**DL:** I don't think we are. Initially we had planned to do a couple months there, but I think we're going to end up in Newport, Rhode Island, for the summer. But there've been plenty of tech camps even when we end up not sailing. It's still an advantage to all the athletes even if you don't end up sailing there. There's a lot of resources coming out of the FAST USA.

*"We're going 16 knots in 6 knots of wind. We cover a lot of distance downwind."*

**L38:** What's in Newport that is going to be the center of your sailing in the summer?

**DL:** A couple of things go into it. First, our boats are going to be in Miami, and it's a one- or one-and-a-half-day drive as opposed to a five-day drive to get there. And the other really attractive thing about it is the access to the ocean, so we can go have bigger waves and swells or have flat water as well. And San Francisco is great; you know what it's going to give you. It's going to give you short chop and a lot of breeze every day, and that is very valuable for good chunks of training, but we feel like right now we need access to the ocean a little bit more.

**L38:** This is obviously a full-time

job for you and you're not independently wealthy, so how do you manage to survive?

**DL:** Always just scraping by. I do a little bit of pro sailing, I do a little bit of rigging work on race boats, and some coaching to pay rent and health insurance. That's how I get by. And then from the team perspective and fundraising, we're doing a lot of private asks from most of our connections in the sailing community and people we've sailed with and against growing up. Different foundations are supporting us as well: the Richmond Yacht Club Foundation, the St. Francis Foundation. Richmond's been really, really good to us. Especially growing up there, I've been in touch with the community and the club. All of the membership base there has been extremely helpful as well.

**L38:** What are the next steps you're gonna take toward getting into the Olympics?

**DL:** There's two things that still need to happen. One is to qualify the country for the Olympics in the Nacra, which has not been done yet. There's two chances this year: the Pan-American Games in Peru at the end of July, and the Worlds in Auckland in December. And any American boat has the ability to do that, it's just the top American boat that does that. And that's the country getting the berth at the Olympics. And then the second step is the actual qualification process to represent the US and get that berth.

**L38:** So, one American team qualifies the country. And then among the American teams you still have to qualify to be the chosen team? Or can there be more than one team that goes to the Olympics for the Nacra?

**DL:** Only one team per country in every class in the Olympics.

**L38:** What is the Nacra 17 like to sail?

**DL:** Coming from the 49er, which is an extremely challenging boat to sail — from the moment you leave the dock to the moment you get back to the dock



JOHN LIEBENBERG

*David raced El Toros and Optimis as a young junior.*

you're switched to on basically because it's always trying to capsize itself. You're keeping it upright. The Nacra is still a catamaran, so it's very stable. When you're resting, you can sort of just sit and switch off, which was new to me.

But when you are foiling it is way, way more intense, and there's a lot more focus that needs to happen at every single moment. It's a relatively unstable system. We use our crew weight to move forward and backward to control the ride height while we're flying. As crew, I need to be staring at the bows and the next waves that are happening, and if I look away or have a lapse in focus, we're going to have a little bit of a crash probably.

**L38:** Does that happen very often?

**DL:** It depends on the sea state. The boats have about two feet of ride height, so we'll fly two feet out of the water. And if the waves are under two feet it's relatively relaxed and easy. But we need practice in the ocean and bigger waves. It becomes really exciting very quickly because the boat is constantly trying to literally jump out of the back of the wave. You can get all the foils off the water and then you just do a big nose dive. How to finagle the boat around the waves without having it jump out the backside of one is the challenge.

**L38:** How much wind do you need to get up on the foils?

**DL:** About 6 knots, maybe a little bit less if it's flat water. Really not that much at all. We're going maybe 16 knots in 6 knots of wind. We cover a lot of distance downwind.

**L38:** That must be incredible! What's the top speed like?

**DL:** About high 20s. We've hit a little



# FROM RICHMOND TO TOKYO

bit over 26 knots. As far as foiling catamarans go, they're actually not that fast because they have a lot of daggerboard in the water. The foils are really large, and that's part of the reason we can get foiling in such little wind. So there's a little bit of a tradeoff there. But we go plenty fast enough. I never feel the need to be going 30. When you're on the trap going 25 you're gonna notice if you hit something.

You don't need to be going any faster.

**L38:** Are you able to foil through tacks and jibes?

**DL:** In a perfect setting, you can foil through a jibe if it's flat water and the right breeze range, say 9-14 knots. It's like glamor sailing. On a race course it



*The American Youth Sailing Force competed in the Youth America's Cup on San Francisco Bay in 2013.*

often gets really chopped up because of all the umpire boats and coach boats and other wakes. And you don't try to push it because if you mess up a foiling jibe

it can be pretty costly, so you'll dial back and do an 80% jibe so you'll have nice repeatable ones.

It's not really possible to do a foiling tack. We can't move our bodies fast enough across the boat. The America's Cup boats absolutely whip the turn; if anyone is not holding on they go flying off the boat. We'd need to get off the trap, run across the boat, and clip in all at the same time, so it's not even close to happening.

**W**e wish David and Sarah all the best in going on to Tokyo in 2020, and bringing home a medal. For more about their campaign, see their website at [www.usamultihull2020.com](http://www.usamultihull2020.com).

— **latitude**/chris



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# SEA PLASMA —

The navigator lived intimately with the esoteric at one of Earth's outposts, a greeny-blue microcosm of magic running on maritime.

Unshared, his sailing knowledge was worthless. It was secret and serious, prized more than breath. His father was a *paluelap*, a grandmaster navigator who, holding him in tide pools and gentle surf, let the pulse of the Pacific first frighten then awe then osmore his baby son who would become a *palu* (master navigator) at age 20. His mind initiated by chants, his body adorned with turmeric and fragrant leis. But this rite of passage — *pwo* — verged on extinction.

By 1952, white missionaries were busy killing ancient customs in the Yap Islands, including tiny Satawal, a thickly forested coral scalene a mile long and a half mile wide where life centered on fishing and farming. Societally, forged with unique strength, wisdom, and ferocity, a *palu* ranked higher than any chief in Yap. It took a special mind to master the star compass, a fine-art puzzle of astronomy, plus soul and acute calm crucial for survival in this remote part of the world.

A Yapase sailor in "local attire" on Yap Day.



PHOTOS MICHAEL H. KEW

For millennia, celestial navigation was used by the Lapita — the first seafarers to colonize the Pacific — with proxies of stars, waves, and flight paths of birds.

After his *pwo* and now a *palu*, the navigator studied in his village's boat-

house and out at sea, training under three *paluelaps* (elders). His final test saw him alighting alone from Satawal, mindful of incantations to appease ocean spirits as he

sailed overnight to Pikelot, 60 miles to the northwest, an uninhabited "harvest island" full of fish and sea turtles. Into the trade wind he steered his single-outrigger voyaging *proa*, surfing across the great deep blue between two chosen stars: one rising, one setting — departure star aft, destination star fore. He kept course assisted by the arc of the moon and sun and by studying swells and where they struck the hull. Marine subtleties — salinity, ocean temperature, floating plant debris, wind speed, wind direction — were used to judge his distance from land he was yet to see. Water colors revealed depth. Distant clouds, reflecting sunlight off lagoons, worked in concert with land-based birds winging their way home.

For the *palu*, this was also home, his life anew. In the ensuing decades Mau became the best-known of Micronesia's master navigators, employing no instruments, not even a sextant or compass, mentally drafting his routes from this elemental aggregate. The *palu* was Pius 'Mau' Piailug, nicknamed from the Satawalese word *mau-mau*, meaning "strong," and so highly regarded that, in 2016, three years after his death, Matson, Hawaii's biggest ocean cargo transport company, christened its newest ship — the *Papa Mau* — in his honor.

Mau was a mentor at the Polynesian Voyaging Society (PVS) in Hawaii, where he renewed interest in astronavigation, notably by captaining (or



navigating) the *Hokule'a*, a famed 62-ft, 12-ton, full-scale fiberglass replica of a double-hulled voyaging canoe, on her 1976 Hawaii-to-Tahiti journey that intended — and succeeded — to test and trump the theory stating Polynesians intentionally embarked on no-instrument transpacific trips. (The project nixed the long-standing hypothesis that Hawaii was settled by seafarers who "accidentally" drifted there from South America.)

In 1969 Mau befriended Mike McCoy, a Peace Corps volunteer assigned to Satawal. McCoy sailed with Mau, and they tagged sea turtles. McCoy grew interested in Satawalese navigation and contacted American anthropologist Ben Finney, an expert on the history, culture and society of Hawaiian surfing. In Honolulu, Finney researched ancient Polynesian navigation.

McCoy's Peace Corps assignment ended in 1973, the same year Finney co-founded the PVS. Before returning to Honolulu, McCoy asked Mau to join him. Finney felt the PVS should recruit Mau for the *Hokule'a* project since no Native Hawaiian traditional navigators remained. The Pacific's remaining few were elderly Micronesians, reluctant to give their sacred knowledge to outsiders.

Mau was just 41, the youngest of the group. But, like it had in Hawaii, he feared traditional Micronesian navigation would die when those elders



# THE HEART OF POLYNESIAN VOYAGING



navigation is very much alive and well — one might say public interest is widely ascendent. Down on the water, the PVS aura pierces the very fabric of humanity, of hunters and gatherers, of nomads, of seekers and dreamers.

Home to 11,000 humans, Yap State is 138 islands and atolls; 22 are populated. Largest of the four Federated States of Micronesia (FSM), spread between Chuuk and Palau, south of Guam, north of New Guinea, Yap covers more than 100,000 square miles of ocean but has just 45 square miles of land. Most of it lies at or near sea level, and most of it is arrow-shaped Yap Proper (traditionally called *Wa'ab*), the state capital, four tightly clustered islands comprising 38 square miles, wrapped in a healthy coral reef slit by seven channels. Colonia is *Wa'ab's* (and Yap State's) admin center, a scattering of weathered concrete buildings around Tamil Harbor and Chamorro Bay, which I can see from my jungle bungalow and is often hidden by intense, instant-whiteout squalls, like fog, the loud white-noise rain pattering off big banana leaves.

Owned by the FSM government and occupying just 2% of *Wa'ab*, Colonia is Yap State's only public land. Elsewhere, every inch of land and lagoon is private. Just past dawn on my first *Wa'ab* morning, the low sun blinding after cool night rains, Mark, chain-smoking owner of my hotel, drives past, then turns around and stops his brown minivan.

passed. Satawalese youth were smitten with modern Western culture, not the rigors required of traditional navigators. Nobody on Satawal cared, knowing traditional navigation was dying and would likely be forever lost.

Enter the Polynesian Voyaging Society, 1976. From their literature: "When *Hokule'a* arrived at the beach in Papeete Harbor, over half the island's people were there, more than 17,000 strong. There was a spontaneous affirmation of the great heritage we shared, and a renewal of the spirit of who we are today. On that first voyage, we were facing cultural extinction. We had no navigators left. The Voyaging Society looked beyond Polynesia to find Mau Piailug from a small island called Satawal, in Micronesia. He agreed to come to Hawaii and guide *Hokule'a* to Tahiti. Without him, our voyaging would never have taken place. Mau was the only traditional navigator who was willing and able to reach beyond his culture to ours."

Celestial navigation will never revive to full vigor, despite its absolute fundament/pillar to history and human society the world over. The airbrushed tentacles of hyper-modernity have sometimes fanned but uniquely suffocated most Oceania traditions. Cynics might call this stuff quaint, artisanal sailing. But, even today, facing a tech saturation and ease of use, the proven techniques

and attitudes of Mau et al cannot and will not be underestimated nor extinguished. Consider Burch's *Emergency Navigation*, or Berson's *Celestial Navigation*, modern takes on ancient approach, of high value for any sailor. PVS's intensely celebrated *Hokule'a* and its sistership *Hikianalia's* voyages are not one-offs. Traditional

**Above, from left: Helming a proa — or traditional canoe — puts the helmsman nearly half in the water; Yap Day festivities. Below: Locals prepare proas for sailing demonstrations.**







"Hop in, dude."

A lanky New Yorker, Mark is not dressed for tropical swelter: tight blue plaid flannel with rolled-up sleeves, gray chinos, black Chuck Taylors and a ball cap shading his squinty eyes. Cigarette between his lips, smoke wafts up past his retro square black glasses. Sardonic and street-smart, he seems misplaced.

Crossing a low bridge, we pass three sailboats anchored in the east side of Chamorro Bay. I mention the legend of Mau and his role in Yap's history of celestial navigation — the moody ocean, the happy darkness, the solitude and crucial societal disconnect.

"It's more than just the stars with those guys," Mark says after coughing a few times. "They'll know when an island is 150 miles away because of the shape and direction of the waves and chop. It's a combination. They really pay attention to sea shapes. And I've been told they use the bow, the stern, and the outrigger, and they line it all up. I've never sailed with any, but I've hung out with a bunch of navigators — for the most part, very interesting people. The ones who still exist are outer-islanders. You going to the Yap Day festival?"

"Yeah."

"On day three they're having a sailing demo on the beach in Maap. Mau's cousin Ali will be there. He's the only master navigator here on *Wa'ab*, but he's from Lamotrek [to the east of Yap]. Fascinating guy. Total outer-islands vibe.

"You should meet him."

*The Yap Day festival in March 2017.*

The pre-voyage ritual is *ngosh riya* ("prevent the curse"), an invocation to shield crewmembers and preserve emotional harmony among them should trouble strike at sea. A few dozen spectators (mostly white tourists) sit in cheap metal folding chairs under a frail corrugated aluminum canopy. The rain has paused but gloom remains, the clouds

*"Mau is the world's greatest navigator. The reason why we sail today."*

racked and austere. The onshore wind rustles the lagoonfront coconut palms at Village View Resort, which has seen better days here in the village of Wacholab on the island of Maap in *Wa'ab*'s northeast.

On green grass fronting the spectators, a circle of herbaceous beach vine is laid; inside of it sit 12 Yap Traditional Navigation Society students, shirtless and cross-legged in red *thuuv* (loincloths), some with pandanus hats, some with necklaces of leaves. Mau's somber, barrel-chested cousin Ali Haleyalur, 60, natively inked, wearing sandals and a purple *thuuv*, holds a smoky lighted torch and walks slowly around the young men

(most of them pick at the grass, looking at the crowd of cameras and foreign faces). Ali is trailed by a potbellied, goat-teed student also in a purple *thuuv*. The student blows into a conch shell (sounds like a foghorn) at the four compass points after Ali, his left cheek bulging with betel nut, steps around the circle, thrusting the torch out and back five times as if he's sprinkling ash on each point. After the fourth point, he tosses the torch onto the sandy beach, grabs a small knife, and cuts the vine at each compass point, "freeing" the students and thus ending the ritual.

To some weak audience clapping, the students stand and turn their attention to two small beached voyaging canoes here for the sailing demonstration.

In *Wa'ab*, only Ali conducts *ngosh riya*. His late father, Jesus Urupiy, bestowed this knowledge, historically specialized and secret, even more esoteric today as 99% of Yapese are Catholic. Ali has one foot in Christianity and one in the indigenous island spirits' realm; the latter fell from grace in the 1950s when missionaries brainwashed islanders.

In 1932, Urupiy was initiated in *pwo* and spent the next several decades sailing as a *paluelap* (grandmaster navigator) throughout the Caroline Islands. Born into a pedigree of seafarers from Satawal and nearby Polowat (now part of Chuuk State), in the late 1940s he wed a woman from Lamotrek and split his time between there and Satawal, raising 12 kids, including Ali Haleyalur. In 1990, Urupiy resurrected *pwo* on La-



# THE HEART OF POLYNESIAN VOYAGING

motrek. Poised for extinction, *pwo* had not happened in Yap since Mau Piailug's induction on Satawal in 1952. Few knew the drill.

We push from the beach and hop in. Painted red and black, the hull is simple but sturdy and fast, slicing and bouncing through the lagoon chop, the crew shouting at each other over the wind. One of them sits on the stern, his left foot on the portside wood beam rudder, his right hand gripping the steering pole, half his body hanging off the canoe, the wind fluttering his *thuuv* and the fronds of his little pandanus hat. He has small eyes and is smiling and laughing, chatting in Yapese with his three crewmates. The boat has no shelter and everything is wet, especially the bamboo platform I am sitting on. With a white plastic jug, one of the crew bails water from the canoe. Sailing downwind, we are making good speed along the east side of Maap and it is obvious to me that the canoe's design is special.

But we must soon return to the beach so other Yap Day attendees can have a go. Vital to reverse course, shunting the sail from bow to stern and back again, is a flurry of line-yanking and yelling and a careful balance as the boat pitches. Awkward in the lagoon's relative calm and no doubt harrowing on the high seas, the crew lifts the mast to its center vertical position, equidistant from bow and stern. The sail is belayed then freed from the "old" bow, swung the length of the canoe, secured at the stern (now the "new" bow), then tilted the rest of the way forward. The rudder too is flopped stern-to-bow. The whole process seems chaotic.

"Why don't you just turn the canoe around?" I ask one of the crew holding a taut line.

"Because of capsizel!" he replies, almost yelling. "You never want your boat to be sideways in the waves!"

Back on the beach, I dry off and go looking for Ali Haleyalur. He's not far, relaxing on a milled breadfruit log in the small thatch-roof boathouse at water's edge. Near us are chittery children, people talking, Yapese and reggae music, the whoosh of wind. Ali seems happy. His Yap Day vision: a success.

I ask questions. He speaks quietly — nigh whisper. Many long pauses. He is calm, beatific, passionate. Yapese zen.

[On Yap Day] "Yap Day is good in that it shows tradition, but it is an organized event only a couple days a year. I helped to plan the sailing demonstrations today. The first Yap Day ever to have sailing included. I told the Yap Day people that we needed to show our culture because



Master navigator Ali Haleyalur — the cousin of the great 'Mau' Piailug — shows his many tattoos.

people are coming to look at it. They want to see it! We need to have more than booths selling food and locals wearing modern clothes. I hate those things. We really have to show the spirit of our places and our cultures. We need to be in our local attire. We want people to see the old Yap. The real Yap."

[On Yap's Traditional Navigation Society] "It's a two-year course in master navigation. Last year I graduated eight students, including two Americans. They really loved it, and I was very happy about them because they were fast learners. I teach how to sail the canoe, then the techniques about capsizing, how to fix broken outrigger and mast and sail. Everything. I take all my students to Guam [530 sea miles from *Wa'ab*] twice during the class. Four days sailing each way. But now I am taking a year off because of no funding. It's hard to find good boardmembers. Sometimes I am fed up and I walk away from it all. All the board are government employees and they have high salaries. They don't care if I don't have funds for the school. I made one proposal to the Yap congress and a second one I'm still working on. I have dedicated students who want to learn. They are just waiting."

[On gestation] "When I was 12 or 13, I decided I stick to what I was really interested in: navigation. When I went out with my father, I kept wondering:

how does he know the island is there? He was using the traditional way, so it made me want to be like him. I paid attention to what he was doing when we went to Satawal, which is 45 miles from Lamotrek, and you don't see any islands for much of the trip. Then we would go farther than that on different trips; I was building my interest in navigation. When I knew that I knew the names of all the stars, I started going to another level, putting my canoe in the map of navigation and turning it from star to star. I learned the star for each island. When I know that, I learn how to pair the stars — which one is rising, which one is setting, which directions and where they are in relation to the islands. When I knew the stars and the navigation, I moved to the techniques of the canoe. Because you cannot just become a navigator and sail out without knowing your canoe and what to do out there in the ocean sea."

[On wisdom] "Every time I sail, I make sure I tell my crew: no GPS. If I see someone carrying a GPS, I'm not going. What's the use of learning traditional navigation and then you take the GPS to plot your course or find out where you are? It's very funny to me. My dad and other masters, plenty of them, this is what they tell me: Don't ever use something from the modern world because that way you will lose. The GPS [has] advantages and disadvantages. If you use the GPS

# SEA PLASMA



*Note that the sailor in the left foreground has a sheet partially between his toes.*

and go out until you don't see land, in the middle of the ocean, and the satellite signal goes out, or you capsize and your GPS goes down to the bottom of the sea, how can you then find your position? Traditional method is much better because when you leave an island, you have set your reference island and you calculate the distance and direction, taking into consideration the wind direction and waves and current.

"We also learn to observe the clouds. Above islands with no lagoon, you can tell where the island is. Islands with lagoons, the color of the water reflects on the clouds above. It's sort of green. Under that is where the island is. But those islands with no outside reef or lagoon, the sun comes down and reflects on the sand. On the clouds it is different, not green. It hits the clouds and the clouds move faster."

[On rules] "When we sail, we bring copra for food, for cooking, for lifejacket. You can tie two coconut shells together and hold four and drift. The coconut husk floats. When we sailed from here to the 2016 Festival of Pacific Arts (Fest-Pac) in Guam, the Coast Guard came to our boat in the harbor and said we were violating the rules. We asked: why? This is traditional. They said they see no lifejackets, no flares, no EPIRB, none of that stuff, and that the most important thing to carry are lifejackets. We pointed to all the copra we had. They were surprised

when we told them copra can be used for lifejackets. But they wanted to give us lifejackets for the trip back. I just used them for my pillow when I rest." (laughs)

[On storms] "I have been caught in countless storms but I am not scared because I know how to handle my canoe. If it's really strong wind and big waves, then we have to stop completely. Lower our sails and just drift. When you drift, you have to use your head and calculate where the current is pushing you and how far you're drifting so you know how to bring the canoe back to main course. The whole time, you're working. Even if I doze off for a while and I advise my crew what to do, I can tell if we're off course just by the sound of the waves on the sides of the canoe. Sailing out, you have to use one island as your reference, and you have to know the stars from your point of departure to that island and the stars at your destination. That will tell your position at each star as you go. You connect the dots."

[On betel nut] "Good for voyaging. Keeps you awake."

[On chance] "I was a police officer from 1985 to 2007, so I know everyone here. All the chiefs. I did not sail during that time. Nobody knew I was navigator. I never spoke of it. But somebody leaked about me to the council of chiefs here — I think that guy knows how to sail because he try to open the canoe school. One day as I was getting ready to fly to Guam to

see my daughter, some chiefs came to me and said there was a sail planned to Palau but the canoes had sat on land for a long time. I told them when I returned from Guam I would inspect the old canoes and see what could be fixed. At first I didn't think about it because I thought I would maybe never go sailing again or go back home to Lamotrek. I was stuck in my work. But I got back into sailing."

[On tradition] "In the outer islands, interest about traditional navigation is increasing. Here on Yap, canoe-making is coming up. But navigation is still down. People are scared to go out into the open sea because they are not used to it. But as far as traditional navigation, I have a good feeling it will never fade away. And that's exactly what the chiefs wanted us to do in our villages in the outer islands. Very important skills."

[On soul] "Land is boring. Every time I return from sailing, I long to go back out. I like staying on the water. I never get bored. I really enjoy it out there. Doesn't matter what happens. We are the seafarers who sail the open seas without any fear. We love to be out there all the time, rain or shine. At sea, I feel alive."

[On Mau Pailug] "The world's greatest navigator. The reason why we sail today."

**I**n March 2007, the navigator held Satawal's first *pwo* ceremony since his own in 1952. He initiated 16 of his students — 11 from Satawal, five from Hawaii — as master navigators. Sam Low, *Hokule'a* crewmember and author of 2013's *Hawaiki Rising*, described it this way:

"On July 12, 2010, Mau passed away on Satawal. All his life, Mau had struggled to spread the knowledge he inherited from his ancestors. Almost single-handedly he reversed two centuries of cultural decline among Hawaiians, replacing it with a resurgent pride in their great seafaring heritage. Today, the *Alingano Maisu* sails among the Caroline Islands, captained by his son, Sesario Sewralur, to carry on Mau's mission of reviving his own seafaring culture. And throughout the vast Pacific, canoes are being built and sailed by a revived nation of seafarers. The *seram* — the powerful light — that Mau Pailug first carried to Hawaii in 1973 will forever inspire the people of the Pacific and beyond to raise islands from the sea.

**michael h. kew**

*This was an adaptation from Michael Kew's second book, Rainbownesia, coming this summer. Kew, who's from San Diego, enjoys messing around on sailboats.*



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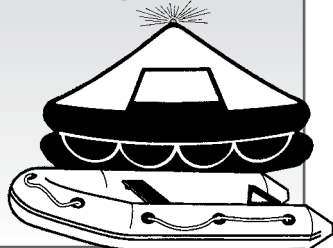
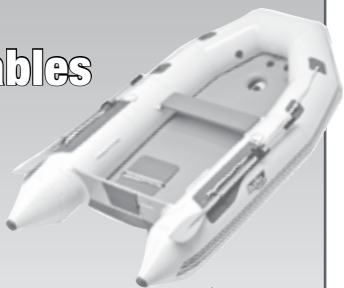
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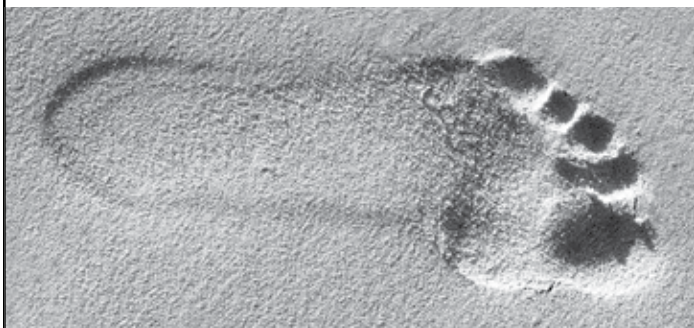
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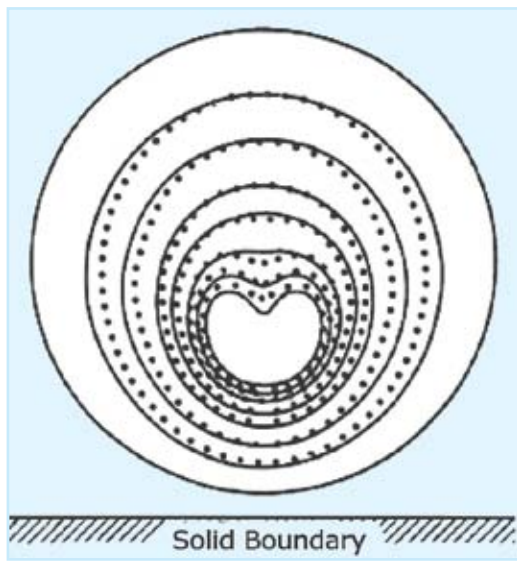
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Southern California waters are a welcome change from the rainy season in San Francisco Bay: The seabreeze is warm, the palm trees seem to belong, and best of all, there's a steady parade of millennials on stand-up paddleboards showing off their physiques.

I could not help noticing two particularly shapely young women on an outrigger canoe gliding up the marina fairway, when I suddenly realized that I knew one of them. She must have recognized my boat at about the same time.



**Asymmetrical collapse of a cavitation bubble near a solid boundary, showing the formation of the re-entrant water jet. Solid lines are theory, dotted lines are measured. From "Cavitation and Bubble Dynamics," C. Brennen, Oxford University Press 1995.**

"Lee!" I hailed as the outrigger executed a three-point course reversal so they could pull up to my boat starboard-side to without the ama getting in the way. It was Lee Helm, naval architecture grad student from the Bay Area, and her friend. I hardly ever see her when she's not in foulies or a wetsuit.

"Never thought I'd run into you in this neck of the woods," I said.

"We're like, here for the big outrigger canoe race," she explained. "Tomorrow we'll be racing an OC-6 to Catalina, and the paddling club was okay with us taking out one of their small boats after our team practice." Lee introduced the other woman on the boat, a grad student in marine biology.

"Please come aboard and watch the sunset with me over a drink," I said as I tossed them the mainsheet tail to use as a temporary mooring line. But the outrigger canoe had no cleats. "You can just pass this around one of the crossbeams

and then back to me," I suggested.

"It's called the *Iako*," Lee's friend corrected me. "It's a common mistake."

Once the boat was secured, my two guests carefully stood up on their boat and climbed aboard mine. They followed me into the cabin, but had other ideas for the sunset beverage.

"Bananas and mangos," observed Lee after inspecting the galley shelves. "We'll make smoothies, if that's cool with you." I broke out the 12-volt blender while Lee and her colleague sliced up fruit.

"Listen to those little crabs," I said. "The clicking of those crab claws on my hull always reminds me that I'm tied up in Southern California waters. I hope they're keeping my hull clean."

"Actually they're snapping shrimp," said the marine biologist. "It's a common mistake. They're probably *Cragdon synalpheus*, one species of pistol shrimp. And it's not the sound of the claws snapping shut that makes the noise; that's a common misconception. It's the collapse of the cavitation bubble they produce. The claw locks open, big muscles stretch, and when the cocked claw is released it rams a piston-like structure into a cylinder-like cavity that sends a thin jet of water out at speeds on the order of 30 meters per second. This forms an asymmetrical cavitation bubble, and when the bubble collapses it makes a pop that's just about the loudest sound in the ocean — it's been measured at 218 decibels."

"218 decibels! Good thing it's underwater," I said. "But what makes it so loud?"

"A leaf blower is only 100 decibels," added Lee. "A rock concert is 120, a jet engine at 25 meters is 150. Even a shotgun blast is quieter than a pistol shrimp, at 170 decibels. And it's a log scale. Every time decibels go up another ten points, the loudness, like, doubles."

"Anything above 85 is considered harmful to humans," said the marine biologist. 185 is impressive for a crustacean that's only five centimeters long."

Lee tried to explain why cavitation is so noisy. "Cavitation 101," she began. "You know how they say 'you can't push on a rope'? This is like, you can't pull on water." The biologist held up a drinking straw that she'd noticed on a galley shelf and waved it at Lee.

"Okay," Lee responded, "but it only seems like you can suck water. Remember the water is being pushed on all sides by air pressure. You can reduce the pressure on one side by sucking, so the pressure on the other side pushes it toward the sucking. The water is, like,

still being pushed, not pulled. Doesn't work in a vacuum. But then, if you suck hard enough to bring the pressure down to zero, or if, like, water is flowing around the back of a curved propeller blade so fast that the centrifugal force pulling the water away from the blade would make the pressure go below zero, then a vacuum cavity forms."

"Actually it's not really a total vacuum," the biologist pointed out. "That's a common mistake."

"For sure," said Lee, "because there's some water vapor and maybe some dissolved gas released, but the vapor pressure of sea water is very small — about one fiftieth of an atmosphere — so we'll ignore it for now. Point is, when a pump sucks too hard, or when you try to make a siphon go above 32 feet, or when fast-moving water goes around a sharp curve and centrifugal force tries to pull it apart — then you get a vacuum cavity."

"Vapor pressure of sea water at 20 degrees C," said the biologist after a quick consult with her cellphone, "is 0.0226 atmospheres."

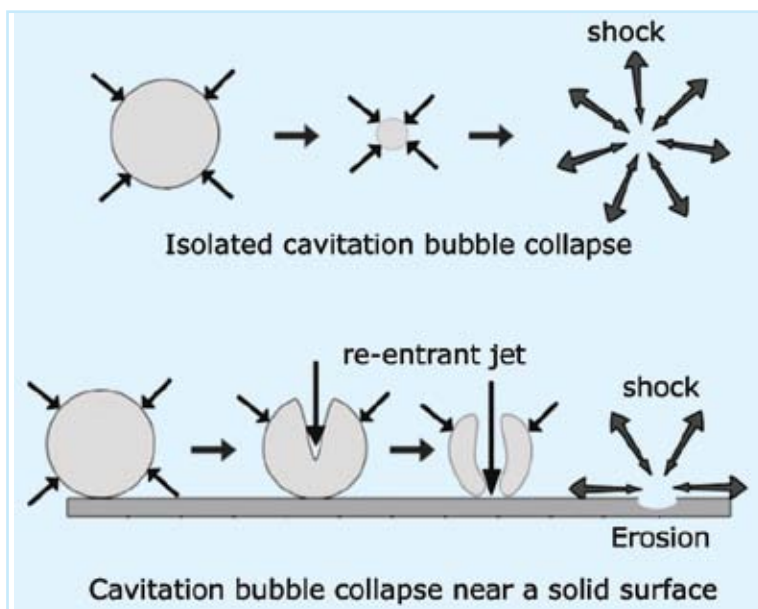
"And it's the cavitation that makes all that noise?" I asked.

"The noise is when the cavitation bubble collapses," Lee continued. "It's a singularity. Consider a vacuum bubble caused by cavitation. Assume it's, like, spherical, for now. When the pressure of the water around the bubble is very low, the bubble is stable, held in the spherical shape by surface tension. When the water pressure comes back up, the vacuum bubble starts to collapse. But as it collapses, the surface area of the bubble decreases by the square of the radius, because surface area is proportional to size squared. So the water has to move faster by the inverse square of the bubble size, because the same volume of water now has that much less surface area to move through. There are two physical rules for all this: Momentum is conserved, and, what goes in equals what comes out. When there's a vanishingly smaller area for the water collapsing into the bubble to move through, and when the size of the bubble approaches zero, then the speed of the intruding water approaches infinity and the dynamic pressure when the bubble stops collapsing approaches infinity. Like, not really because there's viscosity and a little bit of gas in the bubble, but you get the idea. The bubble collapses with a bang."

I thought for a moment about the implications of infinite velocity and infinite pressure on underwater objects subjected to cavitation. "And that explains how mere water can cause so much cavitation



# CAVITATION 101 (AND COMMON MISTAKES)



**The effect of a nearby solid surface on cavitation bubble collapse, the re-entrant jet and cavitation erosion. Adapted from "Numerical investigation of the dynamics of pressure loading on a solid boundary from a collapsing cavitation bubble," P. Sarkar et al, University of Grenoble Alpes.**

corrosion on a propeller?" I asked.

"Actually cavitation erosion, not corrosion," the biologist corrected me. "It's a common mistake. There's no chemical process involved, just physical damage."

"Got it," I said. "Fortunately my underwater gear, at the low power settings I use, is more likely to suffer from electrolysis than from cavitation damage."

"Actually you mean 'galvanic corrosion,' she answered. "Another common mistake. Electrolysis is making hydrogen and oxygen from sea water. "Galvanic corrosion is what happens when two dissimilar metals are near each other in a conductive liquid with an electrical path between them."

"Cavitation damage," Lee explained, trying to get us back on topic as she sliced up a mango, "is much more severe when you consider a cavity collapsing asymmetrically near a hard surface. Let's say the propeller blade causes the pressure to go down to zero and generates a near-vacuum cavitation bubble. When the pressure comes back up — which can happen very quickly when the flow straightens out or approaches a solid surface — the cavity collapses."

She was digging through my galley pantry locker as she spoke, and came out with some honey and vanilla extract.

"But wait, there's more!" she said as she resumed the lecture. "If the cavity is close to a rigid surface — like for example the back part of the propeller blade or the rudder — then the bubble can't collapse symmetrically because the water on the side away from the surface can

move into the bubble more easily than the water on the same side of the surface. The surface imposes an obvious boundary condition — no fluid motion at right angles to the surface. The bubble becomes, like, unstable, and the side away from the hard surface collapses much faster than the other side. A re-entry jet

forms. This is a really thin and really, really fast-moving jet of water, and it goes right through the collapsing cavitation bubble and out the other side, and hits the surface hard. In technical terms, it's like taking a center punch and a ball peen hammer and giving your propeller blade a really good whack."

The biologist, again working her smart phone, held up a series of ultrahigh-speed photos showing exactly the phenomenon that Lee was describing.

She read the caption: "Inside the sphere is a uniform gas pressure and this together with surface tension cannot support the large external pressure dif-

ferences associated with high velocities. What happens is that the bubble surface suffers an involution whereby the upper surface folds into the interior of the bubble and a microjet is formed which pierces the side of the bubble which is closest to the wall."

"And that's an actual video?" I asked. "Not just a theoretical calculation?"

"Right," she answered. "Consider that the pistol shrimp is only five centimeters long, but the cavitation bubble it produces can result in a tiny region of water with a pressure of hundreds of atmospheres and a temperature up to 5,000 degrees Kelvin. That's almost as hot as the surface of the sun! There's a flash of light that goes with it."

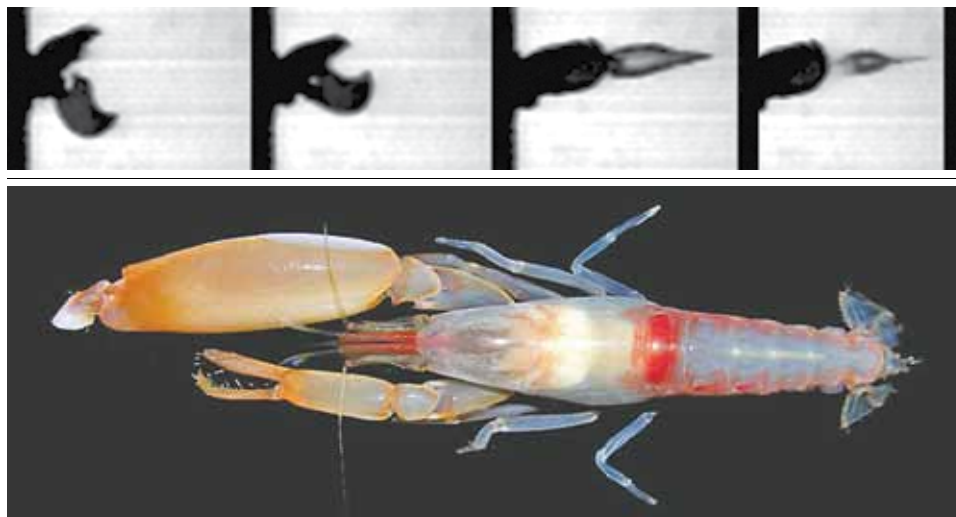
"Shrimpluminescence!" said Lee.

"Actually it's called sonoluminescence," said the biologist, "Because cavitation can also be induced by sound waves, but that's a common misnomer. The shrimp uses this shockwave blast to stun its food supply — mostly smaller shrimp and other crustacea — and to defend its burrow against predators. The pistol shrimp story gets even more interesting," she continued. "Pistol shrimp are almost blind, so they often form a symbiotic relationship with a small fish that has much better vision."

"Is that the goby fish?" I asked. "I've seen them working together with shrimp in aquariums."

"Actually that's 'aquaria,' another common mistake that those of us who work routinely in Latin would never make," the biologist corrected me again. "The species were probably *Cryptocentrus cinctus* and *Alpheus bellulus*. Both are imports from Sri Lanka, but there

**Bottom: View of a pistol shrimp. Top: Frames from high speed video of a pistol shrimp firing its big gun. The collapsing cavitation bubble concentrates energy into a shock wave that can stun or kill a smaller crustacean, or repel a larger predator. M. Versluis et al, University of Twente, Netherlands.**



# MAX EBB

are at least 130 species of gobies and about 20 or 30 species of pistol shrimp that are known to pair up. The shrimp excavates and engineers the burrow, which the fish can't do, and the goby fish guards the entrance to the burrow with its good eyesight. The fish keeps its tail close to the shrimp's antennae whenever the shrimp ventures outside; a tail wag is the signal for both of them to retreat into the burrow. In the wild they often form a foursome in one burrow, with a mating pair of each species. They support each other in some fascinating ways."

By this time the two women had all the ingredients in the blender, and after a quick calculation to determine that the blender blades would not cavitate, they flipped the switch to produce their evening beverage of choice.

Lee poured out three tall glasses, put one of my new stainless steel straws in each, and we relocated to the cockpit.

"It's been proposed," said Lee between sips, "that the very high pressures and temperatures found in cavitation bubble collapse might be the most practical way to produce cold fusion."

"Oh yes," said her friend. "Zero-point energy. You can even find a website link-

ing cavitation-induced re-entrant jets to DNA synthesis, and there are claims that some biological systems are extracting cold fusion energy. Personally I think the guy is bonkers."

"But like, there are some practical applications," said Lee. "A few companies are marketing hull-cleaning systems based on cavitation cleaning. They shoot out a stream of cavitation bubbles that collapse at the hull where flow stagnation increases the pressure. They are tuned to remove the biofouling but not the paint. And these things are much safer than a plain old high-pressure water jet, which can do a lot of damage to human tissue if mishandled. Then there are ultrasonic systems that vibrate the entire hull at frequencies that produce nano-cavitation bubbles and supposedly inhibit bacteria and algae that are precursors to barnacles and other hard fouling."

"Do any race boats use these gadgets?" I asked.

"Not that I know of. They don't replace a good antifouling paint and mechanical bottom cleaning, as far as I can tell," Lee answered. "But they might be useful as supplemental strategies. I think the jury

is still deliberating."

I took another sip of my smoothie as I watched a fish boat idle up the main channel at the harbor's strictly enforced no-wake speed.

"Must have been a good fishing day," I remarked. "Look at all the sea gulls following that boat."

"You mean 'gulls'," the biologist corrected me. "It's a common mistake. Ask any ornithologist. There's no such thing as a 'sea gull.' There are California gulls, Western gulls, herring gulls, but no sea gulls."

There was no point in arguing. We watched a small sailboat motor by, with a rather overweight singlehander onboard. He apparently had just left his slip. We watched him lock off the tiller and walk forward to pull in his fenders. As soon as he reached the foredeck, the boat pitched visibly down by the bow, and the small outboard, propeller now right at the water surface, started to over-rev.

"Cavitation!" observed the biologist.

"Actually it's ventilation," said Lee. "Entrained air from above the water surface, not a cavitation-induced vacuum." But it's a common mistake.

**max ebb**

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# THE RACING

A highly successful **SSS Three Bridge Fiasco** leads this edition before we turn to weather-affected midwinter races hosted by **Golden Gate YC, Encinal YC, Sequoia YC, Monterey Peninsula YC, Berkeley YC** and **Corinthian YC**. Like the weather when winter transitions to spring, **Race Notes** runs the gamut.

## Three Bridge Fiasco a Success

If you're an aspiring racer dreaming of winning the Three Bridge Fiasco and you don't have kids yet, it's time to get busy.

In 2017, a father-and-son team won the Doublehanded Monohull Division of the crazy pursuit race. That was Caleb and Sonny Everett in the Moore 24 *Tortuga*. Now 2019 rolls around and another father-and-son team has won that division. (We won't even talk about the true

fiasco of 2018!)

Will Benedict and his 18-year-old son Jayden sailed their family's J/105 *Advantage3* across the finish line before any other monohulls. Jayden, a senior at San Ramon Valley High School, intends to go to the Maritime Academy in the fall. "He has grown up on boats and has been involved with the Richmond Yacht Club Junior Program for the past six years, currently in the Laser program,"

a Bay Tour course. The marks are the Blackaller Buoy near the S.F. side of the Golden Gate Bridge, Treasure Island/Yerba Buena, intersecting the Bay Bridge, and Red Rock, just south of the Richmond-San Rafael Bridge. The kicker is that racers choose which direction to start and finish, which direction to round the marks, and which order to take the marks. Run by the Singlehanded Sailing Society, the race is offered to doublehanded and singlehanded monohulls and multihulls.

The J/105 is the third boat named *Advantage* (a tennis term) owned by Patrick Benedict, Will's dad. She's been in the family for more than 20 years.

The Benedicts weren't the only family team; we spotted many such duos among the doublehanders, and even more couples. "And we're still speaking to each other," joked one such female skipper.

In handing out the award for first Doublehanded Multihull, the SSS commodore, Don Martin, quipped, "Randy Miller, you're the only one to blame 'cause *Mama Tried*."

"We went counterclockwise and had some really fast reaches," said Randy, who, with crew Colin Dunphy, finished first with his Open 8.5. "This is my first time finishing a Fiasco. A

highlight was going around Red Rock with what seemed like 100 boats coming at us the other way. It's a trimaran; it's wide; it maneuvers like a tennis court, and I've got no visibility from the helm. We had the chute up, going 18-20 knots. Fortunately Colin was there to tell me up, down, there's a boat, don't hit them. We managed not to foul anybody and got around and had a nice run all the way to Blackaller."

The first singlehanded boat to finish, the *Azzura 310 Outsider*, belonged to Greg Nelsen, whose name is already on the perpetual trophy. "I did a modified counterclockwise. I thought I was doing a clockwise, so I went to Blackaller first. I know I wasn't the only one, because there was a little crowd, a handful-plus going back to the Bay Bridge with me. It was the right way to go, at least for my starting time and my boat."

The race did not go so smoothly for everyone. The weather conditions and currents were mostly mild to moderate, but no one notified a whale that more than 300 boats would be racing east of

LATITUDE / CHRIS



Above, left to right: Greg Nelsen, Singlehanded Monohulls, and Randy Miller and Colin Dunphy, Doublehanded Multihulls. Below: Jayden and Will Benedict, Doublehanded Monohulls.



says Will.

Based on the wind forecast and the excess runoff of rain water from upriver, the Benedicts' plan on the morning of January 26 was to go counterclockwise. "I started to deviate from the plan, and Jayden got us back on track," said Will. "He drove the whole way around. He kept me on a straight course. The best was going for a sail with my son. The bonus was to do it quickly."

In case you're not familiar with it, the Three Bridge Fiasco starts and finishes in front of the Golden Gate YC in San Francisco and visits three bridges for





ERIK SIMONSON / WWW.PRESSURE-DROP.US

**Proving that the path to success is not paved with perfection, Randy Miller and Colin Dunphy shrimp the kite not long before finishing the 2019 Three Bridge Fiasco first on the Open 8.5 trimaran 'Mama Tried'. They started at 10:38:42 and finished from the west at 13:37:11, an elapsed time of 2:58:29.**

the Golden Gate Bridge that day. The whale unfortunately encountered the rudder of a J/105, disabling it. (We hope the whale was not similarly disabled.) *Jam Session* was on a clockwise course, having rounded Blackaller to starboard and headed up toward Red Rock. The collision came right in the middle of the Bay abeam of the Golden Gate. A RIB from St. Francis YC zipped out to tow the J/105 into the marina, and owner Adam Spiegel later hauled her out at KKMI in Sausalito.

The Three Bridge is just the first race in the SSS season. The next race was the SSS Corinthian on February 23, after this issue went to press. Round the Rocks, a third Bay tour, will follow on April 13. See [www.sfbaysss.org](http://www.sfbaysss.org).

— *latitude/chris*

#### SSS THREE BRIDGE FIASCO, 1/26

SINGLEHANDED ≤108 — 1) **White Shadow**, J/88, Jim Hopp; 2) **Another Girl**, Alerion 38, Cinde Lou Delmas; 3) **Envolée**, Beneteau Figaro 2, Nathalie Criou. (3 boats)

SINGLEHANDED 111-159 — 1) **Surprise!**,

Alerion 38 yawl, Bob Johnston; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Taz!!**, Express 27, George Lythcott. (5 boats)

SINGLEHANDED ≥162 — 1) **Eyrie**, Hawkfarm, Synthia Petroka; 2) **Slainte**, Cal 20, Paul Sutche; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch. (8 boats)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Fugu**, Wilderness 30S, Chris Case. (3 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Mulan**, Beneteau 10R, Michael Chammout; 2) **Frances**, Alerion Express 28, Sam Turner; 3) **Kat tester**, Sabre Spirit, Byron Reeves. (11 boats)

SINGLEHANDED BAMA CUP — No finishers. (1 boat)

DOUBLEHANDED <108 — 1) **Timber Wolf**, Farr 38, Dave Hodges/Scott Parker; 2) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 3) **Serenade**, Sabre Spirit 36, Hank Easom/Hans List; 4) **Checkered Past**, Wyliecat 39, Kim Desenberg/Aaron Sturm; 5) **Lilith**, Wyliecat 39, Tim & Karin Knowles; 6) **Wicked Sister**, Farr 36, David Stewart/Seadon Wijsen; 7) **Invictus**, SunFast 3600, Nicolas Popp/Jacques Benkoski; 8) **Carmelita**, Catalina 42, Chris Lewis/Sean Cottle; 9) **Oaxaca**, SC50, Michael Moradzadeh/Patrick

Lewis; 10) **Acey Deucy**, J/44, Richard Leute/Anton Muzik. (38 boats)

DOUBLEHANDED 111-159 — 1) **Liquid Asset**, Ranger 33, John Rook/Junette Kushner; 2) **Zwei Flying Fish**, San Juan 33, Michael Berndt/Jeff Lee; 3) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner; 4) **Uno**, Wyliecat 30, Bren Meyer/Steve Wonner; 5) **PK**, J/80, Gregg Wrisley/Craig Collins; 6) **Oscar**, SC33, Joshua Rothe/Brendan Huffman; 7) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (30 boats)

DOUBLEHANDED ≥162 — 1) **Chloe**, Rhodes

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# THE RACING



GOOSE GOSMAN



LATITUDE / JOHN



*Three Bridge Fiasco on Saturday, January 26, clockwise from top left: As demonstrated by the Aphrodite 101 'Ad Lib', the wind piped up into the teens on the way to Red Rock from Berkeley; a first leg to Blackaller as seen from the F-24 'Stingray'; many, though not all, Express 27s went off on a first leg to Blackaller; 'Advantage3' was the first monohull to finish.*

Swiftsure, Cully & Steven Cobb; 2) **Siento el Viento**, C&C 29-1, Ian Matthew/Jeff Drust; 3) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Rachel Porter; 4) **Finn**, Capo 26, Lawrence Duke/Rich Pipkin. (17 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley; 2) **Spirit of Freedom**, J/124, William Mohr/Mark Townsend; 3) **Q**, Schumacher 40, Glenn Isaacson/Liz Baylis; 4) **Iolani**, Hughes 48, Barry & Sylvia Stompe. (17 boats)

DOUBLEHANDED SPORTBOAT — 1) **Flight Risk**, T650, Ben Landon/Blake Davis; 2) **Jet-Stream**, JS9000, Dan Alvarez/Rob Blackmore; 3) **Gotcha**, SC27, John Ross/Nick Degnan; 4) **GO211**, Melges 24, JC Raby/Matthew Sessions; 5) **For Pete's Sake**, Ultimate 24, Peter Cook/Kerry Sheehan; 6) **Six Brothers**, Columbia C32, Brian Bullock/Chris Kramer. (25 boats)

DOUBLEHANDED J/120 — 1) **Mr. Magoo**, Stephen Madeira/Jeff Lawson; 2) **Twist**, Timo Bruck/Rich Hudnut; 3) **Kookaburra**, Thomas Grennan/Herb Kleekamp. (6 boats)

DOUBLEHANDED J/105 — 1) **Advantage3**, Will & Jayden Benedict; 2) **Vuja Star**, Chris Kim/Carl Plant; 3) **Still Pinchin**, Morgan & Jordan Paxhia; 4) **Russian Roulette**, Sergey Lubarsky/Bill Woodruff. (17 boats)

DOUBLEHANDED J/24 — 1) **Jaded**, Deke Klatt/Claudia Gottstein; 2) **Shut Up and Drive**, Val Lulevich/Alex Schultink; 3) **Flight**, Randall Rasicot/Mays Dickey. (8 boats)

DOUBLEHANDED J/22 — 1) **Tom Allen**, Bruce Stone/Nicole Breault; 2) **Yang**, Owen Lahr/Connell Phillips; 3) **Snowy Owl**, Mark Adams/Elle Smith-Troy. (7 boats)

DOUBLEHANDED J/70 — 1) **Prime Number**, Peter Cameron/Drake Jensen; 2) **Allons-y**, Davis King/David Sharp; 3) **Son of a Son**, David Fried/Paul Schroeder. (5 boats)

DOUBLEHANDED EXPRESS 37 — 1) **Golden Moon**, Kame Richards/Rodney Daniel; 2) **Elan**, Jack Peurach/John Duncan; 3) **Escapade**, Nick Schmidt/Coline Gaillard. (8 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Simply Irresistible**, Bill Dana/Kermit Shickel; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Dianne**, Steve Katzman/Will Anderson; 4) **Salty Hotel**, John Kearney/Holt Condon. (19 boats)

DOUBLEHANDED ISLANDER 36 — 1) **Casiopeia**, Kit Wiegman/Dan Primus; 2) **Serenity**, Eric Mueller/Roger Anderson; 3) **Zenith**, Bill & Paul Nork. (6 boats)

DOUBLEHANDED SF30 — 1) **L20**, J/29, Alex Huang/Jeffrey Bruton; 2) **Paradigm**, J/32, Luther Izmirian/Ken Brown; 3) **Blue Martini**, Olson 911S, Robert Mathews/Michael Connor. (8 boats)

DOUBLEHANDED MOORE 24 — 1) **Grun-tied**, Bart Hackworth/Simon Winer; 2) **Orca**, Rich & Reid Bergsund; 3) **Immoral**, John Gray/David Rasmussen; 4) **Tortuga**, Caleb & Sonny Everett; 5) **42**, John & Mary Robertson; 6) **Anna Banana**, Joseph Andresen/Alex Higby; 7) **Mooretician**, Peter Schoen/Roe Patterson. (28 boats)

DOUBLEHANDED OLSON 25 — 1) **Sketch**, David Gruver/John Collins; 2) **Shark on Bluegrass**, Falk Meissner/Tom Nemeth; 3) **Dona Mae**, Hunter Cutting/Jim Phillips. (5 boats)

WYLIE WABBIT — 1) **Covfefe**, Michael & Mark Lazzaro; 2) **Jack**, Bill Erkelens/Keith Stahnke; 3) **Bad Hare Day**, Erik Menzel/Ben Castello. (5 boats)

DOUBLEHANDED SANTANA 22 — 1) **Byte Size**, Anna Alderkamp/Claire Arbour; 2) **Meliki**, Deb Fehr/Cam Campbell; 3) **Tchoupitoulas**, Steven Meyers/Stephen Bruer. (4 boats)

FAST CATS — 1) **ShadowX**, Extreme 40, Peter Stoneberg/Kyle Gundersen; 2) **Adrenaline**, D-Class cat, William Erkelens/Chad Freitas; 3) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll/Bryan Wade. (4 boats)

DOUBLEHANDED BAMA CUP — 1) **Mama Tried**, Open 8.5, Randy Miller/Colin Dunphy; 2) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis; 3) **Round Midnight**, Explorer 44, Rick Walton-Smith/Dave Olson; 4) **Khimaira**, F-25c, Mark Zimmer/Mark Lewis. (15 boats)

DOUBLEHANDED F-27 — 1) **Wingit**, Amy Wells/Dave Wilhite; 2) **Sea Bird**, Richard & Mike Holden; 3) **Raven**, Truls Myklebust/Steve Petersen. (5 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **Outsider**; 2) **White Shadow**; 3) **Fugu**; 4) **Another Girl**; 5) **Surprise!**; 6) **Mulan**; 7) **Eyrie**; 8) **Crinan II**; 9) **Frances**; 10) **Katester**. (31 boats)

OVERALL DOUBLEHANDED MONOHULL



— 1) **Advantage3**; 2) **Vuja Star**; 3) **Flight Risk**; 4) **Simply Irresistible**; 5) **L2O**; 6) **Gruntled**; 7) **Orca**; 8) **El Raton**; 9) **JetStream**; 10) **Immoral**. (253 boats)

OVERALL DOUBLEHANDED MULTIHULL — 1) **Mama Tried**; 2) **ShadowX**; 3) **Adrenaline**; 4) **Roshambo**; 5) **Round Midnight**; 6) **Khimaira**; 7) **Wingit**; 8) **Mojo**, F-25c, Chris Harvey/Dan Mone; 9) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 10) **Pegasus 20**, Nacra C20, Philippe Kahn/Mark Golsh. (24 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

### Gear-Buster on Groundhog Day

After having to cancel January's Seaweed Soup race due to gale warnings, Golden Gate YC seemed adamant that they would not have a repeat cancellation on February 2. (As the weather forecasts became more dire the closer the pseudo-holiday approached, we couldn't help thinking of the movie *Groundhog Day*, in which Bill Murray's character is doomed to repeat the same day — oh, the irony!)

The wind was really not all that bad, considering. A southerly in the high teens to 20-ish was punctuated by rain squalls and gusts to 25, clocking to the east close to shore. The conditions were enough to test sails and rigging, however, with one boat losing a backstay and another blowing up a spinnaker and

*Top row: Carnage in GGYC's Seaweed Soup race on February 2 included a busted rudder (on the club's own Cal T/4) and blown-up halyards. Bottom row: EYC's Jack Frost on the same day, with Deb Fehr's Santana 22 'Meliki' on the run past Treasure Island, and a Division 2 start.*

jamming the halyard at the top of the mast. One boat managed to bust two halyards and a mast-top block — and tear a spinnaker. Down to one headsail halyard, they stuck with the #2 jib for the second run.

In a southerly, the Cityfront course is interestingly different. The courses involved a close reach from the GGYC start to Blackaller Buoy. The rushing river of ebb made for the leg to Harding Rock a downwind run. A one-tack beat to Fort Mason and a run back to Harding Rock followed. A beat back to Mason and a close reach to the finish line wrapped up the course for the big boats.

One race remains, on March 2. See [www.jibeset.net](http://www.jibeset.net) for standings.

— latitude / chris

### Storm-Tossed Jack Frost

A weekend storm system blew in Friday night with gale-force winds and driving rain but abated long enough on Saturday, February 2, for two races in 15- to 20-knot southerly winds. The ebb current flowed with the wind for relatively flat water before the next round

of wind and rain arrived. Only a third of the registered fleet braved the weather to come out to race.

The weather gods have not been kind to the Jack Frost racers this season. A gale-force storm on the January dates canceled racing that day.

The series will conclude on March 2. For more info, see [www.encinal.org](http://www.encinal.org). Check the standings on [www.jibeset.net](http://www.jibeset.net).

— margaret fago

### Spirited Sequoia Winter Race

Winter races in the Bay Area are not Transpacs, rather more spirited leisure. But February 2 is different. Here I am, taking the fenders off *Slipstream*, a Catalina 42, as we're slowly backing away from the slip ahead of the 12:30 race start. This is the fourth Winter Series Race at Sequoia YC in Redwood City. The course today is marker 20 to X to 2, back to X and finish, all to port but the finish line. I'll be trimmer.

This Saturday's stormy race had 22 knots of wind in the forecast, and 40-knot gusts with showers were expected toward the finish. I'm excited,

# THE RACING



DAN BERTÉ / SEQYC

**Sequoia YC's windy Winter Series race on February 2. Left: A damp spinnaker douse. Right: Tactical discussion among the crew of the Catalina 42 'Slipstream'.**

even though it's just five of us today on *Slipstream* and we're missing both of the usual main trimmers. But we're good. We won the Summer Cup in 2017, got second last year. This will be good practice.

Hans Spanjaart, the race captain, sounds the one-minute-to-start horn, but we're two minutes or so behind. At the line are *Rule 303*, a Melges 24; *Allons-y*, a J/70; *HiJinks*, a J/92; and *Frequent Flyer*, a Farr 30.

The storm brought with it unusual southerly winds, so we are setting up for a downwind start. Some teams are already putting up their spinnakers, and we worry we might ram them if they broach, so we make room.

Two of our best with the chute are on board today, but we decide the wind is too unpredictable to risk getting the kite up, so we prepare for wing on wing. The next minutes are long. Wind puffs hit hard around the power lines as we're running out of Redwood Creek. The guys up ahead already broached a few times. *Allons-y* gives in first and regains composure as they're pulling the beautiful red and yellow chute out of the water. Farther up, *Frequent Flyer* and *Rule 303* heel precariously, broaching and swerving as gusts hit their sails. But they're great sailors and do nothing but leap forward. One boat ends up shearing their spinnaker. Bummer.

The next long minutes I'm being busy trimming sails, moving blocks and sheets, and raising the pole. We race hard back to 2 and right back to X, and everything is smooth. Oh, hi *Drop Beer* — a close call round marker 2. Great practice. A winch handle goes overboard on our second rounding of X, and so do some winch parts, so we finish the rest of the race with no self-tailing on starboard.

We get to the finish line and tack somewhat hastily in the strong ebb, try-

ing to slingshot past it. I'm tailing on port winch at full speed, taking in heaps of the jib sheet, when the captain hammers, "Release, release!" As I get my eyes off the winch I see marker 3 dangling right in front of us, way too close and definitely not where I wanted to see it. How did it end up there?

The wind is now even stronger, the ebb atrocious, and it starts to drizzle. A bright rainbow emerges behind us as we head back to the barn. Another great day on the water at Sequoia YC.

The series will conclude on March 16. See [www.sequoiayc.org/winterseries](http://www.sequoiayc.org/winterseries).

— dan berte

## MPYC Perry Cup Foreshortened

"The NWS forecast for Saturday is 15 to 25 knots, with a long-period swell and rain," MPYC's Jack McAleer notified the Mercury fleet on February 1. "The SailFlow Monterey Wharf prediction for Saturday noon is 21 mph average with gusts to 33 mph and rain.

"Perry Cup Trophies will be awarded on the basis of the first weekend." The Perry Cup kicked off with six races on the first weekend of November. Monterey offered up blue skies, big waves and light to moderate breeze. Then the fleet had nothing but bad luck with the next three scheduled race days. "The forecast for Saturday is NNW 20-30, gusts to 37," Dick Clark advised the fleet in December. "Intermittent rain. Safer to stay inside."

And, in January: "Dick and I just agreed that the forecast for Saturday is too dire to run the Perry Cup racing," wrote McAleer. "We can't recall having canceled two months in succession before — crazy year!"

Make that three. It's been a rough winter all right — albeit by California standards.

— latitude/chris

## MPYC PERRY CUP (6r, 1t)

MERCURY — 1) **Whim**, Dave Morris/Gabriel Garguilo, 10 points; 2) **Space Invader**, David West/Evan Kort, 19; 3) **Death and Glory**, Mark & Liz Chandler, 20. (14 boats)

## Rowdy Berkeley Midwinters

It was BYC's turn for rowdy weather for the fourth installment of the 2018-2019 Midwinters. Saturday, February 9, was rainy with sometimes solid water, windy and cold. Overheard in the bar and stolen from Facebook posts:

"It was so cold and wet out there, it could've been summer."

"Well, that was an 'interesting' day!"

"Indeed, wet and cold on the water, but still fun."

A tad over half of the entrants came out to be challenged by the weather and each other. After a minor delay of 10 minutes, the gang was sent out on a double windward/leeward course. There was enough breeze that even the last finisher was done in less than two hours. In Division A, Pat Benedict in his J/105 *Advantage3* got a resounding first and not only managed to break up the tie between the Bilafer family's *Henderson 30 Family Hour* and Bryce Griffith's *Antrim 27 Arch Angel*, he managed to jump up to second place in division. In the other divisions, the first places from the first three races were maintained, but there were changes in the second and third places in the Express 27 fleet. Steve McCarthy on *Ergo* managed to grab a second in division and bump Pat Brown's *Andale* down to third.

Sunday, February 10, was drier and a bit colder. Even a C130 came out to enjoy the scene.

Trig Liljestrand in his J/90 *Ragtime* managed to break the tie with Andy Macfie's Olson 30 *Hoot* in Division 1. The all-lady gang on the Express 27 *Motorcycle Irene* continued their winning ways with a first place and first in division. Richard Stockdale and his J/24





Left: Sunday Brunch Race 3 start on the Estuary in front of Oakland YC. Right: Columbia 5.5s have a one-design division in the series.

*Frogflips* picked up another first, finishing the series with all firsts in Division 2. Also finishing with all firsts was Owen Lahr in the Richmond YC Juniors' J/22 #419, while Chase Englehart in the RYC Juniors' J/22 #272 maintained all seconds in Division 3. The Doublehanders were led by Derik Anderson's Express 27 *Public Enemy* and the Singlehanders were topped by Chris Jordan's Express 27 *The Pork Chop Express*. (Where on Earth are these guys getting their boat names?)

I'd like to thank our race committee folks. I was especially in awe of Colin Thompson and Mark Bird (BYC's present commodore) on Saturday. These two guys got the lucky job of sitting in an open 19-ft mark-set boat all day in the rain and hail. On Sunday, staff commodore Patrick Hind-Smith replaced Mark, joining Colin. Tom Tazelaar again brought his home, the Gulfstar 41 *Windance*, from Alameda to be the signal boat. He's been our primary RC boat for many, many years. We were especially grateful for the dodger this Saturday! Staff commodore Jeannette Lakness-King brought the food and beverages. The other workers include Lesta Nadel, Pat Lowther, Mari Bird, Fran Stateler, Sydney Chaney-Thomas, staff commodores Bob and Betty Gray, Janet Darling and fleet captain Tiburcio de la Carcova. That one free drink at the bar is hardly adequate compensation for your contribution.

Our next event of this series is the Winners Race scheduled for February 24. This is where we gather all the first-place winners of both Saturday and Sunday's divisions into one start to determine who is the fastest of them all. We also invite all the second and third placers to come out and vie for the first of seconds and first of thirds.

— bobbi tosse

#### BYC MIDWINTERS SATURDAY SERIES (4r, 0t)

DIVISION A — 1) **Family Hour**, Henderson 30, Bilafer family, 10 points; 2) **Advantage3**, J/105, Pat Benedict, 11; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 14. (10 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andy Macfie, 11 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 14.5; 3) **For Pete's Sake**, Peter Cook, 17. (10 boats)

DIVISION C — 1) **Phantom**, J/24, John Gulliford, 6 points; 2) **Chesapeake**, Merit 25, Jim Fair, 8; 3) **Achates**, Newport 30, Robert Schock, 15. (5 boats)

DIVISION D — 1) **Can O'Woopass**, Cal 20, Richard vonEhrenkrook, 7 points; 2) **Mad Max**, Santana 22, Megan Dwyer, 12; 3) **Raven**, Santana 22, John Arnold, 14. (7 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Zach Anderson, 4 points; 2) **Ergo**, Steve McCarthy, 15; 3) **Andale**, Pat Brown, 16; 4) **Salty Hotel**, John Kearney, 20. (16 boats)

#### BYC MIDWINTERS SUNDAY SERIES (4r, 0t)

DIVISION 1 — 1) **Ragtime**, J/90, Trig Liljestrand, 8 points; 2) **Hoot**, 9; 3) **Yankee Air Pirate**, Olson 30, Donald Newman, 12. (8 boats)

DIVISION 2 — 1) **Frogflips**, J/24, Richard Stockdale, 4 points; 2) **Twoirrational**, Moore 24, Tom Lacker, 11; 3) **Sunshine Express**, SC27, Ben Tallarigo, 13. (4 boats)

DIVISION 3 — 1) **RYC Juniors 2**, J/22, Owen Lahr, 4 points; 2) **RYC Juniors 1**, J/22, Chase Englehart, 8; 3) **Antares**, Islander 30-2, Larry Telford, 14. (8 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zach Anderson, 5 points; 2) **Dianne**, Steve Katzman, 7; 3) **Eagle**, Ross Groetz, 13. (7 boats)

DOUBLEHANDED — 1) **Public Enemy**, Express 27, Derik Anderson, 7.5 points; 2) **Current Affair**, Express 27, Seth Clark, 10; 3) **Envolée**, Figaro 2, Nathalie Criou, 10. (5 boats)

SINGLEHANDED — 1) **Pork Chop Express**, Express 27, Chris Jordan, 7 points; 2) **Surprise!**, Alerion 38 yawl, Bob Johnston, 8; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch, 13. (4 boats)

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

#### **Sunday Brunch with Oakland YC**

The OYC 2019 Racing Season starts with the Sunday Brunch Series. This is a seven-week series, and our first race was scheduled for Sunday, January 6. On the prior Friday, the weather reports were not looking good; on Saturday, the forecast continued to be pretty dismal: rain, rain and more rain, with winds blowing 20+ and gusts between 30 and 40 knots. Well, we certainly can and will race in the rain, unless it's torrential; and winds at 20 in the Estuary — we can race in that as well. But gusts of 30-40 knots in the Estuary, when boats are in close proximity to begin with, is not a smart or safe thing to do. So, the race committee decided to cancel Race #1.

Race #2, January 20, started out with Kame Richards talking about "Getting Around the Race Course Faster." As Kame shared, boat speed is not the only way to win. Good decisions on the race course are at least as important as raw speed. Going blindly fast in the wrong direction will always lead to a poor result. Sailing on the headed tack, into a hole, away from the mark, in dirty air — there are lots of "wrong directions." He highlighted "eyes out of the boat" in his discussion: How to get information from looking at the water and observing other competitors, and, given this information, how to act on it. With 50-60 people in attendance, Kame gave a great talk and everyone learned from it.

And then we raced! The sky had some dark clouds, the breeze turned to wind, a few scattered raindrops had foul weather gear out and on, and it was a great day of racing. We had 24 boats on the line, six fleets, using three separate courses.

Race #3 once again fell on Super Bowl Sunday. The weather prediction was for some rain, winds 15-18 with gusts in the mid-20s, and it was pretty much spot-on for great Estuary racing. There were some eye-popping round-ups and good recoveries; with eyes on the water

# THE RACING SHEET

you knew when to expect the next one. With these conditions, it was full courses for all fleets and all were still done in time for awards, food, libations and football.

The series runs through the end of March, with races March 3, 17 and 31. See [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

— debby ratto

## Corinthian Midwinters

The second and final weekend of the Corinthian Midwinters on February 16-17 fell on yet another stormy weekend. High wind warnings, rain, thunderstorms and even hail were all predictions enumerated in forecasts.

A 5.5-knot ebb, enhanced by storm runoff and upstream water releases, dominated the scene. Race committee calls of "over early" were not uncommon. A gusty rain squall hit the first portion of the fleet on Saturday. Some of those same crews found light air on the east side of the course, and some found themselves rendered helpless in the grip of a raging river between Angel Island and Alcatraz, with no steerage, until the ebb carried them farther west.

Mark roundings on both days were tricky, and more than one boat collided with the hard metal Harding Rock buoy. A couple of boat-to-boat collisions were also reported.

— latitude/chris

## CYC MIDWINTER SERIES (3r. 0t)

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins, 5 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 6; 3) **Blue**, Swan 53-2, Ray Paul, 13. (8 boats)

PHRF 2 — 1) **Shenanigans**, J/120, Mike Clarke, 9 points; 2) **Jeannette**, Frers 40, Bob Novy, 11; 3) **Peregrine**, J/120, David Halliwell, 16. (14 boats)

PHRF 3 — 1) **Golden Moon**, Express 37, Kame Richards, 3 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 8; 3) **Stewball**, Express 37, Bob Harford, 9. (9 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 6 points; 2) **Bloom County**, Mancebo 31, Elliott James, 9; 3) **Serenade**, Sabre Spirit, Hank Easom, 10. (10 boats)

PHRF 5 — 1) **Sketch**, Olson 25, David Gruver, 5 points; 2) **Orca**, Moore 24, Will Baylis/Rich Bergsund, 7; 3) **Youngster**, IOD, Ron Young, 9.5. (8 boats)

SPORTBOAT 30 — 1) **Kuai**, Melges 32, Daniel Thielman, 3 points; 2) **Swift Ness**, J/111, Reuben Rocci, 8; 3) **Ragtime**, J/90, Trig Liljestrand,



**Toby Marion raced the Catalina 34 #53 Grandad in the Corinthian Midwinters on February 16-17.**

11. (6 boats)

J/105 — 1) **Ne'Ne**, Tim Russell, 3 points; 2) **Lulu**, Don Wieneke, 9; 3) **Russian Roulette**, Sergey Lubarsky/Bill Woodruff, 13. (8 boats)

SF BAY IOD — 1) **Xarifa**, Paul Manning, 4 points; 2) **Fjaer**, Richard & Mark Pearce, 5; 3) **One Hundred**, Paul Zupan, 10. (5 boats)

EXPRESS 27 — 1) **Salty Hotel**, John Kearney, 3 points; 2) **Moonlight**, Jim Gibbs, 8; 3) **Abigail Morgan**, Ron Kell, 11. (5 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Raccoon**, Jim Snow, 9; 3) **Just Em**, Ted Goldbeck, 9. (5 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 4 points; 2) **Basic Instinct**, Elliott 1050, Memo Gidley, 5; 3) **Mulan**, Beneteau 10R, Michael Chammout, 11. (6 boats)

NON-SPINNAKER 2 — 1) **Topgallant**, Tartan Ten, Carl Flemming, 5 points; 2) **Summer Sailstice**, Ranger 33, John Arndt, 5 points; 3) **Surprise**, Catalina 34, Peter Birnbaum, 8. (9 boats)

MULTIHULL — 1) **Celeritas**, TF10 foiling trimaran, Malcolm Geffer, 2 points. (1 boat)

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

## Race Notes

Entries opened for the Northern California **Lipton Cup** on February 15, and the roster filled within four hours. Like last year, Richmond and St. Francis YCs will co-host in StFYC's fleet of 10 J/22s. RYC, StFYC, and defending overall champion Inverness YC were guaranteed spots. The other seven clubs entered are Berkeley, Corinthian, Encinal, Sequoia, South Beach, Tahoe and SFYC.

John Graves writes to alert us to a new **Friday Fun Series** hosted by the Club at Westpoint in Redwood City. The casual races will be held on April

26, May 24, June 7, July 19, August 23, September 20 and October 4. "Food and drinks will be available after each race. All are welcome." See [www.theclubatwestpoint.com](http://www.theclubatwestpoint.com).

On January 30, Jason Carroll's MOD70 *Argo* took line honors in the 34th **Pineapple Cup** from Miami, FL, to Montego Bay, Jamaica, setting a new multihull and course record of 2 days, 0 hours, 7 minutes, 44 seconds. They broke the record held by Steve Fossett's *Lakota* since 1999 — by more than 20 hours. *Argo's* speed over the 811-mile course aver-

aged 18.05 knots. See [www.pineapple-cup.com](http://www.pineapple-cup.com).

Two weeks later, on February 15, *Argo* capsized while racing around Antigua training against sistership *Maserati* for the **RORC Caribbean 600**, which started on February 18. "This morning there were 26-knot gusts, then we had light wind for the whole afternoon," reported Giovanni Soldini, skipper of *Maserati*. "All of sudden a squall came with 25-27 knots of wind. They were caught off-guard somehow, and they capsized not far from us. The crew is safe." Miraculously, *Argo* recovered in time to start the Caribbean 600.

*Maserati* went on to finish first and break that course record. See <http://caribbean600.rorc.org> and our report in February 20's *Electronic Latitude* at [www.latitude38.com](http://www.latitude38.com).

On January 31, the *Guardian* reported that the **Tokyo 2020 Olympics** is cutting by a third the size of the crowds allowed to spectate at the sailing events — due to, of all things, the risk of a tsunami warning and resulting evacuation. The organizing committee had originally planned for 5,000 people to watch the sailing off Enoshima Island. They lowered the number to 3,300.

Paul Cayard and Magnus Liljedahl swept the final events of the 2018-19 **Star Winter Series** on February 7-10. The pair led after the first four races to claim the Walker Cup, then held on to win the Midwinter title by .4 points over Eric Doyle and Payson Infelise. Coral Reef YC in Miami hosted 42 teams from 12 countries on Biscayne Bay. See [www.starwinter.com](http://www.starwinter.com).

— latitude/chris





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*This month we take a sunny spin through the **Southern Isles of the Lesser Antilles**, along with **Charter Notes**.*

## Just Can't Get Enough of the Grenadines

Based on the number of trips he's taken in the past 20 years, it's obvious that Bay Area sailor Art Hartinger is completely addicted to yacht charter vacationing. His latest foray was a nine-day trip through St. Vincent and the Grenadines just after Christmas. Here are some highlights from his trip notes:

Yumi and I stayed for a week before the cruise in Bequia at a cottage in Lower Bay. I had lived on Bequia for six months a few years ago, and grew to love it. Bequia is a low-key island with no high-rise resorts, plenty of friendly locals, and a strong sailing culture. If you're planning a cruise through the Grenadines, you should definitely build in some quality Bequia time.

A highlight of our stay at the island was our day trip over to Isle à Quatre, an uninhabited island owned by the Mitchell family (which includes former prime minister Sir James Mitchell). Aside from a few mosquitoes and some pesky sandflies, we had the beach all to ourselves, and enjoyed a private barbecue.

Our Oakland friends Andy and Libby Vevers arrived in Bequia a week after we did.

Bequia isn't the easiest place to get to. Historically, it has been a three-flight-segment trip. But I'm told that American Airlines now has nonstop flights from Miami into St. Vincent's new airport, Argyle. From St. Vincent you take a one-hour ferry over to Bequia. There are about a half dozen ferries a day, but the last one to Bequia leaves at about 6 p.m., so you have to plan that connection well

**Meet the crew. L to R: Andy, Yumi, Libby and Cap'n Art were all smiles during their recent tour of the Grenadines.**

or spend the night in St. Vincent.

We chartered a 40-ft Bavarian sloop — *Cinnamon of Falmouth* — from Sail Grenadines. I really like this charter company, and have now used them three times. Katie Bingham and partner John are really lovely people, and the checkout is painless and fast. Katie knew that I had chartered *Cinnamon* before, so she didn't put me through a long checkout drill. She just asked, "Anything you want to know?"

Sail Grenadines is located at the 'marina' in Bequia, over on the Hamilton side of Admiralty Bay. It is in the same location as what used to be called the Devil's Table, then the Yacht Club, and now Black Label.

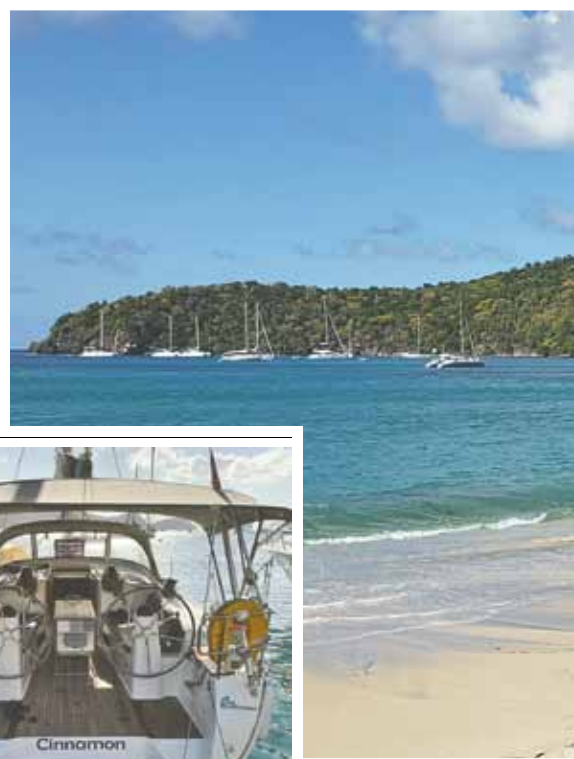
We had Sail Grenadines provision with basics — beer, water, rum and basic items. And we supplemented our provisioning with groceries from Knight's and then Doris's on Back Street — she has everything, super-good quality, but she is expensive. I like to go there last for the specialty items — good bread, cheese, Maranne's famous Bequia yogurt, *charcuterie* and hard-to-find spices.

We shoved off and took a mooring ball in the middle of the anchorage for the evening. The use of that ball was included with the charter. Otherwise, I think most balls in SVG are about \$50 EC (\$20 US).

If you spend time on Bequia — and I recommend doing so — you must check out the world-famous Frangipani, former home of Sir James Mitchell, now run by his daughter Sabrina. The staff is fantastic, and they make great rum punches.

Mac's Pizzeria, up the Belmont Walkway, is a must. The lobster pizza is tops. There are lots of other spots to check out too, such as the Whaleboner Inn and Da Reef down in Lower Bay.

We spent a leisurely evening on



Bequia, and took our time to get going the next morning. Andy

and Libby wanted to see Mustique, which is less than a two-hour sail north, so we were in no hurry. As we were getting underway the wind was picking up to over 25 knots, so we triple-reefed for a comfortable beat up to Mustique.

It's a beautiful but expensive island. They require a three-night minimum for the mooring balls (and you must take a ball) for \$220 EC. We only wanted to spend one night, but so it goes in Mustique. After cocktails at the famous Basil's Bar, we had dinner up the hill at Firefly. I must say, that meal was expensive and entirely underwhelming. Our favorite part was the pre-dinner coconut cocktails.

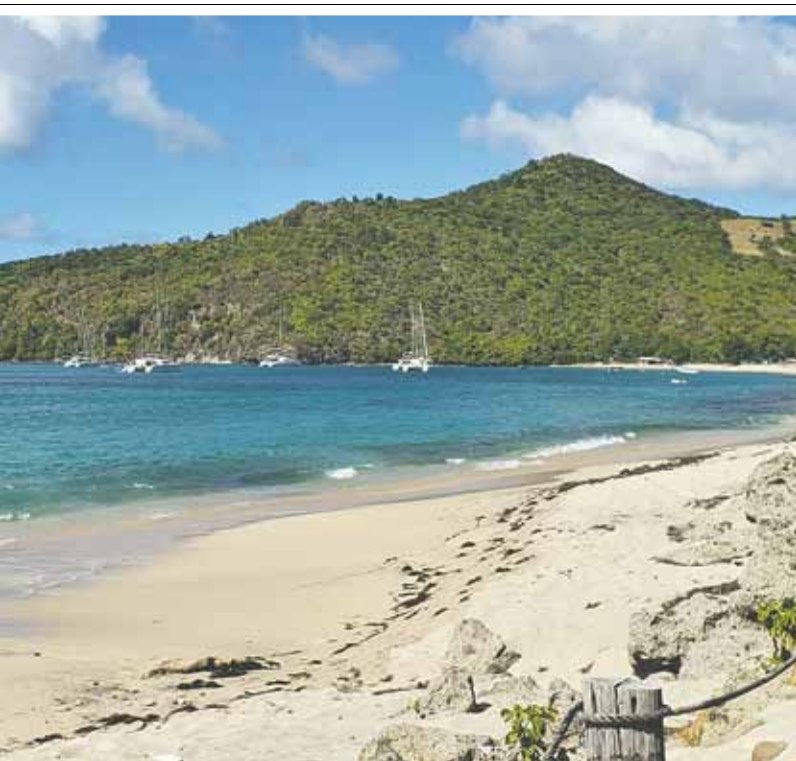
The following day, we shoved off for Mayreau. We had 20+ knots of wind and the destination was DDW, so we tacked way out and back to keep the jib from getting too floppy. We dropped anchor in Saline Bay with another 10 boats, made dinner, played cards, and went to sleep.

I prefer Saline to the more famous Saltwhistle Bay, which is just around the corner. Saltwhistle is too tight, and I've been harassed somewhat by the 'boat boys' to take the mooring balls they control. The vibe in Saline is very low-key,





# OF CHARTERING



**Spread:** Chatham Bay on Union Island is a favorite stopover. Inset, left: 'Cinnamon' was a sweet ride. Inset, right: Yumi and Art double-handing in the shade of the bimini.

and there is plenty of room to swing on the anchor.

In the morning, we took our regular pilgrimage up a steep road to the Catholic church. There is a great view overlooking the Tobago Cays from the back of the church. As we passed the bar and restaurant owned by Robert Righteous, he stopped us to say hello, with hugs all around. We love Robert, who is replete with dreadlocks but now has only one tooth (I think). He is charming and entertaining, and a great Mayreau historian. It is always good to see him, and enjoy a few St. Vincent-brewed Hairoun beers in his very cool bar, decorated with flags and various knickknacks.

We weighed anchor about 11 a.m., and motored a short distance over to Tobago Cays, where we decided to take a ball. This is a very popular destination, and there are always many boats there. Various people came up to sell us all sorts of things, from T-shirts, to ice, to beer. We had booked a "beach barbecue" for \$60 EC per person, with a 6 p.m. pickup from Cameron, who had approached us the evening before in Saline. But after an hour of waiting, we decided simply to cook dinner ourselves. Andy was three-quarters of the way through making dinner, when Cameron and his

buddy pulled up in a squall with a picnic basket. They were not happy that we had decided to cook our own dinner, and we ended up buying the fish from him for \$100 EC so his evening would not be a complete loss. I like to support the locals whenever possible.

There are always many turtles in the Cays, and they were all around our boat. In the morning, we dinghied out to the reef to do a little snorkeling. It was in pretty good shape and there were lots of fish.

The next day was New Year's Eve, and I had planned to spend the night at one of my favorite spots in the world, Chatham Bay on Union Island.

Chatham is right around the corner from Clifton, just past Ashton. We motored in to enjoy fabulous conditions. The water clarity was perfect, turtles were all around, birds were diving and fishing along the cliffs at the north side of the anchorage, and there was great snorkeling right off the boat. There were probably about a dozen boats, and we tucked up to the north side



and dropped the anchor in a patch of sand.

I like Vanessa and Seckie's restaurant (about the third shack from the left as you face the

beach). Vanessa's brother came out and asked if we wanted to make New Year's reservations. Lobster sounded perfect, and it was. That meal was fantastic. We counted down to midnight at the place next-door, Sunset Cove.

The next day, New Year's, we sailed to Hillsborough on a beautiful reach in about 18 knots of wind. We had the anchor down by sunset.

On January 2, we went into town to have a look around, then motored over to nearby Sandy

Island. It's really just a sand spit, with about a dozen mooring balls. We took a ball, and had lunch with some Hairouns. It was another beach day, with a little snorkeling too. One could get used to this!

We slipped off the mooring at about 2:30, and motored around the corner to Tyrell Bay, where we anchored, cleared in (to Grenada's territory) and enjoyed hanging at the Carriacou marine chandlery. We had drinks and dinner down the beach at the Lazy Turtle — a nice spot overlooking the bay.

We weighed anchor in the morning and headed for Grenada on a fantastic broad reach in about 17 knots of wind

**Carriacou's Tyrell Bay is the primary clearance port when sailing south from the Grenadines to Grenada. Art's trip was one-way.**



# WORLD OF CHARTERING

— perfect conditions. Lots of flying fish accompanied us along the way. We dropped anchor in Martin's Bay, just outside the St. George's careenage. I like BB's, and convinced everyone to go for rum punches and a bowl of callaloo Soup. While wandering around the town, we stopped in to Ruby's Bar, a hole in the wall on a back street owned by Ruby, a local police officer. We had a good time meeting the locals, and Ruby offered to make us an 'oildown', the Grenadian national dish, the next day.

When we went back to Ruby's the following afternoon to experience an oildown, she was off working, but her fellow police officer Charles Anthony and the barkeep Baboo were on hand to serve the food with rum and beer. My New Year's resolution is to make an oildown in 2019, and I am determined to try to cook one.

Back on the boat later, we enjoyed what was our best sunset, topped off by



***What could possibly go wrong, right? We've heard of honeymoon mishaps before, but ending up in a Cuban jail is a first.***

seeing a green flash at sunset.

Our cruise came to an end the next day. After fueling up, we met the delivery skipper at the dock in Port Louis, and completed a really quick checkout. Again, I must compliment Sail Grenadines, as they are very relaxed and make these procedures fast and easy, unlike some other companies I've used.

As we flew back to the US, I thought about how much I love that corner of the world. We will be back.

— art hartinger

## Charter Notes

We often share advice on chartering here in *Charter Notes*, but the specific advice that follows is a first. That is, no matter how much champagne you consume at your wedding reception, *do not* be tempted to 'borrow' someone's boat for a sailing honeymoon.

Last month, according to the *Trade Only* maritime news site, a newlywed couple in the Florida Keys did just that. But as you might guess, their scheme didn't work out so well. Instead of honeymooning under sail, the couple will be spending the next two years in jail. Adding to the humiliation of attempting such a ill-conceived adventure is the fact that their intended destination was the Bahamas, yet they ended up in Cuba — roughly 90 miles in the wrong direction!


Needless to say, Cuban authorities were not impressed, but they did provide the couple with lovely jailhouse accommodations until they could be extradited.



— andy

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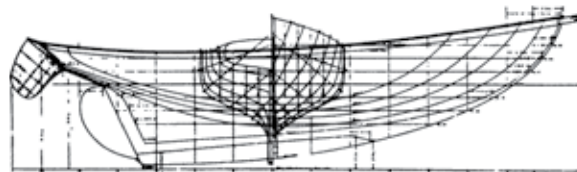
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# CHANGES

With reports this month from Paul Cayard's bucket-list adventure to Antarctica aboard **Rosehearty**; the first cruising guests aboard **Alegria** in the Sea of Cortez; and **Microbe's** cruise across the Caribbean with a surprise guest aboard. In Part 2 of **Where Are They Now?**, we catch up with more 2018 'Changes' folks, followed by the usual potpourri of **Cruise Notes**.

## Rosehearty — Perini Navi 180 ketch Paul Cayard Antarctic Adventure (San Francisco)

It is day four of our two-week adventure to Antarctica. We are at position 64°S x 62°W. Our goal is to travel southwest to the Antarctic Circle (66.5°S) through



**Paul Cayard's trip to Antarctica was a big check on the bucket list.**

the Palmer Archipelago along the western coastline of the Antarctic Peninsula. Yesterday, we cruised down the Gerlache Strait and overnighted at Melchior Island. Since our departure from King George Island on Sunday, January 13, we have traveled 180 miles southwest, visiting Deception, Trinity and Melchior islands. We have seen a chinstrap penguin colony of 160,000, gentoo penguins, fur seals, humpback whales, giant petrel, and, of course, countless icebergs. Having ocean scientist Tony Koslow of Tasmania aboard has greatly enhanced our encounters with wildlife and I've learned a ton.

We have eight guests in the owner's party, several of whom are childhood friends. This was a bucket-list trip that has been planned for two years. We have 14 crew on board, including an ice pilot

**Icebergs come in all shapes and sizes. This one had both a spire and an arch.**



PAUL CAYARD

and a guide.

Today's agenda is visiting Port Lockroy and kayaking to an overnight campsite. We will build a fire and cook dinner ashore. Tomorrow we will up-anchor and head to Palmer Station, a US research base, and hopefully get a tour of their activities.

As we continue south, the ice will become our challenge in achieving our "summit" of crossing the Antarctic Circle. Reports are that the inside passages of Lemaire Channel, French Pass, and Grandier Channel are fairly well blocked with ice. However, things change fairly rapidly down here, so we will get the latest reports during our Palmer Station visit. Hopefully, we'll be able to attempt the inside route. If that's still blocked, we will have to take the outside, 180-nautical-mile, Southern Ocean route. The weather window for that looks to be Sunday night into Monday.

The landfall south of 66.5°S degrees would be Detaille Island, Crystal Sound. Again, we may or may not be able to get in there. We may just pierce the circle and be forced to turn around and head back to Palmer. The farthest south I have been is 63°S in the 2002 Volvo Ocean Race. This would be 210 nm farther south!

Our visit to Palmer Station was very special. There are about 45 people stationed at Palmer: marine biologists, meteorologists, chefs, management — even a small boatyard to take care of their various vessels. We had a nice presentation about the krill population and how important krill is to the ecosystem down here. The rising water temperatures have negatively affected the krill population and, in turn, the whales and penguins.

As it turned out, we were not able to take the inside route. The Lemaire Channel was completely blocked with ice, so we sailed down the outside in the Southern Ocean. It's a shame, because Lemaire Channel is one of the most spectacular things to see in that area. Undeterred, we crossed our "goal line" at 66.5°S, 69°W at ap-



CHRISTOPHER HEIL/DREAMTIME.COM

**Above: Chinstrap (foreground) and gentoo penguins on Deception Island. Below: When the tide goes out in Pia Fjord, the ice lands on the beach.**

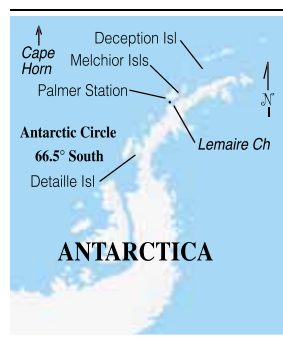


ALL PHOTOS PAUL CAYARD EXCEPT AS NOTED

proximately 1800 on Sunday, January 20, and celebrated with some of Shackleton's Whiskey and cigars, outside, on the upper deck of **Rosehearty**.

From there, we planned our crossing of Drake Passage. Captain David Hutchison and I monitored the weather forecasts for several days. The weather analysis was reminiscent of my Round the World Racing days. We found a good "window" and departed, weaving our way through the low-pressure systems on a 60-hour, 600-nautical-mile

passage. We had up to 48 knots of wind one night — fortunately aft of the beam. So while we still pounded and rolled quite violently at times, I appreciated the comfort of being on a 180-ft, 500-ton yacht compared to my previous experiences.



We made landfall at Cape Horn on Wednesday, January 23. For me this was



# IN LATITUDES



the most active and successful racing sailors in the world. His résumé includes seven America's Cups, two round-the-world races, two Olympics, multiple world championships,

a Rolex Yachtsman of the Year award, and induction into US Sailing's Hall of Fame. Soon after his return to San Francisco, the 59-year-old was off to Miami to participate in the Star Masters in early February with pal and Olympic medalist Magnus Liljedahl. They won that event.

Rosehearty was built in Italy in 2006 for Rupert Murdoch. Joey Kaempfer has owned the boat since 2014. After a refit in 2015 at Perini Navi (where she was built), Kaempfer has kept the boat on the move, doing various races and exploring parts of the world he's always wanted to see. Prior to Antarctica, the boat did the Northwest Passage in 2016. After Antarctica, the crew will deliver Rosehearty to the Caribbean (a 5,700-mile marathon up the west coast of South America and through the Panama Canal) where Cayard will once again come aboard for his fifth year of sailing in another 'bucket' event — the St. Barths Bucket Regatta — later this month.

## **Alegria — Gulfstar 50 Mike and Katie Gabriel Aventuras Con Amigos (Oakland)**

La Paz was our first time in a marina in almost a month. Oh, how we relished the dockside electricity (hello, icemaker!) and long, hot showers. But those were just perks compared with the real treat — our friends Nick and Coline were coming down from the Bay Area to spend 10 days aboard *Alegria* as we explored the islands! We spent the two marina days in La Paz provisioning (our first 'big' run since leaving San Diego in early December), explor-

**Nick and Mike of 'Alegria' appear to be getting the hang of the 'mañanaland' thing.**



RICHARD SMITH

**Above: 'Rosehearty' takes five while Cayard (inset) plants the 'St. Francis YC South' burgee. Top center: around the Horn and into Beagle Channel. Top right: moonrise over Melchior Island.**

a special visit. Having sailed past the Cape three times while racing, I was intrigued to go ashore. We visited the lighthouse and various monuments commemorating the sailors who sailed past and those who perished at the Horn.

From Cape Horn, we cleared customs in Puerto Williams, Chile, and made our way up to Yendegai Fjord. There we visited an abandoned cattle ranch and saw lots of flora and fauna on a five-hour hike. After the hike, a few of us tried our hand at fishing and came up with nothing. The crew put down crab pots and caught several, which made for a tasty lunch the next day.

In the morning, we were on the move again to Pia Fjord, first the western arm with its three glaciers and then up the eastern arm where we anchored and went ashore. Again, we hiked up into nature and arrived at the base of a giant glacier. Naturally, the ice pieces that calve off the glacier float out into the fjord. When the tide goes out, a lot of the ice gets stranded

on the beach and creates quite a strange dichotomy. "Ice on the beach" just doesn't seem right!

We then proceeded back to Puerto Williams to "check out" of Chile and then on to Ushuaia, Argentina, where we spent Sunday afternoon visiting the town. You could tell from the type of shops that Ushuaia serves as a launchpad for various expeditions, both on land and by sea. Ushuaia has a population of 80,000 now, and at almost 55°S, is known as the southernmost town in the world.

The 15 days we spent on *Rosehearty*, with her extremely professional and well-organized crew, were spectacular. Over the years, I had seen all the things we saw in books, but experiencing them firsthand makes a world of difference! This was truly a trip of a lifetime and I thank my friend (and *Rosehearty*'s owner) Joey Kaempfer for the fabulous opportunity!

— Paul 1/29/19

*For those of you who might not know, Bay Area native Paul Cayard is one of*



# CHANGES

ing, and getting our fishing licenses and park permit before heading out.

Our first stop was Ensenada del Candelero (Candlestick Cove — nothing like Candlestick Park in San Francisco!) on Espiritu Santo. We picked this one be-

delicious ceviche lunch, and later we enjoyed excellent fish tacos for dinner!

The anchorage at Isla San Francisco is off a picturesque curved white sand beach, in a beautiful cove with cliffs on two sides. There was a trail up the ridge-line of one of the mountains, and from there you could get 360-degree views of the surroundings.

More snorkeling at neighboring beaches ensued, and Mike and Nick even caught a fish while trolling from the dinghy! It was a fish we didn't recognize, with blue teeth and bones and lots of meat for being so long and thin. We later learned it was a type of needlefish. They are edible, although many people take a pass. We thought it tasted pretty good grilled up for

more fish tacos!

On our last outing at Isla San Francisco, we hiked across the low-lying salt pond to the rocky beaches on the other side. We had never before seen rocks such a green color. The boys hiked up the cliffs and found a giant bird's nest, complete with lots of the bird's treasures including a snorkel, mask and men's underwear!

The next day was Christmas. We spent the morning sailing two hours over to Isla San Jose. We anchored off the mangroves and took the dinghy in to explore the winding channels and inlets. These habitats are filled with all kinds of flora and fauna that are different from what we have found elsewhere. In fact, we were quickly realizing each of the islands seems to have a unique landscape and personality all its own.

After the mangroves and a bite of lunch, we motored across back to the Baja mainland and dropped anchor in a small bay right off the quaint fishing village of San Evaristo. We had planned a feast of surf and turf for Christmas dinner, but the allure of fresh seafood at the restaurant right on the beach, Lupe Sierra's & Maggi Mae's, seemed much more in

**'Alegria' looks sweet for being more than 40 years old. Above: A dorado that didn't get away.**

**Katie and Mike with Coline and Nick — the latter sail the Express 37 'Escapade' on the Bay.**

cause the two rock formations in this cove were said to have fantastic snorkeling all around, in addition to a white sandy beach and hiking in the cliffs above. As soon as we got the anchor down, we put the outboard on the dinghy, got the paddleboards in the water, and pulled out the snorkel gear. We also raised both the regular hammock and the hammock chair. We were ready for anything, and for the next two days, enjoyed everything!

On the way to Isla San Francisco the next day, we rigged a couple of trolling lines with the colorful pink and yellow squid lures, which have served us well. Mike had barely put them in the water and was watching for tangles as they rolled out when I heard, "Big fish on!"

Up until this point we had only caught bonito and skipjack, so we were thrilled when saw it was a good-sized male dorado. Getting him aboard was a full-team effort. We'd never caught a fish this big and don't yet have a gaff hook, so Mike and Nick did everything they could do to wrestle him up by hand.

While the boys filleted on the back deck, Coline prepared everything for a



ALEGRIA



ALEGRIA



the spirit of the season. Our 2018 Christmas dinner was happily enjoyed over ceviche, various shrimp and fish dishes, and of course fresh-squeezed margaritas!

The next day we ventured into town to visit the small *tienda* (which was closed), and check out the sights. There are only about 20 full-time families that live in this remote village. With the Sierra de la Giganta completely surrounding the town, you feel especially cut off from the rest of the world. We were told the road to La Paz was built in the 1970s, but this village retains an aura of being off the beaten path.

More relaxation, fishing and a bit of snorkeling ensued for our final day here at San Evaristo. That night we finally enjoyed our long-awaited surf-and-turf dinner, complete with fancy whiskey cocktails courtesy of bartender Nick, ribeye steaks, and fresh shrimp in a garlic butter sauce. We definitely eat better on-board *Alegria* than we ever did on land!

The next day, we started working our way back south toward La Paz. We made a quick stop at Puerto Ballena at Espiritu Santo just for a night before making our way out of the Sea of Cortez just before



ALEGRIA





ALL PHOTOS ALEGRIA

**Above:** The pretty anchorage at Isla San Francisco. **Top (l to r):** Mike and Rosco take a leisurely lap around the anchorage; sunset selfie; 2018 Christmas dinner at Lupe and Maggi's in San Evaristo.

a strong northerly was forecast to rip through.

We made it back to La Paz to sit in a windy and bumpy anchorage, but still managed to have fun in town for the last couple days. More *mariscos*, margaritas, and *cervezas* around town before we had to say a sad goodbye to our guests. It seemed like cruel and unusual punishment to send them back to life on land.

It was truly wonderful having guests onboard, and Nick and Coline were the perfect ones to be our guinea pigs! We can't wait to have more visitors soon!

— Katie 1/24/19

**Microbe —Nautitech 44 cat  
Nick and Allison Edwards  
(and grandparents)  
Stowaway on the Caribbean Cruise  
(Sausalito)**

"I'm 81! I'm too damn old for this!" Marvin proclaimed loudly, but with a boyish grin on his face that made it clear age wasn't going to be an obstacle or excuse not to sail. Marvin and his wife, Ruth, had

just bought their fourth cruising catamaran in Sint Maarten. Marvin and Ruth are my wife's grandparents, experienced ocean cruisers who have sailed two thirds of the way around the world to dozens of countries over nearly three decades.

My wife, Allison, and I had both been regaled by their tales of sailing adventures for years (the longtime *Latitude* reader may have seen a few Cruise Notes from them over the decades, as well). In fact, they were no small part of the inspiration for Allison and me to set sail from San Francisco in 2017 to cruise Pacific Mexico and Central America in our own boat, the Beneteau 393 *Salt*.

So when Marvin and Ruth bought their new boat we jumped at the opportunity to help them deliver it across the Carib-

bean and through the Panama Canal. It was a multigenerational cruising adventure that we couldn't miss. Allison and I found a slip for *Salt* in Panama and booked one-way tickets to Sint Maarten.

We spent a whirlwind week getting the new-to-them *Microbe*, a Nautitech 44 catamaran, ready for the 1,000-mile crossing. We changed filters, installed fans, repaired the freezer, tuned the rigging, patched the dinghy, replaced an impeller, rigged sails, fixed the AIS, and cleaned until our hands were raw. Cruising truly is fixing boats in paradise (thanks for that truism, Dad).

The first leg of the passage to Aruba was almost perfect: fair winds, following seas, and a near-full moon that lighted the nights. On the second day out, Allison prepared a Christmas Day feast including turkey and stuffing, despite the fact that she was uncharacteristically seasick.

Aruba was a pleasant if unremarkable stop. We frequented the West Deck, a restaurant with massive margaritas and great food, explored the duty-free shops throughout the town, and tackled boat projects deemed necessary after our shakeout sail.

The next leg of the journey — from Aruba to Cartagena — was the most rambunctious one of all of our collective sailing experiences. It started off with a small fire drill when the gennaker halyard shackle snapped, dropping the sail unceremoniously into the sea.

Turned out we didn't need the gennaker anyway, because over the next few hours the wind started building until it was blowing 38 knots with gusts into the mid-40s. But the wind wasn't too bad and only a little stronger than the forecast predicted.

The seas, on the other hand, were short, steep, and nasty. The spot forecast on the second day out showed the seas at 15 feet with a 7- to 8-second period — substantially bigger and faster than origi-

**The rooftops of Cartagena are as colorful as the streets below.**



SALT/MICROBE



# CHANGES

nally forecast. It felt like we were sailing through the breakers at Ocean Beach.

An hour after sundown a wave broke behind us and drove fast over our transoms. Hoist cables holding the dinghy snapped and the little vessel held on by threads. It caught the water like a sea anchor. Turning the bow into the waves, grandfather, granddaughter and I spent a long minute running a line through swamped cleats and securing it to the davits. Good family bonding exercise.

Later that night, things really picked up as we passed a few miles off the point, Bocas de Ceniza — what local sailors often refer to as the Cape Horn of the Caribbean. I took the helm for my watch and clipped in. Minutes later, another wave broke over the transoms and across my back. I contemplated changing into dry clothes but decided against it after I was swamped by another wave, then another.

We flew a handkerchief of a sail as I hand-steered and surfed down waves, regularly topping 19 knots, uncomfortably fast for a 44-foot cruising cat with feisty seas. Things finally settled a bit at sunrise and we rounded the cape and turned south.

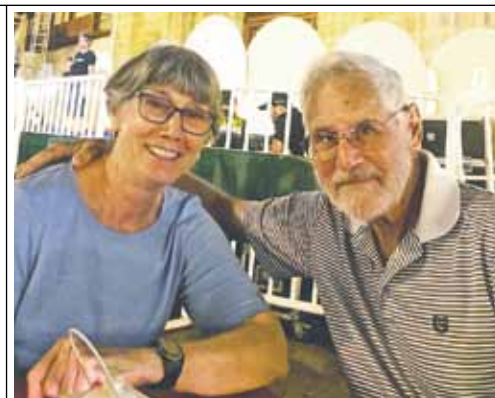
Boy was it nice to see the highrises of Cartagena late the following afternoon. Sailing through the narrow channel markers into the bay was really something unique — it was our first time navigating through a submarine barrier, remnants of old Spanish fortifications.

**Okay, fine — for a while 'Microbe' had two stowaways.**



THANE

SALTMICROBE



**Above: Ruth and Marvin Stark. They did their first Baja Ha-Ha back in 1997 with their first mutihull, an F-31 tri. Below, 'Microbe' in a rare moment of not moving. Left: Allison at the helm. Right: the streets of Cartagena are picturesque day or night. Below right: Allison and Marvin, "So how would you like to be a GREAT Grampa . . .?"**



We welcomed the respite this beautiful city offered and explored much of the walled old city over a few days. We discovered amazing local restaurants, watched horse-drawn carriages with real candle lanterns, and explored Spanish ruins from the height of the Spanish Empire's reign. This really is a world-class city, with historic architecture and cobbled streets that transport you to another place in time.

The next leg of the journey — sailing to Shelter Bay on the Caribbean side of the Panama Canal — was mercifully uneventful. We reacquainted ourselves with the pleasures of fair-wind sailing and anticipated the Canal crossing.

In Panama, on the eve of crossing through the Canal, Allison and I decided to share with Marvin and Ruth the secret we'd kept over the preceding 1,000 nautical miles — that we had brought a stowaway along for the adventure.

Allison and I had discovered the day before departing Sint Maarten that she is pregnant with our first child. And Ruth and Marvin's first great-grandchild! We all agreed it's going to be one salty kid.

— Nick 2/4/19

Look for Part 2 of this story, 'Stowaway Does the Canal', in April's Changes.

## Where Are They Now? — Part 2

Last month, we caught up with some of the folks who were featured in *Changes* articles in 2018, to see where they were and what they were up to these many months later. They had such great stories that before we knew it, we were out of room. (This is the most common way stand-alone stories in *Latitude* turn into two-parters.) So this month, we return to those thrilling days of yesteryear for quick visits with a few more.

— "Totem and crew are so happy to be back in Mexico," writes Behan Gifford.



# IN LATITUDES



The Washington-based family — Behan, husband Jamie and kids Niall, Mairen and Siobhan — completed a 10-year, 60,000-mile circumnavigation on their Stevens 47 in 2018. (*Tying the Knot and Beyond*, May).

"We wondered what it would be like to return after the intervening countries and miles and years, but it's hard to beat the combination of beautiful coastlines, interesting places, friendly people and general security. We're happy to extend our time here after closing the circumnavigation loop in Zihuatanejo last spring!" They're spending the winter in the Banderas Bay-Zihuat area, where



**The Gifford family — after sailing around the world, they're happy to be back in Mexico.**

they hope to share some experience and support with the new crop of Puddle Jumpers and other southbound sailors.

— Henk and Lisa Benckhuysen were part of both the 2017 Baja Ha-Ha and 2018 Pacific Puddle Jump fleets, and we had a fun time reading about that latter passage aboard their modified Express 37

**Harlequin** (*The Express Lane*, Oct). The boat is currently berthed at Riverside Drive Marina in Whangarei, New Zealand, while Lisa

and Henk do a bit of 'inland cruising' in a Toyota camper van "so cramped, it makes our boat feel like the Taj Mahal." They're working from north to south, doing as many of the hiking, biking and backpacking tracks as possible, as well as the occasional art gallery and winery.

Prior to hitting the road, "we dutifully did repairs and maintenance on the boat and ourselves," says Lisa. "Boat parts and services are readily available — as are medical and dental services, at reasonable cost and with minimal wait time. In Tahiti, Henk had to have emergency laser eye surgery, to repair some tiny, age-related tears in his retinas. A followup consult with an ophthalmologist in New Zealand cost only \$120 US. Dental hygiene visits cost \$65 US apiece."

In April, they'll be back on board *Harlequin*, prepping for a May passage to Fiji, where they hope to have visits from their adult son and daughter.

— "Our big news for 2018-19 is we've

embarked on a major refit of **Tahu Le'a**, our Morris 46 cutter, to celebrate her 20th birthday this spring," writes David Cohen (*Overcoming Handicaps*, Dec '17). Some of this is exciting (new sails, rigging and electronics); most is routine maintenance.

"In between we fit in a few (not nearly enough!) days sailing *Tahu Le'a*,

plus a half-dozen outings on 420s out of Redwood City for those of us (especially Kimberley and I) still addicted to sailing small, fast, wet boats.



**Lisa and Henk are currently doing some land cruising in New Zealand.**

"Sharon is still limited to day sails due to her MS, but our daughters Kimberley and Kaela fully intend to take *Tahu Le'a* cruising someday, and neither Sharon nor I have given

up hoping (for medical breakthroughs) and dreaming (of more cruising). Besides, *Tahu Le'a* is part of the family, so taking good care of her seems like the only right thing to do. We're making a serious start on getting her ready for the next 20 years of cruising, and for the next generation."

— "I'll be back performing the same



**In addition to family sailing on their big boat, Dave Cohen and daughter Kimberley still like sailing "small, fast, wet boats" like their 420.**



**Above: Evan, Tanja and Mats sail back under the Golden Gate. Below: 'Captain Teem' has gone from 'smell the roses' sailing to the fast lane, working with the Sail GP foiling cats.**

role that I did for the last two America's Cups, which is working for Sail GP Race Management as a Mark Boat Captain." So wrote Evan Stolze ('Captain Teem') of his post-cruising activities. You'll likely remember the Stolze family — Evan, wife Tanja, son Mats, dog Noah and their



EVAN STOLZE



# CHANGES



AVATAR

somewhat mysterious crew/friend known only as Kruiser — for their fun and entertaining adventures in Mexico aboard their 42-ft steel sloop **Alsager** (*Starting the Cruising Dream*, Feb). At the end of the season, Tanja and Mats flew home and Evan did the Baja Bash back to L.A. with two crew. Before returning to the Bay, the family rejoined the boat and sailed to Catalina — they'd actually never been.

"We returned with mixed feelings," says Evan. "We are happy to be home and proud of the accomplishment. But for me a dream had come to an end, at least for now."

— "We are currently in Rapa Iti, 700 miles and change southeast of Tahiti," writes Shelly Rickman of the Kelly Peter-

***Inset: Mike and Shelly are continuing to seek out more out-of-the-way spots on their fourth year of cruising the South Seas. Above: The view of Raivavae from atop Mt. Hero.***

son 44 **Avatar** (*South Seas Debrief* [Part 1 and 2], Sep and Oct). "In early November, Mike and I left Tahiti and sailed directly to Raivavae. A friend in Mexico who was there 50 years ago said it was his favorite, and a beautiful island. After checking it out we feel much the same — it's gorgeous! The view from Mt. Hero is incredible. We spent almost a full month there and enjoyed the solitude, as no more than six boats were there at any one time.

"Then off to Rapa, recommended by friends a year ago. We were the 15th boat to check in and all by ourselves for a few

days. We were warmly welcomed when we went to check in, and promptly given more food than we could carry.

That was just the start of the warm generosity of the local people. We soon found ourselves part of the community and were even invited to a feast at Christmas, and a wedding for four couples including the mayor just after Christmas! We have nicknamed this island, 'Joyously Remote' and it will always occupy a special place in our hearts."

## Cruise Notes

- "The first time we crossed the Pacific in 2004, we had no firm plans other than to visit New Zealand," say Mark and Robyn Bennett of the Ingrid 38 **Mintaka**. The Utah-based couple assumed they'd spend a season there and move on. Instead, they fell in love with the place and decided to stay awhile longer. In fact, when Robyn learned that her profession (anesthesiology) was on the critical skills shortage list, "It made it a snap to become residents." They sailed the boat back to



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Washington in 2009-10 to be near their college-bound son, then settled back into their house in Salt Lake City. After four years, they couldn't stand it any longer. They sold the house and sailed back to Kiwiland (via the 2014 Puddle Jump) for good — or at least the foreseeable future. They currently live aboard in the Town Basin Marina in Whangarei, and venture out in the (southern) summers, revisiting past favorites like Vanuatu and New Caledonia, or just gunkholing the picturesque anchorages along the Northland coast, at Great Barrier Island and throughout the Hauraki Gulf.

• If Guinness had a category for "Engine Troubles," we're thinking Chris Geddes of the San Diego-based Columbia 50 **Sagacious** would hold the record for a long time. He originally planned to do



*'Mintaka' looking good as she sails her new home waters off New Zealand.*

MINTAKA

the Ha-Ha five or six years ago, but engine troubles forced a delay — and eventually an engine rebuild in Long Beach. He finally entered Mexican waters in 2015 and after a short stay in Ensenada, sailed for the Marquesas, arriving at Hiva Oa in June after a 25-day passage. While there, the engine seized while charging the batteries. The intended two-day stay turned into a year as the engine was pulled and rebuilt again. He used the yard time to get a lot of other work done, too.

After **Sagacious** went back in the water, they went for a short trip to the nearby island of Tahuata, where — you guessed it — the engine started to leak oil, the oil pressure dropped, and after a few seconds the bearings started rattling. Adding more oil got him back to Hiva Oa but the damage was done. The cause was a small

heat-exchanger that had been positioned incorrectly. It chafed a hole in the oil filter which led to the massive leak.

Out came the engine again for — if you're counting — the third time. A strip-down revealed the crankshaft was toast as it was already on the third re-grind. Geddes ordered a new crank, rods and bearings and they were airfreighted over from the States.

Once back in the boat, the engine was run up again and once again seemed good to go. And it was — all the way back to Tahuata. However, when it came time to head over to Nuku Hiva, Chris noticed the amp gauge read *minus* 5. He stopped the engine, lifted the cover and found the engine bay covered in oil and diesel fuel. Also, the crankshaft pulley had fall-



SAGACIOUS

*'Sagacious's' crank pulley after the last breakdown. If you know engines, you know this looks really bad.*

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# CHANGES

en off — never a good sign — and the end of the new crankshaft looked like it had been through a meat grinder. Diesel fuel was pouring out of the low-pressure pipe from the injection pump, which was only finger tight!

"I am now faced with sailing the boat back to Hiva Oa for more repairs," he wrote in late January. "Fortunately, there are a number of other disgruntled clients of the yard who are going to go to bat for me to try to make the yard take responsibility and make this right. One is even paying his own airfare to come back, he is so furious with the treatment I have received."

Other than the ongoing mechanical nightmare, "I am enjoying myself enormously out here," says Chris. "And there are certainly worse places to be stuck!" —



LEIGH ANN

*With scenery like this, it's easy to understand why Doug and Sandra are enjoying cruising Alaska on 'Leigh Ann.'*

for Hawaii, landing in Hilo and splitting the next seven weeks between there and Hanalei Bay. Next stop — back in their home waters of Puget Sound and the Salish Sea in Northwest Washington. Last summer they were off again, harbor-

adding, "The beer is reasonably priced and quite good."

• After the 2016 Ha-Ha, Doug and Sandra Asbe of the Seattle-based Alajuela 37 **Leigh Ann** continued on to La Paz and spent the winter exploring the Sea of Cortez, sailing as far north as Santa Rosalia. From Baja, they took off

hopping north as far as Ketchikan. The boat is currently in Petersburg, awaiting further explorations of Southeast Alaska when the weather warms up.

• This month marks six years since Jack and Suzanne Lutchansky retired, sold the house, and moved aboard their Alameda-based Catalina 445 **No Remorse**. They returned to the Bay after doing the 2013 Ha-Ha, and soon found a new cruising ground to their liking: the California coast. The usual itinerary was to head down to Santa Barbara in August, then harbor/island-hop from there as far south as San Diego before returning to the Bay for the winter. "Even last year with Suzanne being terminally ill, she stopped chemo, and we spent a week in Santa Barbara visiting her favorite spots," says Jack. We're sorry to report that Suzanne passed away October 9, 2018, her 61st birthday. Jack plans to continue their 'migration tradition.'

• Four months after Andy McDonough retired from flying for a major airline in 2013, he and Eileen pointed the bow of **Ilean**, their Catalina 380, south, joining that year's Baja Ha-Ha. "We'd been plan-

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ning on doing it for years and thoroughly enjoyed every aspect of the experience," he says. When their two volunteer crew flew home, the McDonoughs continued up to La Paz, where they found a temporary home at Marina Palmira. They enjoyed the relaxed sailing and peaceful anchorages of the Baja Peninsula until summer. When the heat arrived, Eileen flew home and Andy, his cousin Mike Farley, and Mike's son, Sean did the bash home. By July, 2014, the boat was back in her Oakland slip.

*Ilean* ("I lean," get it?) sails the Bay regularly these days. The McDonoughs have no plans to do another Ha-Ha or cruising adventure at the moment, "But we have nothing but good memories of our one time down in the Sea and its beautiful people and environment," says Andy.

- While you're reading *Changes In*



**Above: 'Ilean' in Petaluma. Left: Andy and Eileen sail the Bay these days, but have great memories of their 'one time down in the Sea.'**

*Latitudes*, Rob Benson is occupied with changes in *altitudes*. Six years ago, he and wife Rose sailed their San Diego-based Hunter 460 **R&R Kedger** to Florida, sold her in Fort Lauderdale, drove home in a van and, well, "swallowed the kedge." Rob is currently focused on hiking the Pacific Crest Trail.

- After reporting on the international cruising scene for 25 years, *Latitude* Editor-At-Large Andy Turpin finally filed through the chains and escaped the editorial dungeon. For the last year and a half, he and his lovely wife Julie have

been cruising Mexican waters aboard their Cross 42 **Little Wing**. Among the highlights so far: snorkeling in crystal-clear water; communing with humpback whales who swam inches from *Little Wing's* amas; and magical, starry nights that offered twinkling constellations to steer by.

Their advice to future Mexico cruisers?

- 1) Make it a high priority to learn some Spanish. Doing so will enhance your travel experience exponentially.
- 2) Don't over-plan your itinerary. Spontaneous experiences often become the most memorable.
- 3) Trust that your big-hearted Mexican hosts will almost always do their best to help you. But if a harbormaster ever welcomes you by shouting, "*No problema*. I asked the dredge operator to move," then do an immediate about-face and get the hell out of there! (Yeah, long story.)

Andy is also the guy who has organized and reported on the Pacific Puddle Jump ([www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com)) since its inception more than 20 years ago. As you may already know (or read about elsewhere in this issue), the PPJ is a laid-back rally that ushers cruising

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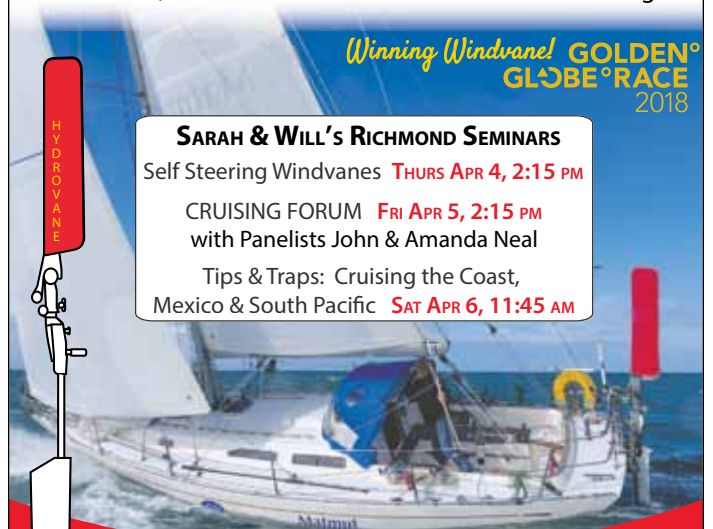
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# CHANGES IN LATITUDES



*After writing about far horizons for 25 years, Andy and Julie are finally chasing them.*

sailors from the West Coast to French Polynesia starting this month. Rumor has it that he and Julie may make that 3,000-mile crossing themselves this year aboard *Little Wing*. Stay tuned.

• Latitude 17, where the sea meets the shore to create the magic of community! **Zihuatanejo Sailfest**, run by the local nonprofit organization Por Los Ninos Educational Charity, completed its 18th and most successful year February 4-10.

This unique fundraising event allows sailors to make a positive and long-lasting impact on the lives of others. In fact,

the whole community of Zihuatanejo, including the longtime supporter and newly elected mayor, Jorge Sanchez — along with his dedicated staff, local merchants and the large expat community — united around this fundraiser for the local school system.

This year there were over 145 volunteers who ran the various events. Twenty-eight boats donated their vessels, time and expertise to provide sunset cruises to approximately 1,100 people. Various musicians donated their time and talent on cruises and beach parties.

Local merchants donated goods and services for the auctions and raffles, all in the name of the children. Over 2 million pesos (more than \$100,000) were raised this year, 99% of which will go toward new classrooms, bathrooms and kitchens in local schools, as well as scholarships for students.

More than a third of those funds were raised by the cruiser community. Notable boats of mention — and some of the true workhorses of the event — include Stuart Cooper and Karen Key of **Fantasia**;

Jeff and Peggy Jacobs of **Ziva**; and Al and Jolinda Garnier of **Chez Nous**. This event not only enriches the community but



*Sailfest (co-founded by Latitude 38 in the early 2000s) has several on-the-water events for cruisers, including a Parade of Sail, Rally 'Round the Rock, and giving sailboat rides to locals.*

bonds those who volunteer in a lasting and meaningful way.

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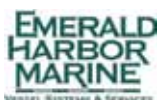




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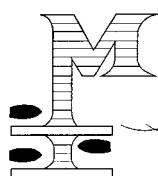
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**25-FT NORDIC FOLKBOAT, 1976.** Richmond. \$12,000. Excellent condition. Fiberglass hull, new aluminum mast, rigging, 4-stroke OB. Great sails. Perfect Bay boat. Active and friendly local and international fleets. See <http://sfbayfolkboats.org> or [eaashcroft@aol.com](mailto:eaashcroft@aol.com).



**25-FT FREEDOM, \$6,500.** Carbon fiber mast, new engine, halyard, lifelines. Has chute and spinnaker pole, good main, well-balanced and sails well. Quite roomy with twin pilot berths, head with holding tank, and galley. New marine survey in 2018. (415) 722-7695 or (916) 599-5241.



**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](mailto:pierrejosephs@yahoo.com).



**30-FT WILDERNESS 30, 1985.** Alameda. \$14,500/obo. 2016 SHTP winner. *Domino* is set up for singlehanded racing. New rod rigging 2016. Extensive sail inventory; good condition. WaterRat CF rudder, 2014. 220Ah batteries, 100w solar, custom alternator. (510) 717-9271 or [dherrigel@gmail.com](mailto:dherrigel@gmail.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](mailto:kjwilson8806@aol.com).



## 29 TO 31 FEET

**30-FT KNARR, 1962.** Tiburon. \$9,000 REDUCED. Knarr 114 built in Norway. Wood with fiberglass deck. New spars, rigging and sails. 2x RocketShip award winner. Full cover. OB. Professionally maintained. Excellent condition. Very competitive boat. Contact (415) 259-8831 or [dbthlman@comcast.net](mailto:dbthlman@comcast.net).



**30-FT GARY MULL SLOOP, 1972.** Richmond Yacht Club. \$18,500. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race and cruise ready. Recent haulout. Contact (559) 217-9644 or [Stephenlewis1900@gmail.com](mailto:Stephenlewis1900@gmail.com).



**30-FT KNARR, 1966.** Tiburon, SFYC Berth #208. \$15,000. Danish Borresen wood with fiberglass deck, new rigging and sails. Full cover. OB professionally maintained. Very good condition. Contact Robert Smith at (650) 343-7914 or Clark Beek, general manager, Spaulding Boat Center at (415) 332-3179.

**25-FT CATALINA 250 WING KEEL.** 2004. Tracy, CA. \$17,299. With trailer, surge brakes. Honda 9hp OB. VHF, stereo, shorepower with breakers. Depth/knotmeter. Contact (209) 836-2552 or [cat250@sonic.net](mailto:cat250@sonic.net).



**26-FT MACGREGOR 26M, 2012.** Marina Bay. \$28,000. Excellent condition, lightly used, Evinrude E-Tec 60 OB. 2 sets of sails, furler jib. Lines run aft, sail covers, bimini, dodger, full cockpit enclosure, VHF, stereo, autopilot, chartplotter, cabin heater, marine toilet, stern rail seating. Upgraded electrical control panel and batteries (new 2018). Shorepower. Trailer included and many, many, more extras and additions. Must see! (402) 318-2258 or [ddjsphotos@gmail.com](mailto:ddjsphotos@gmail.com).



**30-FT 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](mailto:tony@nowandzensail.com).

**29-FT RANGER, 1971.** Oakland, CA. \$5,000/obo. Cheap fixer-upper sailboat, stand-up cabin end to end, singlehand rigged, sails include spinnaker, engine is also included. Below NADA value! Prefer text inquiries if possible. (918) 407-1435.

**31-FT CHEOY LEE OFFSHORE, 1979.** Eureka, CA. \$5,000/obo. Ketch rig. New starter and water pump, Perkins diesel runs fine. Somewhat neglected. Berthed in Eureka, which I know is out of the way, hence low price. (707) 223-0525.



**30-FT CATALINA, 1986.** Berkeley Marina. \$22,500. 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, depth sounder. Electric windlass with 100-ft of chain. Haulout and bottom painted November 2018. All reasonable offers will be considered. Must sell since purchased another boat already in Croatia. (916) 835-5513 or [nfurnan0111@gmail.com](mailto:nfurnan0111@gmail.com).

## 32 TO 35 FEET

**35-FT J/35, 1988.** Emery Cove D45. \$25,000. Used only 2-3 times since Pacific Cup 2008. SSB, main, 2 jibs, 2 spinnakers in good condition. Bottom cleaned regularly. Engine just serviced. Needs some work. Motivated seller. (415) 613-8764 or [nadzia444@comcast.net](mailto:nadzia444@comcast.net).



**32-FT ALLIED SEAWIND II, 1975.** Berkeley. \$25,950. Gilmer-designed cruising ketch. Clean and airy belowdecks. Sailed regularly. Westerbeke 30 runs great. Roller-furled genoa, Force 10 propane stove/oven. CQR on bow roller. Cabin wood stove. Shorepower. RIB/OB. Much more. Contact [poprocks23@gmail.com](mailto:poprocks23@gmail.com) or (415) 370-7129.



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**32-FT CATALINA 320, 2000.** San Diego. \$65,000. Near-perfect, new fuel tank and water heater, adjustable backstay. Please email or call for pictures. Contact (619) 224-8926, (619) 929-8412 or grossnicklep@yahoo.com.



**33-FT SYNERGY 1000, 1999.** Marina del Rey. \$74,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. Continually updated. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2019 main and jib, 2019 155% jib top, 2018 Code 0, 2A spinnaker, 2017 heavy jib, 2015 North 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.

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

**33-FT SOVEREL 33, 1985.** Long Beach. \$12,500/obo. Excellent boat for beginning or experienced sailors. Spirited performance cruiser as well as a giant killer around the cans. Sail Fast. See more at [www.soverel33forsale.com](http://www.soverel33forsale.com). Contact fishskool@gmail.com or (949) 922-3929.

**32-FT DREADNOUGHT TAHITI KETCH.** 1979. Palo Alto. FREE. Teak deck. Fiberglass hull. Sabb engine. Partially finished interior. Lots of extras included. On cradle, buyer must be prepared to move. (650) 793-2985 or kiheibub@aol.com.



**35-FT J/109, 2004.** Sausalito. \$139,000 REDUCED. Very extensive updates in the last 3 years. Quite possibly one of the best-equipped 109s available! Race-ready or cruise in style. Contact Jim. See website for pics: <http://photos.app.goo.gl/VgMneynh5VYwvjvB6>. Contact (916) 719-5225 or jng7000@gmail.com.



**33-FT HUNTER, 1993.** \$49,900. This 33.5-ft 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, radar and chartplotter. Stove with oven, fridge with freezer. USCG Inspected 2019. (510) 878-1142 or amaylon44@gmail.com.

**34-FT FAST CRUISER, 1977.** Sausalito. \$34,000. As is. Refitted for Mexico, South Pacific. Been in dry storage last 5yrs. Turnkey and ready to go. See <http://web.magewind.com/magewind>. Contact (415) 332-4810 or wegwerf1@unspoken.com.



**33-FT ENDEAVOR 33, 1983.** Sausalito. \$19,000. Mainsail, fair. Furling jib, good. #4 jib, good. Gennaker with pole, excellent. All lines led aft, Roller furling, Yanmar 3GMF with 1176hrs well maintained, keel-stepped mast, head, holding tank, sink, water tank. USCG documented. Very easy to sail singlehanded and/or plenty of controls to tweak and have fun. Solid boat in the SF Bay winds. Lots of space below with great headroom. Email for more photos: [murdad@comcast.net](mailto:murdad@comcast.net) or (415) 717-4726.



**33-FT YORKTOWN, 1977.** Stockton. \$18,500. A cruising sailboat or liveaboard. Sloop rig, LOA 34'4", LWL 32'6", Beam 11'6", Draft 6'6", Displacement 11 tons, 6'3" headroom below for tall sailors. Email for more information and pictures: [kimberlyadawson@gmail.com](mailto:kimberlyadawson@gmail.com).

**33-FT DEHLER 34, 1985.** Brisbane Marina. \$19,500. Family cruiser, sails well, roomy interior, galley. Nav station, wheel, Yanmar diesel, dodger, Schaefer furler, good main, jib, genoa. Autohelm, ground tackle, VHF, instruments. See <http://tinyurl.com/y6vnkzjc>. (408) 224-0152, (408) 209-7919 or rmorganstern@yahoo.com.



**32-FT WEATHERLY - GILMER DESIGN.** 1983. Vallejo, CA. \$42,500. Equinox. well maintained and equipped. Exceptional structural and seakeeping qualities. Call for details, (360) 316-1421. See more at <http://bit.ly/2tGxn1Q>.



**34-FT BENETEAU OCEANIS, 2011.** Marina Village, Mission Bay, San Diego. \$130,000. 2 cabins. As new, many upgrades: asymmetric spinnaker with sock, Code 0 on furler (Oct 2017). Full-batten mainsail, genoa on furler. Bimini and sprayhood (Oct 2018). Jabsco electric marine toilet. Simrad electronics: autopilot, GPS, VHF, radar (2014). Chartplotter, sound system SonicHub (4 speakers + amplified subwoofer). Air-floor inflatable dinghy, Torqeedo electric 3hp engine (2016). 29hp diesel engine 650 hrs, J Prop feathering 3-blade propeller. Electric windlass, Delta anchor plus spare anchor. All offshore safety and docking equipment. And much more. US registered in California. (858) 291-3519, (858) 263-4390 or olivier.alavoine@outlook.com.

**CATALINA 34 MK II, 1999.** Sausalito Yacht Harbor. \$79,500. Bristol condition yacht throughout with many upgrades, PYI dripless shaft, Max-Prop and new in-mast Hood sails. Recent KKM haulout and Kent Parker survey available. (415) 472-5252 or [adamspe@comcast.net](mailto:adamspe@comcast.net).

## 36 TO 39 FEET

**CAL 39, 1979.** South Beach Harbor. \$39,500. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or [dc.conely@gmail.com](mailto:dc.conely@gmail.com).

**37-FT BENETEAU, 2013.** Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or [basailor@comcast.net](mailto:basailor@comcast.net).

**39-FT FREYA, CANDIDE, 1978.** Brisbane. \$55,000/obo. *Candide* is a 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](mailto: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](mailto:takechances@gmail.com).

**36-FT CHUNGHWA MAGELLAN, 1977.** LaPaz, MEX. \$32,000/obo. *Shamanness*. Ketch, 40hp Yanmar, fiberglass, full keel, teak interior/deck, sleeps 5, cruising gear, 9 sails, dinghy, outboard, Monitor windvane, hydraulic ram autopilot. Frigoboat refrigerator/freezer. See <http://Sailshamanness36footketch.weebly.com>. Contact [cal20dennis@yahoo.com](mailto:cal20dennis@yahoo.com) or (650) 269-5827.



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**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.



**37-FT CREALOCK.** Monterey, CA. \$42,000. 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. (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>. (209) 406-8806 or reraft@gmail.com.



**36-FT ISLANDER, 1974.** Richmond MBYH. \$32,000. Sails beautifully, perfect racer/cruiser for family, friends or short-handed sailing. Recently replaced running and standing rigging, new bow pulpit/stern pushpit, electrics re-wired, engine rebuilt. Great liveaboard. Ready to sail immediately. Email [jennabrowning5@gmail.com](mailto:jennabrowning5@gmail.com).



**39-FT WYLIE MASTHEAD SLOOP, 1984.** Richmond Yacht Club. \$20,000-asking/obo. *Marishanna*. Built by Westerly Marine. Daysailing/racing layout. Very successful under 10R + PHRF. Masthead rig with cutter capability. Offered with full offshore equipment. A well-behaved sailboat. (415) 383-0949.



**37-FT RAFIKI CUTTER, 1997.** Fields Landing, CA. \$8,750/obo. Presently stored at Fields Landing yard w/current registration. Interior plywood and diesel need attention, full complement of sails, all rigging SS tanks, mast and boom, hatches and portholes at site. Full-time yard at site capable of putting *Spin Drift* back in the water. Priced to sell at \$8,750/obo, will consider fine art/collectibles in trade. See <http://tinyurl.com/yblkcun>. Call (707) 367-1420 or (208) 689-3051. Email [thelazzyp@aol.com](mailto:thelazzyp@aol.com).

**36-FT ISLANDER, 1983.** Brisbane. \$26,500. 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](mailto:rd_satt@yahoo.com).



**36-FT FRANZ MAAS.** Dutch-built sloop, 2005. Marina Riviera Nayarit, La Cruz, MX. \$39,500. Beautiful, strong and proven Franz Maas Dutch-built sloop. Excellent condition after complete re-build '03 - '05. 3cyl Yanmar, Monitor, SSB/Pactor/radar, plotter, AIS, watermaker, 5 solar panels, fridge, windlass, EZ-Stack on main, Harken on jib. Aluminum inflatable w/6hp Mercury and much more. Lots of well thought-out storage. Lying Puerto Vallarta/La Cruz Marina. See photos and specs at <http://begonephotos.shutterfly.com>. Waiting your inspection in Paradise (the fun side of the wall). Email or call 011-322-274-2421 (Mexico), (415) 532-6108 or [teridonm@hotmail.com](mailto:teridonm@hotmail.com).

## 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. (559) 683-4837 or [j-nick@sti.net](mailto:j-nick@sti.net).



**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, lcom radio, Furuno radar, fish finder and more. (707) 349-0953 or [cgreene@mcn.org](mailto:cgreene@mcn.org).



**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](mailto:guggenheim.charles@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, wind-vane, cockpit enclosure, etc. Contact for photos/specs. (619) 733-2869, (619) 838-0019 or [loriserocki@yahoo.com](mailto:loriserocki@yahoo.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 [tbmoran@gmail.com](mailto:tbmoran@gmail.com).



**C&C 44, 1987.** Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or [karl.wilber@sbcglobal.net](mailto:karl.wilber@sbcglobal.net).



**CAL 40.** Long Beach. \$50,000. Core-power 2008. Brand new trade prop, UK main 2015, new dodger/main cover 2015 and much more.



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**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 Barent self-tailers. See <http://tinyurl.com/yc4eoxoj>. Contact (360) 319-0529 or webandyk@gmail.com.



**40-FT FORMOSA, 1975.** Marina Bay Yacht Harbor. \$17,000/obo. Need to sell, medical issues. Seaworthy full keel, aluminum spars, watermaker, radar, hyd. Steering, all stainless tanks, and 1501 lighthouse. Many more. (503) 957-8708 or Sailabout333@gmail.com.



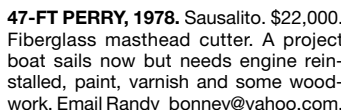
**42-FT CATALINA, 1990.** Hidden Harbor Marina. \$99,500. *La Bella Vita* is a 2017 Baja Ha-Ha vet. Lots of updates and improvements over the 7 years of ownership. New chartplotter, radar, wind instruments and belowdeck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213, (916) 685-7737 or drsbakken@gmail.com.



**40-FT CAL, 1965.** Richmond Yacht Club. \$35,000. Many upgrades including hull to deck joint rebuild, carbon rudder, dodger, Alpha autopilot, mast step strengthening, Yanmar 40hp jh34E. Boat rigged for ocean sailing and is a veteran of 3 Transpacs and 1 Pacific Cup. Contact (415) 457-5630 or wbpertree@outlook.com.



**42-FT TARTAN, 1981.** Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans make this a vessel that is ready to go. A list of upgrades includes: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



**47-FT PERRY, 1978.** Sausalito. \$22,000. Fiberglass masthead cutter. A project boat sails now but needs engine reinstalled, paint, varnish and some woodwork. Email Randy\_bonney@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.



**46-FT FORMOSA PETERSON CUTTER.** 1981. Channel Islands Harbor. \$119,000. Classic design. Proven cruiser, Mexico vet. Turn-key and GO, locally and beyond. Extensive refit. Many upgrades. Spacious enclosed center cockpit makes this a comfortable ride. (805) 469-3014 or Johnlaln@gmail.com.

## 51 FEET & OVER



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**52-FT JOHN SPENCER, 1982.** Ventura. \$60,000. Kauri cold molded sloop. Refit with hard dodger, sugar scoop, monitor wind vane, WindX generator, Max-Prop, Carl Schumaker rudder, VacuFlush head, fuel tanks, list goes on. Needs some TLC. Contact gregorymwilliams82@gmail.com or (310) 924-4530.

## CLASSIC BOATS

**18-FT GAFF SLOOP, 1936.** SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18', 6' beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.

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## MULTIHULLS



**17-FT WINDRIDER TRIMARAN, 2002.** Auburn, CA. \$4,000. Hulls, sails, rigging, all in good condition. Factory motor mount. Roller rigging of jib and main, includes trailer, lines, fenders, lifejackets, anchor. Contact (530) 278-3205 or jimgoetsch@hotmail.com.



**28-FT TRADEWINDS.** Trailerable trimaran, 1970. Santa Rosa. \$3,500. Production molded FG hulls, saildrive, aluminum spars. backyard project, needs interior, lots of gear. Must move ASAP. Search Google for pics. Baja cruiser. Pic is a sistership. (707) 696-3334 or john@windtoys.net.



**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 feet 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.

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**33-FT REYNOLDS, 2003.** Napa. \$34,000. 33X16. Giveaway price, ridiculously fast, sleeps 4, very nice extra-wide Reynolds 33. See pictures on eBay and SFB craigslist, priced low, as I am going offshore. (775) 722-5677 or Multihuler@aol.com.

## POWER & HOUSEBOATS



**26-FT NIMBUS NOVA 26, 2000.** Clipper Yacht Harbor, Sausalito. \$20,000. Swedish Nimbus Nova 26, single owner, inboard/OB Volvo Penta 5.7 Gsi, gas, V-hull, teak deck, sleeper cabin, with galley and head, picnic table, custom canvas cover. See <http://nimbus.se/our-history>. Contact Bjorn.oste@gmail.com, (603) 781-8631 or (617) 510-0208.

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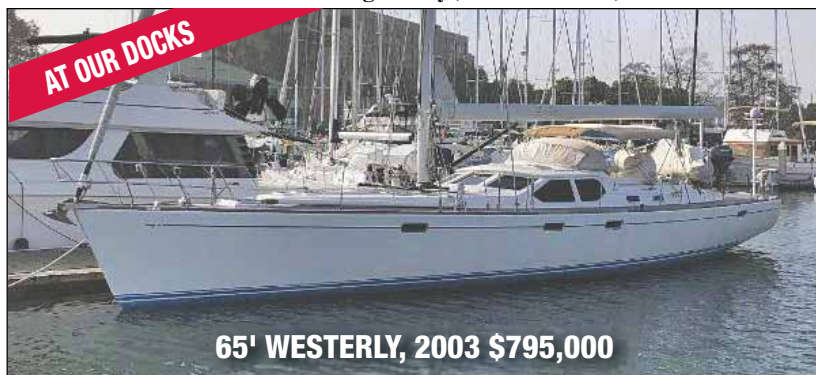


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**42' HINCKLEY SOUTHWESTER CENTERBOARD SLOOP, 1983** Perfect example of a beautiful Hinckley design and exquisite workmanship. \$700,000 spent on her since 2011. Potentially transferable Sausalito YH slip. **\$269,000**

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**42' NAUTICAT, 1995** Classic pilothouse cruising motorsailer that's still owned by the original family for whom she was built; less than 1,500 hours on the 110 hp Yanmar diesel. Just hauled and bottom painted early 2018. **\$164,500**

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**36' CAPE GEORGE SLOOP, 1987** A beautiful and capable offshore cruiser that is equally at home as a day sailer in typically boisterous Bay conditions. **\$159,000**

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**43' C&C, 1973/2010** Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk. **\$139,000**

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**37' HANSE 370E, 2008** Low-time Awlgripped dark blue hulled beauty that shows almost as new inside and out. Epoxy hull--epoxy is light, strong, and EXPENSIVE!! Possible downtown Sausalito slip. **\$124,000**

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**39' BENETEAU 393, 2002** Never cruised or chartered with deep-draft keel and standard (not in-mast!!) main. Potentially transferable Sausalito YH slip. **\$110,000**

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**43' STEPHENS CRUISER, 1962** Impeccably maintained by long term owners, she's been updated throughout but retains the traditional lines for which Stephens are known. Potentially transferable Monterey slip. **\$109,000**

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**38' TUNG HWA, 1984** Vessel just awl gripped top to bottom and shows MUCH newer than actual age, very low time on twin diesels. Lying in Sausalito slip that might be able to accommodate liveaboard, rare opportunity... **\$84,000**

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**41' PERRY, 1983** The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$74,500**

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**40' VALIANT, 1975** TransPac and Mexico vet in turn key ready to go again! Almost no time on totally rebuilt engine, much other updated equipment, provision and GO! **\$69,000**

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**43' ENDEAVOUR 43, 1983** Center cockpit fiberglass fin keel ketch. Potentially transferable downtown Sausalito slip. **\$69,000**

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**C&C 41, 1988** Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$59,800**

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**32' WESTSAIL CUTTER** The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised ; very low time on machinery. **\$49,500**

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Sistership

**34' CAL, 1978** Classic Plastic still being sailed by original owners! Well priced, just detailed and shows nicely. **\$18,000**

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**33' TARTAN 10, 1980**

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**39' SILVERTON FLYBRIDGE 34C CRUISER**, Twin Crusaders, 30 kts, in beautiful condition, full Delta Canvas, well-decorated, dinghy & O/B, RADAR on arch, Heart Interface, comfortable & well-equipped, immaculate & MORE! Asking **\$39,900**

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**28' ISLANDER BAHAMA** Nicely maintained with clean and just full-serviced Yanmar diesel 2GM, new Z-Spar bottom paint, zincs, and propeller/shaft cleaning, depth, wind, autopilot, VHF, tiller, battened main sail with cover, furling jib, and spinnaker. Nice interior with stove-top and galley sink, for economical family sailing ... Asking **\$9,950**



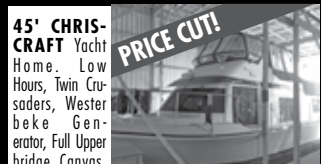
**37' ENDEAVOUR Sloop**. Always painstakingly maintained, nicely upgraded & in excellent condition. Dodger & full cockpit enclosure, lrg sail inventory, 50hp Diesel, H2O maker, full galley, end head w/ shower, good electronics incl. RADAR, inflatable w/ motor, solar, A/C unit, well-found w/ lots of cruising gear **\$34,950 Ask**



**34' CHB AFT CABIN TRAWLER** Diesel, Flybridge & Pilothouse Helms, Heads & Showers in Fwd & Aft Staterooms, dinghy on swim platform, kayak, full galley w/ 4-burner range, microwave, refrig/freezer, bimini, salon, convertible ship's table/seattee & MORE! ... **\$26,900 Ask**



**28' BAYLINER 2855 CONTESSA**, Roomy Flybridge, well-maintained, bimini, galley w/ refrig, rebuilt engine comfortable, handles well, well-maintained, ready to go water skiing, etc. Asking **\$12,000**



**45' CHRIS-CRAFT Yacht Home**. Low Hours, Twin Crusaders, Western Beke Generator, Full Upper bridge Canvas, roomy, in nice shape, open aft top deck. A great fun boat for the Bay & Delta & MORE! ... Asking **\$39,000**

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**33' RANGER Sloop**. Very nice condition & equipment. Dodger, Roller Furl, Dsl course lifelines w/ bow & stern pulpits, Pedestal Wheel, Self-Tailing Winches, aft stay tensioner, Moyer rebuilt Atomic 4, galley, end head w/ shower, Dingy, A great Gary Mull Design & MORE! Asking **\$13,950**



**30' NEWPORT MKIII Sloop**. Diesel, 2 jibs, main & genoa, roller furling, boat cover, windlass, dbl course lifelines w/ bow & stern pulpits, wheel steering, self-tailing winches, galley, enclosed head, H&C press H2O, shower, new cushions, dinghy. Asking **\$19,950**



**30' ISLANDER Sloop**. '85 in beautiful condition. Cruise-equipped, Universal diesel, roller furl, full-batten main, Dutchman, wheel steering, dodger, bimini, galley w/ refrig, GPS, stereo, Autohelm w/ remote, lines led aft, enclosed head w/ shower & MORE! Well-maintained ... Asking **\$21,950**



**28' SKIPJACK** on a three-axle trailer. Twin VOLVO Diesels w/ \$13K in recent maintenance/improvement on engines, transmissions & out-drives ... **REDUCED! \$21,950 ASKING**



**35.5' BRISTOL** blue-water cruiser, fine pedigree, designed by Ted Hood, only 260 hours on YANMAR diesel, wheel steering, perf. cruising keel, roller furl, self-tailing winches, vang, nav station, double lifelines w/ pulpits, conv. settee, 1/4 berth, private owners' stateroom, enclosed head & MORE! ... **\$32,500 Ask**



**32' ALLIED Sea Wind II Ketch**. Robustly-built GILMER-designed off-shore cruiser. windlass, roller-furling, Spinnaker, Diesel, Inverter, Galley w/ Force 10, Encl. head w/ shower, cabin fireplace, RIB w/ outboard, PUR H2O Maker, extra gear not yet installed & MORE! ... Asking **\$25,950**



**24' DANA BY PACIFIC SEACRAFT** Classic Bill Crealock design. Well-balanced, high quality, go anywhere gem. Widely respected as the ultimate pocket cruiser. DSL, beautiful tropical hardwood interior, seakindly & exquisitely crafted; this is a wonderful vessel & she is in excellent condition. Asking **\$39,950**

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