

Latitude 38

VOLUME 503 May 2019

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Just Ask the Kids!

When we sailed out the Golden Gate into 12' seas in January 2018, we weren't sure how much we'd like sailing across the Pacific Ocean with our parents on our 44-ft wooden ketch.

But by the time this picture was taken in the Tuamotuan atoll of Fakarava, not only did we love sailing, but we knew *DEBONAIR*, our wooden Edson Schock double-ender, inside and out. We were catching fish for our family's dinner, standing our own watches, doing lots of navigation, and snorkeling whenever we could. Our Pineapple Sails-built mainsail took us almost 10,000 miles in 2018.

Although we're back in the land of school, cell phones and schedules for a few months, we're planning to sail to Alaska this summer. And we'll be getting there with the help of a new mizzen and working jib built by Pineapple Sails. We can't wait.

Arlo Rucker (15)
and Alma Rucker (12)
s/v *DEBONAIR*



PHOTO BY EDITH KRAUS

*DEBONAIR**

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Cover: The nearly-95-year old Herreshoff schooner *Brigadoon* powers to windward in the 2011 Master Mariners Regatta. *Brigadoon* has been in the Klaus family for more than 45 years.

Photo: John 'Woody' Skoriak. We would like to thank Woody for his tireless — and selfless — contributions to *Latitude 38*.

Woody has been a champion for both the tall-ship and wooden-boat communities in the Bay Area.

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Since 1977

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

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*Source: US Sailing (National Governing Body for Sailing)

CALENDAR

Non-Race

May 1 — Dockwalker volunteer training, Red Cross, San Jose, 7:30-9 p.m. Info, www.dbw.parks.ca.gov.

May 1-5 — Tall ships *Lady Washington* and *Hawaiian Chieftain* will be in Coos Bay, OR. Info/tickets, (800) 200-5239 or www.historicalseaport.org.

May 1-29 — 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.stfyc.com.

May 2 — Mischief, Merchants & Mayhem: Tales from San Francisco's Historic Waterfront, Corinthian YC, Tiburon, 7 p.m. With Lee Bruno. Free, but RSVP to speakers@cyc.org.

May 3, 1866 — The clipper ship *Hornet* caught fire and burned in the Pacific Ocean. The crew took to the open long-boat, and, in one of the greatest small-craft voyages of all time, sailed and rowed to Hawaii, 4,000 miles away.

May 4 — Nautical Swap Meet, Owl Harbor, Isleton, 8 a.m.-noon. Free entry and space. Info, (916) 777-6055 or www.owlharbor.com.

May 4 — Dockwalker volunteer training, DRYC, Marina del Rey, 10 a.m.-12:45 p.m. Info, www.dbw.parks.ca.gov.

May 4, June 1 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

May 4-25 — Small Boat Sailing, 9:30 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.

May 5 — New speaker series at Bay View Boat Club debuts with Joel Selvin, rock critic for the *Chronicle*. San Francisco, 1 p.m., following brunch, 11 a.m.-1 p.m. Info, www.bvbc.org.

May 5-26 — 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.

May 6 — Monday night jazz with Randy Craig, BVBC, San Francisco, 7:30 p.m. Members of reciprocal YCs welcome. No cover. Info, www.bvbc.org.

May 7 — Aquatic Invasive Species Workshop, Mott Training Center, Pacific Grove, 8:45 a.m.-2:45 p.m. Free. Register by 5/3. Info, www.dbw.parks.ca.gov.

May 9 — Dockwalker volunteer training, Stockton YC, 6-8 p.m. Info, www.dbw.parks.ca.gov.

May 9, June 13 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

May 11 — RV & Boat Swap Meet, Delta Bay Marina, Isleton, 8 a.m.-noon. Free admission, no charge to sellers. Boating, camping, water-sports-related items welcome. Danny, (916) 777-5588 or www.deltabay.org.

May 11 — Safe Boating Week Kickoff, Alameda Community Sailing Center, 10 a.m.-2 p.m. Boat rides, guest speakers from USCG, lifejacket giveaway. Info, www.sailalameda.org.

May 11 — Dockwalker volunteer training, Cabrillo Marina, San Pedro, 10 a.m.-12:45 p.m. Info, www.dbw.parks.ca.gov.

May 12 — Mother's Day.

May 13 — Dockwalker volunteer training, Solano Water Agency, Vacaville, 11:30 a.m.-1:30 p.m. Info, www.dbw.parks.ca.gov.

May 18 — Nautical Swap Meet, West Marine, Santa Cruz, 8 a.m.-2 p.m. Info, (831) 476-1800.

May 18 — Water Safety Fair, USCG Station Golden Gate, Sausalito, 10 a.m.-1 p.m. Boat & helo tours, SUP safety, knot tying. Meet Oscar the CG dog. Free. Info, (415) 332-1577.

May 18 — Delta Doo Dah Kickoff & Cruising Seminar, Richmond YC, 6-9:30 p.m. Free. Info, www.deltadoodah.com.

May 18 — Full moon on a Saturday.

May 18-24 — National Safe Boating Week. Info, www.



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CALENDAR

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May 19 — Tales at the Boat Shop, Gig Harbor Boat Shop, WA, 2 p.m. Free. Pre-register at (253) 857-9344 or info@gigharborboatshop.org.

May 19, June 16 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.

May 26 — Marine Flare Collection, Alameda County, 9 a.m.-2 p.m. Must live or berth in Alameda County; by appointment only. For time and location, call (800) 606-6606 or email hhuw@acgov.org.

May 27 — Memorial Day.

June 1 — Take the Helm Women's Sailing Conference, Corinthian YC, Marblehead, MA. Featured speaker will be Haley Lhamon of Seattle from the winning team in 2018's R2AK. Info, www.womensailing.org.

June 7-9 — US Sailing Adaptive Instructor Workshop, Richmond YC. \$350-\$420. Info, www.ussailing.org/education/adult/adaptive-sailing/instructor-workshop.

June 8 — RV & Boat Maintenance Event, Delta Bay Marina, Isleton, noon-4 p.m. Free lunch, noon-1 p.m. Classes/workshops, live demos, vendors and displays. Free admission. Info, www.deltabay.org or (916) 777-4153.

June 8-9 — Women's Sailing Seminar, Corinthian YC, Tiburon. Classroom and on-the-water instruction; hands-on learning; female instructors. \$300. Info, <https://race.cyc.org/wss>.



Students learn to sail during CYC's Women's Sailing Seminar.

Info, <https://race.cyc.org/wss>.

June 15-16 — San Diego Wooden Boat Festival, Koehler Kraft. Info, www.koehlerkraft.com/woodenboatfestival.

June 16 — Father's Day.

Racing

May 3-5 — Yachting Cup. SDYC, www.sdyc.org.

May 4 — Singlehanded Race. SSC, www.stocktonsc.org.

May 4 — Homeport Regatta. Pursuit race for cruising boats and liveaboards in Ventura County. Theme: It's Ohana. Vintage Marina, Oxnard, homeportregatta@yahoo.com.

May 4 — Point Dume & Return, Berger/Stein Race #3. DRYC, www.dryc.org.

May 4 — Frank Ballentine Memorial Race. CPYC, www.cpyc.com.

May 4 — Intracub #1. RYC, www.richmondyc.org.

May 4, June 8 — Classic Boat Invitational Series #1 & 2. SYC, www.sausalito yachtclub.org.

May 4-5 — Great Vallejo Race, with a raft-up and party at VYC on Saturday night. YRA, www.yra.org.

May 4-5 — SailGP F50 cat racing. Info, www.sailgp.com.

May 4-5 — Moore 24 PCCs. SCYC, www.racing.scyc.org.

May 5 — UC Davis Sailing Team Benefit Regatta on Lake Washington, West Sacramento. LWSC, www.lwsailing.org.

May 5 — PHRF Spring Day 3. MPYC, www.mpyc.org.

May 5, 19 — Spring Series. SSC, www.stocktonsc.org.

May 9-12 — Oregon Offshore, Astoria to Victoria, BC. CYC of Portland, www.oregonoffshore.org.

May 10-11 — Overnight Race. SSC, www.stocktonsc.org.

May 11 — Flight of the Bulls. El Toro racing in Foster City.

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El Toro IYRA, www.eltoroyra.org.

May 11 — OYRA Jr. Waterhouse. YRA, www.yra.org.

May 11 — Singlehanded Farallones. SSS, www.sfbaysss.org.

May 11 — Behrens Memorial Regatta. TYC, www.tyc.org.

May 11 — North Bay Series #2. VYC, www.vyc.org.

May 11 — Lady & the Tramp. FLYC, www.flyc.org.

May 11 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.

May 11, 18 — Races #2 & 3 on Scotts Flat Lake. GCYC, www.gcy.net.

May 11, June 1 — Mercury Series #3 & 4 on the Estuary. EYC, www.encinal.org.

May 11, June 8 — South Bay Interclub #2 & 3. Info, www.jibeset.net.

May 11, June 8 — Buoy Races on Clear Lake. KBSC, www.kbsail.org.

May 11-12 — Elvstrom/Zellerbach includes Laser District 24 Championship. StFYC, www.stfyc.com.

May 11-12 — Spring One Design, San Pedro. For Viper, Fireball and F18 classes. Cabrillo Beach YC, www.cbyc.org.

May 12, 26, June 9 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

May 12, June 9 — Baxter-Judson Series races. Presidio YC, www.presidioryachtclub.org.

May 18 — Otter Cup Invitational. MPYC, www.mpyc.org.

May 18 — Long Distance #2. SSC, www.stocktonsc.org.

May 18 — Small Boat Series #3. EYC, www.encinal.org.

May 18, June 1 — CBRA Series. YRA, www.yra.org.

May 18, June 15 — YRA Summer Series #2 & 3. YRA, www.yra.org.

May 18, June 15 — Spring One Design #2 & 3. SCYC, www.scyc.org.

May 18-19 — Elite Keel Regatta for J/105, Express 37, Melges 24, J/70, Express 27, SF Bay IOD & Knarr classes. SFYC, www.sfy.org.

May 18-19 — Lake Yosemite Spring Regatta. LYSA, www.lakeyosemitesailing.org.

May 18-19 — USMRC Qualifier. StFYC, www.stfyc.com.

May 18-19 — Gorge Invite collegiate/high school regatta on the Columbia River. CGRA, www.cgra.org.

May 19 — Spring SCORE #2. SCYC, www.scyc.org.

May 19 — Spring One Design 3. MPYC, www.mpyc.org.

May 22-25 — Star Western Hemisphere Championship in San Diego. SDYC, www.sdy.org.

May 23-29 — Swiftsure International Yacht Race, Victoria, BC. Four long courses (Swiftsure Lightship Classic, Hein Bank Race, Cape Flattery Races, and Juan de Fuca Races) and inshore courses. Royal Victoria YC, www.swiftsure.org.

May 25 — Master Mariners Regatta, with a start off the Cityfront, a finish at Treasure Island, and a big raft-up, party & awards at Encinal YC. MMBA, www.sfmastermariners.org.

May 25 — 3 Island Fiasco. Navigate any way around Anderson, Rattlesnake and Monitor Islands on Clear Lake. KBSC, www.kbsail.org.

May 25-26 — Spinnaker Cup, San Francisco Bay to Monterey. Kicks off California Offshore Race Week. SFYC/MPYC, www.offshoreraceweek.com.

May 25-26 — Whiskeytown Regatta, a favorite with the trailer-sailor crowd. WSC, www.whiskeytownsailing.org.

May 25-26 — Laser Slalom. StFYC, www.stfyc.com.

May 27 — Coastal Cup start, Monterey to Santa Barbara. Leg 2 of CORW. Info, www.offshoreraceweek.com.

May 30 — SoCal 300 start, Santa Barbara to San Diego. Leg 3 of CORW. Info, www.offshoreraceweek.com.

May 30 — The inaugural California 500 starts, San Fran-

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CALENDAR

cisco to San Diego. Info, www.offshoreraceweek.com.

June 1 — Delta Ditch Run, Richmond to Stockton, an official Delta Doo Dah event. SSC, www.stocktonsc.org.

June 1 — Summer #2. SeqYC, www.sequoiaayc.org.

June 1 — Commodore's Cup. HMBYC, www.hmbyc.org.

June 1-2 — Knarr & J/105 regatta. SFYC, www.sfyyc.org.

June 1-2 — Cal Race Week/PHRF SoCal Championships. California YC, www.calyachtclub.com.

June 1-2 — Go for the Gold Regatta on Scotts Flat Lake near Nevada City. GCYC, www.gcycc.net.

June 1-2 — Sir Francis Chichester Race Weekend, Alameda. Saturday: short course, Seaplane Lagoon. Sunday: Alameda circumnavigation. Hosted by ACSC. Info, <http://westcoastsailing-grand-prix.myfleet.org>.

June 1-2 — Merton Yolles Memorial Race. CPYC, www.cpyc.com.

June 1-15 — Van Isle 360° International Yacht Race, around Vancouver Island. Info, www.vanisle360.com.

June 2 — Tri-Island Race #1. BYC, www.berkeleyyyc.org.

June 2 — X-Bay Friendship Regatta. CYC, www.cyc.org.

June 2 — PHRF Summer Day 1. MPYC, www.mpyc.org.

June 3 — Race to Alaska Stage 1 starts from Port Townsend, WA. Info, www.r2ak.com.

June 6 — Race to Alaska Stage 2 starts from Victoria, BC. Info, www.r2ak.com.

June 8 — OYRA Farallones Race. YRA, www.yra.org.

June 8 — Singlehanded Long Distance Race. MPYC, www.mpyc.org.

June 8 — Fox Hat Race. TYC, www.tyc.org.

June 8-9 — 505 Spring Regatta. SCYC, www.scyc.org.

June 8-9 — Hobie Regatta. MPYC, www.mpyc.org.

June 8-9 — Marina del Rey to Cat Harbor & return, Berger/Stein Race #4 & 5. DRYC, www.dryc.org.

June 8-9 — USMRC Qualifier. SDYC, www.sdycc.org.

June 8-9 — Senior Sabot Nationals in San Diego. SDYC, www.sdycc.org.

June 9 — Take the Tiller racing clinic for women. HMBYC, www.hmbyc.org.

June 9 — One Design Summer 1. MPYC, www.mpyc.org.

June 13-16 — Opti Heavy Weather Slalom and Regatta. StFYC, www.stfycc.com.

June 14-16 — PICYA Lipton Cup for 10 clubs racing in StFYC's J/22s. RYC, www.richmondyc.org.

June 14-16 — South Tower Race, Stockton to the Golden Gate Bridge and back, nonstop. SSC, www.stocktonsc.org.

June 15 — Club Laser Championship. MPYC, www.mpyc.org.

June 15 — Moonlight Marathon. 37 miles from Redwood Creek, around TI, and return. SeqYC, www.sequoiaayc.org.

June 15 — North Bay #3/Luna Race. VYC, www.vyc.org.

June 15 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.flyc.org.

June 15 — SF Pelican races on Lake Merritt, Oakland. Fleet 1, www.sfpelicanfleet1.com.

June 15-16 — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.

June 16 — Around the Pins Regatta on South Lake Tahoe. SLTWYC, www.tahoewindjammers.com.

Beer Can Series

ALAMEDA COMMUNITY SC — Laser racing every Thursday night through 5/30. Mike, mjpbishop@gmail.com or www.sailalameda.org.

BALLENA BAY YC — Friday Night Grillers: 5/10, 5/24, 6/7, 7/19, 8/2, 8/16, 8/30, 9/13. Info, www.bbbyc.org.

BAY VIEW BC — Monday Night Madness, Spring: 5/13,



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2000 Catalina 470 \$205,000



2014 Catalina 355 \$185,000



2007 Catalina 387 \$165,000



2006 Wauquiez 41 \$195,000



2012 Beneteau Sense 43 \$299,000

New Catalina Yachts (base price)

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

Pre-Owned Catalina Yachts

| | |
|-----------------------------|---------|
| 47' Catalina, 2000..... | 205,000 |
| 38' Catalina, 2007..... | 165,000 |
| 35' Catalina 355, 2014..... | 185,000 |
| 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, 1979..... | COMING SOON |
| 36' Islander, 1974..... | 29,500 |
| 34' Irwin, 1986..... | 35,000 |
| 20' Schock Harbor 20, 2012..... | 25,900 |

Pre-Owned Power Yachts

| | |
|------------------------------------|---------|
| 55' Grand Banks Alaskan, 1974..... | 170,000 |
| 43' Ocean Alexander, 1984..... | SOLD |
| 28' Sea Ray, 2006..... | SOLD |

Pre-Owned Ranger Tugs

| | |
|------------------------------|---------|
| 29' Ranger Tug 29, 2010..... | 159,902 |
| 25' Ranger Tug SC, 2016..... | 130,000 |



F A R A L L O N E

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CALENDAR

5/27, 6/10, 6/24. Info, www.bvbc.org.

BENICIA YC — Beer cans every Thursday night through 6/27, 7/11-8/22 & 9/5-9/26. Dan, (707) 319-5706 or www.beniciayachtclub.org.

BERKELEY YC — Every Friday night through 9/27. Info, www.berkeleyyc.org.

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

CLUB AT WESTPOINT — Friday Fun Series: 5/24, 6/7, 7/19, 8/23, 9/20, 10/4. Info, www.theclubatwestpoint.com.

CORINTHIAN YC — Every Friday night through 8/23. Marcus, racing@cyg.org or www.cyg.org.

COYOTE POINT YC — Every Wednesday night through 10/9. Info, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Spring Twilight Series, Friday nights: 5/3, 5/17, 6/7. Info, www.encinal.org.

FOLSOM LAKE YC — Beer Can Races, every Wednesday night: 5/1-8/28. Summer Sunset Series, Friday nights: 5/10, 6/14, 7/19, 8/2. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/10, 5/24, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 8/30. Charles, raceoffice@ggyc.com or www.ggyc.com.

HALF MOON BAY YC — Friday nights: 5/3, 5/17, 5/31, 6/14, 6/28, 7/5, 7/12, 7/26, 8/2, 8/23, 9/6, 9/20, 10/4. Info, www.hmbyc.org.

ISLAND YC — Spring Island Nights, Fridays: 5/10, 5/31, 6/14. David, (510) 521-1985 or www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night, 5/15-10/2. Info, www.tahoewindjammers.com.

LAKE YOSEMITE SA — Every Thursday night: 5/16-9/26. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Every Wednesday night through 9/25. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night through 6/12 & 7/10-8/28. Info, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night through 9/25. Info, www.richmondyc.org.

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

ST. FRANCIS YC — Wednesday Evening Series for Folkboats, IODs & Knarrs through 6/26 & 8/7-8/21. Thursday Kite Series: 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19, 9/26 (reserve). Info, www.stfyc.com.

SANTA CRUZ YC — Beer Can racing every Wednesday night through 10/30. Laser Fridays: 6/14, 7/19, 8/16. Info, www.club.scyc.org.

SAUSALITO YC — Spring Sunset Series, Tuesday nights: 5/7, 5/21, 6/4, 6/18. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/2. Info, www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night: 5/7-8/27. Info, www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 5/3, 5/17, 5/24, 5/31, 6/7, 6/21, 6/28, 7/19, 8/2, 8/16, 8/23. Info, www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday Night: 6/5-8/28. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night: 5/27-8/26. Sailing Series, every Wednesday night: 5/29-8/28. Info, gm@tahoeyc.com or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/24-9/13. Ian, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/25.

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CALENDAR

Info, www.vyc.org.

In the Tropics

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

May 4 — Salty Dawg Spring Cruising Rally. St. Thomas, USVI, to Hampton, VA. Info, www.saltydawgsailing.org.

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

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

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

July 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, <http://2019.transpacyc.com>.

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

May 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 |
|----------|-----------------|------------------|-----------------|------------------|
| 5/04Sat | 0555/-0.1 | 1239/4.5 | 1742/1.7 | |
| | HIGH | LOW | HIGH | LOW |
| 5/05Sun | 0002/5.8 | 0630/-0.4 | 1326/4.5 | 1817/2.0 |
| 5/11Sat | 0435/5.1 | 1133/-0.5 | 1915/4.7 | |
| | LOW | HIGH | LOW | HIGH |
| 5/12Sun | 0022/2.7 | 0553/4.8 | 1238/-0.3 | 2005/5.0 |
| 5/18Sat | 0551/-0.9 | 1242/4.8 | 1735/1.8 | 2356/6.3 |
| 5/19Sun | 0634/-1.1 | 1337/4.8 | 1819/2.3 | |
| | HIGH | LOW | HIGH | LOW |
| 5/25Sat | 0412/4.5 | 1113/0.2 | 1858/4.6 | |
| | LOW | HIGH | LOW | HIGH |
| 5/26Sun | 0026/2.9 | 0518/4.2 | 1208/0.4 | 1940/4.7 |
| 5/27Mon | 0130/2.5 | 0632/3.9 | 1300/0.7 | 2016/4.9 |

May Weekend Currents

Predictions for Outside Golden Gate

| date/day | slack | max | slack | max |
|----------|-------|-----------|-------|-----------|
| 5/04Sat | 0030 | 0354/3.7E | 0818 | 1054/2.4F |
| | 1348 | 1642/2.5E | 1948 | 2242/2.5F |
| 5/05Sun | 0100 | 0424/3.9E | 0854 | 1136/2.5F |
| | 1436 | 1724/2.4E | 2030 | 2318/2.4F |
| 5/11Sat | 0100 | 0330/1.3F | 0518 | 0918/3.4E |
| | 1400 | 1654/2.2F | 2018 | 2306/1.8E |
| 5/12Sun | 0224 | 0442/1.3F | 0636 | 1036/3.2E |
| | 1506 | 1754/2.3F | 2112 | |
| 5/18Sat | 0018 | 0354/4.4E | 0818 | 1054/3.3F |
| | 1354 | 1636/2.9E | 1942 | 2224/2.9F |
| 5/19Sun | 0054 | 0436/4.3E | 0906 | 1142/3.3F |
| | 1448 | 1724/2.7E | 2030 | 2312/2.6F |
| 5/25Sat | 0130 | 0318/0.9F | 0500 | 0930/2.5E |
| | 1412 | 1648/2.0F | 2006 | 2254/1.9E |
| 5/26Sun | 0248 | 0418/0.7F | 0554 | 1036/2.2E |
| | 1500 | 1736/1.9F | 2054 | 2354/2.0E |
| 5/27Mon | 0400 | 0524/0.6F | 0718 | 1148/2.2E |
| | 1548 | 1818/1.9F | 2136 | |

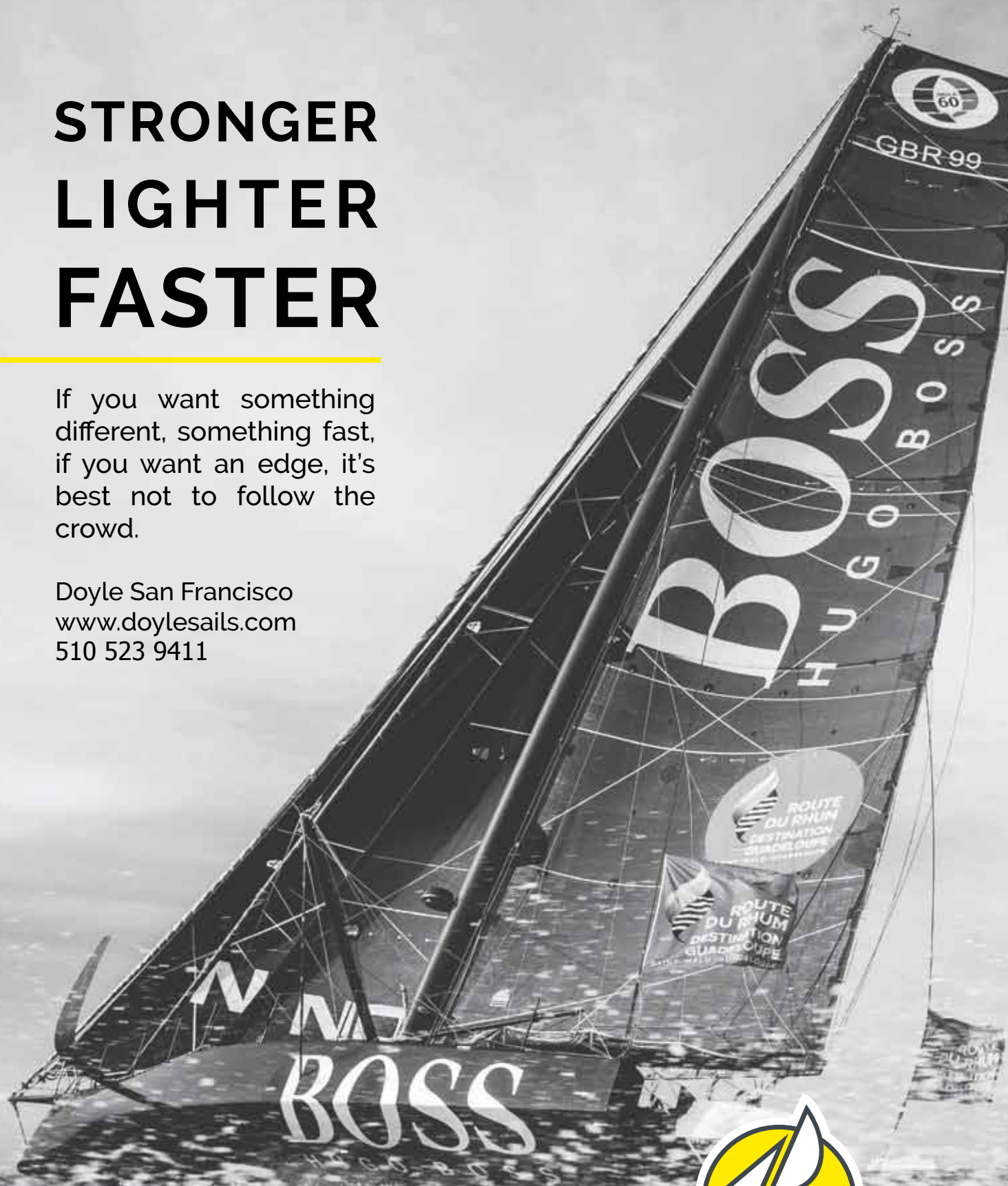
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LETTERS

⇅ THE 30-YEAR CLUB

I respectfully submit my application to the 30-year club. I have had a 32-year love affair with a Farr 1020, *Tramp Boat*. People may ask why she is named *Tramp Boat*. Well, she was built Down Under, and *Tramp Boat* — a boat that does not have any fixed schedule or port of call — is a term from Down Under. I purchased her new in 1986.

Tramp Boat has never veered too far from San Francisco Bay. We have taken trips to Drake's Bay, around the Farallon Islands a few times, as well as trips to Santa Cruz and Monterey. In the late '80s we raced singlehanded, doublehanded and crewed. She once placed third in our division in the Singlehanded Farallones and first in our division in the Silver Eagle when it was an 80-mile race, finishing in 10 hours.

As we started having children, we switched to cruising around the Bay. Now almost empty nesters, we have started



JIM AND NANCY DUMAS

Jim Dumas proudly aboard his long-found love 'Tramp Boat'.

pulling a new crew together and started some racing again.

I have always been impressed with the 1020, which is such a well-thought-out and well-built boat that's fun to sail. I am not completely sure, but I think ours is the only 1020 left on the Bay. There used to be one in Sausalito (*Fast Company*), but I have not seen her in a long time.

Jim and Nancy Dumas
Tramp Boat, Farr 1020
Alameda

⇅ DOES THE BOAT REALLY MATTER?

Absolutely! If you wish to putter around locally then one style may be for you but if you would like to really explore coastal shores and inlets and spend many months on board, then you should take time looking at and sailing several types. Think about what is important — the shower or the sails, the extra queen bed or the depth of your keel.

Sheila McKinnon
Good Rain, Pearson 365 ketch
British Columbia

Readers — In a March 27 *Electronic Latitude*, *The Grand Poobah* himself asked the question: Does the Boat Make a Difference? *Latitude* founder Richard Spindler asked this question when an acquaintance said, "Moving forward, just about anything seaworthy would be fine with us."

THE SUN IS FINALLY OUT— IS YOUR BOAT STILL AT THE DOCK?

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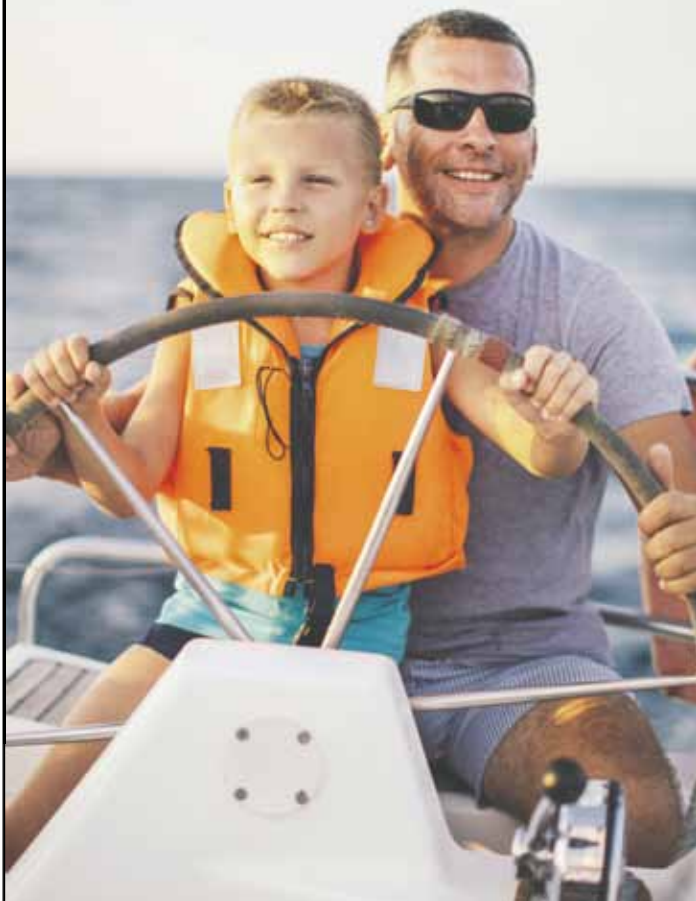
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LETTERS

"Interesting opinion," the Poobah said. "One I don't necessarily agree with, although I do think buyers of boats, particularly first-time buyers, often do obsess over the craziest, least important things."

↑↓ WELL, IT DEPENDS

I would tend to say that the kind of boat you have does matter. You wouldn't want to take a family of five across an ocean on a Bristol Channel Cutter, no matter that it ranks way up there on the seaworthy scale. Personally, I wouldn't want to take a Catalina 42 on a cruise to Tahiti, unless it was refit for the voyage. It's not designed to do that. On the other hand, I'm pretty sure that someone who loves buoy racing wouldn't take to a Valiant 42, either. Someone with modest skill and/or experience might do better with a forgiving boat such as a Hunter or Catalina, as opposed to something more demanding — say a Swan.

Cruising Long Island Sound in a Jeanneau Attalia 32 was a delight. For our trip from Newport, RI, to Tortola via Bermuda, however, our Tayana 37 was a great boat to take a shorthanded crew a long distance.

It seems to me that the first question in selecting a boat is, "What are you going to do with it?" Right after that we should ask, "How many people will usually be aboard?" It's also good to know how skilled the sailors are, and how much experience they have. Once you know that, it's possible to come up with a stable of candidates from which to choose.

I don't know as much about catamarans, so maybe there's less difference between them. From what I've seen and the little experience I've had, most of them are great off the wind and less than great with the wind before the mast. I've seen a goodly number of cat sailors go to power when they're on a close reach or close-hauled, so maybe sailing characteristics aren't as essential. I also don't know whether there are the same differences I've seen with monohulls when it comes to fuel and water capacity — two essential features for long-distance cruising.

Bob Schilling

↑↓ CHOOSE THE ONE THAT TOUCHES YOUR HEART

No matter what experts say, if you don't love your boat you'll soon become tired of all the work she requires, no matter how 'perfect' various experts and pundits think she is.

Beau Vrolyk
Mayan, Alden Schooner
Santa Cruz

"Our love," wrote Beau Vrolyk of his chosen one, 'Mayan'.



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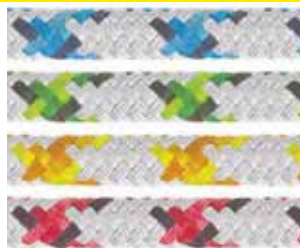
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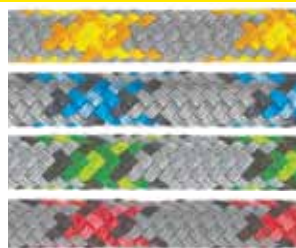
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LETTERS

⇅ LONG-TERM AFFAIR

I've done four Caribbean charters to date — two on Lagoon cats and two on Leopard cats (one of which was *'ti Profligate*). While I prefer the general layout and storage space of the Leopards over the Lagoons, for the average charter of one or two weeks, I don't think these minor issues or the sailing characteristics of either will make or break one's enjoyment of the time afloat.

However, if you extend your charter to a long-term affair of months or years, then I believe it would be well worth taking the time to investigate all the amenities of the available vessels and choose the one that best suits your cruising style. I don't believe an adequate assessment can be done by simply reading what others have to say about each boat; it would best be done by living and sailing aboard the candidate boats for a minimum of one week each prior to making the final selection.

Bill Crowley
Erewhon, Newport 30-2
Glen Cove Marina

⇅ IF YOU HAPPEN TO HAVE THESE . . .

If you have unlimited time and patience, any boat will get you anywhere. For the rest of us; a faster, more seaworthy boat gives more weather windows and opportunities to explore.

Urs

⇅ THAT TIME I LEARNED ABOUT LOVE

I think the boat can make a difference. I thought my 1966 Columbia 29 MkII was the best. And then I bought my 1966 Herreshoff 28 ketch — all wood — and I learned about love.

Dennis Bailey

⇅ MISSION-SPECIFIC

Given the specific mission, the boat and its capabilities may matter, but I have long contended and noticed that as long as you are on the water, the person/people in the 20-ft boat are having just as much fun as the person with the 80-footer.

Dan Ako

⇅ AND KUDOS TO THE POOBAH

I think it's really good, Richard, that you are still contributing to *Latitude 38* and *'Lectronic Latitude*. I would like to hear more from you. John is doing a good job with the publication, but you, sir, are *great*!

Larry Long

Larry — We knew when we took over *Latitude* we had big shoes to fill, both literally and figuratively. We grabbed Tom Peter's book, *Good to Great*, but as you said, Larry, it was already great. We thought if we could at least keep it good we'd be doing pretty well. We feel like we're there, and now we're hoping to make *Latitude 38* great again.

⇅ ANOTHER NAPA VALLEY MARINA TESTIMONIAL

A year ago, Cathy and I repurchased our steel-hulled Ohlson 41 *Phoenix*, which we had previously sailed to Europe and South America, then sold 35 years ago. Although the most recent owners, Jon and Marie Raney, had spent a couple of years on restoration, she still needed cosmetic and structural work, and we've been at it for nearly a year. The final push included a haulout, and when I contacted the Metal Boat Society for recommendations for a local skilled welder, they directed me to the Napa Valley Marina boatyard, which, they said, had a line on a local metal boat builder — Charlie Hicks

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LETTERS

of Sonoma.

After some research, we decided that Napa would be a good spot for a fairly long-term stay. They are one of the few yards allowing DIY and outside contractors. We were a bit put off by the idea of taking the boat all the way from Oyster Point (with an overnight stop in Vallejo), but it was absolutely the right move.

First off, it's in a beautiful spot, surrounded by Carneros vineyards and pastures. Blue jays play in your rigging and owls swoop by in the evening. The yard is enormous, with space for hundreds of boats (ranging from the sublime to the ridiculous), most of which are, alas, in long-term storage and deteriorating. They allow limited living aboard during your working stay, and the community of folks working on their boats makes up a really friendly crowd, always willing to lend a tool, a hand, or a beer.

The business end of the yard is remarkably accommodating. Manager Kirby, yard boss Mike and store/office manager Cory were always available, friendly and willing to adjust schedules to meet our needs with little advance warning. The prices, especially for lay-days, were well below the competition's, and they're all very skilled at every task. The yard has five rails and can handle large multihulls, and hauls monohulls with their unusual Brownell hydraulic lift. They quickly pulled our engine with their mobile crane. Although they allow DIY of all sorts, they require dustless sanding, but they will rent Festool Rotex sanding rigs at \$30 per day if you don't have your own. The store/chandlery is very well stocked . . . a good thing since it's a fair drive to the nearest West Marine.

We hauled February 11 and spent the next five weeks on the hard — during the rainiest period in the past 20 years. Nevertheless, it was an entirely positive experience, and we'd recommend it to anyone looking for more than a quick haul-and-paint job. It's become increasingly hard (or nearly impossible) to find a yard that allows DIY, with great people to deal with. Napa Valley Marina is that spot. Incidentally, the trip up the river is quite easy with a decent chart, and there's plenty of water for deep-draft sailboats.

Steve Wolf

Phoenix, Ohlson 41
Emerald Hills



STEVE WOLF

'Phoenix' lookin' good — and considerably better, we presume — after a visit to Napa Valley Marina.

↕ ANOTHER FOG STORY

After building my current boat — a Ted Brewer Miami 45 — in North Carolina, I decided a shakedown cruise to the Canadian Maritimes was the way to go. My crew of three friends and I departed Morehead City in early summer 2004, sailing around Cape Hatteras. After stops at several New England



Photo credit to Geri Conser

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LETTERS

ports, we set a course for Shelburne, Nova Scotia.

The passage was uneventful until we started sailing parallel to the Nova Scotia coastline. The water there was very cold, and the fog was continuous. Having no real choice, we used radar and GPS to make our way into the Shelburne Harbor. Once we passed the outer reaches of land, the air was clear and stayed that way throughout our visit. We found that same pattern as we made our way north along the coast.

When we arrived in Halifax, the tall ships were in and putting on a show. We stayed a few days and continued north-bound along the coast. There was not much traffic along our route, but about midday, we could see a vessel on our radar; the vessel was astern of us but gaining. It posed no problem, but we needed to monitor its movements for safety's sake.

As the vessel overtook us, we could make out about 50



DONALD BRYDEN

'Bluenose II', popping out of the fog in 2004.

yards to starboard that it was the schooner *Bluenose II*, Nova Scotia's famous tall ship. We had seen her in Halifax, and now being overtaken by her at sea was a thrill for all of us. *Bluenose II* is a replica of the original *Bluenose* that was launched in 1921 and raced undefeated for 17 years. As summer progressed, the fog finally dissipated and, by the time we headed south again in September, was seldom seen.

Donald Bryden
Quetzalcoatl, Ted Brewer Miami 45 ketch
Walker Lake, NV

Donald — Thanks for the story. Readers, Donald also shared a fog story last month about feeling his way into Ensenada in the days before GPS, AIS, etc.

↑↓ AND ANOTHER STORY ABOUT "MILKY SEAS"

I spent 36 years at sea, 27 as containership master, and I've covered approximately two million ocean miles. I have seen many examples of bioluminescence of varied intensities. Sometimes, it could be just a little sparkle in the bow wave, other times brilliant mint green in every wave and surface disruption. The ship's wake is usually the most brilliant due to the prop action. It can be almost blinding, at least to one's night vision. But I have never seen milky seas of the sheet type.

However, in the fall of 1975, I was master of the containership *SS Mayaguez* proceeding from Singapore to Bangkok. It was night and there was no moon. Due to the very high humidity, there were very few, if any, stars visible, along with calm seas. Not even a horizon was visible. At about 2330, I had a call from the mate on watch saying there was some-

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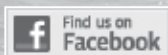
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LETTERS

thing I might be interested in seeing. I went to the bridge and out onto the starboard bridge wing. What I saw were waves of milky light, rather like rolling, rounded swells. They were moving away from the ship in the direction of about two points forward of the starboard beam. They were not parallel straight lines, but rather, convex, as if moving toward some center miles away. Looking back in the opposite direction, these waves of milky light were moving toward the ship in a concave shape. I watched this for about a half hour and nothing changed. These waves of diffused light covered as far as I could see, though it is hard to tell how far out they extended as there was nothing to reference to. There was also no way to measure or count these moving bands. And from the edge of the bridge wing, with nothing else visible but these bands, it became somewhat disorienting and I had to hold on to keep my balance. Eventually, I went below and back to sleep. The next day, I asked how much longer this continued and was told about a half hour.

I knew we had witnessed something strange and unique, so I wrote about it in a letter and sent it to the US Navy in Subic Bay, Attention: Naval Oceanographic Office. They apparently agreed that this was something special, so they forwarded my letter to the Naval Oceanographic Office in Maryland. When my mail finally caught up with me, there was a letter of reply — they also provided a report called TR-184, Technical Report: The Distribution and Characteristics of Surface Bioluminescence in the Oceans, March 1966.

The researcher [Steven Miller] who asked for info in the January issue of *Latitude 38* may already be familiar with this publication. And, looking at the bibliography, I see there are many scientific reference books on bioluminescence. The report showed maps of the location of some 3,000 unusual sightings collected from the US and European countries over the past two centuries, as well as the types of sightings that were observed. It seems it is more common to see spokes of a wheel extending from the vessel and rotating around it — a kind of "phosphorescent wheel." Or even a small but complete wheel at a distance from the ship. Being at the center of a rotating wheel must certainly be disorienting. The type of waves that I saw have also been observed in the past, but are apparently less common.

The March issue of *Latitude* mentioned seeing the sheet type of milky seas. What the waves of milky water I saw would look like from a 6- to 10-ft height of eye on a sailboat I cannot imagine. My height of eye was more like 80 feet, enabling me to see the shape and spacing of these waves.

PS: I took my sailboat from San Francisco to Honolulu as communications boat for the Singlehanded TransPac in 1982 and saw no bioluminescence. My sailboat has been based on G-dock in Ala Wai ever since, and I am a frequent reader of *Latitude 38*.

Capt. David Partridge, Ret.
Bradenton, FL, and the Ala Wai, HI

Readers — Here are a few words from Dr. Steven Miller, who works at the Cooperative Institute for Research in the Atmosphere at Colorado State University. As noted, his January letter sparked this thread. "This sounds like a variant of the so-called 'phosphorescent wheels' phenomenon, where the engine and metal hull of the vessel produce a resonance pattern in the water that stimulates dinoflagellate bioluminescence."

We were totally going to say that.

Dr. Miller also said that he's been in discussion with Murat Albayrak, who wrote in from Istanbul in March and said that "milky seas" have been a part of his family folklore for a long

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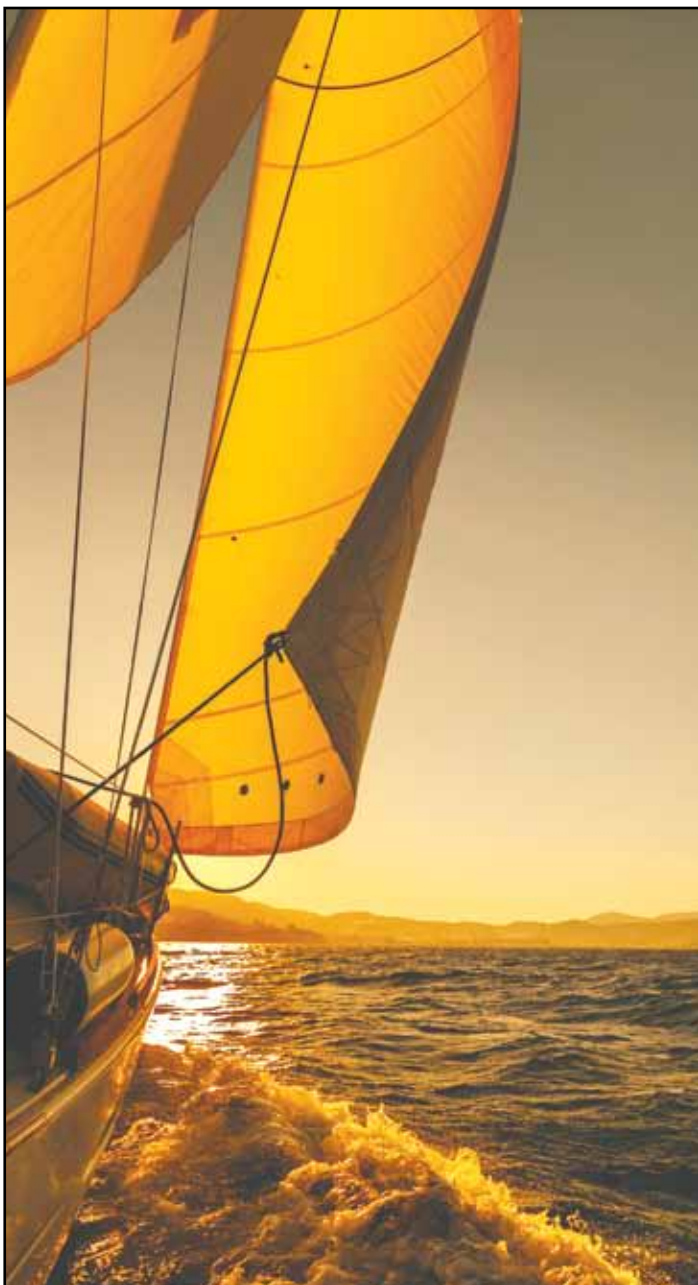
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LETTERS

time. Dr. Miller also gave thanks to you, Latitude Nation. "I really appreciate this!"

↕ **AN UNEXPECTED BOWSPRIT**

Readers — In March, we posted a not-very-good picture of (what was eventually decided by consensus to be) a Cal 29 with a healthy bowsprit. The angle of the picture makes it seem as if the 'sprit' is some kind of PVC on the dock.

But it's not, we swear.



LATITUDE / TIM

The picture sparked some healthy debate over just what type of boat it was — some of us thought it might be a Catalina 27. We also, inexplicably, called it a bow pole at first.

Good for them. Give the family boat a little fun off the wind with a cruising asymmetric. It should tack through well and I bet they can even fly a jib. With all that sail forward of the center of gravity, it would be a bear to bring up tight to weather.

Heck, get me a ride on it and make her shimmy and shake and see what the clairvoyant designer has come up with.

Henry Schultz

If you cannot tell the difference between a Cal 29 and a Catalina 27, you don't deserve to ask that question . . . Sorry, a bit chippy. But no doubt in the world it is a Cal.

Willard Weston

Pehaps to increase the LOD to be a able to rent the available slip? But who is posting for *Latitude 38* that calls this a bow pole and misidentifies a common sailboat?

Ma Huesera

It's called a custom bowsprit. Not that mysterious.

Jesse Goff

That boat is reaching new limits.

Jacob Sailer

In Long Beach marinas, some people do things like this so their boat will measure long enough for their slip.

Bryan Dair

Apparently it wants to be a narwhal.

Charlotte Hampton

If you can't tell the difference between a Cal 29 and a Catalina 27, and a piece of PVC, you might want to change vocations.

Dave Kendig



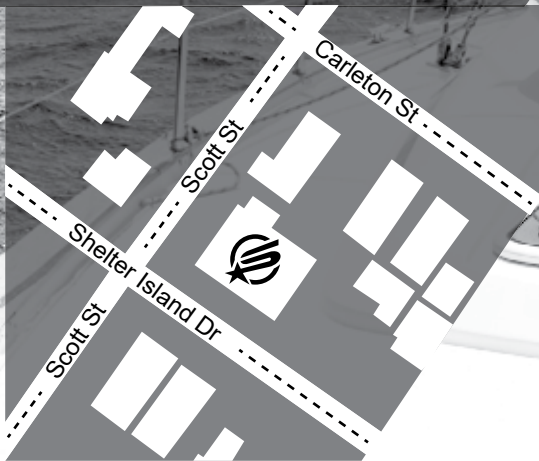
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LETTERS

It belongs to a friend of mine. He is one of the greatest navigators ever. No, not Stan [Honey]. And that sprit was built by one of the best riggers ever. I'm not sure anyone wants to be called out so I won't.

Phil MacFarlane
San Mateo

The marina only had mooring available for a 40-footer.

Theo Van Der Merwe

It's a Cal 27 or 29, definitely not a Catalina (there's a Catalina 34 Mk1 next door). Nothing like getting your pole out when you're over 40!

Tim Dick
Malolo, Lagoon 42
San Francisco

Readers — Here's an excerpt from an internal memo: "If you screw up a boat ID or boat terminology on the Latitude 38 Facebook page, be prepared to be excoriated. Be prepared for the digital equivalent of keelhauling. Be prepared, in other words, to face the wrath of Latitude Nation." (Just kidding, by the way; we have no internal memos. Our office is small enough that we can yell at each other from our desks.)

For a few of these comments, we wanted to say, "Really?" "If you can't tell the difference, you should find a new job?" But, after thinking about it, you're right, Nation. We are a sailing magazine, and you should expect the very best from us when it comes to all things West Coast sailing, and call us out accordingly.

Yes, with just a little Googling, it would have been pretty easy to realize, that despite one of our editors' memory that this boat resembled a Catalina 27, it absolutely, unequivocally was not. Any image search would have made that clear. (Also, this same editor grew up in San Diego in the 1990s, and does not remember the Cal 29. There were a few Cal 20s and 25s, for sure — but Cal 29s, not so much. Now, you may have grown up in San Diego at this same time and sailed in the 100-boat-strong Cal 29 fleet. If that was the case, our editor completely missed you all.)

While making this post, our editor was going too fast, and was ultimately careless. We think that careless, poorly thought-out posts pretty much sum up all of social media, where it has become acceptable to be an unfiltered version of yourself; there really are no indignant comments quite like Facebook indignant comments.

But again, you have the right to expect the best and only the best from us. And hopefully — in a Kumbaya acid-trip conclusion to this thread — we can all expect the best from each other, even on social media.

↑↓ LET THE WOOKIE WIN(SHIP)

Warm greetings from the Winship family (Bruce, April, Kendall and Quincy) formerly of the sailing vessel *Chewbacca*, Baja Ha-Ha class of 2000. Our book about our 10 years of cruising was just published, and it all started with the Ha-Ha!

Armed with inspiration and know-how from *Latitude 38* and its contributors every month, that was the year we were finally prepared to sail our little cat to Cabo San Lucas with the youngest crew in the fleet. Who knows? We may never have fulfilled our dream of casting off without that nudge of a departure date that the Ha-Ha provided. Thank you!

We made it to Cabo despite missing the cruising seminar on how to make a safe surf landing in Turtle Bay. Undeterred by how much we yet had to master, we happily explored

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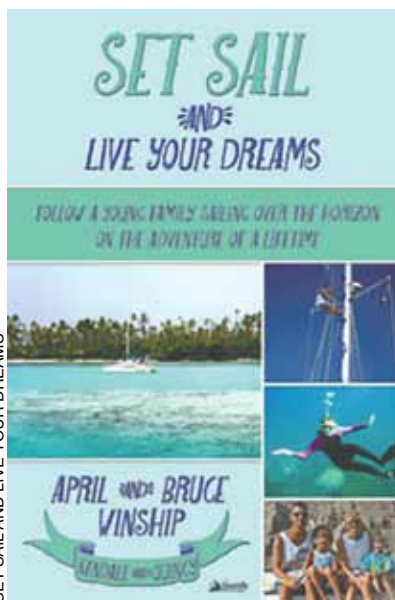
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Bruce and April Winship Clayton
Chewbacca, Crowther 33
Alameda

↑↓ INSPIRED TO ART

I really liked the story in *Changes* regarding *Feel Free*, Liz Tosoni and Tom Morkin's hobby of gyotaku. After Googling how to, we went to an art store and bought Sumi ink and rice paper.

They did not have any fish, but, after walking on the beach

in Santa Monica, we found a couple of shells and got to printing. It's a perfect rainy-day project. I even made my own hanko (Japanese stamp) out of a wooden plug and X-Acto knife.

I'm a longtime reader from the 1990s and started my boat-reading career in San Francisco. Now in Marina del Rey, I'm still reading your great magazine from cover to cover.

Nicolas Vanhove
Pixie, Catalina 22
Marina del Rey



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LETTERS

ASK THE KIDS

Thanks for the shout-out, Paul Kamen, and also for your insights on public-access sailing [in a March 27 *'Lectronic*]. I also attended the Regional US Sailing Symposium and learned a ton. The "ask the kids" segment was eye-opening for lots of sailing leaders in the room. We learned that variety keeps kids in sailing — competition/non-competitive events; fleet racing/match racing; dinghies/keelboats; sailing with peers/adults/own family; big regatta/adventure sailing. In elite sports it is called cross-training, but I think this "cross-training" is good for the soul and enthusiasm of our young sailors. I have their sometimes surprising answers. My email is richardjepsen@gmail.com

Richard Jepsen
Alameda

A FULL MOON OVER MEXICO

I wanted to share a photo of me anchored out in front of



Augie's Bar in Loreto with a beautiful moon.

I learned to sail/singlehand three years ago. I'm in my fourth season now. I now live full-time in San Carlos, Mexico.

Last year I sailed over 1,700 miles, all in the Sea of Galilee/Cortez/Vermilion Sea. I've enjoyed almost every minute of it. I got my butt kicked a few times last August while heading north to Bahia de los Angeles while caught in a chubasco. I hung out there until November

Viki Westphal's Morgan Out Island 41 'Rhannon' off Augie's Bar in Loreto.

I am totally addicted to sailing now.

I crossed the Sea to the mainland side four times last year, twice already this year. I'll be heading back across in April to try to beat the heat. I love the Baja side of Mexico. Next year, I'll start checking out the mainland side.

Viki Westphal
Rhannon, Morgan Out Island 41
Loreto, Baja Sur, Mexico/Ojai

THE INCREDIBLY SEXY TOPIC OF INDUSTRY-SPECIFIC PERMITS

I have read your article *Saving Our Boatyards* in the April edition of *Latitude*, and I want to congratulate you on a well-researched, well-written piece of journalism.

In a balanced, objective way, you have examined the forces that make operation of marinas and boatyards in today's legal environment so challenging. We also appreciate your kind words for Recreational Boaters of California (RBOC). Keep up the good work.

Ray Durazo
Chairman, RBOC
Moss Beach

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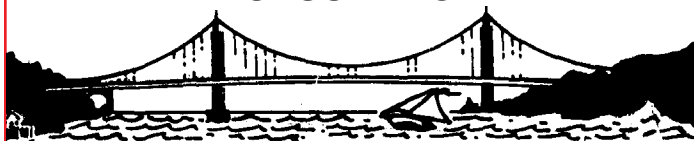
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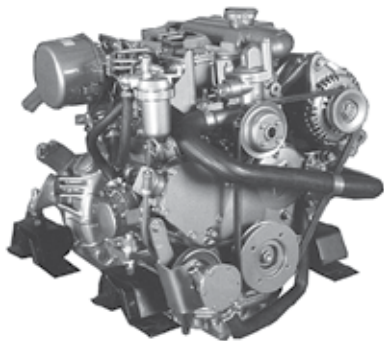
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LETTERS

↑↓ APRIL FOOLS, BUT DON'T LOSE THAT FIRE

On the first of April, we published a completely made-up article titled State Proposes Ban on Sailing. Any resemblance to the truth was coincidental, if not all that far-fetched. And we quote (ourselves): "Because of continued ensnarement in environmental litigation, skyrocketing costs of waterfront real estate, and dogged declining participation in both the sport and lifestyle of sailing, a group of lawmakers has quietly been discussing an outright ban on recreational boating in San Francisco Bay. While seemingly extreme in its breadth, the proposal may become a model for the entire West Coast. The group of state and local officials, which spoke to Latitude on the condition of anonymity and has not yet formally announced its plans, told us that they've been crafting a bill that would effectively make West Coast waters off-limits to recreational sailors."

It's like Orson Welles's *War of the Worlds* broadcast back in the 1930s. Almost believable considering the idiots who are in charge of running our government today! It got me going until the end. Most importantly it makes you think what might be possible if politicians are given too much power over us.

Maurice Lieberman

Loved that satirical article! It had a ring of truth considering all the nonsense we have had to deal with recently.

Gus van Driel

That is the best since KFOG went to a new format of "All Show Tunes, All the Time." I'm so gullible. I heard they took that word out of the dictionary. Really? Ha! Thanks for the grins. You got me good.

Dick Sullivan

I was horrified reading this and thought what it might portend for the future of our beautiful country. I've been following the Golden Globe Race, and have been so impressed with the global interest and support. Thank God I stuck with the April Fools article until the end — much relief! The sad thing is, in these times, it could be true!

Janice Degan

Man, you got me. I read the article and was so mad I had nightmares all night about this. And then I went back to the article and read it all. Time for some payback!

Ken Wadsworth

I work in an industry where the BCDC has some regulatory inheritance. This is first-hand. We pay them, and they can be "splendid" even when they don't know what they are talking about.

Agustin

OMFG, these people are CRAZY INSANE DELUSIONAL AND BATS! We can't let this happen! It's government trying to take all the joy of our Bay Area away from us! Fire these insane lawmakers!

Diane

Diane — We hope you have since learned that this piece was entirely in jest. April Fools, Latitude Nation. We got you; we got you so good! But, readers, as many of you pointed out, it was not out of the realm of possibility to imagine that — given the State of California's increasingly severe regulatory environment — the sport and lifestyle of sailing could one day effectively be outlawed.

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LETTERS

We don't want to beat a dead horse here, but we support strong environmental regulations, wildlife protection and clean water, and, at the same time, we also want lots of affordable boatyards and a robust sailing population. Are these two concepts mutually exclusive? Absolutely not. On the surface, these two interests seem pitted against each other as they compete for limited, fragile resources. But it doesn't have to be that way.

Before you were in on our April Fools joke, Nation, many of you said that you had immediately started writing letters to Congress. Well, if we may preach: Don't lose that fire! As Latitude freelance reporter John Tuma pointed out in the aforementioned, Saving Our Boatyards One Permit at a Time, our lifestyle needs advocates to speak on its behalf.



San Rafael Creek is picture-perfect, but if it's not dredged soon, it will become more and more difficult to sail. If you have a boat here, or if you visit from other parts of the Bay, have you written your congressperson?

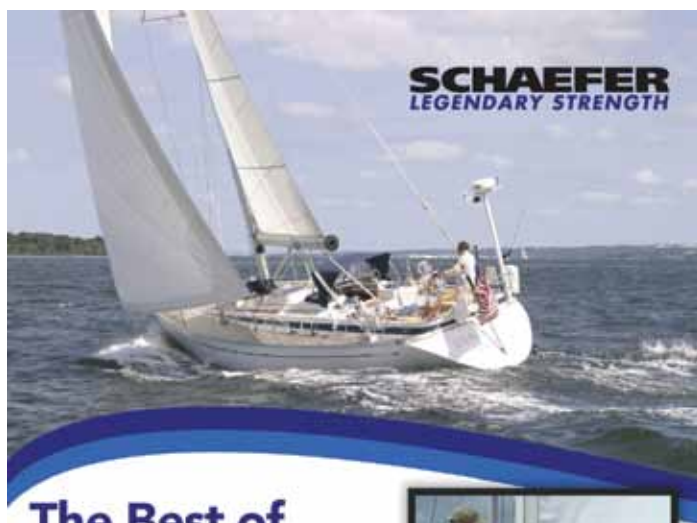
It was easy to imagine writing unabashedly outraged letters to the politicians who might have supported a ban on sailing, but it is, admittedly, harder to get fired up to write letters about streamlining the permitting process for boatyards, the need for dredging in recreational waterways (such as those in San Rafael, Petaluma and Berkeley, just to name a few), or the need to preserve maritime heritage along our waterfronts. These are not sexy topics, but they are the actual lifeblood of sailing, and adverse pressure on any one of these facets threatens the lifestyle and sport of sailing. This is the slow boil that the frog cannot perceive until it cooks him alive.

So, we need sailors to let lawmakers know that we're here and that sailing is an important part of the waterfront ecosystem. We need to let developers know that maritime culture, heritage and businesses are an absolutely essential part of any proposed waterfront housing project. And — as long as we're preaching the gospel — we need to foster the next generation of sailors. The bigger our community is, the louder our voice and the deeper our reach.

⚡ A TROUBLESOME TRIMARAN WRECKS IN HUMBOLDT

There is a dangerous lee shore all along the Lost Coast. Maybe they were newbies [the crew of *Midnight Sun*, from an April 10 'Lectronic] who didn't know enough to stay out offshore for maneuvering room in stormy conditions. Sad about the boat. Hope it can be salvaged and repaired.

Linda Newland
Port Hadlock, WA



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LETTERS



CHERYL ANTONY / SHELTER COVE FD

'Midnight Sun' washed up on the Lost Coast's rocky shores in mid-April. You can just see the hole torn in the starboard hull.

↑↓ A (TROUBLESOME) TESTAMENT

This wreck of *Midnight Sun* is a testament to the design of the boat. I own a similar Horstman 45.

But you can't second-guess the skipper on abandoning ship. When we sailed the Lost Coast, we stayed 15-30 miles off the entire coast coming down, past the pots and nets and inside the shipping lanes. NorCal sailors deserve respect for sailing the conditions and terrain they travel in. Some days, The Dragon gets you.

Damon Cruz

Linda and Damon — It is always sad to see a boat lost. We are happy that everyone made it off OK. And it's true, Damon, between its geography and its weather, the coast of California can be like a dragon waiting to pounce.

↑↓ THE BEER CAN 10 COMMANDMENTS

I have been on only a couple of amateur races and they



LATITUDE / JOHN

When you're beer canning, are you calm and collected captain, or are you a Captain Bligh?

I just loved that article [*The Beer Can 10 Commandments*, in an April 5 *'Lectronic Latitude*] and the advice it gives.

Gus van Driel

↑↓ YOU NEED TO ADD ONE MORE

How about 11: Thou shalt not scream at random boats, "We're racing!" Especially in the Alameda Estuary where we're

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LETTERS

stuck in a tight place, cannot figure out where the heck you put your buoys for this race, and just want to enjoy the evening with a pretty girl.

Flo

Readers — These sentiments, which we've heard before, are a bit concerning. We see beer can racing as one of the most egalitarian opportunities for new blood to try the sport of sailing. But if your first experience on the water is with Captain Bligh, you may not exactly discover the romantic love of the sport and lifestyle (unless you're into the whole dominatrix thing).

Besides, that kind of attitude breaks Beer Can Commandment 1: "Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, 'Safe boating is no accident.'"

⇅ CRAFT OF UNCONVENTION

I am not making this up. As I remember, some 30 or 40



UNKNOWN

This image of an unknown sailor and unknown boat was shot by an unknown photographer. So what do we know? We know that we love this boat. Stay weird out there, Latitude Nation.

years ago, a guy in Southern California designed and built a vessel to go sailing in. A newspaper reported it to be "bucket shaped," with a 16-ft chain hanging off the bottom and a large weight attached as ballast. I don't remember any mention of a rudder. It was launched, somehow, and drifted into the surf of a nearby beach, where it anchored itself.

There's a saying among businessmen: The innovator always takes the bath.

Wayne Strombe

Readers — In an April 5 'Lectronic, we explored the world of Unconventional Craft. This may include, but is not limited to, all manner of backyard builds.

But there are also some high-end craft of unconvention, such as Barry Spanier's Rosie G, which is currently under construction by Cree Partridge at



BARRY SPANIER

The not-so-pointy end of the 'Rosie G'. Will scow bows make a comeback?

Berkeley Marine Center. Among Rosie G's unique features (such as a junk rig) is her rounded 'scow bow', something that Spanier believes should become the convention on the world's fastest boats. Spanier had originally said that the new America's Cup

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LETTERS

monohulls, the AC75s, would have scow bows, because they would need to "set down off the foils without completely submerging." But he reread the rules and said, "They specifically 'disallow' scow bow shapes — a threat to the paradigm?"

Either way, we love unconventional craft, because — more often than not — they are crewed by unconventional, outside-the-box-thinking sailors.

↑↓ **LATITUDE'S MAGIC PASTRY MAN**

[To *Latitude* publisher John Arndt:] I missed seeing you at Pacific Sail [and Power Boat Show] but your crew covered your o'kole. As always, I dropped off some Paris Bakery 'treats', but I'm not sure they had plans to save you any [we didn't, no]. Here's a photo of a poster that recently arrived in my Capitola postal box. Opening the poster tube gave me chills and here's the reason: I relayed this story to a postal representative who agreed to stay after hours for me.

As you might recall, in 1986 the *Heart of America* 12-meter was here in Santa Cruz preparing for the next America's Cup. They were here with the *Canada II* team practicing in conditions similar to those in Perth, Australia, the location of the then-upcoming America's Cup. In fact it was back then I was first introduced to a small 20-ft trailerable class, the Hotfoot 20. I remember seeing it for the first time in tow behind a van on the west side at the Santa Cruz Harbor. The Hotfoot 20, designed by naval architect Doug Hemphill and built in Vancouver, BC, by Hotfoot Boats, had an employee in town visiting his friends and crewmembers of *Canada II*.

Fast-forward to a few years ago: A gal associated with a Chicago 'sailing' program had posted comments on LinkedIn. That info led to an email and my hopes of finding another *Heart of America* poster to replace one lost years earlier.

With the clock a-tickin', and without success with that Chicago connection, I put in a call in to Melges Boat Works office manager Cindy Handel. Cindy relayed my request to Buddy's wife Gloria, and, within days, Gloria called and said, "Hello, this is Gloria Melges. Cindy gave me your message, and I believe I have one here at home." Gloria went on to inform me she would look around, and ask Buddy to sign it and send it. A few months had passed, and last week a 'yellow' parcel card appeared at my Capitola PO Box. The poster had arrived within a few days.



JEFF CANEPA / BUDDY MELGES

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LETTERS

JEFF CANEPA / BUDDY MELGES



Jeff — It's true, we didn't save any pastries for the boss, and until your letter, he was none the wiser. (Readers, Jeff has the sweet hook-up on the best damn pastries we've ever sunk our respective sweet tooth into). Thanks for this epic poster post, sir. You are a gentleman and a scholar.

We're not sure if you'll be able to read this, but it says: "To Jeff. All the best. Buddy Melges."

↑↓ **NO ONE WAS HARMED IN THE AWARDING OF THIS T-SHIRT**

Great publications, both the physical version and *Lectronic* version of *Latitude 38*. I read the magazine version piece by piece while in the sauna each morning to make it last. The *Lectronic* version is gobbled up with lunch three times a week, and the contests make for interesting diversions.

One question: When three of us get the correct answer to a contest [*A Bit of Trivia*, from an April 5 *Lectronic*], do we each win a *Latitude* T-shirt, or one third of a T-shirt? Or should we share it throughout the year? What if I wear a large, and the other two guys wear XS or XXXL?

I'm sure you can see through my transparent whining, I'm looking for a large 100% cotton in any color. My other two look like I went quail hunting in them with Dick Cheney.

Bill Huber

Bill — Just for that letter, you win a T-shirt. But we're sending it to you in thirds!

↑↓ **A POINTED LASER DISPUTE**

The dispute between Kirby, Inc., and Laser Performance is finally going to end. (This is the suit that originally included both World Sailing and ILCA [International Laser Class Association], but both were dropped along the way as not being actually relevant to the issues at hand.) I believe there is a settlement hearing next week. This involved contracts between Kirby, Inc., and each of the builders, which are completely independent of the Laser Class. As I understand it, it was really over royalty payments (or lack thereof). Anyway, this has nothing to do with ILCA, has thankfully not directly impacted Laser sailing in general, and is really irrelevant to any of the current issues.

There is another document, known as the Laser Construction Manual Agreement, that binds together all of the builders, ILCA and Kirby, Inc. This is the agreement that sits on top of the Laser Construction Manual, which all approved builders must adhere to when building boats. Among other things, the agreement lays out the obligations of the builders, in particular that they must allow regular inspections of their factories by the class to assure compliance with the LCM. This is really the bedrock of the one-design principle and how we assure that the racing is among sailors and not boats. Unfortunately, Laser Performance refused to allow ILCA to perform such an inspection, and the class really had no option but to declare LP in breach of the agreement, which means LP is no longer either an approved builder or a party to the LCM.



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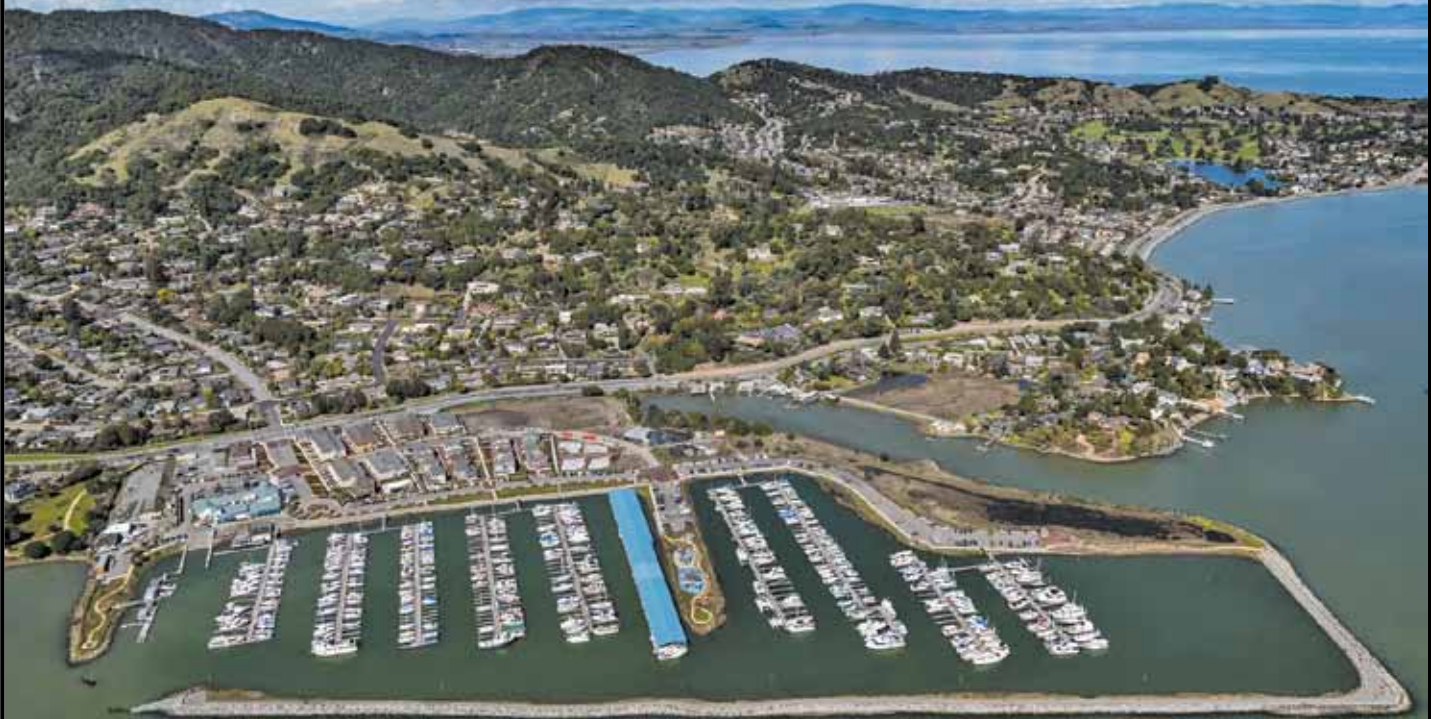
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LETTERS

Currently, World Sailing is reviewing the two singlehanded sailing events for the 2024 and 2028 Olympics. Originally, the Laser Standard and Laser Radial had been re-selected (this at the 2017 World Sailing meeting) for 2024 (Paris) and 2028 (L.A.), but then along came potential issues with respect to European anti-trust law, and World Sailing realized they had some exposure there. To help overcome this potential liability World Sailing first put the singlehanded events "under review" and then, subsequently, developed a policy built around "Fair, Reasonable And Non-Discriminatory" (FRAND) aimed at giving potential builders a pathway to becoming a builder for any of the Olympic Classes. Whatever might happen with respect to the LP LCMA breach, ILCA must still conform to World Sailing's FRAND policy to keep the boat in the Olympics, and this is probably where the biggest shift in the Laser world will



JESSIE SIMONSON

When the politics are all said and done, sailing a Laser remains timeless.

come from.

Note that the review process also allowed consideration of three other singlehanded classes — the RS Aero, the Devoti D-zero and the Melges 14. All of these boats met a few weeks ago in Valencia for a World Sailing-sponsored evaluation. While the other boats are newer, lighter and flashier, one should not discount the venerable Laser! Indeed, both the Laser Radial and the Laser Standard stood up very well against the other boats not only on the water but particularly in all the other areas under consideration — universality, gender equity, quality, robustness, price, etc. The ILCA team left Valencia confident that everything necessary had been done to help the evaluation committee look favorably on the Laser in its recommendation to World Sailing (but, of course, we don't yet know their recommendation).

Meanwhile, ILCA has been working hard with the remaining parties of the LCMA to draft an acceptable FRAND policy and get everything lined up going forward. Time is short here. ILCA needs to have all the pieces in place before the upcoming World Sailing mid-year meeting next month in London, when the evaluation committee's recommendation is due, plus the World Sailing board will consider the FRAND policy put forward.

Will any of this impact the local area? Well, yes, but it's a multipart answer that can get very complicated . . .

A FRAND-compliant model for builders has the possibility to improve the current situation with respect to supply, which does directly impact all of the local area sailors. We are pretty much down to only two dealers on the West Coast, where once there were dealers in every major area (and even

LETTERS



JOHN RUSSELL

A Laser run to Benicia.

up at Lake Tahoe). Probably our area will never again see dealers like we had in the past, but at least one will be able to order parts from, say, West Coast Sailing in Portland and actually get them within transit times as opposed to sitting on a waiting list while they wait to get stock.

Loss of Olympic status means a shift in the 'pathway', and one will see the youth events over the next four to six years begin to shift from Lasers to whatever the new Olympic Class becomes. The Laser will continue, but as with other boats without a solid core of youth sailors rising through the ranks, the main participation will become Masters sailors. I'd expect the local regattas to become increasingly Masters-only events. Hopefully I'm old enough that I would not see the demise of the Laser in this scenario.

Retention in the Olympics and with a FRAND policy for new builders together present a real opportunity to reinvigorate growth in the class locally. ILCA has plans going forward to capitalize on the Olympic status, and the resulting pathway program, to try to capture more youth sailors. In addition, as the FAST facility continues to see more and more utilization as a training center, one expects to start seeing many more Olympic-level sailors here in our district. The combination of the two could really boost local participation among non-Masters, and that could also entice more of the Masters sailors out as well.

Generally, I tend to be overoptimistic about things . . . so I'm going with the third scenario and going to believe District 24 is going to see some real glory days ahead. Ask me again after the mid-year meeting.

Tracy Usher
President, ILCA
San Francisco

Tracy — You remind us that the great thing about one-design sailing is that it keeps things so simple. We think that the Mueller Report might be easier to navigate than the politics of the Laser world. Thank you for your efforts and your optimism.

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

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

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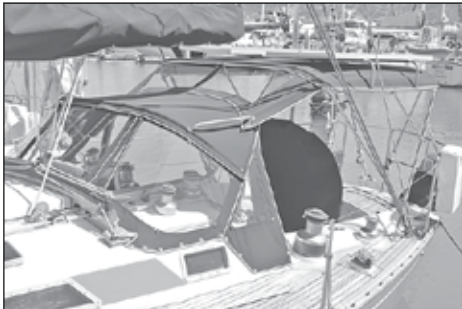
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LOOSE LIPS

Many of you dug deep into your German vocabulary for this month's World Famous *Latitude 38* Caption Contest(!). There were several variations of VW's trademark phrase, including: "Fahrvergnügen gone wild" and "FarfigSünken," as well as a few "VolksKraft," "Volksboot," and "Van-a-gone," plus a "Winneboato." Aaaaannnnnnnnnnnd the winner is . . .



UNKNOWN

If this van's a rockin', it's normal. — Jeff Deuel

"What a Long Strange Trip it's Been." — Nancy Birnbaum
"Aye Scotty, a mixup in the transporter room." — Roger England

"Quit honking, I'm paddling as fast as I can." — Bonnie Hamilton

"San Francisco Bay cozy liveaboard, lots of character, only \$395,000." — Kimberly Paternoster

"Prepped and ready for the VANDée Globe." — Garrett Ruhland

"Old hippies never die, they just go to sea." — Pat Broderick

"Land or sea, hate getting stuck behind these things." — Allyn Schafer

"When the apartment comes with one parking spot." — Laurie Glantz

"Bus-ton Whaler." — Todd Stauffer

"Remember that time the Dead had a show on the water?" — Kent Carter

"Seamen came and seamen went. They varied in type, dimensions and degrees of sobriety, but they all had one thing in common — when they talked about the sea, they knew what they were talking about. I learnt that waves and rough sea did not increase with the depth of the sea or the distance from land. On the contrary, squalls were often more treacherous along the coast than in the open sea. And shoal water, backwash along the coast or ocean currents penned in close to the land, could throw up a rougher sea than was usual far out. A vessel which could hold her own along an open coast could hold her own farther out. I also learnt that in a high sea, big ships were inclined to plunge bow or stern into the seas, so that tons of water could rush onboard and twist steel tubes like feathers, while a small boat in the same sea often made good weather, because she could find room between the lines of waves and dance freely over them like a gull."

— Thor Heyerdahl, *The Kon-Tiki Expedition*

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SIGHTINGS

a look at the old before a rush of new

In early May, foiling cats will make a triumphant return to San Francisco Bay, as regatta number 2 of the SailGP circuit makes its first US stop. As we write, the boats have already hit the water in preparation for the May 4-5 event. In 2013, we saw the birth of a foiling revolution that continues to ripple through the sailing world. We also saw one of the greatest America's Cups of all time.

Also mixing it up on the Bay, this time on May 25, will be the Master Mariners Regatta, which is almost as old — and packed with as much history — as the America's Cup. The fleet represents some of the Bay Area's most classic, meticulously tended to, and, by anyone's measure, beautiful boats. For all the changes happening to the sport and lifestyle of sailing, some of them a little daunting, we're happy with this current snapshot. We take satisfaction in the . . . we guess we'll call it *symbiosis* taking place on the water. Sailors of all stripes are doing their thing.

But in this issue, we take a look at the old — not as if the old is sitting "under glass to be admired like an antique." Wooden boats

continued on outside column of next sightings page

may 8 sign-up alert

If you'll be cruising south this fall, and intend to do the Baja Ha-Ha, the Grand Poobah highly recommends that you mark noon on May 8 on your calendar. For that's the moment entries will first be accepted for the event, and berth space in Cabo San Lucas is based on how early a boat signs up. How important is it? Last year nearly 64 boats signed up in the first 24 hours.

The Baja Ha-Ha is, of course, the annual 750-mile cruisers' rally from San Diego to Cabo San Lucas with R&R stops at Turtle Bay and Bahia Santa Maria. The event is open to boats 27 feet or longer that were designed, built, and maintained for open ocean sailing, and will be crewed by more than one person, at least



JOHN "WOODY" SKORIAK

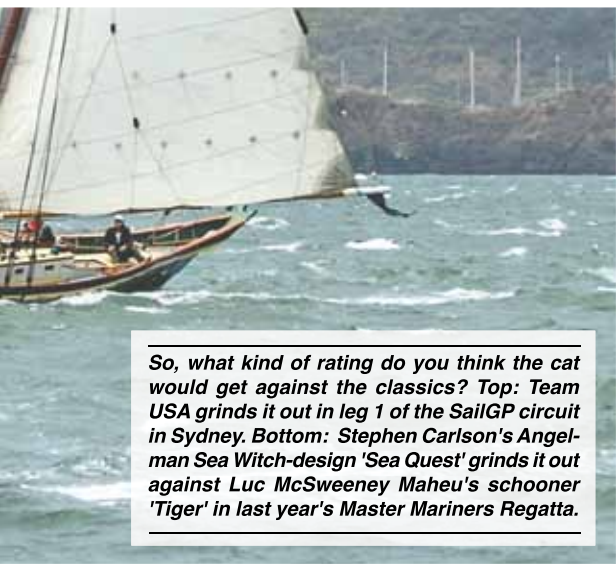
for baja ha-ha XXVI

one of whom has overnight offshore experience. To date more than 10,000 sailors on over 3,000 boats have done the Ha-Ha.

There are two major changes in this year's Ha-Ha. First, the event will run from November 3 to 16, which is one week later than recent years, and two weeks later than many of the previous Ha-Ha's. The later date means all the fishing tournaments will have been completed for the year in Cabo, meaning there will be many more open slips in the marina. In addition, the later date increases the buffer between the end of tropical storm season and the Ha-Ha.

The other major change is that the fleet will be spending one more day at

continued in middle column of next sightings page



So, what kind of rating do you think the cat would get against the classics? Top: Team USA grinds it out in leg 1 of the SailGP circuit in Sydney. Bottom: Stephen Carlson's Angelman Sea Witch-design 'Sea Quest' grinds it out against Luc McSweeney Maheu's schooner 'Tiger' in last year's Master Mariners Regatta.

MATT KNIGHTON / SAILGP

new and old — continued

are alive and well, both figurative and literally. When asked, "Why a wooden boat?" most owners said, "There's just something about it." And then there's that literal meaning. Wood was growing and alive before being harvested into a monohull.

But it's not just the boats, of course, it's the people pouring their passion, blood, sweat, heritage and, God knows, money into their rowboats, dinghies, kayaks, schooners and gaff-rigged ketches. It's about families building or restoring boats over the course of generations. The story of a boat is the story of the person who sails it.

We also take a look at the potential next generation of sailors, even though they may not yet know it. Over the next decade, more and more students from California's public schools will use the waterfront for science education, and use sailboats as a vehicle (pun intended) for environmental literacy — or a personal relationship with nature — as well as STEAM learning, focussing on science, technology, engineering and math (with some teachers throwing Art in between the E and M). Who knows, some of those kids might go on to buy wooden boats, or go on to become foiling fanatics. We just take comfort in seeing a Bay full of people, healthy wildlife and sailors, sailors, sailors.

— tim

things overheard at the boat show

"I could not move my bowels, if it wasn't for your magazine," said someone whose name we did not catch. Who says that print journalism is on the decline? As long as there are bathrooms without Wi-Fi, magazines will live on!

We love hearing from all of you, *Latitude Nation*, no matter how private or too-much-information-y it might be, about when, where and why you read *Latitude 38*. Seriously though. We pour our heart and soul into every page of every issue. It's satisfying to hear that we're being read — and that we aid in digestion.

What we're trying to say is, thank you for coming out to last month's Pacific Sail & Power Boat Show. It was great to see you, *Nation*. Here are some more nuggets:

"*Latitude 38* was a window into the world of my sailing dream life," said Steve May. "When I was getting ready — gearing up and learning — *Latitude* was incredibly important for me." Right on, Steve.

"Thank you for covering the Westpoint Harbor vs. BCDC issue and keeping us boaters and water lovers informed," said Paulien Ruijsenaars. "Great to see truth and fairness win." Thanks Paulien. We really hope we spelled your name correctly.

"*Latitude* has helped preserve my irredeemable and chronic ailment — sailboats," said Jim McGee. Well Jim, you're either welcome, or we're sorry about that.

"I've bought two boats out of *Latitude* and love the magazine," said Larry. You're welcome, Larry. But every boat owner has a moment of asking, "What the hell did you get me into?" You might have been cursing our name before singing our praises.

"An amazing amount of work every month," wrote John C. Speakman. You said it, brother!

"We love the pens!" said Diane. "Cardboard and wood with *minimal* plastic." Diane, it is shockingly hard to go completely plastic free.

"I began reading *Latitude 38* at work," said Paul. "There always was a copy left in the bathroom by our president, who was a sailor. Enjoyed it so much I bought a boat." More good bathroom reading.

"Great for setting oily parts on," said Neal. "You just turn the page over for a new clean spot." Again, print journalism is alive and well. Try doing that with an iPad.

"For thirty years," wrote Catherine Callahan, "we've always had one in the head." OK people. You don't *have* to read *Latitude* while you're using the bathroom. But hey, whatever floats your boat.

— latitude

winter fun in the bvi

The 48th BVI Spring Regatta & Sailing Festival was bigger and better than ever, with boats participating from 16 countries and some 900 sailors filling the docks at Nanny Cay Resort and Marina. This truly is a Caribbean winter racing escape favorite bar none (no pun intended; there are actually plenty of bars involved), and one that has had a huge impact on recovery efforts since Hurricane Irma swept through in September 2017 with devastating effects. Nanny Cay and event organizers pulled off a 2018 event under almost impossible conditions, but the best outcome ensued: It gave the green light to others that this idyllic island nation was back in business.

Highlights this year included the addition of a new Hanse fleet and larger multihull fleets, with 10 racing in the Offshore Multihull fleet — all 53-ft-plus — and six in the Sport Multihull fleet. Some 51 boats flying a US flag raced either the Sailing Festival and/or the Spring Regatta portions of the event, with a healthy representation of owners and crew from the West Coast.

Hailing from Atherton, Peter Blackmore raced BVI Sailing Festival for the first time, and participated in the Round Tortola and Scrub Island Invitational races on his new boat *Peregrine Falcon*, an Oyster 625 that he and his wife Deb purchased so they'd have more room for a professional skipper. "I just turned 72 and my wife Deb and I both realize we will have more fun with professional help over the next 10 years," Peter said. *Peregrine Falcon's* first major voyage was across the Atlantic to the BVI in January, followed by some cruising. They took third in the Scrub Island Invitational with friends from San Francisco, Jim and Carolyn Peterson, members of StFYC.

Fulfilling a bucket-list dream in early January, David Garman drove his ID35 *Such Fast* from Seattle to Fort Lauderdale, sailed the Fort Lauderdale to Key West Race, and sailed back to Fort Lauderdale, which was his jumping-off point to sail *Such Fast* to St. Maarten for the Heineken Regatta. Next, he raced the St. Thomas International Regatta, then the BVI Spring Regatta and Sailing Festival. From the BVI, he sailed to Charleston, South Carolina, and raced Charleston Race Week. All in all, 4,100 miles of driving, some 3,100 miles of sailing plus 300 miles of racing. Would he do it again? Maybe.

Airline pilots Bob and Kristin Beltrano raced with Team Naia on the Beneteau First *Odyssey* in Jib & Main 2, taking first overall in division. Part-time Henderson, Nevada, residents, the Beltranos used to live on *Naia*, a Hans Christian 43, in Marina Village, Alameda, and sailed regularly on San Francisco Bay. Next came a Swan 53, also *Naia*, which they based in Nanny Cay as they figured out the commute/cruise lifestyle. They've now upgraded to the Swan 60 *Naia* and are very much at home in Tortola. "We love the cruising season and we love Nanny Cay. We were one of the first boats back here after Irma, as we wanted to help any way we could," Kristin said.

Greg Slyngstad from Seattle, the owner/skipper of the Bieker 53 custom cat *Fujin*, raced with a crew of Seattle-ites, including rock-star tactician Jonathan McKee. Following the 37-mile Round Tortola Race, in which *Fujin* took line honors and smashed the 2015 record, McKee commented, "The fleet today was the most competitive offshore multihull fleet we've had in the three years I've been racing with these guys." *Fujin* also took second overall in the Offshore Multihull division. It's a spectacle to watch the large multis on shorter-distance races, and as McKee points out, the sail handling is not trivial. "Getting the spinnakers up and down is a lot of work, especially on shorter courses like these Caribbean regattas where you are turning a lot of corners and putting up a lot of sails," McKee explained. "But, I think that's probably what makes this regatta so much fun. The courses are interesting, you sail different angles, there's a lot happening, and you feel like you do a lot of great sailing in a day."

Dave Welch, from San Francisco and owner of the HH66 catama-

continued on outside column of next sightings page

baja ha-ha XXVI

pristine Bahia Santa Maria, which has always been the favorite stop of the Ha-Ha fleet, and one less 'official' day in Cabo San Lucas. The primary reason for the change is that there are no longer any tenable venues for a Ha-Ha Beach Party in Cabo San Lucas. But no worries, we'll still have the world famous Here to Eternity Kissing Contest. The extra day in Bahia Santa Maria also slows down the pace of the event.

There are many reasons sailors have done the Ha-Ha. Among the most common the Poobah has heard is that it gave them a definite starting date. "We'd still be tied up to the dock if it hadn't been for the fixed Ha-Ha starting date," people have told the Poobah. Another



BOTTOM ROW MICHELLE SLADE

— continued

reason is that during the course of the Ha-Ha, new cruising friends are made for the rest of the season in Mexico, the Puddle Jump to French Polynesia, and even for life. The Ha-Ha experience creates tremendous friendship bonds.

There are additional reasons: cooperation from the Mexican government, daily roll call and weather reports, safety in numbers, a tremendous knowledge and parts base in the fleet, terrific social events, a children's VHF net, and discounts that can easily exceed the entry fee. Indeed, some folks have signed up for the Ha-Ha just to get the discounts.

A few mariners have wondered if the Ha-Ha isn't too much of a social event,

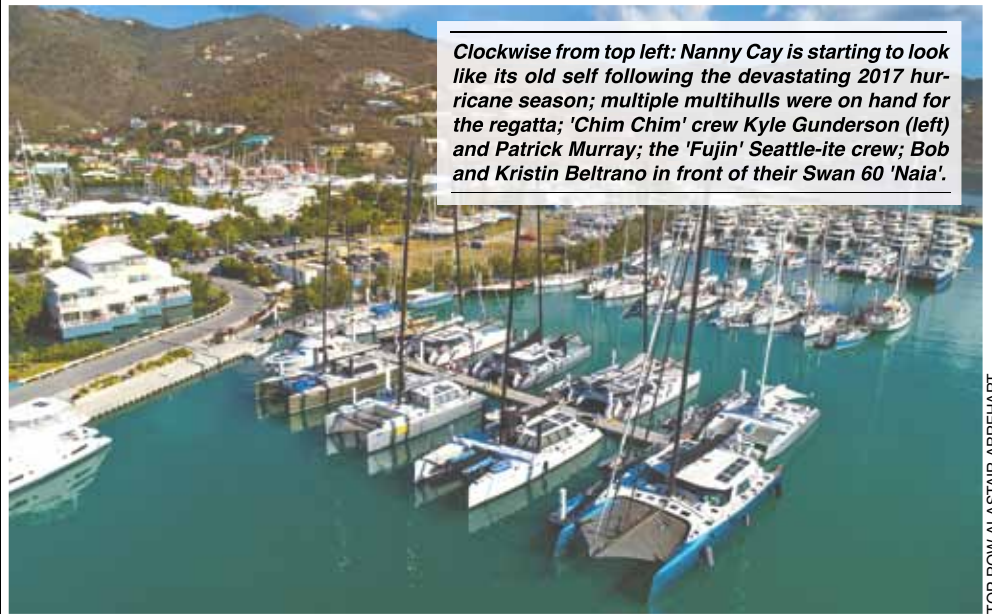
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bvi — continued

ran *Flash*, raced in Spring Regatta in the Offshore Multihull class with nine other boats, and finished fifth overall. Also racing in this division were John and Carol Gallagher from San Diego on their Gunboat 62 *Chim Chim*, including crew Kyle Gunderson and Patrick Murray. The Gallaghers bought *Chim Chim* in 2014, and did the 2015 and 2017 Transpac among other West Coast races, as well as some cruising in the Pacific Northwest. "We had always talked about doing a season in the Caribbean, and the stars aligned!" John commented. "A lot of guys who sail with us on the West Coast were able to join us."

Brett Bonthron races each year with a bunch of buddies, the "Escaped Aussies," he met when he worked in Sydney. They've sailed 19 international regattas and organized a charity, SailStrong, to give back to communities where they race. "Sailing's a great way for us to get together and learn about different cultures while giving back and encouraging other competitors to do the same," Bonthron said. In the BVI the 'Escapees' donated to the Family Support Network and VI Search and Rescue.

— michelle slade



Clockwise from top left: Nanny Cay is starting to look like its old self following the devastating 2017 hurricane season; multiple multihulls were on hand for the regatta; 'Chim Chim' crew Kyle Gunderson (left) and Patrick Murray; the 'Fujin' Seattle-ite crew; Bob and Kristin Beltrano in front of their Swan 60 'Naia'.

TOP ROW ALASTAIR ABREHART



SIGHTINGS

the pedigree of a cal 40 and her skipper

If anyone ever comes up with an award for 'the most successful production yacht in history,' our vote would go to the Cal 40. A breakthrough boat from the first launch in 1963 (among other things, it was the first big production boat to feature a long fin keel and separate rudder), the Bill Lapworth design went on to win just about everything in mid-to-late-'60s racing, including three Transpacs, two SORCs and multiple Bermuda races.

Though those once-radical lines seem pretty conservative by today's standards, many Cal 40s are still sailing and remain formidable competitors in PHRF competition. As late as 2003, a Transpac 'reunion tour' celebrating the 50th anniversary of their first participation saw 10 boats on the starting line. It was so much fun that 14 showed up in 2005. But racing is only part of the 40's modern appeal. Many sailors, including ex-racers who 'really know boats,' find them ideal cruising boats. We're happy to note that another Cal 40 will soon join those ranks, John Sparkman's *Vesper*, hull #32.

If his name sounds vaguely familiar, you've given away your

continued on outside column of next sightings page

baja ha-ha XXVI

what with the Kick-Off Party, the cruiser versus Mexican kids baseball game and beach party in Turtle Bay, the live rock 'n' roll beach party in Bahia Santa Maria, and the Squid Roe dance party and the awards ceremony — everyone wins an award — in Cabo San Lucas. But attendance isn't required at any of these. Indeed, few people make all of them.

As for room for boats, it's true that it takes planning to get a slip in San Diego proper before the Ha-Ha, and getting a slip in Cabo after the Ha-Ha might take a day or two, but the anchorages at both Turtle Bay and Bahia Santa Maria can hold 1,000 boats each. The result is that you can have as quiet or as social a Ha-Ha as you want. You get to choose.

Every time we do a story about a Cal 40, we feel the need to mention the illustrious members of the club that John Sparkman, this page, has just joined. Right, top to bottom: Let us not forget Liz Clark's Cal 40 'Swell'; the much-talked-about 'Illusion' finishes a Transpac; Don Jesberg's 'Viva'.



— continued

The Ha-Ha will be managed by Richard Spindler, founder and for 40 years publisher of *Latitude 38*, who's managed all 25 previous Ha-Ha's. He'll get tremendous assistance from Patsy 'La Reina del Mar' Verhoeven, who will be doing her 13th Ha-Ha with her Gulfstar 50 *Talion*. Also assisting will be Doña de Mallorca Spindler, who's done 23 Ha-Ha's on the Surfin' 63 mothership *Profligate*.

Notice of the Rally and entry details are at www.baja-haha.com, and questions answered at the Facebook page www.facebook.com/bajahaharally. The Grand Poobah hopes to see all of you at the Ha-Ha Kick-Off Party on November 3 and at the starting line on November 4.

— richard spindler

pedigree — continued

age! But yes, the man John called 'Pop' was his grandfather, Drake Sparkman, half of the famed Sparkman and Stephens design firm that started in 1929 and is still going today. Pop, along with Olin and Rod Stephens, instilled a love of sailing in John. As he grew up, it goes without saying that he sailed on many S&S designs.

But the one boat that really stuck in his memory was a Cal 40. In his mid-teens, John crewed for Vincent 'Bizzy' Monte-Santo and Bizzy's father, Vinny (who were co-owners with America's Cup skipper Bus Mosbacher), on *Illusion*. Although he was aboard for only one memorable race in one memorable summer on Long Island Sound, the boat captivated his imagination in a way no 'family' boat had been able to. (Years later, *Illusion*, hull #57, was 'discovered' in dilapidated condition at Moore's Reef in Santa Cruz. In 1988, Stan Honey and Sally Lindsay bought and restored the boat, and are currently cruising her.)

"I just fell in love with the Cal 40 and never forgot it," says Sparkman. He went on to lots more sailing on lots more boats, including crewing for Dennis Conner as a member of the 1980 America's Cup *Freedom/Enterprise* 12-Meter campaign. The ensuing years also saw him have several careers in the marine industry, including with Patagonia and Bainbridge sailcloth. He is currently a Christian Science practitioner/teacher living in Oceanside.

Sparkman and wife Jennifer have dreamed of cruising, and for that, there was never any question as to the choice for a boat: a good Cal 40, 'good' meaning an affordable boat in decent structural condition. He'd had his eye out for such an elusive craft for years, but nothing was popping up on the West Coast. Almost by accident, he stumbled on hull #32 (ex-*Bandit*) on Craigslist, located in Connecticut, near where he grew up and where his mother still lives. The boat was exactly what he was looking for — almost a time capsule, in fact. "It had the same setup, and most of the same gear, as when it rolled out of the factory 50 years ago," he says. A major plus was that, as an East Coast boat, it was stored out of the water for half the year its entire life. Structurally, it was in excellent condition.

He struck a deal with the previous owner and began work on the boat at Dutch Wharf Boat Yard in Connecticut. The boat was eventually trucked cross-country and currently resides in a little boatyard near San Diego. John works on the boat two to three days a week, or as time allows, and is often aided by his three adult sons.

The 'reconstructive surgery' is major. He has gutted the interior except for bulkheads and is rebuilding it to reflect a more modern interior design — including relocating the head from forward to aft and creating a forward stateroom with a Pullman berth. He has sealed the hull-to-deck joint, eliminated many extraneous thru-hulls, installed a forward crash bulkhead, bonded in three new transverse keel frames (which help spread the load from the keel), sandblasted and barrier-coated the bottom, and installed a new Beta Marine diesel, Velvet Drive transmission, V-drive, shaft and prop.

One of the original elements he will keep is the tiller steering (although there will be a belowdeck autopilot). The boat already had a very popular update among the Cal 40 crowd: a new rudder design by Carl Schumacher back in the '90s. By the time she's relaunched later this summer — hopefully in late August or early September — the boat will also have all-new standing and running rigging, and at least a few new sails.

Throughout the process, Sparkman says he has been amazed by the memories this boat and project have brought back. Add to that all the experience from all the other boat projects he has been involved in that he's able to apply. And the father-sons bonding aspect . . . all of it combines to fuel his enthusiasm for the project every day. If all goes as planned, not too long after relaunch, another Cal 40 will get back out where she belongs — sailing the oceans of the world. John and Jen plan to spend a season in Mexico. After that, who knows?

— jr



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LATITUDE / ARCHIVES



DON JESBERG

dauphin island incident report

On April 25, 2015, six sailors lost their lives when severe thunderstorms struck Mobile Bay, Alabama. More than a hundred boats were racing in the 18-mile Dauphin Island Regatta. The regatta was classified as a "nearshore" event (as opposed to an "offshore" or "ocean" event). Eight small keelboats, ranging in size from an Ultimate 20 to a Cal 24, capsized and sank. Four were recovered. First responders and good Samaritans rescued 40 people. Five were recovered too late, and one was never found.

Throughout the day, the National Weather Service had been issuing hazardous weather warnings, including forecasts of hurricane-force 75- mph winds. The Coast Guard contacted the race committee regarding the dire weather situation. The race committee decided not to issue an alert to the racers, and racers whose radios were not monitoring the CG or weather frequencies were caught by surprise.

So said the Coast Guard this April in an Incident Investigation Report released four years after the tragedy. US Sailing did not conduct the investigation, but they did consult with the USCG to help them understand how races are organized. The Coast Guard did not consult US Sailing about safety or sailboat handling in heavy weather.

The report issued the following recommendations to US Sailing: 1) Amend the Racing Rules to require all crewmembers to wear CG-approved PFDs at all times while on deck. 2) Amend the Racing Rules to require a handheld VHF radio in the cockpit at all times. 3) Require all boats to check in with all crewmembers on deck wearing their PFDs and displaying a handheld VHF before the start. 4) Require every boat to submit an accurate, complete crew list to the organizing authority 30 minutes before the start. Two final internal recommendations involved instructions connected with CG marine permits.

Statistically speaking, a very small percentage of drowning deaths in the US involve sailing. In 2017, 658 people died in all kinds of watercraft in the US. Of those, 449 drowned. (Victims wearing PFDs account for just 68 of those.) Of the top five watercraft types involved in deaths, none were sail-powered. In 2017, the most recent year for the USCG's Recreational Boating Statistics report, 13 people died in the US while sailing. Racing represents a small fraction of sailing — in 2017 three people nationwide died while racing.

However, in the Dauphin Island race, the participants were extremely casual about the weather and PFD use. It took some sailors up to 10 minutes to find and put on lifejackets after the storm hit. Not all found PFDs that fit them properly.

When there's a rescue, it helps to know how many people to search for. For instance, in the *Low Speed Chase* incident in 2012, the

searchers initially thought they were looking for nine people, not six.

Assembling a complete crew list works well with Jibeset, a race administration program developed in the Bay Area. Pre-registration of crew is mandated by the Yacht Racing Association for offshore races, and the Singlehanded Sailing Society for all races.

But what about the spontaneity of walking the dock and hopping onto a boat at the last minute for a Friday

night race? The CG's approach to events like beer can series has been more casual. They generally issue one marine permit for the entire run of such series.

continued on outside column of next sightings page



The Moore 24 'Morpheus' on her trailer in the yard at MPYC following the sad loss of her skipper in a beer can race on March 13.

delta doo dah 11

Whether you're a Delta cruising habitué or novice, we hope you'll mark Saturday, May 18, on your calendar. That's the day we kick off Delta Doo Dah 11. Richmond Yacht Club will host a Delta Cruising Seminar from 6 to 9:30 p.m.

Breakout sessions will include Delta destinations, anchoring how-to and Bay Bash strategies. Veteran Delta sailors Craig and Ann Perez, Doodette Christine Weaver and Stockton Sailing Club's Tom Lueck will facilitate the discussions, joined by Delta Rat Bill Wells, executive director of the Delta Chambers.

RYC will host appetizers and sell drinks. We'll have copious door prizes and handouts to give away, as well as official shirts and burgees to sell.

The first sailing event of the Doo Dah will be the Delta Ditch Run from RYC to

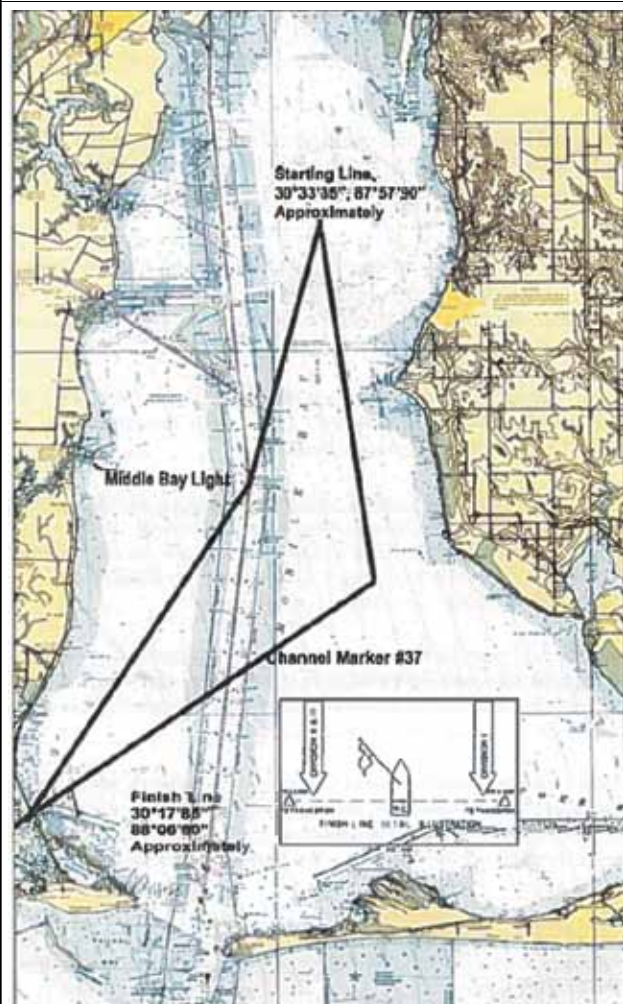


Chart view of the Dauphin Island Regatta racing area, taken from NOAA Chart #11376. Bold lines mark the general area of the racecourse. Participants were required to cross between Middle Bay Light and Mobile Ship Channel Marker #37.

kicks off

SSC on Saturday, June 1. The DDR offers race and cruise divisions.

After the Ditch Run, stick around for live music and dancing from 8 p.m. to midnight, and a Mount Gay Rum bar. SSC will serve a rib dinner from 6 p.m. till the "bitter end." They'll start cooking breakfast at 7 a.m. on Sunday, before handing out the awards.

Enter the DDR by May 26 to avoid a late fee. Go to www.stocktonssc.org for complete info and to sign up.

For more official events on the Delta Doo Dah's itinerary — and some DIY ideas — see www.deltadoodah.com. You'll also find registration there; it's free and easy to sign up. To be eligible to win the coveted door prizes, enter before the May 18 kickoff.

— chris

incident report — continued

Then again, having more information would be very helpful even in a casual evening race. During rough seas on the first Wednesday night of the Sunset Series on March 13 in Monterey, Rick Srigley, skipper of the Moore 24 *Morpheus*, was washed overboard from his transom and drowned. US Sailing has formed a committee to investigate that incident. Michael Moradzadeh of Tiburon will chair, joining two committee members from Santa Cruz (including Bill Lee) and two from Monterey.

We asked the YRA for their take on the report and its recommendations. The YRA board planned to discuss the issues presented in the Dauphin Island report at their next meeting, after this issue went to press.

"I'll let you know what we think about the report findings, and if we think the YRA should embrace any of the recommendations after our meeting," said YRA chair Don Ahrens.

"The YRA already has some of the recommendations in place," he added. "We require the wearing of PFDs at all times during YRA races. OYRA races require that a boat have a portable radio with DSC. OYRA requires a crew list from each boat, including emergency contact information for all crewmembers, and each crew must sign a waiver."

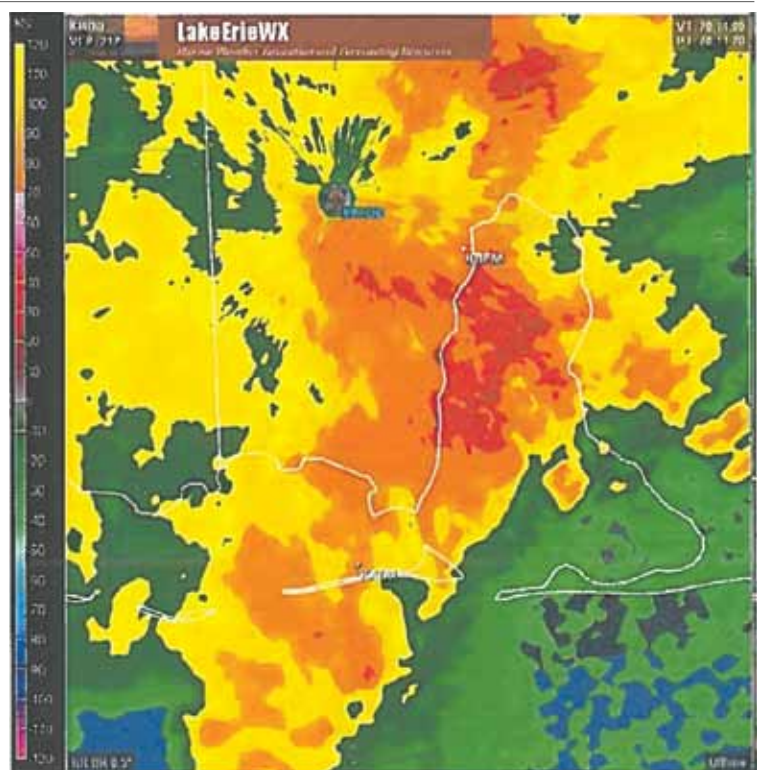
— chris



At 10:10 on April 25, 2015, National Data Buoy Center (NDBC) Station 110 (West Cameron Block) in Louisiana recorded 83-mph winds. At about 10:30, the race started, with approximately 476 people aboard 117 boats. Several boats were over early, and race officials issued a general recall, delaying the start by 15 minutes.

Capsized vessels were:

| | | |
|--------------|--------------|----------------------|
| 4G | Catalina 22 | Total Loss |
| Windsong III | Catalina 21 | Total Loss |
| Miss Scarlet | Ultimate 20 | Recovered/Total Loss |
| Sweet Louis | Cape Dory 23 | Recovered/Salvaged |
| Nono9 | Cal 24 | Total Loss |
| Razr | Santana 23 | Total Loss |
| Gypsy | Precision 23 | Recovered/Salvaged |
| Shakedown | Mirage 23 | Recovered/Salvaged |



At 3:14 p.m., National Data Buoy Center Station KATA1 (Katrina Cut), located on Mobile Bay in Alabama, recorded 63-mph winds. A minute later, NDBC Station MBLA 1 (Middle Bay Light, a mark on the course) recorded 73-mph winds. At about 3:27, CG Sector Mobile Command Center received maydays for multiple boats in distress participating in the Dauphin Island Regatta.

Casualties were:

| | | |
|------------------------------|---------|-----------|
| Kristopher Beall, age 27 | Crew | Scoundrel |
| Robert Delaney, 72 | Skipper | Nono9 |
| Robert Thomas, 50 | Crew | Nono9 |
| William Glenn Massey, 67 | Crew | Dauntless |
| Adam Clark, 17 | Crew | Razr |
| [name redacted from report]* | Crew | Razr |

*This crewmember is missing and presumed dead; he was previously reported to be Jimmie Charles 'J.C.' Brown, 71.

a raid on the oyster pirates

San Francisco Bay is so large that often its storms are more disastrous to ocean-going craft than is the ocean itself in its violent moments. The waters of the Bay contain all manner of fish, wherefore its surface is ploughed by the keels of all manner of fishing boats manned by all manner of fishermen. To protect the fish from this motley floating population many wise laws have been passed, and there is a fish patrol to see that these laws are enforced. Exciting times are the lot of the fish patrol: in its history more than one dead patrolman has marked defeat, and more often dead fishermen across their illegal nets have marked success. When I was a youngster of 16, a good sloop-sailor and all-round Bay-waterman, my sloop, the *Reindeer*, was chartered by the Fish Commission, and I became for the time being a deputy patrolman.

Of the fish patrolmen under whom we served at various times, Charley Le Grant and I were agreed that Neil Partington was the best. He was neither dishonest nor cowardly; and while he demanded strict obedience when we were under his orders, at the same time our relations were those of easy comradeship, and he permitted us a freedom to which we were ordinarily unaccustomed, as the present story will show.

Neil's family lived in Oakland, which is on the Lower Bay, not more than six miles across the water from San Francisco. One day, while scouting among the Chinese shrimp-catchers of Point Pedro, he received word that his wife was very ill; and within the hour the *Reindeer* was bowling along for Oakland, with a stiff northwest breeze astern. We ran up the Oakland Estuary and came to anchor, and in the days that followed, while Neil was ashore, we tightened up the *Reindeer's* rigging, overhauled the ballast, scraped down, and put the sloop into thorough shape.

This done, time hung heavy on our hands. Neil's wife was dangerously ill, and the outlook was a week's lie-over, awaiting the crisis. Charley and I roamed the docks, wondering what we should do, and so came upon the oyster fleet lying at the Oakland City Wharf. In the main they were trim, natty boats, made for speed and bad weather, and we sat down on the stringer-piece of the dock to study them.

"A good catch, I guess," Charley said, pointing to the heaps of oysters, assorted in three sizes, which lay upon their decks.

"That boat must have at least two hundred dollars' worth aboard," I calculated. The boat we were discussing, the *Ghost*, lay directly beneath us.

A stout, elderly man, with the dress and carriage of a successful merchant, came up and stood beside us, looking down upon the deck of the *Ghost*. He appeared angry, and the longer he looked, the angrier he grew. "Those are my oysters," he said at last. "I know they are my oysters. You raided my beds last night and robbed me of them." The tall man and the short man on the *Ghost* looked up.

"Hello, Taft," the short man said, with insolent familiarity. (Among the bayfarers he had gained the nickname of "The Centipede" on account of his long arms.) "S'pose you can tell your oysters wherever you see 'em?"

"I know they're mine; I'd stake my life on it!" Taft snorted.

"Prove it," challenged the tall man, who we afterward learned was known as "The Porpoise" because of his wonderful swimming abilities. Mr. Taft shrugged his shoulders helplessly. Of course he could not prove the oysters to be his, no matter how certain he might be.

"I'd give a thousand dollars to have you men behind the bars!" he cried. "I'll give 50 dollars a head for your arrest and conviction, all of you!"

"There's more money in oysters," the Porpoise remarked.

Mr. Taft turned impatiently on his heel and walked away. From out of the corner of his eye, Charley noted the way he went. "I'm going to interview him about that reward," Charley explained, as we rapidly over-hauled the oyster-bed owner. "Neil will be delayed here for a week, and you and I might as well be doing something in the meantime. What do you say?"

"Of course, of course," Mr. Taft said, when Charley had introduced himself and explained his errand. "Those thieves are robbing me of thousands of dollars every year. They've robbed my beds, torn down my signs, terrorized my watchmen, and last year killed one of them. Couldn't prove it. All done in the blackness of night. Nobody has been able to do anything with those men. We have never succeeded in arresting one of them. The situation is growing desperate, and something must be done to determine whether I or that band of ruffians own those oyster beds. My watchmen and boats are at your disposal."

At this point I may as well explain that we of the fish patrol were free lances in a way. While Neil Partington, who was a patrolman proper, received a regular salary, Charley and I, being merely deputies, received only what we earned — that is to say, a certain percentage of the fines imposed on convicted violators of the fish laws.

We held a long council of war, and mapped out the following line of action. Our faces were unfamiliar on the Lower Bay, but



part 1

as the *Reindeer* was well known as a fish-patrol sloop, the Greek boy, whose name was Nicholas, and I were to sail some innocent-looking craft down to Asparagus Island and join the oyster pirates' fleet. Here, according to Nicholas's description of the beds and the manner of raiding, it was possible for us to catch the pirates in the act of stealing oysters, and at the same time to get them in our power. Charley was to be on the shore, with Mr. Taft's watchmen and a posse of constables, to help us at the right time.

"I know just the boat," Neil said, at the conclusion of the discussion, "a crazy old sloop that's lying over at Tiburon. You and Nicholas can go over by the ferry, charter it for a song, and sail direct for the beds."

Nicholas and I succeeded in chartering the sloop very cheaply; and between laughs, while getting up sail, we agreed that she was even crazier and older than she had been described. She was a big, flat-bottomed, square-sterned craft, sloop-rigged, with a sprung mast, slack rigging, dilapidated sails, and rotten running-gear, clumsy to handle and uncertain in bringing about, and she smelled vilely of coal tar, with which strange stuff she had been smeared from stem to stern and from cabin-roof to centreboard. And to cap it all, *Coal Tar Maggie* was printed in great white letters the whole length of either side.

It was an uneventful though laughable run from Tiburon to Asparagus Island, where we arrived in the afternoon of the following day. The oyster pirates, a fleet of a dozen sloops, were lying at anchor on what was known as the "Deserted Beds." The *Coal Tar Maggie* came sloshing into their midst with a light breeze astern, and they crowded on deck to see us. Nicholas and I had caught the spirit of the crazy craft, and we handled her in most lubberly fashion.

"I swan naow, ef it ain't the old Ark itself!" mimicked the Centipede from the deck of the *Ghost*.

We took no notice of the joking, but acted, after the manner of greenhorns, as though the *Coal Tar Maggie* required our undivided attention. I rounded her well to windward of the *Ghost*, and Nicholas ran for'ard to drop the anchor. To all appearances it was a bungle, the way the chain tangled and kept the anchor from reaching the bottom. And to all appearances Nicholas and I were terribly excited as we strove to clear it. At any rate, we quite deceived the pirates, who took huge delight in our predicament.

— jack london

The preceding was an edited excerpt from A Raid on the Oyster Pirates, a chapter from London's collection of stories, Tales of the Fish Patrol (published by The Macmillan Co in 1905). We'll bring you part 2 next month.



AMERICA'S SCHOONER CUP —

California's sailing heritage was on display Saturday, March 30, as historic vessels battled in the 31st annual running of the America's Schooner Cup race on a postcard-perfect day in San Diego.

The state's official tall ship, the 142-ft LOA *Californian*, won the Schooner Cup. Steady 8- to 12-knot winds gusting to about 18 knots favored her majestic rig and provided rail-down sailing for the rest of the fleet, which was organized into four groups with staggered starts.

Rose of Sharon, a 63-ft LOA Starling Burgess design built in 1930 in Nova Scotia, had the best elapsed time — 2:09:47 for the 12.9-mile course. First to finish was *Witchcraft*, a 42-ft LOA scaled-down

version of the famed schooner *Bluenose*. Her owner, Brian Eichenlaub, who built *Witchcraft* with his father Carl in 1993-94, was aboard for his 30th America's Schooner Cup race and described it as "the most fun year yet."

The charity event, hosted by the Silver Gate Yacht Club, has raised more than \$133,000 in the last five years for the Navy-Marine Corps Relief Society. It is designed for maximum public viewing, with the start/finish line off a Shelter Island beach and paying berths available this year on the *Californian* and the 136-ft LOA *Bill of Rights*, which offers youth sail training through the South Bayfront Sailing Association.



'Rose of Sharon' has rounded the outer buoy, with 'Quascilla' and 'Lively' not far behind.
— photo by Darrall Slater / www.bayshots.com

A BATTLE WORTHY OF A POSTCARD



AMERICA'S SCHOONER CUP —

Sprinting for the finish line and best elapsed time, Group A winner 'Rose of Sharon' takes full advantage of winds gusting down from Point Loma.



JANIE NOON

Below: Originally built in 1924 and fresh out of a 15-month refit, 'Quascilla' heads for a third-place finish in Group B.



CYNTHIA SINCLAIR

The Group C start saw *Californian* and *Bill of Rights* maneuvering against *Maid of Kent*, a 36-ft LOA William Atkin design, and *Scrimshaw*, a 40-ft LOA Block Island boat built in 1947. Dennis Daoust, who has owned and sailed *Scrimshaw* since 1975, brought her across the finish line a scant eight seconds behind *Californian*.

Witchcraft, with CF Koehler steering, was first across the starting line against four Group B competitors and was never seriously challenged. Johnny Smullen, who skippered owner Pat Hanley's *Legacy*, a 46-ft LOA John Alden Malabar II design, described the group's race this way:

"The start was a fetch to buoy #17 in about 8 knots of wind. When we arrived

A BATTLE WORTHY OF A POSTCARD

at the buoy, *Bill of Rights* was approaching close-hauled on a starboard tack in an effort to make the mark. *Witchcraft* had the foresight to sail very high off the start line to get over the top of her. I believe this was her winning move. We and *Quascilla* had to settle for lower and slower positions below her, eventually forcing us on *Legacy* to put our nose all the way up into the wind to sail over *Bill of Rights'* transom to clear our air, followed by *Quascilla* and *Shine On*. This put *Witchcraft* out ahead, where she would remain for the rest of the race."

Californian, which is owned by the San Diego Maritime Museum, put on an impressive display of sail handling and tactics, nailing the start and taking full advantage of a freshening wind and favorable current. Her captain, Ray Stewart, provided this narrative:

"As I approached the start line, we

"We were bailing for about half the time . . . shifting our weight around in case we encountered a rogue wave."

realized we would be early. I put the ship into the wind, and the crew responded beautifully and we luffed all the sails. The horn sounded and we trimmed all the sails and went across the line about six seconds after the start. It was a classic start and only performed by the best of crews. We were off on a beam reach and no sailboats in sight."

Although *Californian* was overtaken as the race went on, she had built an insurmountable lead that brought her a corrected-time victory, as her tactician, Carl Scragg, explained:

"The rest of the race consisted of upwind and close reaching legs where the more modern schooners typically are significantly faster. But this day *Californian* was able to hold her own. A few boats were able to pass us on the way back into the harbor, but not by enough



DARRALL SLATER / WWW.BAYSHOTS.COM

'Californian' gets ready to round the weather mark, buoy #3, on her way to overall victory.

to overcome the handicap. It was one of my most memorable days sailing *Californian*. Good start, fair wind, favorable course, and great crew work — it was just *Californian's* day to shine."

It's rare for schooner skippers to compete in the same event as *Californian*, especially if your vessel is a 14-ft LOA "baby schooner" like *Pacifier*, the sole Group D (for dinghy) entrant. Her captain, Jimmy McManus, recaps their 4.5-mile race:

"The boat sailed really well, although we were bailing for about half the time, hiking out at one point to keep her from heeling too much, and shifting our weight around in case we encountered a rogue wave."

There were many winners that day — the skippers and crew who enjoyed magnificent sailing on vintage vessels, those who followed and photographed the race from ashore, and not least the families of Navy and Marine veterans who will benefit from the more than \$18,000 raised by the charity event.

— **steve fox**

Jerry Newton enjoys rail-down sailing on the way to 'Maid of Kent's third-place finish in Group C.



STEVE FOX

AMERICA'S SCHOONER CUP

AMERICA'S SCHOONER CUP, SILVER GATE YC, 3/30

GROUP C — 1) **Californian**, 1984 142-ft Melbourne Smith topsail schooner, Ray Stewart; 2) **Scrimshaw**, 1947 40-ft LOA Block Island, Dennis Daoust; 3) **Maid of Kent**, 1964 36-ft LOA William Atkin, Jerry Newton. (4 boats)

GROUP B — 1) **Witchcraft**, 1994 William Roue, Brian Eichenlaub; 2) **Legacy**, 1999 46-ft John Alden, Pat Hanley; 3) **Quascilla**, 1924 53-ft LOA Ralph Winslow, Dirk Langer. (5 boats)

GROUP A — 1) **Rose of Sharon**, 1930 51-ft LOA W. Starling Burgess, Wayne Ettel. (1 boat)

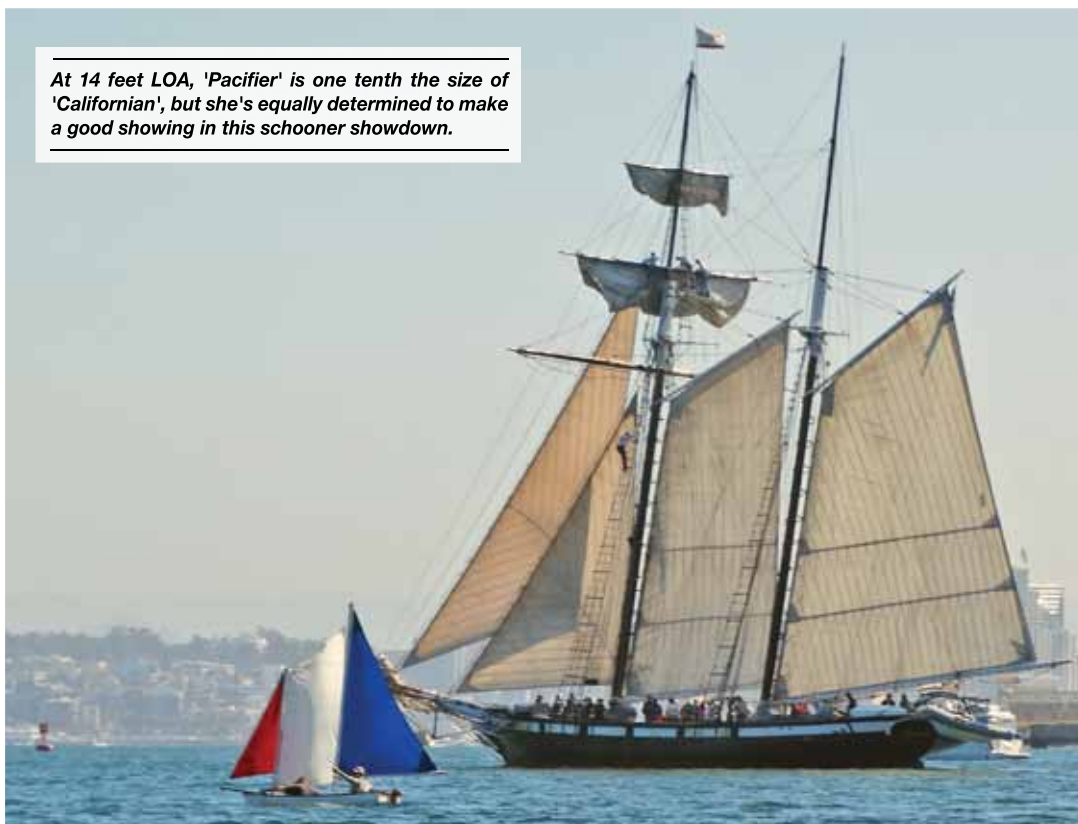
GROUP D — 1) **Pacifier**, Inter-galactic 10, Jimmy McManus. (1 boat)

OVERALL — 1) **Californian**; 2) **Witchcraft**; 3) **Scrimshaw**. (10 boats)

Full results at

www.americasschoonercup.com

At 14 feet LOA, 'Pacifier' is one tenth the size of 'Californian', but she's equally determined to make a good showing in this schooner showdown.



STEVE FOX



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WHY WOODEN BOATS?

Is it fair to assume that, at some level, every sailor loves wooden boats? We're not saying everyone wants to own one, work on one, or even sail one, but we feel like nearly every sailor walking down the docks would be drawn, as if magnetically, to a well-kept wooden vessel.

So, why, exactly, do people choose wooden boats? Are they exponentially more work — and ultimately more money — than other vessels? Does a wooden boat sail differently than its synthetic brethren? Again we ponder why, because to some of us, owning a wooden boat seems like an act of either sheer lunacy or self-inflicted masochism. But to their owners, not having a wooden sailboat would be truly insane.

"Some people have that passion for wooden boats," said Garrett Jolly, who, along with his wife Ruth, is one half of the popular YouTube show *Salt & Tar*. "And if you have the passion — if you've got that bug, or addiction . . . or maybe there's a cross wire in your brain — there is simply no other option."

As we've reported in the past, there has been something of a resurgence in the popularity of wooden boats, though that's not necessarily the right way to frame the issue — the "popularity" of wood probably never declined in an appreciable way. It's just that our attention was absorbed by other shiny things, namely fiberglass.

Ruth and Garrett Jolly have brought wooden boats into the realm of YouTube stardom.



The 1928 Lester Stone cutter 'Water Witch' lookin' good on the Bay in a Master Mariners Regatta.

But there are some statistics supporting the "renaissance" of wood.

"We've been averaging about 700 to 800 students a season," said Rich Hilsinger, the director at the Wooden

Boat School in Maine, which has had packed-full attendance for a number of years now. "I think that the whole lore of wooden boats has been around forever. If you see an ad on TV with a boat, how many times is it a beautiful wooden boat?" We posed our existential question to Hilsinger: Why wooden boats? "If you sit 10 people down and ask them, you'd probably get six different answers. Lots of people are woodworkers already and are interested in wooden boats and their unique shape. A lot of people are coming to learn how to build their first boat at home. And a lot of people want to get into the profession and have the fundamentals down to have a better chance to get a job."

Hilsinger said that people come from all over the world to attend the Wooden Boat School; the season in Brooklin, Maine, (about five hours north of Boston) runs from the end of May until the end of September. The average age of attendees is 50 to 55. There are over 100 courses offered, including a seamanship program on everything from day-sailing to week-long liveaboard classes.

Hilsinger said that in the age of omnipresent technology, "Working with wood, and the feeling it evokes, is becoming more important in people's lives



WE WOOD IF WE COULD

MARTHA BLANCHFIELD



again. It touches one's soul. And it beats working with fiberglass and all of those chemicals." Hilsinger said that there are more wooden boats being built today than ever before,

thanks in large part to improvements in marine plywood. "People can build beautiful boats by using a good source of marine plywood, as well as epoxy." (Hilsinger said that many of the companies making epoxies and hardeners have come a long way, making them a little more environmentally and user friendly.)

"Now you have people in Florida and Texas with wooden boats, where they used to be a challenge to maintain."

"The wooden boat community provides this equalizer," said Paul Dines, the commodore of the Master Mariners Benevolent Association. "Our club has lots of people who've made their boats a wholesome family activity; there's a real egalitarian aspect of the club where everybody's place is very equal. I think the club represents a hands-on ethos."

The Egelston clan exemplify the family wooden-boat experience. John and Gena bought *Water Witch* 30 years ago, and after sailing the 1928 Lester Stone cutter for a few years, the Egelstons pulled her out of the water for an extensive refit. "We realized it needed some work, but not 27-years worth," John joked. "We started the project when my first son was born — that's

how we judge how long we've been working on it." The Egelstons' sons, Russell and Andrew, would grow up working on *Water Witch*, which was relaunched in 2012.

"I've always loved working with wood," said John. "I've built furniture since I was a kid; it was very natural for me to go with wood as a construction element. There's just something about being able to harvest a living tree and turn it into a working thing that you can use every day." John said there are practical structural properties to wood that make it appealing, such as its strength-to-weight ratio.

But when considering the question, "Why wood?" John says it could not have been more natural. "It's just the feeling of being surrounded by the beauty and the warmth and the grain."

Was it difficult to get his boys excited to work on *Water Witch*? "It depended on the day," John said. "I literally had them strapped to my back working on the boat. As soon as they could hold a tool, they were working. I saw them develop their own skills and ways of doing things, and working together at a young age. Now, many years later, they can take a look back at some of the joinery that they did, and it's got a story behind it."

"It's just been an amazing project. The boat has become an intricate part of our family, like an elderly member — it takes care of you as long as you take care of it."

"I'm not religious, but wood sort of has a life," said Howard Makela, who owns Makela Boatworks in Fort Bragg, a business, and craft, he inherited from his father and uncle. "Everything you're putting into a traditional wooden boat has been growing at one time. It's not talking to me or anything. But, I don't know, there's just something about it."

When his father and uncle started the business in the 1950s, "There was a little more life in it back then," Makela said. "At that time, Makela was commer-

cial salmon fishing. He started when he was 16 years old, using wooden trawlers that his father and uncle had built. (What's a wooden fishing boat like vs. steel or glass? "They say it's a little easier ride," Makela said. "I've never fished on a fiberglass or steel boat, but they say glass boats are a little more buoyant," and therefore a bit bouncier in the water, the theory goes.)

"I didn't get started seriously until I was in my 30s. I would build boats in the winter; I was around it all the time and I got to know things. It wasn't something that I thought I would do for the rest of my life, but I enjoy what I do."

Makela primarily repairs wooden boats, and "every once in a while" builds a new one or has a long-term project. He's currently constructing an 18-ft runabout "that I work on when it rains." Makela has been involved in two major custom-sailboat builds: *Legacy*, an Alden-designed Malabar II schooner (please see *America's Schooner Cup* on page 68), and an Atkin-designed Ingrid. Both boats took several years to construct back in the 1990s. "Trying to build a custom boat is a pretty hard market — and there's a good used

The Egelston family onboard 'Water Witch': front row: Gena (left) and John, back row, Andrew (left) and Russel.



JOHN AND GENA EGELSTON

WHY WOODEN BOATS?

JOHN AND GENA EGELSTON



SALT & TAR

From left: Teenagers Andrew (left) and Russell Egelston laminate a beam. Right: Garrett Jolly has been working on 'Rediviva' for nearly four years.

market now." Because of this dynamic, Makela naturally gravitated toward wooden sailboat repair.

"I don't have anything against fiberglass," Makela said. "I just don't choose to work in it. I don't like to have my hands in epoxy and polyester resins. That's my problem, the smells and the stickiness. But I'm not anti-fiberglass."

"I've owned fiberglass boats, and they're way more practical," said Garrett Jolly, "but I've always worked with wood, and I always loved it."

We profiled the Jollys in the May 2018 issue of *Latitude* in our tour of Bay Area boatyards. In 2015, the Jollys started lofting a "Button," a George Buehler-designed 35-ft gaff-rigged ketch in a shed in Washington State, before moving the entire project to Napa Valley Marina, where they've been building (and filming) away ever since. *Rediviva* is now in the water, and the Jollys hope to sea-trial her in the fall.

Ruth Jolly said that she and Garrett "certainly tried fiberglass. I talked Garrett into buying the practical boat that was in our price range and had solar panels, a chartplotter and hot water — it was the dream boat. We started cruising from California to Mexico. But I could just see it in Garrett's face."

Garrett confirmed his dissatisfaction: "To me, it felt sterile. It had no life. It was just a piece of plastic. And all the 'stuff' on it didn't help. There is something about the feeling of wooden boats. It's kind of like the boat becomes part of the crew. There's something about the feeling of working with the material — it wants to sail."

So does having a wooden boat mean way more work than a non-woodie vessel? "Like many things with wood boats, there are multiple answers," Garrett

said. "The maintenance varies based on the year and condition of boat. If you get an old wooden boat and restore it, the maintenance is going to be higher.

"But if you have a wooden boat that's in perfect condition, and you're sailing and living on it constantly, it's really not that much more maintenance. You have to stay up on your haulouts, because you really can't let your bottom paint go. The warmer the water gets, you start worrying about worms.

"You may or may not have a lot of varnish — I've seen some wooden boats with absolutely no varnish. Otherwise, all of the systems are the same. But on our boat, there will be significantly more maintenance because we're going with a gaff rig, wood spars and galvanized rigging; in reality, the rigging will last you a lifetime, longer than stainless. But you have to go up once a year to slush it — and that's fun."

Indeed. To us, the idea of being anchored in some azure-blue cove and going up the rig to slop slush (typically a mixture of Stockholm tar and linseed oil) sounds like a thoroughly good time.

"But a wood boat is a lot of work, which deters a lot of people. It's a material that has that life to it. You can't work against it or leave it. Living aboard is our highest priority, so you do maintenance like you mow the lawn or do chores around the house; you do it because you love it."

Garrett shifted thoughts: "I've had friends who've asked, 'Why wood? That's a self-destructive addiction.' And we are a strange breed, but I wouldn't have it any other way. For some reason, I get a lot of joy anchoring in some cool place and touching up the woodwork."

Ruth added: "I know that Garrett goes a little crazy when he doesn't have a project to do."

"I've never been one to lay on the

beach," Garrett confirmed.

The Jollys made sure to pay homage to George Buehler, with whom they corresponded when they were in the early stages of their project (Buehler passed away suddenly in early 2018).

"He was very, very different and very unique — maybe he was a bit of a black sheep," Garrett said. "His philosophy was based on working boats that have been built and sailed way longer than yachts. He opened the door so that people felt confident to take on a wooden boat — or any boat." Garrett said Buehler's philosophy is applicable to any would-be boat owner worried about their financial situation.

Rich Hilsinger concurred: "Buehler put things in laymen's terms so that the average Joe could understand it, giving people the confidence to get started."

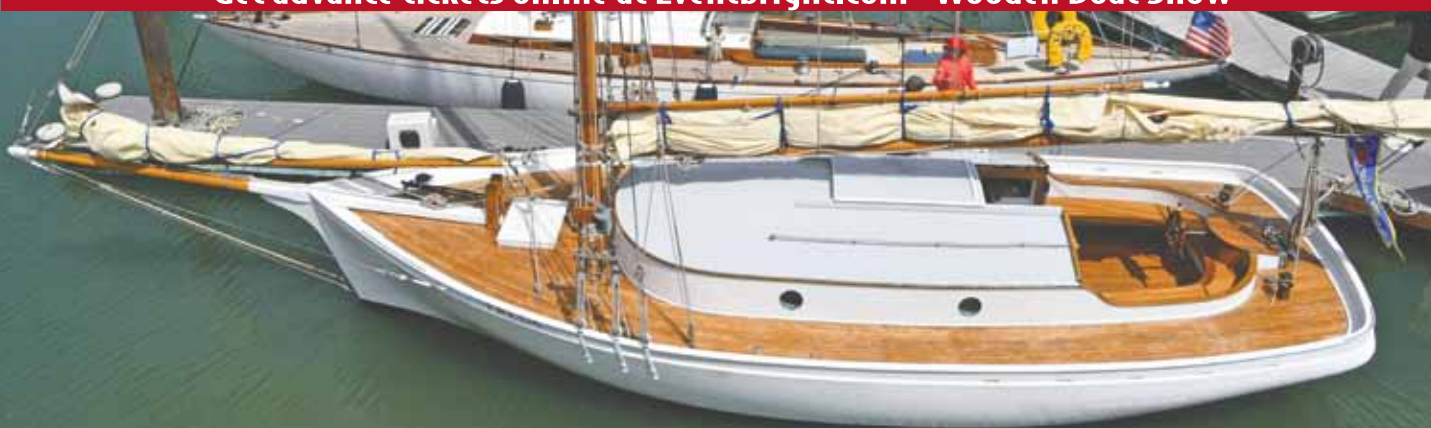
We're not saying that any one boat — be it wood, fiberglass or cement — is better than another; there is artistry in all mediums. We continue to live by that most sacred and salty of philosophies: Whatever floats your boat. But we will repeat what most people said when we asked, *Why wood?* "There's just something about it," they answered.

We'll leave you with a closing thought from Mr. Buehler, who was unabashedly biased toward custom vessels.

"I like all kinds of boats; there are no absolutes I've come to realize, no boat is 'practical'. So let's not pretend; a boat is a toy, a fantasy, a thing to have fun with. A boat is a statement of expression. Are you a timid, rigid, uptight unimaginative and careful person with a new plastic production boat, or are you a rugged individual, hair flowing in the breeze, billowing shirt, knowing deep inside that had you but been born 300 years ago, why, you'd be a swashbuckler, with a 'one-off' boat."

latitude / tim

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The Master Mariners Benevolent Association is dedicated to fostering participation in yachting and the preservation of classic and traditional sailing craft. During the Boat Show, the Corinthian Yacht Club outdoor bar and grill is open for lunch, there is model boat building for kids. Children under 12 free when accompanied by an adult.

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– Herman Melville, *'Moby Dick'*, Chapter XXVI



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LUC McSWEENEY MAHEU —

PHOTOS LATITUDE / TIM
UNLESS OTHERWISE NOTED

When I first met Luc McSweeney Maheu, he was wearing a kilt.

It was the 2017 Master Mariners luncheon, and McSweeney was posing for a picture with his Master Mariners regatta sponsor at St. Francis Yacht Club. With long hair pulled into a ponytail, big, dangling, gauged earrings, a Van Dyke beard, barrel chest and tattoos, McSweeney looked every bit the brawny sailor plucked from another century. "He's built like a brick shit-house," said an acquaintance. "The guy could practically step a mast without a crane. He's got a lot of color."

I ran into Luc again about a year later at Berkeley Marine Center as he was hauling out his 60-ft schooner *Tiger* for the 2018 Master Mariners. From a distance, and given his robustness, McSweeney might appear like a no-nonsense dude, like someone you would have taken care to avoid in the back alleys of the Barbary Coast 150 years ago. But Luc McSweeney is the nicest guy you'll ever meet.

He explained *Tiger's* origins. She was a pinky schooner, he said, not a replica, per se, but a rebuild of a boat originally constructed in 1830 that fished commercially for almost 50 years, and might have worked as a pilot vessel thereafter. I would eventually ask McSweeney if he was a historian. "No," he said. "But I am in the ways that I am: My knowledge is based on maritime

McSweeney's 'Tiger' on the hard at Berkeley Marine Center in 2018.

historical evidence and experience, my time at sea, and what works and what doesn't." For McSweeney, the better word to use, I would find, was heritage instead of history. "I sought out *Tiger* and made it home because I knew the original fished and worked and had life, and all of that poured right into this bill — and I can certainly feel it when we're out playing around."

I finally sat down with Luc onboard *Tiger* at the Point San Pablo Yacht Club last October on a super-dry, sunny day. He met me on the dock holding two ice-cold Wisenheimers, a wheaty German beer that went perfectly with the parched fall weather.

Luc McSweeney is a licensed merchant marine. He went to sea as a young man, and then to Cal Maritime in his late 20s. In addition, he does a variety of educational and corporate charters on *Tiger*, and also runs Tiller and Gaff, a supplier of handmade tools and crafts for traditional sailors. He started his business, he said, in an effort to bring balance to a seaman's life — but also, to further explore the depths of his legacy.

"Tiller and Gaff was a way for me to legitimize my heritage, my knowledge and my craft, and to preserve the art of sailor craft. It's something I've been into since I was a kid. I shipped out at a very young age, and I was always twiddling with twine and doing marlinspike seamanship and scrimshawing and tattooing. You know, normal sailor things.

"But I was looking for something to do with the other six months of my life. When you ship out, you go to Alaska, you go to Hawaii, and then you come home and it's like, 'I kind of just want to hang out.' And for me, that was working with my hands and making sure that *Tiger* was alive and in use, but also, expressing myself in an artistic and functional way. I've had a lot of fun putting my artistic twist on my grandfather's ditty bag. These are real heritage tools for me, but I'm putting them out there to the world."



What are we calling "traditional sailing" exactly? Is it the vessels themselves, be it an original, restoration or replica? Something with a wooden hull, wooden masts and hemp rigging? Or, is it the sailors themselves, the scope of which includes, as it did 150 years ago, people from all walks of life, some of whom are new to sailing? Or, conversely, is it people with sailing in their blood who have an encyclopedic knowledge of obscure boats and maritime culture on the tips of their tongues? Traditional sailing, in our estimation, is an amalgam of all these boats and people.

"When I say traditional sailing, I'm referring to the craft in which we are transiting," McSweeney told me, as we sipped our beers. "As far as my interest and passion, it's really been focused on classic and traditional sailing, whether that's a square-rigged or gaff-rigged or a certain hull type."



A SAILOR'S HERITAGE



The sailor's sailor, Luc McSweeney Maheu has boats in his blood. It's his work, but also, his passion.

"I really haven't spent too much time in the contemporary world. San Francisco Bay is one of those places where racing and yachting is a thing — when anyone thinks about San Francisco sailing, they think big winds and flashy boats and go fast and work hard and play hard. Yachting and racing is Dyneema and Spectra and stainless and winches and cams and all this kind of stuff. You're relying on your mechanical advantage.

"Whereas out here, on a traditional boat, the system is all organic."

Does traditional sailing translate into a type of preservationism? Are sailors who are working on the "traditional circuit" doing so to keep history alive? Are they preserving a legacy, in other words, or is it just a job?

For McSweeney, the question was completely rhetorical.

"Well, when I put my head down, it's my passion and I want to make it more available to other people, and I think that I have several contemporaries of my age and experience that feel the same way. Just by happenstance, I have a lot of heritage in it.

"But a lot of my close friends are not necessarily as tied by blood — they might have grown up in Wisconsin, or their parents might have been stockbrokers. But somewhere along the line, they found that this is what they're good at; it's what they enjoy doing and want to continue doing.

"It's not so much that they're thinking, 'Oh my God, if we don't do this, there's not going to be another square-rigger, ever.'"

McSweeney said the population of the traditional circuit has fluctuated over time. "When I was younger, it felt

like there was no one doing it. There was kind of a lull, because in the generation prior, it felt big; it felt like it was a big thing and I had a lot of people to look up to. It was sailors on the docks: drunks with tattoos talking about the good old days. And then, yes, there was a core group of my contemporaries that just kind of hung on and kept going."

McSweeney was, as mentioned, reluctant to be called a historian, despite his vast knowledge of traditional craft. The difference is function vs. academics.

"I have worked in the capacity of a historical preservationist, and I've worked on a number of historical vessels and their preservation — but no one hires 'riggers'. It's like a theater thing. It's just the job you get. But there's a lot of research involved, and, also, there's an unspoken and unwritten common sense. But I don't have a college degree in this. I'm not getting anything or making money off it. It's not something that I've 'studied'."

McSweeney said that both sides of his family come from a long line of seamen. "On my mother's side, there's a lot of West Coast heritage: My grandfather worked with his brother on a lumber schooner up and down the coast. My father's side were East Coast-based; they were fishermen, whalers and merchant marines. This was just kind of what I grew up doing. I learned how to sail before I could ride a bicycle."

Before their East and West Coast progeny took root, McSweeney's family hailed from (you guessed it) Ireland. "They were all fishermen sailing out of Donegal. I've sailed in and out of Killybrack Harbor — which is also known as McSweeney Bay — a bunch of times. And in Donegal, there's McSweeney's Books, McSweeney's Meats, McSweeney's Pub . . ."

Was there ever a time when you thought you'd do something else? I asked. Luc shook his head.

"No. No, this just made sense. And it was easy. And I was good at it. I never went to summer camp, I just went to sea."

When doing the traditional circuit, Luc explained, a sailor would typically land a gig for a few months, followed by a few months of "hitting the beach" before finally making a phone call to look for other work. "So you end up getting into this modern-style type of shipping out. For me, it kept me learning. It kept me engaged."

But don't be fooled by the hap-

LUC MCSWEENEY MAHEU —

THESE PHOTOS / LUC MCSWEENEY



From left: 'Tiger' in all her glory; very few men can rock a kilt—we think it's safe to say that Luc McSweeney (sailing on 'Tiger') is one of them.

hazard-sounding life McSweeney described. He's been involved with rigging the *Balclutha* and *C.A. Thayer*. Sometimes, he said, he flies "halfway around the world to do a rig job."

McSweeney went to Cal Maritime in 2004. He has a 1,600-ton master oceans license, as well as master unlimited. He's worked on "big ships overseas," he said, but the bulk of his career has been in offshore towing. I'm usually running tugs up the coast of Alaska and bringing fuel and cargo to various commercial industries. I'm discharging life, basically. Out there, they want fresh water as much as they want fuel. I meet all of these grouchy old fishermen; I've had a lot of great conversations when I get to raft up."

Like most merchant marines, Luc's work stories are a tour of the globe. He talks about sailing Alaska's Inside Passage to Juneau, Sitka and other obscure towns.

"It's beautiful. You wake up every morning and see the sunrise, you get to visit cultures that you normally wouldn't get to — and you get to trade with all of these native cultures. You've got crazy stories about everything. You sail around the world, and sail around the world again. It's amazing."

Offhandedly, he said that in preparation for some of his trips, "You know, there's going to be a lot of fur and a lot of chanting."

. . . Say what?

"When I go to Russia. Those guys are

always getting drunk and singing about something. And it's cold. They wear lots of fur."

And as with most merchant marines, traveling the world by sea also means sacrifice. "I've spent a lot of time away and missed a lot of things."

Like, family things and holidays? I asked.

"Everything," he said, unequivocally. "When you go to sea for a living, you're just . . . gone."

While he's established a routine over the years, the pressures of McSweeney's job are not insignificant. "It's one of those professions where I feel like I have a lot in common with airline pilots. If you do your job from good to just good enough, it's fine. If I fuck up, I'm in the

Shots from the Tiller and Gaff shop. From left: The finely crafted tools of McSweeney's trade; some collected mementos from around the world.



A SAILOR'S HERITAGE

newspaper or I'm in jail, or people are dead. In doing this job as long as I've done it, that line has gotten so thin. But at the end of the day, you've got a thousand stories of that fine line."

But McSweeney was quick to say, "It's not stressing me out, or ruining me as a man. I enjoy it. It gives me a certain pride for all of that time spent away."

I kept struggling with — and musing on — the symbiosis of the old and the new, and the way McSweeney's feet seem firmly planted in both worlds. He also surfs, skateboards and skin-dives, as many well-rounded sailors do. (These all-around ocean enthusiasts are often called watermen.)

McSweeney also actively sails *Tiger* for both work and play. Because wooden boats require a slightly elevated level of care and attention to detail, their upkeep must be an active part of their owner's routine. Your boat doesn't sit under glass to be admired like an antique. Instead, you sit under your boat and scrape and sand and paint. So while McSweeney's sailing might be rooted in the past and deeply tied to his heritage, it's not stuck there.

"I re-rigged *Tiger* with hemp and fibers — it's a big boat, there's a lot of sail. But it breathes, you know. Where you don't have the mechanical advantage that 'yachts' do, you have the advantage of scale. The sheets are oversized because it gives you something more to hold on and lean into.

"That's been one of my passions that I've realized in promoting the tool business [Tiller and Gaff]. I want to reach traditional-boat owners, because you see a lot of traditionally built boats that

are dying for a traditional rig. You want to get people to finish the circle."

McSweeney said that in the wooden-boat community, he's found that, for many people, it's often all about the boat — period.

"I understand that people get into wooden boats because of their skills and abilities as carpenters and shipwrights. I have a wooden boat, but I have a wooden sailboat. And I'm a sailor. At the end of the day, what are you going to do with it?"

Are people going to sail their wooden boats, Luc wondered. Really sail them?

"Oh well, just slap something together and we'll take it out and see if it floats and bring it back and work on the varnish," he joked and mimicked. "And so often, the rig and the working system of the vessel just totally gets forgotten — or not forgotten, but it's kind of beside the point. Like an afterthought. And in a place like San Francisco, that becomes a problem, because whenever you go out on the Bay, you're going to work the boat."

McSweeney said that it was not uncommon for some wooden boat owners to crank the turnbuckles on their rigs, making stays and shrouds piano-string tight, giving all the force inflicted by a windy, chop-ridden Bay nowhere to go. Many beautifully crafted and con-



The Tiller and Gaff 'headquarters' was the perfect image of a working sailor's shop.

structed boats come back from a summer sail with loose planks and half full of water. To McSweeney's thinking, it's important to understand the living, organic nature of the boat.

"What I find interesting, and what I find passion in doing, is seeing the life in a boat. It's not necessarily the boat, but I love seeing a boat work and breathe."

McSweeney gave me a tour of the Tiller and Gaff 'shop', a 40-ft container in the Point San Pablo Yacht Club parking lot. He apologized for the mess, but the contents could not have been more perfect. There were piles and piles of line and fenders, racks of coveralls and gear, and the artsy, carefully scavenged

From left: More tools (and trinkets); more salty detritus scavenged from the world's beaches; a boarding axe used for chopping firewood.



LUC McSWEENEY MAHEU



McSweeney on 'Tiger' last year. He went into elaborate detail about the way the original 'Tiger' was fished in the 1800s, and also described the evolution of several industry-specific Bay Area craft (such as the felucca) and how they were influenced by their mother cultures.

detritus of a life spent at sea. There were mementos from around the world, as well as a few items that were unapologetically kitschy, like a plastic *Pirates of the Caribbean* mug.

There were also piles of what my limited vocabulary can only call "traditional tools." But the care and craftsmanship that went into everything was striking.

"He's a traditional artisan," said Paul Dines, the commodore of the Master Mariners Benevolent Association. "When you need stuff that's not going to be available from your average boatyard — or what I'll call the schoonerly

arts — he's the guy."

McSweeney echoed Dines' sentiment: There is a lack of supply when it comes to tools for traditional sailors.

Because of that dearth, "A lot of people just make their own tools," Luc said. "When I worked in the tall-ship industry, the workforce had a ditty bag full of twisted screwdrivers and weirdly manipulated hammer handles — and they made it work. They live within their means and do it professionally. There's nowhere to get the tools they need, and they only have so much time to put something together to help them do the job.

"So, recently, in the past year or two, I've really been trying to promote and benchmark a tool set, whether it's for small craft, traditional craft, square-riggers or maritime museums. There's really very few people — if anyone — doing that. There's just no place you can go to acquire these tools."

This brought McSweeney back to his attempt to find balance in his life.

"I'm not old, but I'm not young. I have this urge, I want all of these things. But I'm not going to get them if I don't do them.

"And that was an essential part of starting Tiller and Gaff and promoting my heri-

tage. I would love to have a conversation about marlinspike seamanship or using traditional, fancy rope work in an active working schooner or sloop. That stuff is so cool, and it really gets me going.

"But nobody is going to know to email me about it if I just go to sea, come home, tinker around on my little boat and then go back out to sea."

Are you setting up your transition? I asked him. Are you preparing for a shore-based life?

"Maybe. But it's not a transition in that I won't go back to sea. Because, let's face it, that's easy money. I just go and do my thing.

"I'm enjoying the journey of this kind of middle place where I can focus and get the ball rolling. Let's be honest, I'm spending days and filling orders and doing my craft, but it's not like I need to hire someone or start a production line. Everything is handmade, with little tweaks here and there. People looking for things like that are willing to wait."

At the end of the day, a sailor's work, and their legacy, is a matter of perspective. For McSweeney, that means a life with intention.

"This is about heritage and lifestyle. I don't really go for daysails. My time on the water is functional. And I think that changes it a little bit — and for me, it's for the best. I like having that purpose, I like having that function and responsibility."

— **latitude** / *tim*

Please tune into the Out the Gate Sailing podcast for an episode with Luc McSweeney, as interviewed by Ben Shaw, at www.outthegate.podbean.com

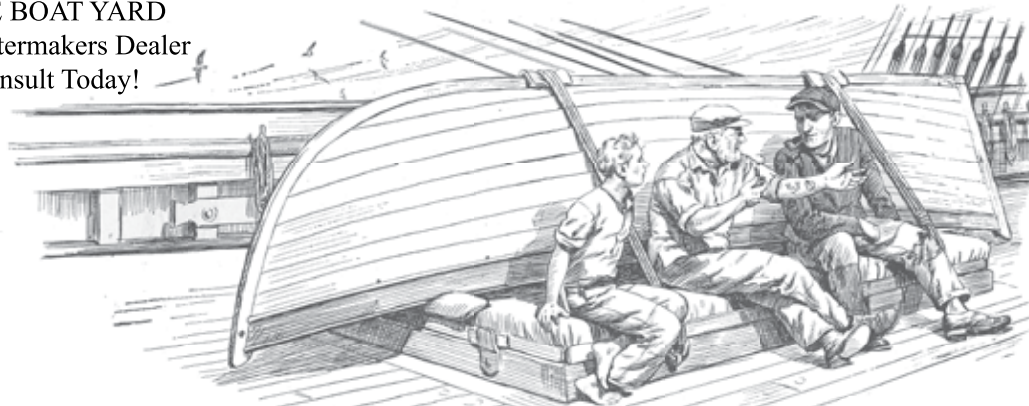


McSweeney at Berkeley Marine Center in 2018 as 'Tiger' was being hauled out.

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OUTDOOR LEARNING —

For decades, tall ships have served as platforms to educate young people. The model of sail training was pioneered in the 1950s by Irving Johnson, who took young men and women out to sea. The pedagogy, or method of teaching on 'traditional' vessels was holistic — young people were more than students, they were part of a crew being trained as conscious world citizens.

Today, there are a number of tall-ship programs across the globe offering youth education and fostering maritime heritage. "Semesters at sea" have no doubt changed the lives of thousands of students. But can tall ships be part of a model for a new type of science and outdoor education for the state of California?

Call of the Sea, a Sausalito-based nonprofit that has served tens of thousands of Bay Area youth for over a decade, is partnering with leaders in the outdoor education and environmental literacy movement to create a well-researched prototype that could serve as a statewide model. For years, the state of California has been working on a type of standardized outdoor education to "shift expectations from simply knowing about science to being able to engage in rich science experiences." These efforts eventually took the form of the Next Generation Science Standards (NGSS) in California public schools for kindergarten through 12th grade.

There have been numerous advocates of waterfront education, but one tireless champion is Kurt Holland, a longtime teacher, sailor, licensed captain and friend of *Latitude*. Holland has long pushed for public schools to embrace environmental learning, which can lead to a more long-term relationship with nature known as environmental literacy. The stars aligned when Dax Ovid became the director of educational programs for Call of the Sea. With a PhD in integrative biology (which focuses on ecology, evolution and the environment), Ovid has the academic bona fides to attract enduring attention from educational partners and policy makers.



Main photo: The hard-working 'Seaward' wears many hats, including classroom. **Inset, left:** Erich von Hasseln starts 'class' by posing a series of questions. **Inset, right:** Duncan Harvey (right) and Jessica Bucklin (stripes), prepare to hoist sail with a group of students.

At present, Call of the Sea is focused on training teachers, which is where a meaningful transition toward new outdoor education begins. Once teachers are interested in an exciting program, they become advocates, and take ideas back to their school districts.

"We hope to create a strong foundation of research for tall ships and on-the-water education; something that is verifiable and backed by data," said Ovid. "What makes us a little different from other tall-ship organizations is our focus on environmental literacy." Ovid said that during a teacher training last year, "I noticed that when given the option between 'Sailor for a Day' and 'Oceanographer for a Day', 80% of teachers choose oceanographer, because K-12 teachers have an expectation that their students learn science."

The value of getting kids out of a classroom and into the outdoors to learn — or shifting from simply knowing to fully engaging in experience, as the state put it — is a concept so ob-

vious that it speaks for itself. Learning through touching, seeing and smelling is more exciting — and ultimately far more valuable — than memorizing factoids to be regurgitated on tests. Despite what seems to be a common-sense belief about outdoor education, however, the practice is surprisingly rare and generally reserved for the handful of schools that can afford it. (Up until the late 1990s, Kurt Holland said, there was a culture of outdoor learning in California, but that ethos was superseded by a policy shift toward standardized testing, not to mention a dogged lack of funding for schools.)

"For years, we've just been boring kids to death in the classroom," said Holland. "And we've been losing a lot of them." Holland readily admits that he was one of those kids who lost interest in school — but he eventually found passion and calling. "Sailing saved my life," he said. Holland was an instructor at OCSC in Berkeley, went on to teach middle and high school, and also got his 200/500-ton near coastal masters license. In addition, he taught sailing

A 'TRADITIONAL' EDUCATION



and navigation for both Orange Coast College and the US Naval Academy.

Holland is perhaps one of the most stoked people we've ever met. To share a cocktail with him is to talk enthusiastically about how to make education better, and to exchange dozens of high-fives as exclamations points on shared ideas and general stoke.

Holland loves the ocean, sailing and teaching in equal measure. "I used to take a Laser out on the Olympic Circle," he once reminisced, "and just reach back and forth and get the daggerboard humming." He also told us a story about a young man he met while taking a trip to Cabo San Lucas aboard Call of the Sea's 82-ft steel schooner *Seaward*. "You could see it in his body language," Holland said of the 16-year-old. "He was just, beat down. But as soon as I put him behind the wheel, he absolutely shined. He steered the boat better than people with 25 years of experience."

Holland's passion for a better way of teaching constantly bubbles to the surface. "If you need help understanding my excitement, think of it this way: Getting outside for learning is now a matter of education policy, no longer just a nice add-on activity," Holland wrote us in 2017 about NGSS. "It will take a decade, but all public school teachers are going to have to learn how to teach outside. With 68% of California's school-age families living in the coastal zone, the waterfront is outside for a huge number of kids."

Holland believes that introducing kids to sailing and the ocean at an early age increases their chances of becoming good stewards of the environment.

And Holland believes that sailing schools and junior programs are obvious venues for waterfront education. He pointed out that most of these fa-

cilities sit unused and underutilized for the bulk of the week, when school is in session. Public school kids could be on the Bay and sailing, in other words. What's more, Holland believes (and speaks from experience) that many sailing instructors have opportunities to teach in an experiential way, making outdoor learning even more valuable to classroom teachers. "In a classroom, everything is static. Teachers have a fixed set of decisions that they need to make. But there's 1,000 more decisions that you have to make on the water."

Holland was effusive in his praise of Dax Ovid's ability to harness the academic and monetary forces necessary to create a waterfront outdoor-education model. Ovid's immediate mission is to show academia — and nonprofits with deep pockets — that Call of the Sea can be a vehicle for on-the-water environmental education.

"Coming from a background in academia," Ovid said, "there isn't much research in tall-ship education, and therefore, little academic evidence to support its value." This is why Ovid hopes to build a data-supported model, that, once established, "can get all of these organizations off the 'grant chase' for money," Holland said.

On a recent sail on *Seaward*, representatives from UC Berkeley's Lawrence Hall of Science were aboard, along with

A group from the Randall Museum in San Francisco sailed on 'Seaward' in mid-April.



ALL PHOTOS / LATITUDE UNLESS OTHERWISE NOTED

OUTDOOR LEARNING

program directors from Treasure Island Sailing Center (TISC) and Richmond Yacht Club (RYC), to discuss getting more kids on the water. "Dax and Call of the Sea are interested in building the entire sailing-school field, and providing access to the waterfront for every Californian, and not just in building their program," Holland said.

"We were able to demonstrate that there are other access points to learn about," Ovid said. There are other players in California's new education paradigm, in other words. For example, Wayne Koide, whom we profiled in the July 2017 *Latitude*, started STEMsail out of RYC, an after-school program incorporating science, technology, engineering and math with sailing. There's also TISC, whose contributions to on-the-water education and expanded access have been extraordinary.

Dax Ovid can go high-five for high-five with Kurt Holland, and shares his all-around fire. Originally from Sacramento, Ovid started sailing as an undergrad at Berkeley. During her PhD program, she got to do some field work. "I really loved being outside and I wanted to do more education-focused work — those opportunities were really exciting."

All of this "outdoor education" theory is well and good, but what does it actually look like?

We sat down with Holland and Ovid in Sausalito a few weeks ago, and were eventually joined by the current crew of *Seaward*. Head educator Erich von Hasseln, mate Jessica Bucklin and deckhand/educator Duncan Harvey are all originally from the East Coast. Each

Oh yeah, we forgot to mention that Call of the Sea is about to have a new ship, the 'Matthew Turner', in its education arsenal.

has a background in tall ships and a general mix of sailing and education experience. "The crew varies year to year," Ovid said. "Most of the people that come through have sailing experience with a passion for education, and a passion for environmental literacy."

The three *Seaward* crew beamed with youth — they had an enthusiasm, freshness and optimism that was infectious. *To be that age, we thought. To sail on tall ships and work with kids. What a life.*

We took an educational — or ed — sail with *Seaward* on a chilly, slightly foggy mid-morning. Von Hasseln, Bucklin and Harvey were crewing for captain Jay Grant, who is also new to *Seaward*. Onboard were the winners from the Randall Museum's San Francisco Middle School Science Fair.

Seaward edged away from the dock, motored down the channel to open water, and drifted. Von Hasseln had quickly broke the roughly 15 preteens into three groups, and science was under way.

Harvey had his group lower a Secchi disk, which is used to measure water transparency, into the Bay. Bucklin's group lowered a tube to take water samples, and Von Hasseln's group scooped mud samples from the bottom of the Bay. Through the exercises, the three instructors were constantly asking questions. "What do you think is in this mud?" "Why do you think the water is murky?" "What kind of fish do you think are in these waters?"



Groups of students huddle around different science stations onboard 'Seaward' as she sails off Angel Island in mid-April.

"Instead of giving answers, we're asking them to ask questions," Ovid had said a few days earlier. The difference between simply reciting information as opposed to soliciting answers is stark. When being asked why, students were constantly engaged; there was no room for distraction.

Seaward crept into the Bay as the breeze came up. Students were put at the end of halyards, and sails were hoisted. Captain Jay cut the motor, and *Seaward* began a long, slow circumnavigation of Angel Island as the classes resumed. The topics shifted to navigation, salinity and plankton. The groups rotated to new stations about every 15 minutes. The instructors managed to convey an enormous amount of information in a short amount of time.

All the while, we were sailing on the Bay on a gorgeous spring day. A fog bank that had been flowing over the Central Bay finally flooded toward Angel Island, enveloping *Seaward* in mist. Dolphins (or perhaps porpoises) popped out of the water for a breath, and the classes stopped to take note.

And before we knew it, the sails were down, and we were back at the dock.

That people like Kurt Holland, Dax Ovid, Von Hasseln, Harvey and Bucklin are on the job bodes well for the groups of kids who will find their way outdoors and down to the Bay, as will be mandated by the California school system, over the next several years. Tall ships, junior sailing programs and new models that are incorporating science and environmentalism are finally getting the support they deserve. The tradition of education at sea continues.

— **latitude** / *tim*



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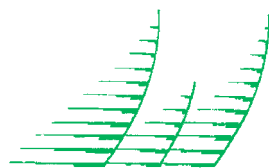


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"Oh boy!" I said with feigned sarcasm as I lined up for lunch. "Mac and cheese! My favorite!"

Fact is, I really do like macaroni and cheese. Cheap hot dogs, too. It's a guilty pleasure, probably based more on summer camp nostalgia than taste, but it's the reason I sneak into the yacht club dining room on Sundays and score a plate of the same lunch that's served to the kids in the junior sailing program.

I found a table near the window with some of the parents and other supervising adults.

They were on site to help out with the program, but the instructors wisely kept them from hovering directly over their progeny. So we watched from the dining room windows as the turning basin filled up with Lasers and 420s when the advanced group returned to the water for their afternoon session. The beginners, and most of the grownups, were still at lunch. But even from the dining room we could hear the amplified instructions from the chase boat:

"Sail number 4-3-2-1, please return to the starting area! Warning signal in two minutes! Sail 4-3-2-1, *All Clear*, we're not going to postpone for you!"

It was a confusing hail, but then one of the parents explained to me that this particular dinghy had been given the sail number 4321 and the name *All Clear*. It was a clever ploy, but the kid who sailed the boat seemed to have little interest in getting a good start, let alone getting to the race area on time. The boat was tangled up in some Grickle-grass on the far side of the harbor.

"His dad must have come up with the name and sail number," remarked one of the sailing moms at the table. "Clearly that kid would rather be exploring the salt marsh than sailing in another practice race. This isn't the first time that boat has strayed away from the starting area."

"This is good training for the young racers," said an older adult, most likely a grandparent of one of the kids. "But for most kids it's just too much structure. Heck, when I was that age, I learned to sail by getting my little boat as far away from my parents as possible. Those were great times. And I'm still here to talk about it."

"I sailed a friend's leaky home-built Lightning all the way across Long Island Sound to Connecticut," confessed

another grandparent.

"I almost took my Aqua Cat across the Sound too," added another old salt from Back East. "That was the time both plastic centerboards broke off right at the bottom of the hulls, in a good southerly breeze. We barely fetched the tip of Lloyd Neck or the next stop would have been Stamford. My parents were not amused."

"My parents never did find out about the time I was becalmed off Sausalito and drifted all the

way out the Gate in a Lido 14. We didn't get back till 2 in the morning."

"Two in the morning?" added another old-timer. "My first date was in a 420. We were becalmed and didn't get back till 4 a.m. Parents were worried . . ."

"That's nothing," said a grandmother at the table. "I dismasted my older brother's Snipe by sailing under a low span of the San Mateo Bridge; Not enough clearance for the mast. We got a new mast, but he insisted for years that ever since the dismasting the old boat leaked worse than ever."

The generation gap was telling. It was the grandparents and the great aunts and uncles, not the parents, who had all the best small-boat sea stories to tell. The parents were the products of sailing schools and yacht club programs, I surmised.

"You guys were all crazy," said one of the moms. "And lucky. I'd never let my kids out sailing in the Bay if they were unsupervised."

"Yes, but we all still love sailing," Said the oldest grandpa in the group. "Junior programs today have a retention problem. Too much structure. Kids just want to have fun with a boat, go exploring, get into not-too-serious trouble, and get themselves out of it. But you can't do that under the thumb of a sailing instructor who, if you believe half the crap from US Sailing, is running a program that exists only to produce more Olympic medals for Team USA. If you ask me, sailing shouldn't even be in the Olympics."

"Now give US Sailing a little credit," I said. "Check out the Nevin Sayre video, from a USS Leadership Conference. It's easy to find, just search on 'Introducing adventure sailing.'"

A couple of the parents had their tablets close at hand, and it only took

a fraction of a minute for them to have Nevin's video up and running.

While we were watching, Lee Helm, of all people, joined us at the table.

"Lunch break! Like, finally!" she said.

But Lee would have nothing to do with mac and cheese, having brought her own avocado and cucumber sandwich, a small bottle of organic carrot juice and some extra Mandarin oranges to pass around.

"Welcome to the old farts' table," I greeted her. "But what brings you to the Junior Program when you could be out windsurfing? Or should I say, working on your doctoral thesis?"

"I made a deal with the devil," she explained. "I agreed to give some talks on sailing theory to the kids, part of their 'STEM and Sailing' thing. And in return I get to use the club dining room for free for my windsurfing club's fundraiser event. Just two more Sunday lectures and we're covered."

"What do you think of the Nevin Sayre video?" I asked after Lee had watched a few more minutes of it with the rest of the table.

"It's true that only a tiny percentage of windsurfers, skiers, snowboarders, kite-surfers, SUPers, kayakers, etc., etc. ever compete in any serious way. The focus on race training is, like, not doing the sport any good. According to Nick Hayes, the 'Saving Sailing' guy, there were 12.5 million sailors in 1979 compared to 2.6 million today. But Nevin puts too much emphasis on modern gear and yacht club programs. Kids can have just as much fun — maybe more — with an old boat. Plus, there will never be enough fancy yacht clubs or subsidized community sailing centers to make much of a diff, population-wise. The real grass roots is at the volunteer-based clubs, the ones with almost no budget who struggle to find a place to keep their boats. And like, waterfront-park planners don't even have on-site boat storage on their radar."

"But would it help if the clubs and community sailing centers did what Nevin is advocating?" I asked.

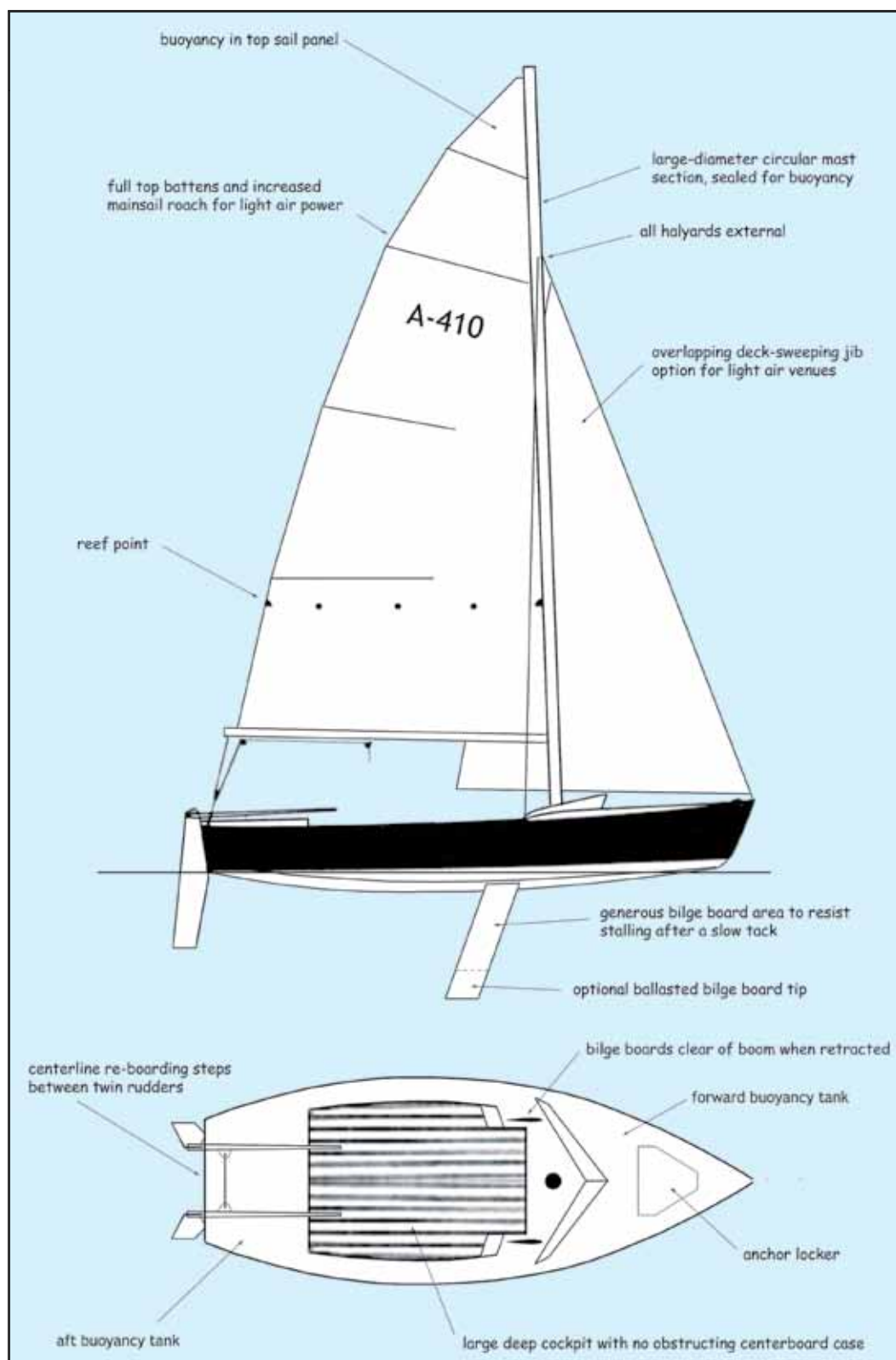
"A little," Lee allowed. "But I think it's easier to change human behavior through architecture than through persuasion," she said. "The underlying problem with the architecture of sailing exists on several levels."

"How so?" asked one of the parents. "I think this program is pretty good."

"On the macro level," Lee began, "it's

"Kids can have just as much fun — maybe more — with an old boat."

BOAT FOR ADVENTURE



The Adventure 410, Lee Helm's remake of the 13.5-ft Blue Jay, the classic trainer designed by Sparkman and Stephens in 1947. Safe enough to sail unsupervised, roomy enough to bring friends.

the waterfront parks, river walks, and so-called water-access points with no on-site storage and no provision for small volunteer sailing clubs to store boats. On the mid-level, it's the organizational

architecture of the well-funded sailing programs, and that's what Nevin is addressing. Good for him. But like, there's a micro-level design philosophy that we have all wrong, and that's a big drag

on the amount of fun the kids can have in a sailboat. A lot of the blame falls on modern small sailboat design."

"But the design of small sailboats is vastly improved compared to a generation ago," said one of the parents. "The modern boats are self-rescuing, self-bailing, faster and lighter, hardly need any maintenance. And in inflation-adjusted dollars they don't cost any more than in years past."

"Look at all the damage the Laser has done to recreational sailing," Lee asserted.

"Why?" said one of the dads. "It's a great boat. Okay, the mainsheet has a nasty habit of getting hooked around the transom, but you learn how to prevent that."

"It's the sail," Lee explained. "You can't take it down. If you're caught out in a thunderstorm, you're in deep doo-doo. Best strategy is to ride it out capsized, and if the boat is old it probably leaks a little around the hull-deck joint, so when the storm is over it's going to be extra hard to keep the boat upright with all that water inside the hull. And there's no way to drain it underway."

"I learned to sail on a Sunfish up on a lake in the mountains," said one of the grandpas. "Caught in a terrible blow one time, far from my dock. Untied the halyard, lowered the spars and sail, and we rode it out just fine. Radio said the wind hit 60 miles per hour, but actually I don't think it was a knot over 45. Still, the boat took care of us."

"See, that's the problem," said Lee. "Not so much here in the Bay, but for most of the US in summer the wind is light all day and then there's an afternoon thunderstorm. If your sail doesn't come down easily, you have to have a crash boat supervising. It's the Laser and other boats with luff-pocket sails and no halyards that has made it impossible to give kids the independence on the water that they really crave."

"What about those designs with vertical battens that furl the sail by rotating the mast?" The mom asked.

"Better, but there's still a lot of weight and windage up there if you can't take the sail down. And like, think of all the roller-furling jibs you've seen start to

come unwrapped just in this marina when the wind is up. Good small-boat seamanship demands a sail that can come down, and a good anchor, and a boat that's easy for small kids to self-rescue after a capsize. The Laser fails on all counts."

"Okay then, which boat do you think junior programs should use?" I asked.

"None of the new designs," Lee answered. "People seem to think that kids need high-performance boats to hold their interest. Totally false. We're lucky here in the Bay 'cause we have mega wind all summer, but most sailing programs operate in light air most of the time. Even a fast boat seems slow in five knots of wind. I mean, sure, the boat needs to have enough sail area to handle okay in light air, but like, planing is not what kids want. They can get that from windsurfing, if they have a need for speed. What the sailing programs need is a boat that's small enough for a nine-year-old to self-rescue, big enough for a couple of teenagers to sail comfortably, and safe enough to sail out of sight of all the grownups."

"And your choice of boat?" I asked again.

"I like the Blue Jay," Lee said, much to my surprise.

I remembered the Blue Jay. One of my friends had one. Sort of a mini Lightning, made of plywood, leaked badly around the base of the centerboard trunk. Stable and roomy, for a 13-foot boat, but no flotation and not at all self-rescuing.

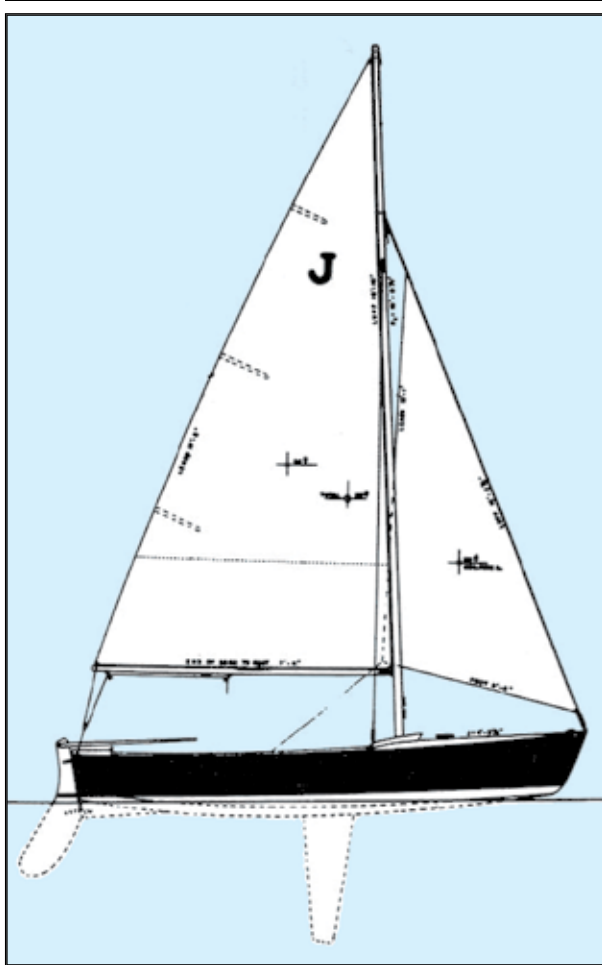
"The Blue Jay has a solid pedigree," said Lee. "Designed by Sparkman and Stephens in 1947. Sloop rig, hard chine, traditional lines, big enough for two adults or four kids. I think you're right, Max, it was intended to be a trainer for the 19-foot Lightning class."

"It doesn't seem to fit any of your safety requirements," I said.

"For sure, but like, here's how I'd modify it," explained Lee. "First, it needs big sealed forepeak and stern tanks, enough buoyancy so it can sail away from a capsize before the water is bailed out."

"You wouldn't convert it to self-bailing?" asked the mom.

"Nope," said Lee. "Non-self-bailing boats have big roomy cockpits, and a whole different kind of aesthetic. Kids like to sit inside the boat instead of balancing on top of it. You can have that and still have a safe boat if there's big enough buoyancy tanks. Also, by keep-



A drawing of the original Blue Jay.

ing the buoyancy in the ends instead of along the rails, the boat floats on its side at closer to ninety degrees without much tendency to turtle. For the same reason I'd give it a very light but large-diameter carbon mast with a circular section, sealed for buoyancy. That and some flotation in the top of the mainsail will make it even harder to turtle in a capsize."

"Doesn't the 14-foot Pixel also have that?" asked one of the dads present.

"Yes, another Bruce Kirby creation. And like, he's the guy to blame for the Laser."

"It's fast and easy to sail," added the dad.

"Speed doesn't make it a good adventure boat," countered Lee. "It needs to be roomy, stable and safe, but still sail well in light air — the light-air performance is much more important than ability to plane, so a relatively heavy and stable boat can serve well. But it also has to be easy to reef or strike sails in heavy air. I'd stay with the original stayed-sloop rig but with some full upper battens and a lot more roach in the main, the lightweight sealed mast, and maybe a

larger deck-sweeper jib option. Oh, and mast stepped on deck, unlike the original. That way if a shroud breaks the rig goes over the side without damage to the mast."

"Like the Lido 14," I said. "I've dismasted my share and then some."

"For sure. But like, the big change from the original design would be twin rudders and twin bilge daggerboards."

"That would get that annoying centerboard trunk out of the middle of the cockpit," added one of the other grandparents at the table, one who had actually sailed a Blue Jay in his youth.

"And like, twin bilgeboards make the boat much easier to right by small kids," Lee explained. "With the boat on its side, it's an easy scramble onto the lower board. Hold on to the upper board while moving out till the boat comes up. Way easier than righting a boat with a single, centerline board that's high off the water with nothing to hold on to if you're a small kid and have to crawl out to the end to get enough righting moment. Also easier to sail, because with both boards down the total board area is big and the boat doesn't tend to stall coming out of a sloppy tack. And also, with the weight divided between the two boards, it could be set up with, like, maybe 20 pounds of ballast at the bottom of each board. That would make it practically self-righting."

"Why the twin rudders?" asked the dad.

"They just sort of go with the twin bilgeboards," confessed Lee. "No, actually, twin rudders leave room for built-in stern steps for re-boarding over the transom on centerline. And twin tillers make it easy to steer from either side without a hiking stick, which some beginners find confusing."

"Don't forget the anchor locker molded into the foredeck," another old-timer reminded us.

"For sure, that's part of the concept," said Lee.

"Still . . . I'd rather my kids were out on a boat that was self-bailing," said the mom.

"But then you lose that big roomy cockpit," I replied. "Walk through the small-boat shed of any maritime museum. I agree with Lee about the aesthetics. There's something about those traditional deep cockpits with the park-bench seating that really makes me want to hop into one of those antiques and

BOAT FOR ADVENTURE

just, sail away."

"Still, I don't know if all that's going to be enough to let me feel comfortable with my kids sailing out of sight of the crash boat," said the dad. "The reality is that the standard of care has changed. When kids are out on the water, someone needs to keep tabs on them in real time."

"VHF radios are cheap these days," suggested an old-timer. "Then again, I never had one, and I'm still here."

"Like, maybe there's a better technology work-around," said Lee, appearing to be brainstorming as she spoke. "It's simple. Each boat has a watertight compartment under the aft deck with a sealed battery connected to a small solar panel and an AIS transmitter. Position, course and speed are encoded in the can't-turn-it-off AIS signal. The instructor could, like, track all the boats in the fleet on any laptop with Wi-Fi. Problem solved."

"Might need two antennas," suggested a grandma. "One on deck and one in the keel."

"I'm also in the non-self-bailing camp," said another grandparent. "It's certainly a departure from current

trends, but those deep cockpits are great, and make the boat work much better as a socializing vehicle."

"Very true. I'm still processing the idea of a hot date in a 420," said an old salt who had probably been there and

"There's something about those deep cockpits with park-bench seating that makes me want to hop into one of those antiques and just, sail away."

done that. "It's the most uncomfortable cockpit imaginable for any kind of hanky panky."

"Did you get to third base?" I teased him.

"Naw, a gust of wind came up, and we were both sitting on the leeward side tank, so I, well, sort of let the boat capsize. You know, in those days," he

reminisced, "dinghy sailors were not expected to wear lifejackets all the time, and I'll never forget the way her . . ."

"That's enough of that, thank you," interrupted the mom. "There are 90-year-olds at the next table."

"Junior sailing programs go all the way up through the teen years," Lee added. "But kids usually give it up just when the hormones are starting to flow. And like, hormones rule. But, if the kids can perceive these boats as ultra-sophisticated social accessories, then maybe we'll really see some good retention numbers."

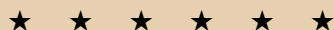
"Hey, it worked for me, back in the day," said one of the old-timers. "Maybe that's what's really missing."

"I see two key elements here," I said. "Design boats that are safe enough for kids to sail unsupervised, especially at sunset. And then make the seating really comfy for those non-sailing guests . . ."

"Sex and sailing. The boat as a sex aid," laughed the oldest grandparent at the table. "Now we're starting to get somewhere. I think we have this problem solved."

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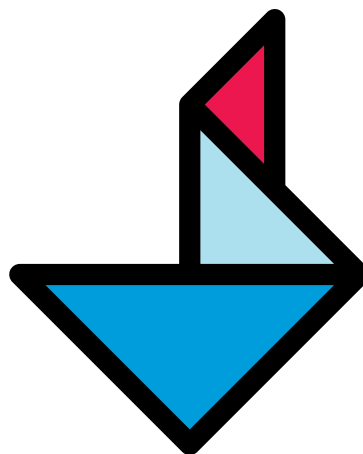
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THE RACING

Foreigners invade California for the **Congressional Cup** and the **Nations Cup**; singlehanders and doublehanders race **Round the Rocks**; the offshore season opens with BAMA's **Doublehanded Farallones**; BYC hosts the **Wheeler Regatta**, SYC hosts the **Jaws Race**, and IYC hosts the **Sadie Hawkins**; and the **Trans-Folsom** skips the forks. **Box Scores** and **Race Notes** cover many other early-spring events.

Match Race Migration to California

Hordes of Europeans and Antipodeans invaded California this April, seeking to take championships from American match racers. Euro stars succeeded, first in Long Beach, then San Francisco.

Congressional Cup at LBYC

Long Beach Yacht Club hosted the 55th Congressional Cup on April 3-7. Ten teams raced in matched Catalina 37s within view of spectators on Belmont Pier.

Ian Williams and the British Team GAC Pindar captured their fourth win, over LBYC's Scotty Dickson in the finals. American Taylor Canfield defeated Swede Johnie Berntsson in the petit finals for third place.

2011; He'd won four; we'd only won three. So we wanted to catch up." See www.thecongressionalcup.com.

Nations Cup at StFYC

Some of the same teams migrated north to San Francisco Bay for the Nations Cup Grand Final on April 10-14. St. Francis YC hosted 20 teams from 13 countries in their fleet of J/22s.

Two French skippers, Pauline Courtois and Maxime Mesnil took top honors respectively in the Women's and Open Divisions. Mesnil had raced in the Congo Cup the previous week.

Courtois and her Match in Pink by Normandy Elite Team of Maelenn Lemaitre, Loise Acker and Sophie Faguet opened the final day with a 2-0 lead over

"It was a good fight," said Breault. "We didn't make it easy, but they owned us." Breault raced with the same Team Vela members, Molly Carapiet, Karen Loutzenheiser and Hannah Burroughs, from the previous Nations Cup in 2015.

Courtois praised Breault, recalling that "four years ago we were in the Nations Cup Final in Vladivostok, against them, and we lost 3-1. So to win these three races today was incredible. It's an amazing place to sail," she added.

Mesnil said the elevated wind conditions helped put his team on the podium, which he's delighted to be sharing with "the women's team, who are our training partners." See www.stfyc.com.

— *latitude/chris*

Rockin' Round the Rocks

The Singlehanded Sailing Society season continues on like the ebb and flow of the tides. On April 13 the theme of the Round the Rocks Race was ebb. For the

first start at 10:30 at Berkeley Circle buoy G, the current was already at a 4-knot max ebb and the wind was high, as 25 singlehanded and 63 doublehanded boats headed for the first 'rock' (mark) of the day, Alcatraz Island.

The course sends the boats around the rocks — Alcatraz, Harding Rock, the Brothers and Red Rock, with a finish off the race platform at Richmond YC. After negotiating the current and waves around Alcatraz, the competitors found themselves reaching off, fighting the flow in order to not over-stand the

Harding Rock buoy.

From there the real battle began. In order to stay moving, you needed to find pockets of still water in Raccoon Strait while searching for wind. Some boats got caught in the Hell Hole in front of the Corinthian YC and died, while others stayed close to Angel Island out of the flow. Those who made it across to the Tiburon shore past Elephant Rock fared the best.

Halfway into the race and with Raccoon done, the next challenge was to make it to the Brothers without stalling out or going backward. The wind was just barely strong enough to keep boats moving forward, and it looked like the best strategy was to head across the North Bay, then duck out of the ebb as best you could on the Richmond shore.

From Richmond to the Brothers, the



The French Nations Cup-winning teams.
— photo by Gerard Sheridan

Williams admitted to a slow start at the Cup. "We were not really on our game on Day 1," he noted of his sixth place finish. "I haven't sailed in a monohull since this regatta last year. But, as long as you get through each round and build momentum, that's how match race regattas work. It's not how you start, it's how you finish."

Their final 11-match winning streak included swiftly eliminating Congo Cup defender Taylor Canfield in the semis. Canfield co-founded Stars + Stripes Team USA, LBYC's challenger for the 36th America's Cup.

Williams' victory over Canfield was particularly sweet. "Taylor and I have dominated the Congressional Cup since

Swede Anna Östling. Östling scored a crucial point in their first match and kept the pressure on Courtois, but in their fourth and final race, Courtois was able to pour on enough speed to clear a penalty just before crossing the finish line a few boatlengths ahead of Östling.

Meanwhile, defending women's champion Nicole Breault of the hosting club sailed two strong races with commanding leads against Brazilian Juliana Senfft earning her spot in the final.

In the final round, Elite Team's Maxime Mesnil bested Brazilian Henrique Haddad 3-1. Breault tore a spinnaker in a very close first match, giving Courtois the opportunity to attack from leeward, luff her and offset a penalty she'd picked up earlier. Breault was never able to scratch ahead enough to score a point, and Courtois won it 3-0.



CHRIS RAY / WWW.CRAYIVP.COM

symmetric spinnaker boats had the advantage of hugging the shore, while asymmetric boats had to jibe back and forth in the light breeze doing a dance with the others. Some got caught trying to dig inshore a little too much and got stuck in the mud.

Rounding the Brothers proved tricky because of eddies caused by the current and the wind shadow from the island.

Brit Ian Williams' team showered in champagne at the Congo Cup. — photo by Betsy Crowfoot



Once free of the Brothers the boats that got around early enough had a nice 10- to 12-knot breeze and a fast ride downstream around Red Rock all the way to the finish.

— ncs

SSS ROUND THE ROCKS RACE, 4/13

SINGLEHANDED PHRF ≤ 108 — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Red-Sky**, Olson 34, Brian Boschma; 3) **Void Star**, SC40, James Murphy. (3 boats)

SINGLEHANDED PHRF 111-159 — 1) **Stink**

Eye, Laser 28, Jonathan Gutoff; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Surprise!**, Alerion 38 yawl, Bob Johnston. (5 boats)

SINGLEHANDED PHRF > 162 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Irish Blessing**, J/24, Chad Peddy; 3) **Slainte**, Cal 20, Paul Sutcheck. (9 boats)

SINGLEHANDED SPORTBOAT — 1) **Nina**, Olson 29, Robert MacDonald; 2) **Fugu**, Wilderness 30S, Chris Case; 3) **Outsider**, Azzura 310, Greg Nelsen. (5

Pauline Courtois, from Brest, France, and her crew sailed to victory in the Nations Cup Grand Final on the San Francisco Cityfront.

boats)

SINGLEHANDED EXPRESS 27 — 1) **The Pork Chop Express**, Chris Jordan. (1 boat)

SINGLEHANDED NON-SPINNAKER — 1) **Sobranite**, Alerion Express 28, Paul Descalso; 2) **Mulan**, Beneteau 10R, Michael Chammout; 3) **Lenora**, Hunter 33, Joseph Mannion. (4 boats)

DOUBLEHANDED PHRF ≤ 108 — 1) **Serenade**, Sabre Spirit 36, Hank Easom/Hans List; 2) **Invictus**, Jeanneau SunFast 3600, Nico Popp/Jacques Benkoski; 3) **Kestrel**, J/105, Eric Patterson/Steve Prince. (9 boats)

DOUBLEHANDED PHRF 111-159 — 1) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner; 2) **PK**, J/80, Gregg Wrisley/Tim Stapleton; 3) **Arca-dia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (13 boats)

DOUBLEHANDED PHRF ≥ 162 — 1) **Siento el Viento**, C&C 29-1, Ian Matthew/Jeff Drust; 2) **Nemesis**, Pearson Commander, Jeff Sullivan/Rob Benson; 3) **Byte Size**, Santana 22, Anna Alderkamp/Claire Arbour. (8 boats)

DOUBLEHANDED SPORTBOAT — 1) **Dragonsong**, Olson 30, Sam McFadden/Don Schultz; 2) **Max**, Ultimate 24, Bryan Wade/Mike Holden; 3) **Werewolf**, Olson 30, Jeff & Sean Mulvihill. (10 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Salty Hotel**, John Kearney/Mike Bruzzzone; 2) **Bombora**, Rebecca Hinden/Austin Book; 3) **Dianne**, Steve Katzman/Skip Allan. (8 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Red Hawk**, Hawkfarm, Jerry McNulty/Dave Smith; 2) **Katester**, Sabre Spirit, Byron Reeves/Scott Easom; 3) **Palapa**, Cal 34, Carol Klammer/

THE RACING

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Walt Von Fricken. (10 boats)

SINGLEHANDED MONOHULL OVERALL —

1) **Summertime Dream**; 2) *Nina*; 3) *Fugu*. (27 boats)

DOUBLEHANDED MONOHULL OVERALL —

1) **Ad Lib**; 2) *Serenade*; 3) **PK**; 4) *Dragonsong*; 5) **Max**; 6) *Arcadia*; 7) *Werewolf*; 8) *Sketch*, Olson 25, David Gruver/John Collins; 9) **Salty Hotel**; 10) **Wolfpack**, Donovan 30, Andrew Hamilton/Pete Trachy. (58 boats).

DOUBLEHANDED MULTIHULL — 1) **Wingit**, F-27, Amy Wells/Dave Wilhite; 2) **Raven**, F-27, Truls Myklebust/Steve Peterson; 3) **Papillon**, F-27, Andrew & Kai Scott. (5 boats)

Full results at www.jibeset.net

BAMA Doublehanded Farallones

Readers — Pat Broderick and Dan O'Neill sailed the DHF on the Wyliecat 30 Nancy. Pat filed this report. — ed.

The first ocean race of 2019 was the Bay Area Multihull Association's 40th Doublehanded Farallones on Saturday, March 30. The race starts at Golden Gate YC on the Marina Green, sails out the Gate into the Gulf of the Farallones, and rounds Southeast Farallon Island 28 miles west of San Francisco. (The Farallones are nicknamed "Stinky Rocks" because of the several hundred thousand sea birds who live there and lack modern bathroom facilities.) Then we sail back

Top row: SSS Round the Rocks. Left: Singlehanded winner Scott Owens set the kite on his quarter-tonner 'Summertime Dream'. Right: Bruce Baker and John Skinner on the Aphrodite 101 'Ad Lib' avoided the shallows and won the Doublehanded Division. Bottom row, left: In the Doublehanded Farallones, 'California Condor' wipes out at Point Diablo. Right: Andrew Hamilton and Pete Trachy hoist the jib approaching the finish of the Doublehanded Lightship on the Donovan 30 'Wolfpack'.

to GGYC for a 58-mile loop. There were 63 boats entered, for lots of company out on the Pacific Ocean.

The early morning start at GGYC was enlivened by a humpback whale that decided the starting line was a good place to feed, and a pod of harbor porpoises that apparently had the same idea.

The starting wind was light, out of the east, so with the ebbing current we sort of drifted across the pin end of the line (the whale was closer to shore) and began edging out into the middle so we would avoid Anita Rock and the South Tower of the Golden Gate Bridge, both of which are restricted. We passed under the bridge in about 40 minutes and exited Lands End in about two hours. Slow!

In the Gulf of the Farallones the wind began to pick up, but remained below 10 knots out of the WNW for several hours. The promised NNW wind in the mid-high teens took its time appearing, and then remained mostly northwest. Once the wind kicked in, we saw high teens with some gusts into the low 20s. The sea

state was confused, with no consistent swell pattern, but with swells in the 4- to 5-ft range at 12-15 seconds it wasn't too bad.

The island was green with plant life following all the rain we've had this winter, and the birds (about 300,000 of them who call the island home) have not eaten the juicy leaves and grass yet.

Since there was no real pattern to the swells, we weren't able to do much surfing on the way back in. The Pilot Station was busy with incoming and outgoing ships. They are bigger than the whales!

— pat broderick

BAMA DOUBLEHANDED FARALLONES, 3/30

PHRF 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **Envolée**, Figaro 2, Nathalie Criou/Annelise Taine; 3) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Helen Babalis. (9 boats)

PHRF 2 — 1) **Timber Wolf**, Farr 38, David Hodges/Mikey Radziejowski; 2) **Vuja Star**, J/105, Chris Kim/Carl Plant; 3) **Freedom**, Worth 40, Jib & David Martens. (9 boats)

PHRF 3 — 1) **Azure**, Cal 40, Rodney Pimen-



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Clockwise from top left: Pete Cook's Ultimate 24 'For Pete's Sake' won their full-crew division in Oakland YC's Rites of Spring on April 6; Matt Brooks' San Francisco-based 53-ft S&S ketch 'Dorado' became the first boat to enter the 2020 Tahiti Transpac; an eight-boat J/70 fleet joined a 26-boat J/105 fleet for J/Fest action at StFYC on April 6-7. For top results, turn the page for Box Scores.

tel/Ted Floyd; 2) **Crinan II**, Wyliecat 30, Don Martin/Tom Warren; 3) **Sequoia**, Cal 40, Fred Cook/Cree Partridge. (5 boats)

PHRF 4 — 1) **Shark on Bluegrass**, Olson 25, Falk Meissner/Claudio Brasca; 2) **Wettoo**, Merit 25, Phill Mai/John Schmidt; 3) **Plus Sixteen**, Olson 911, Paul Disario/Chris Simenstad. (5 boats)

ULDB — 1) **Rufless**, Melges 32, Rufus Sjoberg/Dylan Benjamin; 2) **Six Brothers**, Columbia C32, Brian Bullock/Chris Kramer; 3) **Hedgehog**, Olson 29, David Herrigel/Synthia Petroka. (5 boats)

J/120 — 1) **Jamani**, Sean & Jeff Mulvihill; 2) **Peregrine**, Mike O'Callaghan/John Verdoia; 3) **Twist**, Timo Bruck/Elaine Scott. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson/Will Paxton; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Tequila Mockingbird**, Matt Krogstad/Kim Petritz. (6 boats)

MOORE 24 — 1) **Banditos**, John Kernot/Andy Schwenk; 2) **Snafu**, Karl Robrock/Steve McCarthy; 3) **Mooretician**, Peter Schoen/Roe Patterson. (6 boats)

MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham/Darren Doud; 2) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 3) **Papillon**, F-27, Andrew Scott/Gordie Nash. (8 boats)

Full results at www.jibeset.net

BYC Rollo Wheeler Regatta

April 6-7 marked Berkeley YC's 47th Wheeler. The Wheeler Regatta is three separate events: two on Saturday and one on Sunday. On Saturday the Wheeler Group sails in deep water with starts and finishes on the western edge of the Olympic Circle, and the City of Berkeley Group races on the Circle and finishes the last race of the day in front of BYC. The third event is a pursuit race on Sunday, starting and finishing from the western edge of the Circle.

Spring tried so hard to appear. Before Saturday's racing for the Wheeler Group, we saw light southeasterlies, southerlies and even sprinkles before the breeze died to almost zero, making a postponement necessary. (It was just enough breeze to wiggle the light plastic Target bag that was substituting for the lost Answering Pennant. The real pennant was found the next morning. It seems the other signal boat had two AP flags.)

After the one-hour postponement, 24 boats in four divisions were sent out on two short (6-mile and 5-mile) courses in a 10- to 12-knot and building breeze.

Four boats in the 'fast' division misread the course of Race 2. The course was: start, windward, leeward, windward, finish. Those four tucked in an extra leeward mark. One boat saw that it was a downwind finish, doused the kite, and came back around to eventually finish. The remaining three ended up DNF.

The overall Wheeler winner was David Halliwill's J/120 *Peregrine* from SFYC. The winner's name will be added to the perpetual trophy.

Meanwhile, one mile to the east, the City of Berkeley Group waited impatiently for the Wheeler Group to get started. With just one boat available to get the marks all set and with the Wheeler de-

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April's racing stories included:

- RYC Big Dinghy Regatta
- YRA Ditches Southampton
- Race Notes from the Boat Show
- Sailing on Sports Talk Radio
- The Beer Can 10 Commandments
- More Nations Cup
- Previews of the Race to Alaska, Beer Cans, May races, and more.



A photo finish for the Santana 22 fleet in the second City of Berkeley race.

laid by an hour, the City of Berkeley races didn't get going until 1:35 p.m. (A problem to be solved in the future: Find a second mark-set boat!)

Twenty-three boats in three divisions (Express 27s, Santana 22s and one PHRF division) competed in the City of Berkeley Group. Since the wind actually did come up, the fleet was able to get two races accomplished. All were done before 5 p.m.

The Overall City of Berkeley winner was Michael Quinn's Santana 22 *Albacore* from Richmond YC. The winner's name will be added to the City of Berkeley perpetual trophy.

On Sunday, in time for the first start at 12:05, we saw warm — almost hot — pleasant weather. The only problem? No wind. So, again we postponed. (We had found the 'real' AP flag.) In a pursuit the race committee's challenge is to make sure there are no over-earlies. This exercise is a tad more challenging when there

has been a postponement. The difference in start times was one hour 15 minutes, so this amount had to be added to the previously posted start times for each of the 18 boats — a great mental exercise for the recorders.

We also kept track of how good the starters were by noting how many seconds late to the line each contestant was. The top three: 1) *Skeleton Key*: 9 seconds. 2) *Bad Dog*: 12 seconds. 3) *Dianne*: 13 seconds.

The wind built during the day, and the flood was strong. The little boats didn't have a chance.

— bobbi tosse

BYC ROLLO WHEELER TROPHY, 4/6 (2r, 0t)

PHRF 1 — 1) *Peregrine*, J/120, David Halliwill, 3 points; 2) *Bad Dog*, J/111, Dick Swanson, 5; 3) *Skeleton Key*, J/111, Peter Wagner, 6. (9 boats)

PHRF 2 — 1) *Sea Star*, Cal 39, Bob Walden, 2 points; 2) *Heart of Gold*, Olson 911S, Joan

Byrne, 5; 3) *Ahi*, Santana 35, Andy Newell, 5. (7 boats)

EXPRESS 37 — 1) *Golden Moon*, Kame Richards, 2 points; 2) *Expeditious*, Bartz Schneider, 4; 3) *Snowy Owl*, Jens Jensen, 7. (6 boats)

J/88 — 1) *Inconceivable*, Steven Gordon, 3 points; 2) *Juno*, Jeremy Moncada, 4; 3) *Split Water*, David Britt, 5. (5 boats)

BYC CITY OF BERKELEY TROPHY, 4/6 (2r, 0t)

EXPRESS 27 — 1) *Wile E. Coyote*, Dan Pruzan, 5 points; 2) *Motorcycle Irene*, Zachery Anderson, 6; 3) *Tequila Mockingbird*, Matt Krogstad, 7. (9 boats)

PHRF 3 — 1) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook; 2) *Shadowfax*, Olson 25, Mark Simpson, 4; 3) *Shark on Bluegrass*, Olson 25, Falk Meissner, 4. (6 boats)

SANTANA 22 — 1) *Albacore*, Michael Quinn, 2 points; 2) *Alegre*, Chris Klein, 4; 3) *Meliki*, Deb Fehr, 8. (9 boats)

BYC WHEELER PURSUIT RACE, 4/7

1) *Skeleton Key*, J/111, Peter Wagner; 2) *Bad Dog*, J/111, Dick Swanson; 3) *Peregrine*, J/120, David Halliwill; 4) *Shenanigans*, J/120, Mike Clarke. (18 boats)

Full results at www.jibeset.net

SYC Jaws Pursuit Race

The wind filled in the nick of time for an on-time start of Sausalito YC's Jaws pursuit-race sequence on March 23.

SYC Staff Commodore Dave Borton won the Non-Spinnaker Division with *French Kiss*, a 34-ft Beneteau. "The day before, Friday, it was raining all day,"

OYC SUNDAY BRUNCH SERIES, (6r, 2t)

PHRF 30-120 — 1) *Eclipse*, Express 37, Sandy Andersen Wertanen, 5 points; 2) *Spirit of Freedom*, J/124, William Mohr, 6. (3 boats)

PHRF 121-170 — 1) *Incognito*, Moore 24, Scott Racette, 5 points; 2) *Finn*, Capo 26, Larry Duke, 5; 3) *Zwei Flying Fish*, San Juan 33, Michael Berndt, 10. (3 boats)

PHRF 168-236 — 1) *Dire Straits*, J/24, Steve Bayles, 5 points; 2) *Bandido*, Merit 25, George Gurrola, 7; 3) *Ursa Minor*, Santana 525, Ted Keech, 10. (9 boats)

FAT 30 — 1) *Lelo Too*, Tartan 30, Emily Zugnoni, 4 points; 2) *Nice Turn*, Cal 2-29, Richard Johnson, 9; 3) *Zeehond*, Newport 30 MkII, Donn Guay, 10. (5 boats)

COLUMBIA 5.5 — 1) *Sonic Death Monkey*, Dominic Marchal, 5 points; 2) *Carina*, Scott McCoy, 7; 3) *Rogue*, Ryan Nelson, 9. (5 boats)

NON-SPINNAKER — 1) *Scrimshaw*, Alerion Express 28, Michael Maurier, 5 points; 2) *Lioness*, Hinckley Bermuda 40, Sheldon Haynie, 5; 3) *Jackal*, Ranger 33, Roger Wise, 13. (8 boats)

Full results at www.jibeset.net

BOX SCORES

OYC RITES OF SPRING, 3/23

DOUBLEHANDED PHRF <115 — 1) *Smokin'*, Melges 24, Kevin Clark; 2) *Bullet*, Express 37, Larry Baskin; 3) *CruzSea Baby*, Beneteau 10R, Brian Turner. (3 boats)

DOUBLEHANDED PHRF >115 — 1) *Double Agent*, Merit 25, Scott Ollivier; 2) *Crew's Nest*, Catalina 34, Ray Irvine; 3) *Fugu*, Wilderness 30S, Chris Case. (5 boats)

FULL CREW PHRF <115 — 1) *For Pete's Sake*, Ultimate 24, Peter Cook; 2) *Eclipse*, Express 37, Sandy Andersen Wertanen; 3) *Traveler*, Express 34, David Ross. (5 boats)

FULL CREW PHRF >115 — 1) *Zeehond*, Newport 30 MkII, Donn Guay; 2) *Zenaida*, Alerion Express 28, Fred Paxton; 3) *Nice Turn*, Cal 2-29, Richard Johnson. (4 boats)

FULL CREW NON-SPINNAKER — 1) *Blue Passion*, Tartan 3400, Al Leonard; 2) *Lioness*, Hinckley Bermuda 40, Sheldon Haynie; 3) *Twelve*

Winded Sky, Hanse 342, Mark Jordan. (3 boats)

FULL CREW MULTIHULL — 1) *Peregrine Falcon*, F-27, Bill Gardner; 2) *Khimaira*, F-25c, Mark Zimmer; 3) *Waterwings*, F-31RS, Todd Olsen. (5 boats)

Full results at www.jibeset.net

IYC DOUBLEHANDED LIGHTSHIP, 4/6

PHRF >101 — 1) *The Pork Chop Express*, Express 27, Chris Jordan/Colin Richard; 2) *Friction Loss*, J/30, Jenny Thompson/Kim Stuart; 3) *Bombora*, Express 27, Rebecca Hinden/Zac Judkins. (6 boats)

PHRF <100 — 1) *Wolfpack*, Donovan 30, Andrew Hamilton/Pete Trachy; 2) *Envolée*, Figaro 2, Nathalie Criou/Brian Boschma; 3) *Mr. Magoo*, J/120, Stephen Madeira/Jeffrey Lawson. (7 boats)

MOORE 24 — 1) *Lowly Worm 2.0*, Scott Nelson/Mikey Radziejewski; 2) *Banditos*, John Kernot/Steve Carroll; 3) *Firefly*, Joel Turmel/David Gee. (9 boats)

MULTIHULL — 1) *Rainbow*, Crowther 10M, Cliff Shaw/Gregory Yankelovich. (1 boat)

Full results at www.jibeset.net



LATITUDE / CHRIS

Jaws winners. Left: SYC commodore Chuck Cihak won the Spinnaker Division with the J/105 'Hazardous Waste'. Right: Dave Borton won Non-Spinnaker with the Beneteau 350 'French Kiss'.

said Dave. "The day after, Sunday, was calm — no racing was possible. Saturday the winds were steady and brisk. We figured the inventor of this race series, Bud Livingstone, was watching from above and directing the weather." Bud conceived of the event seven years ago and died two years ago.

Skippers could choose between two courses: clockwise around YRA 8 and Blossom Rock, keeping Little Harding to port, or counterclockwise around Blossom, then 8, then Little Harding. Both courses finished back at the startline off SYC's back deck, keeping the mooring field to the west.

French Kiss went clockwise in the strong flood, then sailed behind Alcatraz and back to Sausalito pointing in the stiff breeze via the Tiburon shore. "All three choices were sources of much discussion," said Dave. "Not bad for two young men and their father! Our opinions were not unanimous at first."

SYC's current commodore, Chuck Cihak, and his crew aboard the J/105 *Hazardous Waste* won the Spinnaker Division. "Better to be lucky than good," he quipped. "Picking the correct way to go around doesn't hurt either." *HazWa* went clockwise.

"It came down to the last part of the race. We were crossed by our two closest competitors around Knox. They still had to round Little Harding, while we were able to keep in the flood to Point Belvedere where we caught the runoff. Tacking on that, we made our way west to where we thought we could just clear the east buoy of the finish line. That allowed us to tack short of the boats that crossed us earlier. It was then just a drag race to the finish. If the distance had been a bit longer the second-place boat would have caught us — I mean we won by 2 seconds! Third was 5 seconds behind."

Guest boats were invited to tie up to a mooring and take a shuttle into the

club for beer, hors d'oeuvres, music and awards.

— latitude / chris

SYC JAWS COMMEMORATIVE RACE, 3/23

SPINNAKER — 1) **Hazardous Waste**, J/105, Chuck Cihak; 2) **Psycho Tiller II**, JPK 1080, James Goldberg; 3) **Streaker**, J/105, Greg Arkus. (14 boats)

NON-SPINNAKER — 1) **French Kiss**, Beneteau 350, David Borton; 2) **Wren**, Holland 43, Tim Prouty; 3) **Willow**, Centurion 40s, Robert Braid. (10 boats)

Full results at www.sausalitoyachtclub.org

No Forks Trans-Folsom

High water and a pleasant day drew 20 boats to the 38th Trans-Folsom Regatta held Saturday, March 30. Sportboats did well, as light winds for the first three hours allowed them to overtake slower classes in the pursuit-style race.

Winning the Keelboat title were Kelly and Susan Pike on their VX-1, *Mauverick*. The Multihull champions were Bill and Tammy Cook on *Wings*, an F-24 Mk I.

Trans-Folsom is the longest-distance regatta held on Folsom Lake. The full course is 21 miles, though that was not possible this year. Still air blanketed the lake until 1:30 p.m., forcing a difficult decision for the race committee, comprising John Poirimiroo, Madeline Rayfuse, Alex Kuhnke and Alex Hopkins.

They deliberated: Should the race be continued (as the North Fork was showing signs of fresh air)? Should the race be changed to a shorter "no forks" 9.6-mile

StFYC J/FEST, 4/6-4/7, (6r, 0t)

J/105 — 1) **Ne*Ne**, Tim Russell, 27 points; 2) **Blackhawk**, Ryan Simmons, 32; 3) **Jam Session**, Adam Spiegel, 43; 4) **Strangelove**, Justin Oberbauer, 44; 5) **Godot**, Phillip Laby, 53. (26 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki, 12 points; 2) **1FA**, Scott Sellers/Harrison Turner/Geoff McDonald, 18; 3) **Orange You Glad**, Brian Mullen, 28. (8 boats)

Full results at www.stfyc.com

RYC BIG DINGHY REGATTA, 4/13, (4r, 0t)

WYLIE WABBIT — 1) Bill Erkelens, 7 points; 2) Kim Desenberg, 10; 3) Aaron Sturm, 16. (7 boats)

MERCURY — 1) David West, 4 points; 2) Lyn Hines, 9; 3) David Bacci, 12. (5 boats)

THISTLE — 1) Samuel Ingham, 6 points; 2) Michael Gillum, 6; 3) Steven Hale, 17. (9 boats)

DAYSAILER — 1) Steve Lowry, 4 points; 2) Keiran Hansen, 8; 3) Todd Hansen, 12. (3 boats)

SNIPER — 1) Packy Davis, 6 points (tie); 2) Vince Casalaina, 6; 3) Patrick Pillsbury, 13. (4 boats)

BOX SCORES

I-14 — 1) John Clark, 3 points; 2) Ted Rogers, 3. (3 boats)

LASER — 1) Niclas Bornling, 4 points; 2) Julian Soto, 8; 3) Emilio Castelli, 14. (10 boats)

LASER RADIAL — 1) Stephen Aguilar, 7 points; 2) Robbie O'Brien, 12; 3) Nate Holden, 17. (6 boats)

RS AERO — 1) James Baurley, 6 points; 2) Barb Smith, 11; 3) Michael Sealey, 11. (4 boats)

BYTE — 1) Michele Logan, 6 points; 2) Laurie Davis, 10; 3) Ann Lewis, 10. (5 boats)

EL TORO SR. — 1) Tom Burden, 11 points; 2) John Pacholski, 13; 3) Vaughn Seifers, 21; 4) Peter Marlett, 21; 5) Nick Nash, 21; 6) Art Lange, 21. (12 boats)

OUTSIDE OPEN CLASS — 1) Flying Dutchman, M.W. Meszaros, 4 points; 2) Johnson 18, George Heintz, 10. (4 boats)

INSIDE OPEN CLASS — 1) Banshee, Charles Witcher, 4 points; 2) Banshee, Wayne Cassing-

ham, 12; 3) Sunfish, Robert Cronin, 12. (4 boats)

RYC BIG DINGHY PURSUIT RACE, 4/14

LONG COURSE — 1) Bieker 6, Ted Rogers; 2) I-14, James Clarkson; 3) Wylie Wabbit, Bill Erkelens. (15 boats)

SHORT COURSE — 1) Daysailer, Steve Lowry; 2) Daysailer, Todd Hansen; 3) Sunfish, Roy Jordan. (15 boats)

Full results at www.richmondyc.org

SFYC RESIN REGATTA, 4/13-14, (5r, 0t)

KNARR — 1) **Niuihi**, George Hecht/Russ Silvestri, 11 points; 2) **Kulani**, Timothy Dowling, 12; 3) **Alinea**, John Buestad, 15. (6 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 5 points; 2) **Thea**, Chris Herrmann, 12; 3) **Polruan**, James Vernon, 21. (7 boats)

J/24 — 1) **Shut Up and Drive!**, Val Lulevich, 5 points; 2) **Evil Octopus**, Jasper Van Vliet, 14; 3) **Flight**, Randall Rasicot, 16. (5 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Baby Blue**, Craig McDow, 14; 3) **Raccoon**, Jim Snow, 22. (3 boats)

Full results at www.sfyc.org

THE RACING

course? Should the boats be sent to the finish? Or should the race be finished on the lake?

Wind had tracked from 0 to 2 knots for the first three hours of the regatta, testing the ability of all the sailors to move in light air. Mark Werder and crew on the Santana 20 *Two Step* crossed the line precisely at their assigned starting time, pointed well, and overtook the Catalina 22s and cruisers ahead. Mark Erdrich on the Santana 20 *Fusion* stayed close behind Werder, though *Two Step* increased her lead. Following close behind were the last to start, two K6s, two VX-1s and two F-24 trimarans. All other boats were barely moving and spread across the lake between Marks 7 and 12.

Despite the slow beginning, spirits remained high, as cool temperatures and sunshine made for a gorgeous day on the water.

As *Two Step* (leading the race) approached Mark 15 near the dam, the RC called for a change of course to the shorter 9.6-mile route. The *Kayot* motored to each of the boats notifying them of the change, to the frustration of skippers in contention for the champagne bucket and to the relief of those overtaken by the leaders.

It had been a struggle until then. Fresh air reaching 6.5 knots had just begun filling in on the lake. Why then change it?!

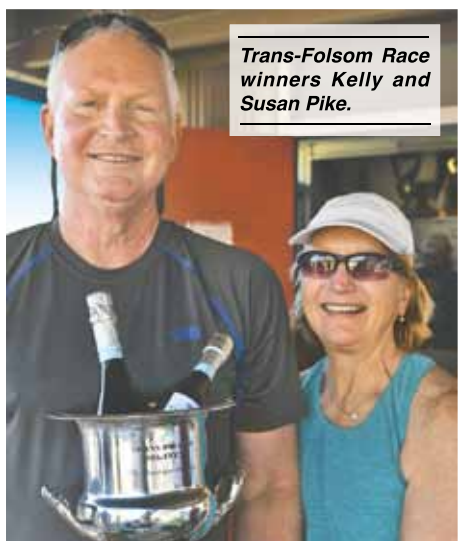
However, the Windy app used by the committee indicated breezes would freshen only for a couple of hours, then lighten again to below 2 knots. With the 21-mile course not even half sailed, boats could be salted across the lake and sailing in the dark. So, up went the Charlie flag, and Trans-Folsom was sailed entirely on the main body of the lake.

Shortened races have occurred in the past, but this was the first time FLYC had included a "No Forks" option in the Sailing Instructions (meaning that boats would not sail up the North or South Forks of the American River).

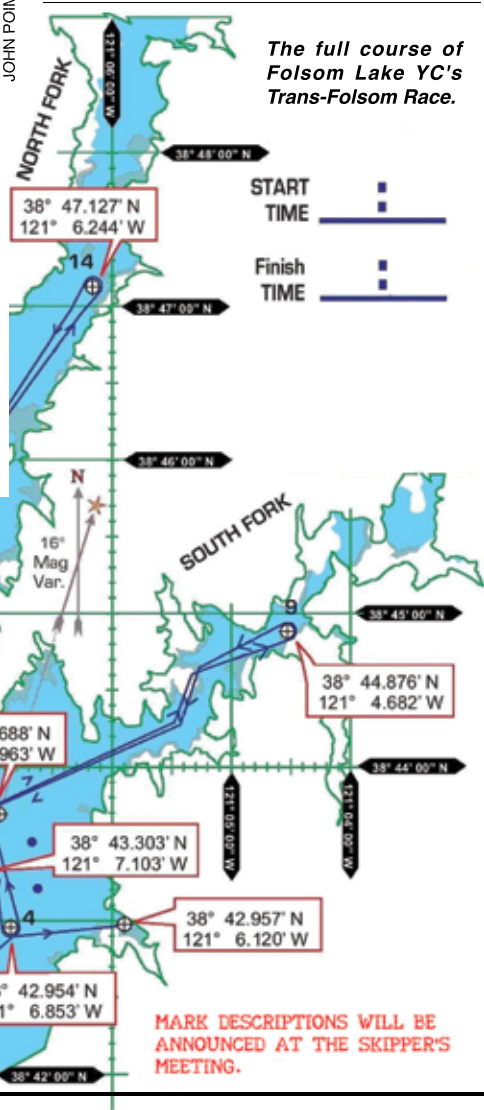
Notable competitors included: Don Hare on a C-22, who kept his boat moving to cross the Brown's Ravine finish line ninth among all 20 boats and atop a fleet of five Catalinas; Mark Werder, who crossed the finish line first, though he lost to a sportboat, based on time-on-distance calculations; Steve Cameron and Angie Liebert — Trans-Folsom champions last year — who finished second in the nine-boat Open Keel class on their K6, *Six Pac*; Jim Goldberg, who missed being Trans-Folsom champion last year only by the error of rounding one mark incorrectly and who, with good humor, took third in the OK class this year; Bill Martin, who singlehanded his Catalina the entire 9.6 miles, crossing the line as the final boat to finish just after 5 p.m. to the cheers of all the other competitors; the Cooks, who became the first Multihull champions since 2008; and Roy Moore, who — in a dead calm — paddled to the line after his starting time and hailed the RC to ask at what point it was no longer allowed to paddle a boat to the line.

The RC forgave Roy's mistake, encouraging him to continue sailing Trans-Folsom, as it was just too beautiful a day not to continue sailing.

— john poimiroo



JOHN POIMIROO



FLYC TRANS-FOLSOM RACE, 3/30

OPEN KEEL — 1) **Mavxerick**, VX-1, Kelly Pike; 2) **6 Pac**, K6, Steve Cameron; 3) **GG Problems**, K6, Jim Goldberg. (9 boats)

CATALINA 22 — 1) **No Cat Hare**, Don Hare; 2) **Kuhuna Luke**, Dennis Barry; 3) **Running with Scissors**, Jim Sinclair. (5 boats)

SANTANA 20 — 1) **Two Step**, Mark Werder; 2) **Fusion**, Mark Erdrich; 3) **Ahi**, George Heintz. (4 boats)

MULTIHULL — 1) **Wings**, F-24 Mkl, Bill Cook; 2) **After You**, F-24 Mkl, Jon Kim. (2 boats)

Full results at www.flyc.org

IYC Sadie Hawkins Race

In a sprightly northwesterly of perhaps 10 knots, Island YC's Sadie Hawkins women skippers' race sailed one long lap up and down the Estuary for both Spinnaker and Non-Spinnaker Division boats on March 30.

With 10 boats all starting at once and a strong ebb, the short startline was especially tricky. The Laser 28 *Stink Eye*

and Olson 911S *Heart of Gold* found themselves pushed over the line early and had to return to restart, giving up precious yards to the competitors. Nevertheless, the *Heart of Gold* crew clawed their way back to second place.

— *latitude/chris*

IYC SADIE HAWKINS RACE, 3/30

SPINNAKER — 1) **Wile E. Coyote**, Express 27, Allison Tinney; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Faster Faster!**, Merit 25, Kathy Williamson. (7 boats)

NON-SPINNAKER — 1) **Loco 2**, Mercury, Maria Ducey; 2) **Taz!!**, Express 27, Dawn Chesney; 3) **Wayward Whale**, Ericson 38, Terri Griffith. (3 boats)

Full results at www.iyc.org

Race Notes

Stanford canceled the admission of a student whose application included fake sailing credentials. Meanwhile,

Some of the Sadie Hawkins skippers following the awards ceremony. Every skipper was given a gorgeous carved wooden prize crafted by 'Loco 2' owner Paul Mueller.



Stanford's real sailors carry on. In a 17-team field on April 13-14, the Cardinal took the **Thompson Trophy**, sailed in 420s on the foggy Thames River in New London, CT.

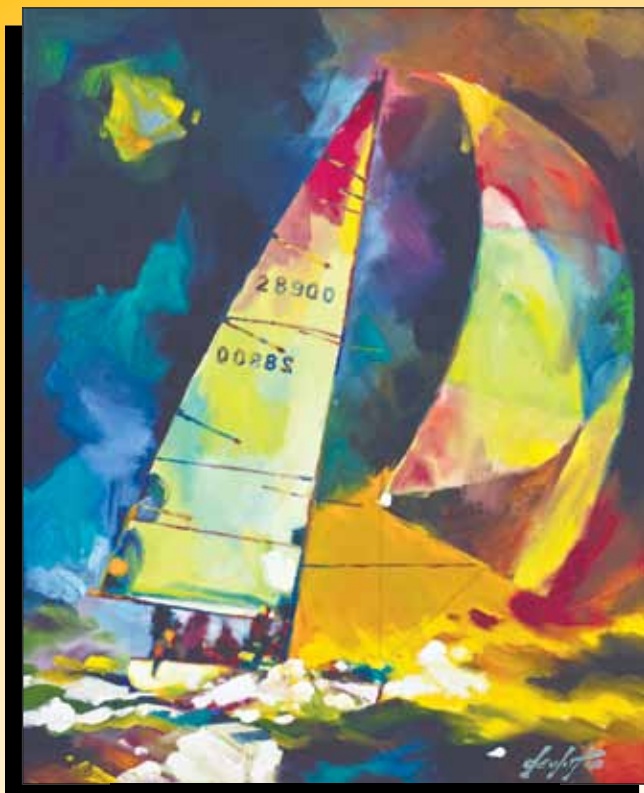
Laser sailor Chris Barnard of Newport Beach earned his first major title, taking home a gold medal from Palma, Mal-

orca, in the 50th **Trofeo Princesa Sofia** in early April. John Bertrand (of America's Cup fame) has been coaching him for the last few months. See www.ussailing.org.

Congratulations to Jack Sutter of Benicia and Charlotte Versavel of Palo Alto. The Nacra 15 sailors made the US team that will compete at the **Hempel Youth Sailing World Championships** on July 13-20 in Gdynia, Poland.

Eric Doyle of San Diego YC, sailing USA 1177, won the **Etchells Midwinters West** at SDYC on

April 5-7. The victory places him second behind Jim Cunningham's SFYC-based *Lifted* in the overall Etchells West Coast Spring Series. Next up in the series was the Etchells Pacific Coast Championships (also at SDYC) on April 27-28, after this issue went to press. For info, go to www.sdy.org.



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THE RACING SHEET



Teams from the Bay Area ('Flight' and 'Evil Octopus') and Seattle ('Habanero') were among the Americans who crossed the border for the J/24 North Americans on March 30-April 5. Club Nautico Valle de Bravo hosted on a lake west of Mexico City. See www.yachtscoring.com/emenu.cfm?elD=5984.

The **Hobie Midwinters West** and Southwest Area Championship was held on April 6-7 on Lake Mohave in Nevada. Nineteen teams made the trek down a dirt road that dead-ends at a not-so-secret mecca for kiteboarders and sailors. All involved camp out on the beach.

Day 1 was a complete glass-off, but the second day's light southerly, shifting to a building northerly, allowed for three races before fading. Winners were Mike Montague and Kathy Ward (Hobie 16); Denny and Susan Osburn (Hobie 18); and Gordo Bagley (Hobie Wave).

The home club's Team Lightning won the team-race **Baldwin Cup**. Newport Harbor YC hosted 12 teams on April 4-6, with racing in Harbor 20s. See www.baldwincup.com.

Can Am #5 closed out the winter season for the 2.4mR class in Florida's Charlotte Harbor, with 21 competitors racing on March 29-31. Dee Smith, the current US and North American champion, crossed the finish first in eight of the nine races. "The first two days were shifty and puffy," said Smith. "The second race on Day 2 was a challenge, with light air. I just kept clear and sailed my race. I had good starts and went the right way, except that run in which I finished fourth and which became my drop race." The **2.4mR Can Am Championship** started last December. Smith, who won three of the five events, came out on top. The 2.4mR is a Paralympic class singlehanded keelboat. See www.us24meter.org for more info.

— latitude / chris

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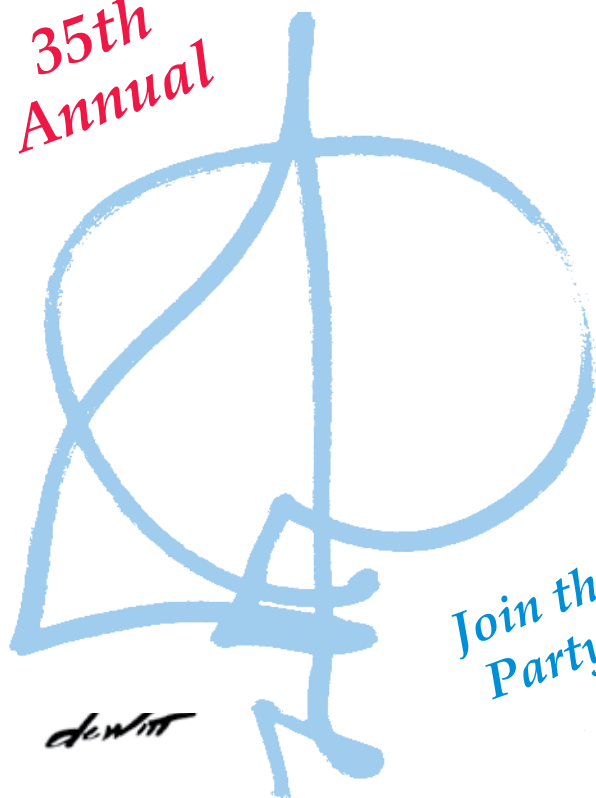
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Welcome to our annual review of **Bay Area Crewed Charter Yachts**. Here's some of what's on offer if you're looking to book a sunset sail, a corporate event, or something special. You can find a "Guide to Bay Area Sailing Charter Companies" on our website, www.latitude38.com under "Resources."

Multi-Passenger Crewed Charter Vessels (7+)

Adventure Cat: This 55-ft catamaran was built specifically for chartering on SF Bay for fast, flat fun! Guests can ride along the rail, on the open-air trampoline up front, or within the sheltered salon for drinks and enjoyment.

- Carries up to 47 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
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- (415) 777-1630 or (800) 498-4228; www.adventurecat.com



'Adventure Cat 2'

Adventure Cat 2: This 65-ft cat, like her sister, is fast and fun, but carries twice as many guests.

- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- (415) 777-1630 or (800) 498-4228; www.adventurecat.com

Argosy Venture: This 101-ft Nevins motorsailer offers expeditions beyond the Golden Gate.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (415) 952-4168; www.argosyventure.com

Bay Lady: At 90-ft *Bay Lady* is the

largest Coast Guard-certified traditional sailing vessel on the West Coast.

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor next to Oracle (formerly AT&T) Ballpark.
- (415) 543-7333; www.rendezvous-charters.com

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races.

- Certified to carry up to 24 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.
- Available for private group charters, team building, lessons, corporate charters, ash scattering or special events.
- (650) 930-0740; www.sfbaysail.com

Cat Ballou: Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters.
- (855) 724-5736; www.sanfranciscosailing.com

Chardonnay II & III: Both sleek Santa Cruz '70s, they are among the most popular charters on Monterey Bay.

- Carry up to 49 and 38 passengers, respectively.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate team building.
- (831) 423-1213; www.chardonnay.com

Derek M. Baylis: With plenty of interior and exterior space, this renowned 65-ft cat ketch provides a high-end and fast, private yacht experience. Luxurious cabin includes comfy seating, TV, your playlist on our speakers and attentive crew. BYOB, lunch at Angel Island or sample our onboard menus. As the only one ever built, the *Baylis* is unique in every way.

- Up to 38 guests for day charters or 12 guests overnights.
- Corporate charters, team building, corporate meetings and celebrations.
- Private events, custom special events and marine education sails.

- Highly suitable for ocean charters and scientific research voyages.
- Wheelchair accessible.
- (415) 580-0335; www.wyliecharters.com

Freda B: 80-ft luxury schooner built along the lines of traditional-coastal schooners from the mid-1800s. Restored in Bristol fashion, with the creature comforts of a fine yacht. She has a knowledgeable crew. Excellent catering paired with Sonoma and Napa Valley wines.

- Carries up to 49 passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for private day charters, team building, weddings/elopements, memorials, birthdays, and custom special events. Individually ticketed sails available weekly February-November.
- (415) 331-0444; schoonerfreda.com; www.sfbayadventures.com

Gas Light: This 72-ft schooner is a modern example of an 1874 SF Bay scow schooner.

- USCG certified up to 49 passengers.
- Berthed at South Beach Harbor.
- Private day sails or special events.
- (877) 725-2427; www.baylightscharters.com



'Gas Light'

Glory Days: A Morgan Out Island 51 staysail ketch, this luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate team building and private day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.
- (800) 849-9256 or (415) 336-0392; www.sailsfbay.com

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www.justdreamingyacht.com

Nehemiah: This classic wooden ketch has circumnavigated twice under previ-



'Nehemiah'

ous owners. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on and

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- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054;
www.sailingacross.com

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sightseeing.

- Certified for up to 25 passengers, but focuses on groups up to 18.
- Berthed at Jack London Square, Oakland.
- Available for corporate team building, birthdays, anniversaries, lessons and ash scattering charters. Passenger participation highly encouraged.
- (650) 930-0740; www.sfbaysail.com

Passage Nautical: Cruise the San Francisco Bay onboard one of our new Beneteau sailing or power yachts, or Lagoon catamarans.

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- Departures available from Oakland, San Francisco or Richmond.
- Available for private groups, special occasions and corporate events.
- (510) 864-3000, (510) 236-2633;
www.passagenautical.com/book-charter

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim and many bronze fittings. Come see her mysterious stained glass.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Specializes in scheduled 90-minute and two-hour Bay sails (individually ticketed).
- (415) 378-4887; www.sailsf.com

Ruby: She started chartering in 1981 and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and the Delta. *Ruby's* skipper and crew have lots of party experience.

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- Berthed at The Ramp Café, SF.
- Private parties and public sails.
- (415) 415-272-0631;
www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wile E. Coyote cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

- Certified for 36 passengers.
- Berthed at Pier 39.
- Offers private charters for all occasions, including match racing with the *Privateer* for team-building events. These are the only two identical inspected vessels on the Bay.
- (415) 378-4887; www.sailsf.com



'Seaward' makes yet another appearance in this issue.

Schooner Seaward: Owned by the nonprofit Call of the Sea, *Seaward* sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner's primary function is Marine Environmental Education for Northern California students.

- Carries up to 40 passengers on day trips; 14 for overnights.
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- (415) 331-3214;
www.callofthesea.org

Tahoe Cruz: This Santa Cruz 50 sails daily out of the Tahoe City Marina with Tahoe Sailing Charters, with captains Mike and Tyler, from May to October.

- Certified for up to 30 passengers.
- Specializes in affordable and scenic two-hour cruises with complimentary refreshments. Also available for private parties, company charters and Emerald Bay luncheon sails.

- Daily departures from Tahoe City Marina (home of Tahoe YC).

- (530) 583-6200;
www.TahoeSail.com

Tahoe Dreamer: Enjoy a private charter aboard this 36-ft power catamaran. Cruising daily on three-hour tours of Emerald Bay from Tahoe City. Complimentary beer, wine, snacks.



'Tahoe Cruz'

- Certified for up to 12 passengers.
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- Daily departures from the Tahoe City Marina, North Lake Tahoe

- (530) 583-6200;
www.TahoeSail.com

Team O'Neill: O'Neill Yacht Charter's 65-ft catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.

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- Berthed at Santa Cruz Yacht Harbor.
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- (831) 818-3645;
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USA 76: 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in New Zealand. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.

- Carries up to 20 passengers.
- Berthed at Pier 39 in San Francisco.
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- (415) 990-9992, (619) 630-6383;
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CHANGES

With reports this month from **Convergence's** return to US waters after a long absence; **Pino's** circuitous cruise to Japan; another cautionary crew tale from **Victoria**; and the realities of chartering in Mexico from **Jersey Girl** — followed by a just dessert of **Cruise Notes**.

Convergence — Wylie 65 Randy Repass, Sally-Christine Rodgers and Kent-Harris Rodgers A West Coast Boat Down East Santa Cruz

Convergence has not been in US waters since 2004. After a 15-day Atlantic



CONVERGENCE

Randy, Sally-Christine and Kent-Harris "might" complete their circumnavigation by 2020. Or '21.

crossing from Lanzarote in the Canary Islands, we were excited to arrive in beautiful Newport, Rhode Island. We enjoyed checking out the town, the bars and especially the YRS School of Technology and Trades, where they were rebuilding a 21-ft Northeast Challenger, the type of boat Randy and his family learned to sail on.

It blew like stink getting up to the Beverly Yacht Club. And our annual cutthroat family croquet tournament in Marion, Massachusetts, was played enthusiastically in the rain. Weather notwithstanding, nothing beats sailing on Buzzards Bay! We gathered friends and family for several lovely sunset reaches across her broad flanks and visited old haunts in the Elizabeth Islands.

At 450 feet LOA, the six-masted 'Wyoming' was the largest wooden schooner ever built. For some idea of scale, that's 100 feet longer than Hyde Street Pier's 'Balclutha'.



CONVERGENCE

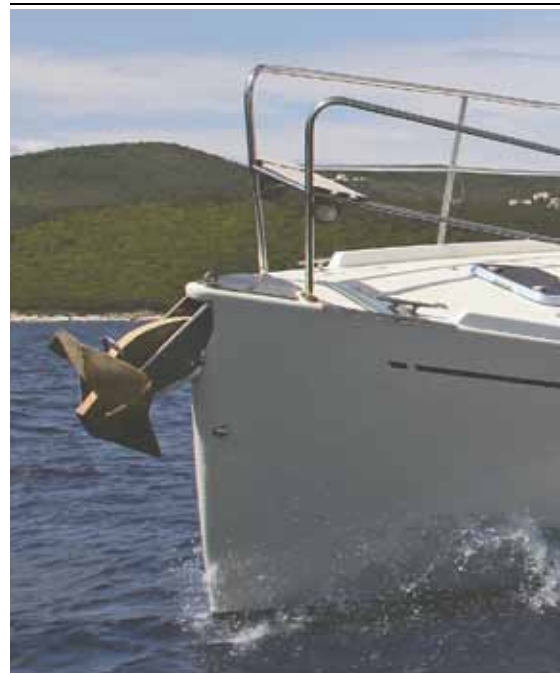
The Cape Cod Canal provided an interesting inland shortcut to Scituate Harbor, where Randy first learned to sail. An impromptu reunion of Thayer Academy high school buddies resulted in a raucous night of storytelling over libations in our cockpit. Our trip north was uneventful, save for spotting the largest white shark dorsal fin we've ever seen, reaffirming the importance of protecting the ocean's top predators — and a reminder not to jump overboard, no matter what!

Maine is crazy busy in summer. We spent Fourth of July under a shower of Booth Bay fireworks with hundreds of other floating celebrants. We raised our new sails (made by Dave Hodges of Santa Cruz) and navigated Thread of Life passage where picturesque islets led us to Pemaquid, site of the first recorded act of piracy in New England (1632 by Englishman Dixie Bull). We were treated to another unexpected rocket's red glare off the old clam factory processing pier where the illuminated Contented Sole restaurant rocked the night away in celebration of Old Bristol Days. In the morning, a loud parade of lobstermen powered out the cut leaving steep wakes and wide grins on their way to the Lobster Boat Races. Those grins are particularly wide these days. Cod prey on baby lobster and the collapse of the cod fishery has led to a boom in lobster. Lobstermen in Maine all seem to have new trucks and well-appointed boats. We were told that 747s filled with Maine lobster are heading to Asia where lobster is the new delicacy.

A consequence of this for the rest of us is that sailing this coast is like navigating a driving range — there are lobster floats everywhere.

We were headed out to Monhegan Island when our brand-new alternator failed, filling the engine room with smoke.

Not a happy moment. We have a sophisticated automated fire system, but my Girl Scout instincts made me grab the galley fire extinguisher, just in case. There was a stiff chop, and without an engine, we rolled through the carnival-colored lobster pots that spread out like confetti on the surface. Randy disconnected our "new" alternator and cleared the



smoke. An improper installation shorted the fuse and blew up the regulator. The crisis was averted with spare parts, and Randy's electrical engineering know-how — he can fix anything!

Camden and its friendly neighbor, Rockport, are must-stops for sailors, with fun shops, restaurants, and a great history. Camden and environs have been on the map as the center of shipbuilding since before the Civil War. The first six-masted schooner, *George W. Wells*, was built in Camden in 1900. The largest wooden schooner ever built, the 450-ft LOA *Wyoming*, was built in Bath in 1909.

Winter Harbor on Vinalhaven Island is a long reach of coves that hourglass in and out of the rock ledges that border this protected anchorage. Seals bask on exposed ledges and bald eagles, heron, gulls and cormorants forage the mud flats below sensually shaped rocks that sprawl seductively below the tree line. We were delighted to see the aerobatic dance of Arctic terns.

Our night in Winter Cove was peaceful.

IN LATITUDES



ALL PHOTOS CONVERGENCE

Spread: 'Convergence' under sail. The unstayed ketch rig makes for easy shorthanding. **Above left and center:** Sailing into any Down East harbor is like sailing into the pages of 'WoodenBoat' magazine. **Above center-ish:** Owls Head Light in Maine. **Right:** a 1946 Northeast Challenger gets restored.

The fog came and went, like Brigadoon, leaving us one moment sighted, and the next moment blind. Romantic windjammers, seen through the mist, spoke of another time. But it wasn't all so poetic. We negotiated Deer Island Thorofare in a whiteout. Occasionally a red nun or green channel marker emerged from the mist to verify our GPS position. Motoring through sheets however, is not much fun! We cut our journey short and found refuge from the dream state in an unnamed cove. We could not see a damn thing! Cold ocean air and warm tidal waters equal fog, and Maine fog is legendary. But really? People do this year after year? The impenetrable fog spilled around us like paint. We heard regular "Securite, Securite" warnings from vessels moving through the narrow thoroughfares on radar and a prayer.

Lobstermen are used to this and speed through unhampered by whiteouts. They rarely speak on the radio and when they

do, their strong Maine accents are almost unrecognizable as English. But boats with names like *Summer Breeze*, *August Moon* and *Southern Yankee* kept up non-stop chatter. We made our way slowly, passing port-to-port with other boats we could not see. We judged their distance on radar and from engine noise.

The fog blanket eventually lifted, and when it did, Maine in all her glory was revealed. We picked up a mooring in Southwest Harbor and drooled over classic yawls, varnished ketches, modern sloops, and too many Hinckleys to count. If you like boat design and eating "labstah," this is the place. While there, we were treated to an electrical storm that lit up the sky, illuminating cloud formations and bucketing down rain — a free boat wash! In the morning light, cormorants spread their wings in the rigging of a nearby trawler like insignias on family crests. The forecast called for fog, rain, thundershowers,

sun and 18-20 knots of breeze in the afternoon. Cruising coastal Maine gives you every kind of weather, every day!

We skirted Mount Desert Island, skipping Somes Sound and Northeast Harbor, where we have spent time in the past, and headed straight to Seal Harbor to meet friends. It doesn't get much prettier than this haven of the rich and famous.

Our final US destination was Roque, a rarely-visited island in northern Maine with a singular feature: a mile-long, white sand beach. While you are not allowed to explore the island, visitors are welcome to walk the high-tide line. There is nothing more romantic than holding hands with your lover while seeing your boat anchored off a moonlit beach, no matter which hemisphere you are in.

— Sally-Christine 3/25/19

Readers: Convergence, a custom Wy-lie 65 (and sistership of the local research and charter boat, Derek M. Baylis) is closing in on a 15-year circumnavigation. Owners Randy Repass (founder of West Marine), Sally-Christine Rodgers and their son, Kent-Harris, left Santa Cruz in 2004, sailed straight for the Marquesas and haven't looked back. They have been commuter-cruising their way around the world ever since, dividing their time between home and heading ever westward around the world. Look for Part II of their 'Down East' adventure to Nova Scotia in next month's 'Changes.'

**Pino — Yamaha 33
Rekka and Devine
Digital Nomads
Vancouver**

Our goal has always been Japan. In 2012, we moved there for work (we design and create open-source software for music, drawing and computer games), and loved how those travel experiences impacted our projects. With this in mind, after we returned to Montreal, we started exploring our options.

Moving to a new country means selling

In Japan, not all tomatoes are the same. These, from Hahajima, are "sweet and fruity."



PINO

CHANGES

all you have. We have done this countless times, and are tired of it. We had heard and read about people living on sailboats, and soon became obsessed with the idea. Lack of experience aside, we thought that being in a 'mobile studio' would help us

accomplish our desire to travel, give us creative inspiration, and offer a stable home.

In January 2016, we left the cold of Montreal and moved west to British Columbia. There,

we purchased our sailboat *Pino*. Keep in mind, we were a pair of city kids with limited outdoor experience, and neither of us had ever stepped onto a sailboat before.

We joined a yacht club in North Saanich, and with lots of help from them (and *YouTube* and books), learned to sail in our local waters. All the while, we dreamed of sailing back to Japan, but the thought of actually doing it was still fantasy. Every time we told someone of our intention they'd laugh. "In a boat like *that*?" True, our boat wasn't big, nor was it technically a "cruising boat," but we believed we could make it. Even so, making the big left turn out of the Strait of Juan de Fuca takes some courage. If it hadn't been for our friends Claudia and Kim on *Essencia*, we probably would still be in Vancouver.

"Hey!" they said one day. "You guys want to get some margaritas. . . in Mexico?"

"Hell, yeah!"

At that point we didn't know if we'd actually work up the courage to head across the ocean to Japan, but for now we'd go

Places where visiting yachts can tie up are usually marked with black and yellow stripes.



and get our margaritas and see how we'd feel after that. We signed up for the 2016 Baja Ha-Ha and headed south with the fleet.

Turns out we felt pretty good about almost everything, because a few months later we arrived in Nuku Hiva, a Pacific island so green and lush it was like sailing straight into Jurassic Park. On our way inside Taioha'e Bay, a lone orca surfaced near the boat. I nearly jumped out of my skin. "What the hell is it doing here?!" It seemed out of place here, a black and white giant amongst all the greenery. After the initial shock, we apologized to our new whale friend — we weren't looking to join a pod just yet — and dropped the hook in a bay filled with boats flying flags from all over the world.

This was the first of many stops on the way to our ultimate destination. Our adventures took us through the South Pacific: French Polynesia, Cook Islands, Niue, Tonga, New Zealand, then onward to Fiji and the Marshall Islands. When we left Majuro we pointed our bow toward Japan for the first time in four years! We played 'dodge the fishing boats' and eventually made it to Chichijima, our first contact with Japan.

Chichijima, the 'Father Island' of the Ogasawara group, is in mid-ocean about 1,000 miles south of Tokyo. It's exactly like mainland Japan, except that everyone is more relaxed, the water is a vibrant blue, and tropical plants line the roads. The island has families of wild goats, or *yagi*, their presence made clear by the sound they make pushing through dense thickets. We ingested ridiculous amounts of Japanese food and very much enjoyed impressing the locals with our extensive knowledge of Japanese cuisine. "You like natto? *Hontou ni* ('really')!" Natto is a food that the Japanese think most foreigners despise, because of its smell and stringy texture.

We left the warm Ogasawara islands in March and headed north. We pulled into Shimizu, a city in the Shizuoka Prefecture of Japan. We sailed into the bay, close reaching in 40 knots of wind and traversing the *Kuroshio* (the black current), as well as the busy traffic lanes running up and down the coast. I had about 60 targets on AIS, all large ships; it was amazing to see these behemoths change course to avoid us, it was humbling, really. We had three reefs in our main, some of the slides had broken off, the deck was covered in a thick layer of salt, and we'd become human popsicles. The only thing that offered comfort was

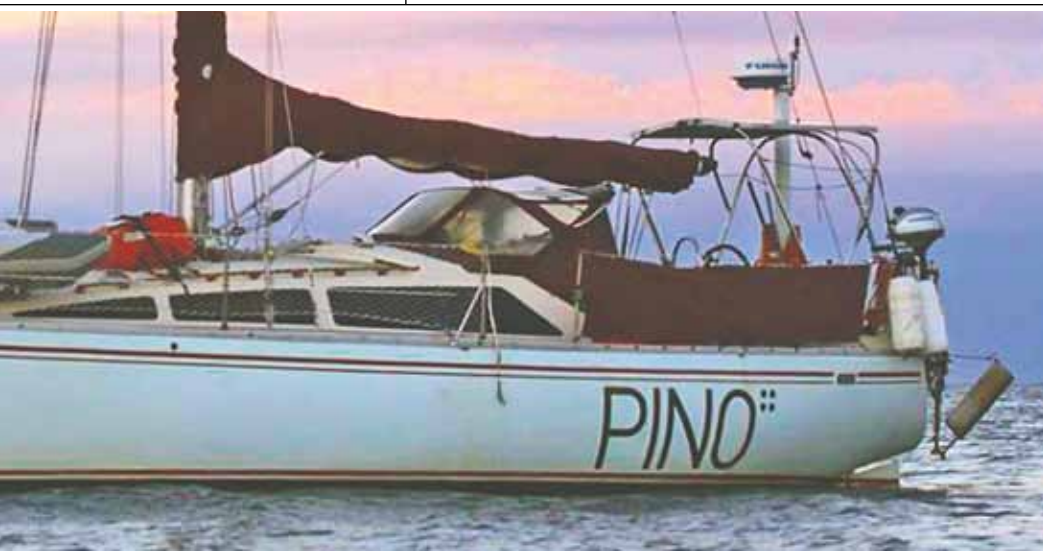


the sight of Mount Fuji in the background — and what a sight it was! 'Fuji-san' rose from the horizon with such magnificence, the wind carrying flurries of white powder off its snow-covered peak. We'd planned on going into Osaka first, but the wind decided otherwise and pushed us east to Shizuoka. And what an interesting turn of fate — this is where our little *Pino* was built in 1982! *Pino* was home again, and we, too, felt like we'd returned home. We'd wake up every morning to the sight of Fuji-san from our dock in Shimizu and almost have to pinch ourselves to make sure it was all real. That we really made it — We're here!

We're planning on staying here for a little while. Unfortunately, while the boat can stay here indefinitely, tourist visas are only good for three months. We're exploring our options but may ultimately have to do what most other visiting sailors do — leave in the fall and return in the spring.

Experiencing Japan by sea has re-

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Spread: Sunset at anchor. Above left: Traditional concepts of Japan include a tea garden and the mighty Fuji-san. Center: 'Pino' underway toward her birthplace. Right: Devine hard at work in "the office."

vealed a whole new dimension to our enjoyment of this place, our work, and life in general. We continue to work on cool stuff. We continue to learn as much as we can about sailing, the world, off-grid living, and leaving as small an ecological footprint as we can — and share all of it on social media. We have become true 'digital nomads.'

— Rekka 4/2/19

Readers — Rekka and Devine have put together an excellent 'first-timers' guide to sailing in Japan. You can find it at https://100r.co/pages/sailing_in_japan.html.

Here are a few outtakes:

— In Japan, there are 'open ports' and 'closed ports,' a remnant of the time when Japan was closed to the world. Open ports, like Osaka and Yokohama, are big shipping ports, used by fishermen and cargo ships. When entering the country,

you can sail right into open ports with no pre-planning required. If you enter through a closed port, such as Kagoshima or Chichijima, you must apply in advance for a Closed Port Permit. (Details on how to apply are on the website.)

In years past, sailors had to apply for every closed port they were planning to visit, but this changed in May, 2018, and now it is only necessary to apply for a permit for your first port (if a closed port).

— In Japan, sailing at night is strongly discouraged due to the presence of nets, floats, and algae and fish farms. Even when sailing during the day, these 'obstacles' are so plentiful that a full-time bow watch is necessary. So it's best to keep transit times short and during the daylight hours. If a longer passage is necessary, it's better to sail well offshore to avoid dangers.

— Anchorages in Japan exist, but they

are few and far between. Many Japanese sailors consider anchoring something you do only in an emergency. If you plan to sail extensively through Japan, chances are you'll be mooring in many small fishing harbors, and usually this means you'll need to tie to a concrete pier. We strongly recommend having a fender board for this as the walls may or may not have big rubber bumpers. They don't, the boards will keep your fenders from going into the gaps of the dock (if any). If they do, the board will keep the big rubber bits from leaving marks on your hull.

Victoria — Pacific Seacraft 34

John Enders

The Trouble with Harry Talent, Oregon

I thought I had it covered. I'd been down the west side of the Baja California peninsula in the Baja Ha-Ha five years ago with a partner, and while I knew the roughly 1,000-nm "Baja Bash" from La Paz back up the outside to San Diego was going to be rough, tiring, and probably unpleasant, *Victoria*, my Pacific Seacraft 34, was definitely up to it. And, I thought, so was I.

After all, the boat had been in Mexico for five years and I'd spent five or six months aboard each year, occasionally battling Northers, those days-long north winds that blow down the Sea of Cortez from the desert Southwest, building big, steep seas in a 600-mile-long fetch that'll rattle your teeth and break your boat if it's not well-built and well-sailed.

Now all I needed was a crew.

Although I mostly singlehand these days, I was no stranger to welcoming extra hands aboard. Friends and family have come down for various passages, and last year I had two young fellows, one French-

It's hard to fully appreciate the wonderfulness of a dodger until you do a Baja Bash.



ALL PHOTOS PINO

VICTORIA

CHANGES

man and one New Yorker, as crew on a passage from La Paz across the Sea to Mazatlán, which worked out wonderfully.



John practicing his "You sail? Show me!" look.

One had just finished the ASA series and wanted to apply what he'd learned; the other was a chef. How's that for luck?

So I put the word out, to friends on Facebook and on the online Cruiser's Forum. I sought two able-bodied and experienced sailors. There was no pay involved, but I would pony up for food and fuel, and buy them drinks when it was all done. I suppose if I had offered plane tickets to Baja and a per diem, I would have gotten responses from professional and/or skilled sailors. I didn't, and I didn't.

However, I did hear from Bruce, an old high-school friend who had served in the Coast Guard and run a rescue boat in San Francisco Bay for a couple of years. One down.

Then I got an email from a man who lives in San Francisco (where I hoped to deliver the boat eventually, locating it nearer my home in Oregon after five years sailing the Sea of Cortez and the Pacific mainland of Mexico). "Harry," we shall call him, was in "excellent health," had owned and sailed a 27-footer in the Bay, and had crewed on several boats taking part in various legs of the Ha-Ha in recent years. He was already planning to travel to Tijuana for dental work, and could join us in La Paz, where he would jump onto the boat after a "mini vacation" during

Have we mentioned Baja Bashes can also be overcast — and cold?



Carnaval.

So while visiting the Bay Area before beginning the Bash, Bruce and I met up with "Harry" at a McDonalds near a BART stop. A small, wiry, even wizened man in his early 70s, he talked a good talk. He was a sailor. He had crewed on other boats, mentioning several by name. I believed him. And because I needed a third person, I signed him on.

We met in La Paz and had a couple of days for Bruce and "Harry" to familiarize themselves with the boat, and how I like things done. We spent a half day sailing in Bahia de La Paz. We ate some meals together. Carnaval was in full swing, and "Harry" spent most of his time dancing in the streets while I fretted about the trip north. We provisioned.

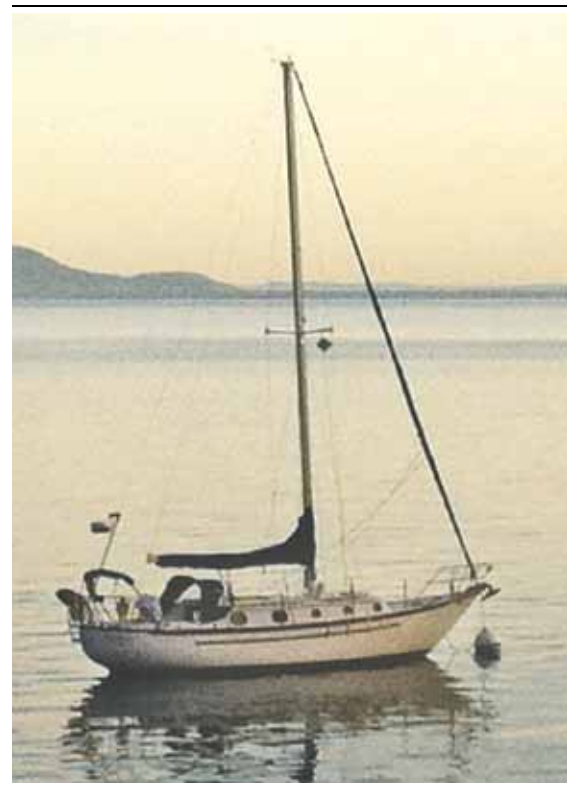
We departed March 7. The first two days — first to Bahia Los Muertos and Bahia Frailes, then to San Jose del Cabo — were easy. After Cabo and Bahia Falso, however, like all those heading north, we faced a wall of wind, waves and current directly on the nose. As everyone who's done The Bash knows, it's not fun. You just grind it out, motor or motorsail most if not all of the way, and count the days.

We spent three days waiting out a storm in Magdalena Bay (Bahia Santa Maria). We refueled in Turtle Bay. It took us 13 days to reach Ensenada, where, exhausted and stressed, we rested for three days while the offshore weather abated. A series of low-pressure systems had brought storm after storm in off the Pacific, and we got to taste them all.

My boat held up fine, though regular green water over the bow contributed more water into the bilge via the chain locker than I would have liked. Half my crew, however, was a letdown. As a result, I was exhausted, being unable to sleep much through any of the four-on, eight-off watches in the almost two weeks it took to get to Ensenada.

"Harry," as it turns out, did not know jack about sailing. He couldn't tie a cleat hitch. He barely knew port from starboard. He couldn't steer the boat well enough to keep her into the wind during sail changes. He wouldn't cook, and barely helped out cleaning up. He was lazy, and often stood by while Bruce and I worked our tails off. On top of all that, he was a know-it-all. I lost count of the times he 'corrected' me with the same line: "Well, actually..."

Fortunately, Bruce, my high school pal, was a natural. I had known that he had little



sailing experience, so I had to teach a lot of basics. I rightly assumed he would pick up on things quickly. His willingness to learn and work hard made up for his lack of experience. The only 'issue' we had was that our political differences were as stark as day and night, so we had little to talk about other than sailing, our old school days, and ourselves, and those stories got old after a week or so.

Now that we're all back on land, I can say that nothing got broken and nobody was hurt. I've since realized that "Harry" is what I would call a "professional passenger." He likes to take mini-vacations on other people's boats, and sells himself as a competent sailor, which he is not. It would be funny if it weren't so serious. His presence on the boat at times risked the safety of both the boat and his fellow crew. If it had been 100 years ago, I might have left him on an island to find his own way home. Rather, I gave him money in

IN LATITUDES



Clockwise from here: They don't call it a bash for nothing; 'Victoria' in calmer waters; John (left) and Bruce; a typical Navionics 'Bash-track'; provisioning in La Paz shortly before departure.

Ensenada for a bus and train home.

After "Harry" left, Bruce and I realized that the tension that had built up for days was dramatically reduced. We ventured north, first to San Diego, hopping from anchorage to anchorage, marina to marina, eventually reaching Oxnard. Tired, dispirited and ready for home, we left the boat at Channel Islands Harbor and headed north by train. *Victoria's* move north will resume in June, when the weather calms down and I can take my time completing the trip to the Bay Area.

Today, I ponder some of the dos and don'ts of assembling a crew:

- * Don't believe what a prospective crew member tells you about their qualifications, skills or experience. Make them prove it. Can they tie a cleat hitch? Make them prove it. Can the person drive the boat? Put them at the helm in realistic conditions and make them show you. Can they read a chart; change or trim

sails? Do they know the difference between a staysail sheet and a running backstay? Are they helpful and willing to work? Make them show you before heading out on a passage of days or weeks. By the time you get on the water, it's too late.

- * Don't be in a hurry. If you "need" crew, then you're likely to make a bad decision.

- * Don't box yourself into a schedule or timeline, either yours or your crew's. Weather seldom cooperates.

- * Once you've made a bad crew choice, admit it early and cut your losses. A bad crew is a bad risk.

These lessons I've chalked up as "learning experiences," of course. One thing I'm thinking right now: In June I'll bring the boat the rest of the way north by myself. That's a crew I tend to trust.

— John 4/3/19

Jersey Girl — Irwin 65
Ken Knoll and Donna Cramin

To Charter Or Not To Charter Port Hueneme

When we first arrived in La Paz after the 2016 Ha-Ha, it was love at first sight. As with so many cruisers we met on that first Ha-Ha, we had some grand plans and big ideas. Many talked of crossing the Pacific; some of heading farther south. Our plans were to get to the Caribbean, — and do it fast. We planned on getting her into the Caribbean charter fleet as soon as possible. We needed to stop the hemorrhaging of our retirement funds quickly, or cruising would be just a distant dream. That said, our Irwin 65 required quite a bit of work and a large amount of money to make her trip ready,

Jersey Girl sustained some damage on that '16 Ha-Ha, and we needed to get some repairs done. As anyone on the rally that year remembers, conditions were pretty rough — big seas and even bigger winds. An accidental jibe destroyed our vang and tore our mainsail. Any sailing from Turtle Bay south was done jib-and-jigger, and *Jersey Girl* just pressed on. We completed the Ha-Ha, and like so many others wondered what to do next. With a small fleet of yachts, we chose to continue north, making many stops along the way. The most memorable and rewarding stop was Bahia Muertos, and it has become one of our "must see" destinations. Our newest and best crew member joined us there and she has been aboard ever since. Allie, our orange "Mexi-dog" is simply the best thing ever to come aboard *Jersey Girl*. She was just a tiny puppy then, and now she is 70 pounds of love. She is "the

'Jersey Girl' made the cover of the Mexican edition of the 'Robb Report.' 'Why, I'll never know,' says Kenny.



ALL PHOTOS VICTORIA EXCEPT AS NOTED

LATITUDE / JR

JERSEY GIRL

CHANGES

Mayor of La Paz Marina" and enjoyed by everyone she meets.

But I digress,

We arrived in La Paz tired, beaten and ready for a short rest, but work needed to be done to get *Jersey Girl* ready for the next leg of the trip. We ordered a new main and mizzen sail with the help of Chuck Skewes from Ullman Sails. We now had four weeks to kill — but no sails — so we did a bit of land exploration. That's when La Paz started to show us her true colors:

the kindness of the people, the warmth of the welcomes, and the great food worked their magic. We rode horses on the beach, explored the markets, and enjoyed the culture.

There are many highly qualified and reasonably priced craftsmen and mechanics in Mexico. We figured since we were being delayed anyway, why not go ahead and gut the salon for a total make-

over. We are overjoyed with the outcome. Then 'a few electrical issues' led to the purchase and installation of a new dishwasher, trash compactor and washer/dryer.

And we weren't done yet!

Another trip to the boatyard for an unexpected rudder repair somehow resulted in the installation of a new bow thruster, those just-too-cool underwater lights, and a fresh coat of bottom paint.

By this time, money was making a whooshing sound as it departed our dwindling bank accounts. We decided to stop the work for awhile and take a trip to PV just for a rest and change of scenery.

While there, we started a conversation with Peter Vargas, the "world-famous in Mexico" rigger, and were soon in agreement that it was time to replace *Jersey Girl's* rigging. We took a deep breath, counted our pesos, and moved to La Cruz to begin a month of intensive work . . .



Kenny and Donna with the Mayor of La Paz Marina.

Six weeks later, the 'new and improved' *Jersey Girl* arrived in San Diego, with four days to spare until the start of the 2018 Ha Ha.

The almost-windless '18 Rally was much different from our first one two years earlier. We knew this season needed to be different, too. We needed some positive cash flow if we were to keep going. One option that seemed appealing was chartering. So upon arrival in La Paz, we started the daunting process of becoming a legal charter yacht in Mexico. It seemed like a great idea: *Jersey Girl* is a re-done, beautiful yacht, and the charter outfits promised "buckets of money."

But once again, the buckets were flowing the wrong way. Licensing and permitting in Mexico is a long, daunting process. It seemed every office we spoke with contradicted what the last one had said. Our charter agent did most of the legwork, but we did a lot of sitting in offices, listening to high-speed Spanish conversations and not knowing what was being said — until our checkbook needed to make an appearance.

Permitting took a couple months, and

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we were shocked at how many permits we needed. One to be at the islands, one to be in the water, one to go ashore. We were finally able to secure them all, and pass the final yacht inspection.

We were finally ready! Our first trip was on the horizon, and we were about to see our first pesos coming our way.

Or not.

We learned pretty quickly that although chartering may appear to be the solution to any cruisers' financial woes (including the many who choose to do illegal "pirate" chartering), it is not always a dependable source of income.

For us, chartering has become more of

'Jersey Girl' in charter mode. Though not the money maker they hoped, Ken and Donna enjoy introducing guests to the pleasures of the Sea.

us sharing the beauty of this wonderful place, and the joy it brings us, and not a money maker. We truly enjoy showing our guests a world so few will ever see.

Through these various experiences, we have learned what is really valuable in life. We have our health, our wonderful relationship, our puppy, great friends — and we wake every day in paradise. Life is great, and though the bank may not understand, we are happy. In the end, that's all that really matters.

— Kenny and Donna 4/5/19

Cruise Notes

- "Acapulco was a pleasant surprise for us," says Britt Stoltzfus of the Bene-teau 411 **Malolo**. She and hubby Matt, veterans of last year's Ha-Ha, had heard numerous warnings that the city was unsafe. They were pleased to experience quite the opposite. "We felt very safe in the anchorages as well as exploring on foot to the Fuerte de San Diego, and to witness the famous cliff divers."

The Oakland-based **Malolo** —along with buddy boats **Antipodes** and **La Providencia** — sampled several anchorages over their three-week stay. Here's their quick rundown of each. "Roqueta, at the entrance of the bay, was a delight, though it's a popular place on the weekends for jet skis and tourists riding giant inflatable hot dogs. Playa Icacos is also busy and active, but much calmer where we anchored bow and stern, with easy access to some major Walmart provisioning. Playa Hamacas was a favorite for us as it was a wide-open-calm anchorage, central in the bay with easy access to the marinas and fuel. Lastly, Bahia Marques was

Visit Mexico's First Port

of entry south of the border













ENSENADA, BAJA CALIFORNIA

CHANGES



Left: Matt and Britt of 'Malolo'. Right: Acapulco is not every cruiser's cup of tea, but there's no denying it has a certain mystique.

a nice getaway spot, located just outside Acapulco."

As for the character of the locals, while anchored in Icos, *Antipodes'* dinghy disappeared in the night. No one knew if it had been stolen or had drifted away. "After scouring the shoreline the next morning, we found it tied to a mooring ball occupied by a local fisherman. He found it two miles outside the bay and happily returned it to us!"

- "The third time was a particular

charm," say Perry and Patti Chrisler of the Beneteau 46 **C'est Si Bon** of their third Baja Ha-Ha in 2018 (the others were in 2015 and 2016). "Outstanding weather, anchorages filled with fun cruisers — and this year, the marine life was off the charts. We've seen more whales this year than the previous years combined — and the up close and personal "shows" of them breaching, playing, and beating their pectoral fins and tails has been quite the treat. In Tenacatita, we enjoyed watching a humpback cow lounging around with her calf 25 yards off our stern. We have learned so much over the past three trips and Mexico continues to be so welcoming. It's a great life!"

• Tom Carr is something of a celebrity in the Baja Ha-Ha. He's sailed two of them in the event's smallest entry, his Mirror Offshore 19 **Bluebird**. (Event rules stipulate that Ha-Ha entries must be at least 27 feet long, and have been designed, built and maintained for off-

shore sailing, but Tom has received special dispensation from the Grand Poobah to sail his little boat.) He had to bail out this year when his outboard overheated off San Quentin. As they have for the last four years, Tom and wife Anne spent the month of March having fun down in Santsipac with *Bluebird* and another small project boat. Carr is a sailor with tales to tell, and we've been trying to con him into telling a few in an upcoming issue. Wish us luck.

• After doing the 2016 Ha-Ha on their C&C 39 **Black Watch**, Adam Southerland and Alicja Lacki sailed to PV and got married. Part of their 'honeymoon' was the 2017 Puddle Jump. After stops in the Marqueses, Tuamotus, Tahiti, Cook Is-



New rig, old boat. "This canoe is the boat I learned to sail on in 1949," says Tom Carr, whose 'big boat' is the 19-ft 'Bluebird.'



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lands, Tonga, Fiji, Vanuatu, and some small reef islands, they finally ended up in Australia, ushering in New Year's Eve 2018 watching fireworks from their boat in Sydney harbor. Notably, in that nine-month sojourn, they never once tied up at a dock.

They sold the boat in Oz and did several months of traveling around Southeast Asia before heading home to Seattle to resume a 'normal' life. But no anchor-swallowing for this young couple! "Our dream now is to work for a while, and eventually head back out for good, this time east through the Caribbean to Europe.

• You know that old adage that baseball "is long periods of boredom punctuated



Adam and Alicja ended their three-year cruise in Sydney. Their next voyaging will be more open-ended.

ed by moments of sheer terror?" Cruising can be like that, except we'd substitute 'excitement' for 'terror.' Take Glenn Sutton's solo crossing of the Sea of Cortez on his Washington-based Island Packet 40 **C-Ya**. The day was warm and pleasant, nothing much was happening, and Glenn decided it was the perfect time for a shower. So he shed his shorts and life vest and was about to get wet when one of the trolling lines went taut with a good-size fish. By the time he got the 20-pounder aboard, he and the cockpit "looked like a murder scene." At that exact moment, a mother whale and her calf went by the boat just 25 feet away! He says he would have sent a photo of that, but he was too covered in blood and slime. Suffice it to say, when it was all over, he needed the shower more than ever.

• For the last several years, Brian and Sheri Timpe of Seattle have put their Schionning Wilderness 1100 (36-ft) cat

Epic on the hard in Puerto Penasco for hurricane season, and returned in October for more cruising. A don't-miss event for the last three years has been Zihuatenejo Sailfest in February. They especially enjoy taking people out for sailboat rides – and are proud to note that in 2019, they set a new 'personal best'— 7

Brian and Sheri's participation in the last three Zihua Sailfests has led to many people getting 'Epic' rides – and many pesos raised!



trips and 40 passengers in 2 days.

"It's a lot of fun, what with the camaraderie and teamwork shown by the cruisers and shore-based folks," says Brian. "I even got interviewed, camera and all,



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CHANGES IN LATITUDES



BLUE OASIS

Kathy and Barry earned their Mexico 'stripes' running before a blustery Norther.

for a Mexican national news show." The best part, of course, is that all money raised for the week-long event goes to helping the local schools and schoolchildren in the area.

• After the last Ha-Ha, Barry Constant and Katherine Barnes of the Seattle-based Jeanneau Sun Odyssey 45 **Blue Oasis** headed southeast for the mainland in mild conditions that turned into a 25-30-knot Norther. "It was a tough night," says Kathy. "One-hour shifts and sleeping on deck, all night." They arrived in San Blas — covering more than 300 miles in 32 hours — totally spent. Once recovered and back in *mañana* mode, one of their favorite stops was Isla Grande in Ixtapa — sitting under a palapa, drinking crazy fruit drinks, and people watching. "Very few *gringos* here," says Kathy. "This

place is a big day resort for the Mexican people living in the interior. They *panga* over from the mainland for the day. By 5 p.m., they've all gone home and we're the only boat in the anchorage, rocking gently in the swell."

• "Hello. My name is Logan Bugenig and I am 14 years old and on a sailboat. My family and I have been sailing in French Polynesia for about eight months now, and it's been a blast. In total we've been cruising for about six years now, and we aren't stopping quite yet.

"I'm writing this email to you guys because a while ago my parents introduced me to *Latitude 38*, and henceforth I was totally interested. They then suggested that because we were sailors, I should totally try and write an article for you. I did a bit of research on what to do but I'm still not totally confident that I understand the situation. Do I have to pay money to send in an article? Do I have to be over 18? Exactly what kind of photos are you looking for?

"I love writing, I absolutely love taking photos, and I hope I can share my adven-

tures with others."

Logan, thanks for the note and the enthusiasm. Always happy to learn we have



Look for something from Logan in an upcoming 'Changes'.

a new fan — and potential contributor! We're definitely interested in seeing something from you. Cruising kids have a unique perspective on life, especially those of you who have been doing it a long time. We think a lot of parents and other

cruising kids would be very interested in reading about yours.

You can find specific guidelines regarding writing style and photos at www.latitude38.com/writers.html. The only thing we might add is to have fun with it, which it sounds like you already do. We look forward to working with you!

Oh, and you don't have to be 18, you don't have to read the fine print, and you don't have to pay us!

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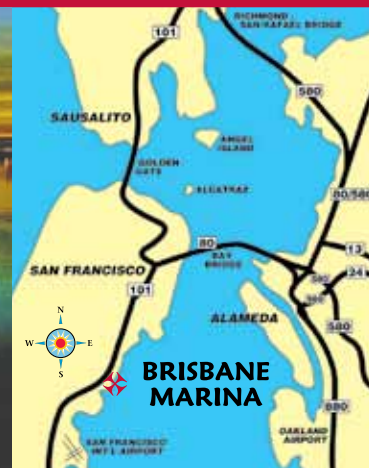
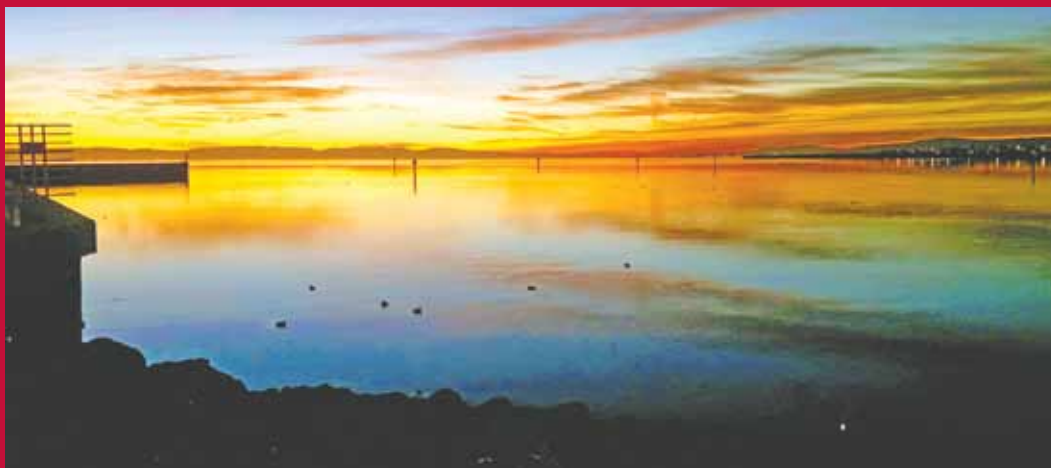
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14-FT LASER PERFORMANCE C420. #6383, 2011. Redwood City. \$4,500. Fully race rigged and ready to go fast. Shroud adjusters, Cascade vang. 2 spinnaker poles, yard cover and yard dolly, Three sets of sails. Contact (408) 887-4588 or Joldham3@gmail.com.

13-FT LASER, 1999. Sacramento. \$1,800. Laser sailboat. Everything ready to go with two serviceable sails, each with battens. Original wood tiller and carbon fiber Laser Performance tiller and hiking stick. Trailer, cover and Seitech dolly. (916) 539-6883.

24 FEET & UNDER

23-FT SANTANA 23 D. Salt Lake City, UT. \$6,500 to \$7,990. 3 to choose from. Price range \$6,500 to \$7,990. Each boat has differing equipment. All have very good sail inventory, OB motor, trailer. Contact ronrowley@earthlink.net or (801) 870-7110.

18-FT CAPE DORY TYPHOON, 1974. Clear Lake, CA. \$2,200. Tandem axle trailer and 4hp Yamaha motor. Great daysailer with main, jib and genoa. Good condition. (707) 799-3127 or typhoon926@aol.com.



17-FT MOLLY CAT, 1988. San Rafael, in water. \$22,500. Designed/built Fernandes Boat Works, Richmond, for SF Bay conditions. Quite rare, the Molly Cat is gaff-rigged with a 1000lb. keel. She is extraordinarily seaworthy. The Molly sails like a dream. She also has a 1GM-10 Yanmar diesel with range 100+ miles 5 knots. A pocket cruiser, the wide beam (7'6") makes a comfortable cabin. Engine overhauled 2015. Bottom painted, mast sanded to metal and refinished 2017. Annually serviced by Yanmar dealership of Sausalito. Prior owner did restoration of Port Orford cedar interior, and re-bedding of all fittings 2013. Draws 2'2" (board up). (415) 377-7005 or nate@natesummer.com.

J/24, 1981. San Mateo, CA. \$7,400. Excellent condition racer/dayboat. Restoration 2014. Signature hull paint, Kiwi-Grip, Harken 35.2 winches, 2014 3.5hp Mercury. No soft spots. Interior good condition. Sails: Crispy race-ready main, jib, genoa, spinnaker. Trailer. Contact (650) 206-8327 or sideways20@gmail.com.

BEAR BOAT, #54, 1952. Richmond. Very reasonably priced/obo. Replaced rigging, keel bolts, cockpit floor. Good condition overall. Leave message. (916) 783-3150.

25 TO 28 FEET



25-FT NORDIC FOLKBOAT, 1992. SF Small Craft Marina. \$13,000/obo. Outstanding condition! Just completed major refresh/repaint. Fiberglass hull, wood deck and cabin house. 2 mains, 3 jibs very good condition. Full cover, 4hp OB. Email us115@myastound.net.

SANTA CRUZ 27. Santa Cruz. \$8,900/obo. Saffron available. Race-ready; restored decks, carbon pole, full instruments, VHF. Great one-design fleet, win at PHRF, or sail PacCup. Trailer and OB. charlesraymondabraham@gmail.com.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$8,000. Well maintained "Classic Plastic" has spent most of its life in the fresh-water D9oelta. Refit 6 years ago included new self tending jib, cruising spinnaker, new standing and running rigging, new wind and depth instruments, new lifelines, new winches, and more. Original Atomic 4 starts easily and runs well. Interior in great condition. Teak trim refinished last fall. Email macko_2@comcast.net.



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28-FT ISLANDER, 1978. Sausalito. \$8,500. Great Bay boat, Atomic Four new electronic ignition and fuel pump, carburetor, batteries, Neil Pryde sails. Harken roller furling, cockpit cushions, leather salon cushions, windows replaced, stereo, 6' headroom. Call for details. (707) 849-5067 or willbaty@sonic.net.



26-FT FARR 740 SPORT, 1981. \$4,500. Must sell. By Sea Nymph Boats of New Zealand (25'6"). Fully equipped for racing and cruising. Includes: Trailer, 3.5hp OB, 2 masts, 12 sails, new mainsail, safety gear. Call Jim. (530) 784-3820 or zipbolt581@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.



24-FT J/70, 2014. Sausalito. \$35,000. In excellent condition. KKM1 burnished bottom. New bottom in Nov. 2018. Two sets of North Sails, new 2018 Suzuki OB. Sail 22 upgraded rigging, top cover, sail covers, trailer with SS disc brakes. Very lightly used with smaller kids and no time for racing. North Racing sails only used 3 times. Contact (415) 819-3408 or geraldodriscol@gmail.com.

27-FT CATALINA, 1981. Alameda. \$9,990. Well maintained inboard motor version with tiller. Survey available. Contact 1216foundobject@gmail.com or (510) 504-6626.

26-FT CUSTOM FLUSH DECK SLOOP, 1978. Richmond. \$10,500/obo. Great cruiser or racer. 2000 lb. Easy to sail in all weather. Jake Van Heeckeren design. Built by Hank Jotz. Bruynzeel plywood and epoxy. Always dry-sailed, garaged. Nearly new condition. Comfy varnished interior, gimbal stove top, double bunk under cockpit. Outfitted with 2hp Honda, SS rod rigging, Barent winches, solar panel, VHF, depth, compass, 10-ft Avon dinghy. Trailer. Phone or text Hank Jotz. (530) 623-7830.



27-FT NEWPORT, 1971. Berkeley. \$7,000. Excellent condition as stated in survey report. Atomic 4 replaced with 9.9 Honda OB. All upholstery re-done beautiful interior and dry. Fresh-water pump and tank replaced. All lines in great condition. Contact bobbbratton2@gmail.com or (925) 765-5007.



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27-FT CAL JENSEN, 1974. Benicia. \$7,200/obo. Key on boat. Yanmar runs great. Loaded. Fridge, stove, autopilot. Fresh paint. Includes 10ft Zodiac. Sails, great condition. Whisker pole, spinnaker, solar, BBQ, TV, stereo, charger, VHF, A1 condition. Contact (916) 870-3444 or murdock95661@yahoo.com.



29 TO 31 FEET



JENSENMAR CAL 29, 1974. Santa Cruz, CA. \$3,200. Great family Bay boat. Sacrifice sale! Text (831) 419-1523 for more photos. Contact (831) 588-0159 or psanders@cruzio.com.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



30-FT C&C, 1989. Ladysmith, BC, Canada. \$33,700 US. Well-loved and maintained sailboat! New Yanmar 3YM20. New dodger with 100 watt solar panel built in. New saloon upholstery, Force 10 heating. New Awlgrip hull paint, faired, antifouled bottom paint. Fully battened mainsail, 150% furling genoa, high cut storm jib, new spinnaker/sock, whisker pole, steady sail, new main, port and starboard sheets. Electronics include autopilot, depthsounder, stereo, GPS, VHF, 30 amp Smart Plug, new house batteries. New Force 10 propane stove/oven, refrigeration, hot water tank, propane sensor. Jabsco toilet, 20 gal. holding tank. Rocna and Danforth anchors. LED interior and navigation running lights, foredeck, anchor lights. More info and pics. (778) 884-6671, (250) 600-5373 or marty.e.bowles@gmail.com.

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. \$19,500. 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 Guest charger. Raymarine autopilot, depth sounder. Electric windlass with 100-ft of chain. Haulout and bottom painted November 2018. All reasonable offers will be considered. Boat is in excellent condition. Contact (916) 835-5513 or nrfurman0111@gmail.com.



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 dbthlman@comcast.net or (415) 259-8831.



30-FT BIRD BOAT, 1928. Sausalito. \$7,500/obo REDUCED. 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.

30-FT SANTANA 30/30 GP, 1981. Stockton Sailing Club. \$10,500. Price has been reduced due to family emergency. Boat is race-ready. Has 3 mains, 3 genoas and 3 spinnakers. PHRF 120 Yanmar diesel, new head. New mast and boom by Ballenger. Has updated design rudder and keel - not original. Autopilot. Martec folding prop. Call for long list of sails and equipment. Seller motivated. (209) 772-9695 or bonnielopezunr@gmail.com.

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YANKEE 30, 1971. SF Marina East. \$16,000. 1971 Yankee 30 *Emerald*. Recent LP and deck paint, recent standing rigging replacement, 3 cyl Universal diesel, extras. 30ft SF Marina berth transferable to new owner. (415) 987-7239 or peterlwj@gmail.com.

RANGER 29, 1971. Oakland, CA. \$5,000/obo. Spring project for summer fun! Cheap fixer-upper sailboat, stand-up cabin end to end, sails include spinnaker, includes engine. Below NADA value. (918) 407-1435.



30-FT KNARR, 1966. Tiburon, SFYC Berth #208. \$10,000. 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.

32 TO 35 FEET



32-FT ERICSON 32-3, 1985. Benicia. \$26,500. Fast easy singlehander, 32.5 LOA beam 10.8, wheel, diesel, new prop, new running rigging, all lines led aft, roller furling, self-tailing winches, 2 anchors, AIS, VHF, meticulously maintained. See <http://tinyurl.com/1985ericson>. Contact (925) 528-9157 or rsagun@gmail.com.



32-FT WESTSAIL, 1983. Richmond. \$14,000. Solid boat for SF Bay sailing, live aboard or world cruising. USCG registered. Aries windvane, anchors, raft, and lots of accessories. 4 sails in great condition. Interior and appliances in good condition. New porthole seals. Low hr 20hp Yanmar engine, turns but not running. Some things need TLC or replacing. A lot of boat for the money. See <http://tinyurl.com/yyjo2p37>. (415) 424-9358 or Art@artcanoes.com.



32-FT DOWNEASTER, 1978. Sausalito. \$24,000. Roomy bluewater cruiser. All lines led aft. Sleeps 6. Too many upgrades to list. <http://michellereese70.wixsite.com/website>. Contact (831) 435-6903 or autendavid@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 CATALINA, 1987. Brisbane Marina. \$37,500. Wing keel, furler, spinnaker, dodger, bimini, Autohelm, sonar, some normal wear and tear. Having a new baby, need a new owner to take over this one, serious inquiries only. See <http://likira.com/dogwp>. Contact (408) 630-0688 or gu3gou3@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 www.soverel33forsale.com. Contact (949) 922-3929 or fishskool@gmail.com.



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.



35-FT CRUISING KETCH, 1947. Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



32-FT ARIES, 1987. Oxnard, CA. \$31,000. 2nd owner, bought in 2011. F/G hull with teak trim and cockpit. New rigging, prop shaft, epoxy bottom, all new Groco thru-hull fittings, Dyneema lifelines, solar, batteries, charger. 12V fridge, tiller pilot, Monitor windvane, alcohol stove, EPIRB, 25lb and 35lb CQR anchors with chain rode, electric windlass, dinghy with 5hp OB, Westerbeke W33A diesel, with all new hoses and heat exchanger. New asymmetrical sail, custom made for boat. New head. Boat is well loved and ready for cruising, just came back from Mexico. (415) 845-0419 or dan_retz@yahoo.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.

32-FT FLYING TIGER 10M, 2007. Clovis, CA. \$36,500/obo. Lake sailed, documented, everything goes. (559) 269-9868, (559) 299-6622 or kayfar@msn.com.



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.

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.



33-FT NONSUCH, 1989. Alameda. Yacht quality coastal cruiser, single hand, fast, great livability, fresh bottom, well maintained, Low engine hrs., A/C and propane furnace, separate standing shower, beautiful interior. See <http://gypsyspirits.me/category/boat-for-sale>. (530) 412-0144 or (775) 530-4784. cbellasail@sbcglobal.net.

CATALINA 34 MK II, 2001. Alameda. \$85,000. Well maintained and upgraded. Fin keel. Dodger, folding Gori prop, windlass, newer electronics and sails (main and jibs), Dutchman main, DSC VHF with cockpit RAM, autopilot, chartplotter. (510) 895-8926 or sailcat34@aol.com.

33-FT DEHLER 34, 1985. Brisbane Marina. \$19,500. Racer/cruiser, sails well, roomy interior, galley, nav station, wheel, Yanmar diesel, dodger, Schaefer furler, good main, jib, genoa. Autohelm, ground tackle, VHF, instruments. See more at <http://tinyurl.com/y6vknjzc>. Contact (408) 224-0152, (408) 209-7919 or rmorganstern@yahoo.com.

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34-FT PETERSON 34, 1977. Sausalito. \$34,000. Configured as a performance cruiser. Recently launched from dry storage, new bottom, new rigging, new Max-Prop and new interior. Many features, dream to sail. See <http://web.magewind.com/magewind>. Contact (415) 332-4810 or wegwerf1@unspoken.com.



32-FT CATALINA 320, 2000. San Diego, SWYC-Slip D13. \$60,000. Near-perfect. Please write for pics and details. Contact (619) 929-8412, (619) 224-8926 or grossnicklep@yahoo.com.



C&C 33 MK I, 1976. Long Beach, CA. \$19,500. Very good condition, well equipped, updated for singlehanded. Good sails including Asail in sock, spinnaker, 135, 110 and 90 headsails. Solid construction for rough water. Atomic 4, lots of spares, manuals, fresh-water cooling, folding prop and wheel. Windlass, propane and fridge. Needs bottom paint. Email for more photos. Google *Practical Sailor's* article from *Boating*. Can help deliver. (562) 895-9123, (269) 986-4831 or Rhwhins1060@aol.com.

36 TO 39 FEET

CAL 36, 1966. Puget Sound. \$26,000. Diesel, 2-8D house batteries, 1000W inverter/charger, H&C water, LPG stove w/oven and BBQ, LPG sniffer, ProFurl w/140 genoa, windlass, 35# Bruce w/150' chain and 200' rode, autopilot, radar, holding tank, dodger, upgraded interior, EZ-Jax, ridged vang, VHF w/DSC/GPS, diesel cabin heater, microwave. Email bcuster070@gmail.com.



38-FT CT 38, 1986. Newport, OR. \$45,000. Ta Chiao, Warwick, masthead sloop. 11'6" beam, fin keel. Pedestal wheel, Ritchie compass. Aluminum mast, ProFurl, Northern sails. 2-speed self-tailing Barlow winches; 32 (2), 27 (2), 24 (3). Muir Cougar windlass, Autohelm 4000. Yanmar 3QM30 diesel, 58 gal, SS. Teak deck, polished teak salon, exceptional storage, 6'7" headroom, sleeps 5. Propane gimbal stove, double sink, water 128 gal, SS. (503) 544-6908 (text) or znzbr@yahoo.com.



37-FT CUSTOM BLACK WATCH, 1966. Tiburon. \$35,000. Custom, fully restored inside and out. Kept in great shape. 37hp diesel, roller-furling genoa, wheel steering, great sails. Long list of equipment. Turnkey yacht. Possible slip in Tiburon. Fantastic boat for family and shorthanded sailing. Fast, seaworthy and 3-time winner of the prettiest boat at Plastic Classic. Predecessor to Tartan 37. Contact bob.horton1@outlook.com or (415) 244-2294.



37-FT RAFIKI CUTTER, 1997. Fields Landing, CA. \$7,500/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 \$7,500/obo, will consider fine art/collectibles in trade. See <http://tinyurl.com/yblkcun>. Call (707) 367-1420, (208) 689-3051 or thelazyp@aol.com.



EXPRESS 37, 1988. Redwood City Municipal. \$86,000. Express 37 Mk II *Primordial Sloop*, hull #62 (last completed hull). Deep 7' fin keel. Wheel steering with "T" cockpit. Autopilot. Black-anodized mast with Harken jib furler. Lewmar 52, 43, and 30 winches. NavTec hydraulic backstay. Quantum main and jib. UK spinnaker and North gennaker. Spinnaker and whisker poles. Spectra lifelines. Recent bottom paint. Signet instruments, CD player with cockpit speakers. Full galley with range, oven and fridge. Exceptional rift oak interior with aft cabin. Yanmar 27hp 3-cyl with just 880 hrs. Bay Area boat with original owner. Contact (408) 839-1799 or Hot2yot@gmail.com.



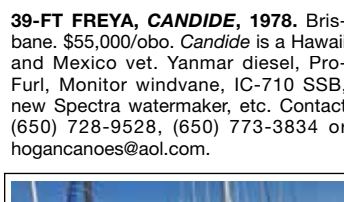
38-FT CATALINA, 1982. Berkeley Marina. \$40,000. Catalina 38 racer/cruiser. Sleeps 6, excellent condition, TV/DVD, stereo w/inside-outside speakers. Raymarine radar RL70, with remote, Tridata, color GPS RL530, autopilot. All lines led to Lewmar winches (2) 48st (2) 40st (2), 40 (2), 30 (1) 8. Xantrex TRUECharge, Link 20 monitor. Fuel 35gal, water 70gal. Holding tank 15gal. Universal XP 25 approx. 1500hr. Harken furler w/hood. Genoa. Excellent Pineapple mainsail and covers. New bottom job 2 years. Fresh teak varnish and beautiful waxed hull. Navy w/gold pinstripe. (405) 706-5520, (405) 834-7259 or kgaretson@gmail.com.



EXPRESS 37, 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.



ISLANDER 36, 1974. MBYH. \$32,000. Sails beautifully, perfect racer/cruiser for family, friends or shorthanded sailing. Recently replaced running and standing rigging, new bow pulpit/stern pushpit, electrics rewired, engine re-furbered. Great liveaboard. Ready to sail immediately. Email svzorza@gmail.com.



39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



CATALINA 36 MK II, 1998. Emeryville. \$83,500. Two cabins, sleeps up to seven, VacuFlush toilet. Universal M35B engine with 1280 hrs regularly serviced. In-mast furling main, never any problems. New tall mast, standing rigging and sails (2014). Radar. Windlass with up and down foot switches. Winches: 2 Lewmar 30s and 2 Lewmar 48s, all self-tailing. Avon 4-person liferaft (needs inspecting). Boat well maintained. Boat partner available if you want one. Contact (510) 534-3254 or 1999wildcat@gmail.com.



36-FT CLASSIC CCA DESIGN SLOOP, 1938. Bellingham, WA. \$35,000/obo. Built King Boatyard, Hong Kong 1938. Phil Rhodes design. Heavy standing rig, bronze hardware, ocean veteran. Ported San Francisco Bay 1950's. New deck, spruce mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Burmese teak planking, laminated teak frames 6" centers, copper rivet fastened. Blue Sea breakers. Solid fuel stove, kerosene range. VHF, depthsounder, radar, autopilot, Lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Sweet sailer. Email pwilling64@gmail.com.

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36-FT PEARSON PILOTHOUSE 36. 1980. Puerto Vallarta, Mexico. \$40,000. Baja Ha-Ha veteran. In-mast furling, 125% genoa, Westerbeke 50, 5 y/o sails, watermaker, genset, everything ready to go. Bottom paint done May 2018. (530) 613-4349 or fbnoodelman@gmail.com.



37-FT PACIFIC SEACRAFT, 1989. Portland, OR. \$115,000. Best known as a Crealock 37, *Anna Marie* is a bluewater cutter, loaded and ready for cruising. Please contact me for details and photos: sv.annamariae@gmail.com.



CAL 39, 1972. San Rafael. \$28,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinnakers. Has Barient winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166 or olimarii@hotmail.com.

40 TO 50 FEET



40-FT CRUISEMATE, 1956. Berkeley. \$20,000. Henk Tingen design, Dutch-built steel hull ketch. Strong, capable, and easily handled. Belowdeck has been removed for refit. Above-deck it's ready to go sailing. Circumstances have changed and I'm not able to continue the refit. Must sell. Will consider all reasonable offers. Email 56cruisemate@gmail.com.

50-FT BENETEAU, 1991. Marin County. \$125,000. US documented, sloop, 85hp Perkins diesel, 3-blade feathering prop, twin wheels, chartplotter, radar, autopilot, dinghy davits, newer 10-ft RIB, 9.9 mariner OB, 3 anchors, lots more. (415) 519-9183 or sailbjork@yahoo.com.



C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, main-sail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, water-maker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. (707) 291-3223 or karl.wilber@sbcglobal.net.



40-FT BRUCE ROBERTS DESIGN. 1988. Oakley, CA. \$14,000/obo. Very nice 40' cruising yacht for oceangoing adventure or liveaboard. New sails, roller furling, toilet, 36hp diesel engine. Beautiful dark wood interior, large salon, large living room, small bath and kitchen. Very large capacity for water. Diesel for long voyages. Could use some work but nice overall. Email joesheehy@sbcglobal.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, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.

47-FT OLYMPIC CENTER COCKPIT. Ketch, 1975. On hard in Malta. \$90,000. 85hp Perkins. Max-Prop. LeisureFurl in-boom furling. Sails include storm staysail and lightweight mizzen staysail. Bronze self-tailing winches, electric for halyards. Monitor windvane. 3000W Xantrex, Spectra Z-brane watermaker, VHF/repeater at helm, GPS and EPIRB. Bruce, Fortress, Northill and drogue anchors. Scuba gear, air conditioning, ice maker and washer/dryer. Many Med pilot books and charts. Full set of signal flags. j-nick@sti.net.



42-FT TARTAN, 1981. Alameda, CA. \$65,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades include: New Monitor wind-vane, 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. <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



47-FT PERRY 47, 1976. Sturgeon Bay, WI. \$65,000. Center cockpit ketch, blue-water cruiser, Panama Canal veteran. She is a proven cruiser, sails great, wonderful liveaboard with queen stbm aft, private head, workroom/office. Large V-berth and 2nd head forward. She is in good condition but in need of some cosmetic work. She is being priced accordingly USD \$65,000. Price negotiable, depending on buyer doing all or some work. More specs and photos on request. (920) 818-1271 or Jacindarose47@gmail.com.



42-FT CATALINA, 1990. Hidden Harbor Marina. \$89,500. *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 below deck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213 or (916) 685-7737 or drsbakken@gmail.com.



42-FT TAYANA 37, 1976. Shelter Bay Marina, Colon, Panama. \$85,000. Beautiful Tayana, complete new rig, sails, winches, etc. Electronics and over \$70,000 spent in refit last 7 years. Check website. <http://sailboatlistings.com/view/77826> or warrenpeace55@gmail.com.

41-FT MORGAN 41 CLASSIC, 1988. Trinidad. \$60,000. Ocean cruiser, pristine condition. New: 2018 standing rigging, 2017 Raymarine MFD and radar, Ullman battened mainsail with StackPack and Strong Track, furling genoa, 2016 cockpit canvas, lifelines, full boat cover. Email daggerdardphantom@gmail.com.

45-FT NORSEMAN 447, 1981. San Diego. This aft cockpit 447 is well equipped for long-distance passages, powered by a 75hp Yanmar turbocharged diesel, and a 21hp Kubota generator for auxiliary power. (747) 222-2890.

42-FT CROSS, 1974. San Diego. \$62,500. Completely renovated inside and out 2005, rerigged 2014. Comfortable layout for cruising/liveaboard. Aft stbm with queen bed and head. Large main cockpit, fishing cockpit aft. Strong, fast, stable. Owner motivated. (619) 956-6667 or Lballatore@gmail.com.



40-FT CALIBER LRC, 2001. Alameda. \$197,500. Rare find on the West Coast. A true bluewater passagemaker with excellent all-around capabilities. Carefully outfitted for safe, stable, and comfortable cruising. Most conspicuous is her near-perfect condition. Her one owner has kept detailed records and manuals for every system on the boat. *Topaz* is beautiful and ready to sail. "Must see to appreciate" has never been more true. For specs, photos, inventory: <http://usedboatgear.biz>. (510) 295-9638 or isaacson_mark@yahoo.com.



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45-FT BREWER 45 CC KETCH, 1977. Los Angeles Area. Best cash offer. Very seaworthy boat built to Lloyds specs. 11K spent last Nov. haulout includes: bottom job, new shaft, prop, engine mounts, realignment, 5 thru-hulls replaced, Raymarine A/P, AIS, radar, LED throughout, Webasto heat, solar, wind. Aries with many spares, spare main/ mizzen/ jib. Volvo MD21a/ Velvet Drive recently replaced. Email Thetopdfiddler@gmail.com.

51 FEET & OVER



52-FT JOHN SPENCER, 1982. Ventura. \$30,000. Kauri cold molded sloop. Refit with hard dodger, sugar scoop, Monitor windvane, 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.



56-FT BLUEWATER CUSTOM. Columbia Motorsailer, Costa Mesa, CA. \$105,000. Ketch-rigged. Priced for quick sale. Classic design for safe and comfortable cruising. Sailing or diesel long-distance cruising. Most all restored extensively to better than new, that is about 85% complete. Large tasks and expenses are complete. Teak interior: three strms and two heads. Finish the rework with your needs and style. See more photos and info at website: www.yachtlusty.com or call (949) 375-0174.

CLASSIC BOATS

40-FT CHRIS-CRAFT. Wooden Cabin Cruiser, 1960. Antioch, SF Bay. Best offer to a good home. Beautiful solid mahogany construction, teak deck. Re-powered with twin 450 Mercs. All brightwork and canvases in great shape. Hauled out 2 years ago for hull maintenance. Chris-Craft Conqueror model. Nice salon, 2 comfy strms. Berthed in a covered dock and fresh water. Great price for a good home. This boat has been lovingly maintained, but sadly a must-sell. Ask for pics. (510) 387-8454 or gtroy5@yahoo.com.

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.



40-FT MATTHEWS, 1927. Alameda. \$65,000/obo. Once-in-a-lifetime opportunity to own a turnkey classic professionally maintained. Diesel powered. Lots of history and awards. Full galley, sleeps four. New paint, new varnish. Classic dinghy included. Illness forces sale. Don't pass this chance to own what is probably the oldest running boat on the Bay. Great condition. (510) 395-0427 or Marshawsky@yahoo.com.



39-FT DOUBLE-ENDED AUX CUTTER. With pilothouse and aft cabin, San Rafael. \$30,000. Custom design, strip-planked red cedar on oak by Derek Verhey, 1968, BC, Canada. Long Pacific coastal sailing history and 30-year liveaboard. Medical issues prevent proper care after 40+ years ownership. Overall condition good, but cosmetic work required. Detailed description and walk-thru photos available. Email gregstach@att.net.



61-FT JOHN ALDEN SCHOONER, 1930. San Diego, CA. As winner of the 2018 America's Schooner Cup, *Dauntless* has a competitive racing record including holding the "fastest around the course" record in the San Francisco Master Mariners Regatta. This classic John Alden schooner (Design 458) yacht is 61-ft on deck and includes a full complement of sails and equipment. In 2016, *Dauntless* had an extensive structural upgrade restoration including new stem, frames, floors, and chainplates. Within the last 10 years, she has been upgraded with a new 135hp turbo John Deere engine, stainless steel floors aft of the engine, complete electrical system rewire, and a new refrigerator and freezer system. Located in San Diego, California. www.schoonerdantless.com. (619) 992-1381 or tplots@wccginc.com.

MULTIHULLS

37-FT PROUT SNOWGOOSE 37, 1985. Greece, Ionian Sea. \$45,000 EUR. Dreaming of sailing the Med? Here is an opportunity to own a boat in the wonderful Greek sailing waters and spend your summer of 2019 cruising the Mediterranean! S/V *Camala*, 1985 Prout Snowgoose 37 catamaran, located in Greece, ideal for a couple or a small family. More info at website: <http://sites.google.com/view/sv-camala-for-sale> or fattyride67@sbccglobal.net.

36-FT KANTOLA, 1980. Isleton. \$18,000. Fiberglass over double diagonally planked cedar. 25hp Mitsubishi. Good sails, ready to cast off the lines and go sailing. Located California Delta, Isleton. (707) 974-6069 or jefalder@yahoo.com.

24-FT CORSAIR F24 MK II, 2000. Alameda. \$30,000. Clean. Dry-sailed, solid trailer. New rigging, furler, jib, daggerboard, speed and depth, clutches, solar, remote-controlled autopilot, and more. Low hr 6hp Tohatsu Sail Pro. www.sailboatlistings.com/view/78613. (650) 796-4353 or mike.a.pouliot@gmail.com.

44-FT CUSTOM TRIMARAN, 1968. Los Angeles. \$16,950. 44hp Yanmar (10 hrs), 370W solar, 2000W inverter, (4) 6V house batteries, tankless water heater, shower, propane interior heater, LED interior/exterior lights. Ready to sail. Call/text Bob. (310) 809-6044 or bmirabal@aol.com.



36-FT FONTAINE PAJOT TOBAGO. 1997. Coyote Point. \$112,000. I must part with this lovely cat. It is 35 ft of Bay sailing beauty. Owner's edition, many factors force sale. Call or email. Fair winds. (707) 703-3244 or chefcapn@gmail.com.

55-FT TRIMARAN, 1989. Panama City, Panama. \$100,000. Health forces sale of 62' LOA x 27'w trimaran. Norseman system main, furled genoa, dinghy with OB, three heads, fridge, freezer, 800W solar, Outback vfx2812, 15kw Westerbeke, kayaks, fishing equipment, sleeps 6+, cherry wood interior, fiberglass over plywood. Needs engine and transmission and bottom work. Also included Novurania Equator 600 with trailer. Been stored, about 700 hrs. Needs tires, wheels, and tachometer sensor. (775) 782-7035, (775) 350-4935 or bsseevers@msn.com.

POWER & HOUSEBOATS

78-FT DESCO, 1964. Alameda. \$350,000. Revenue generator! Classic trawler operating as vacation rental making \$190k/year, great place to call home or just make money. 6 bedrooms, 6.5 baths, amazing galley. See website for more information: <http://grandladyf.com>. Contact (415) 265-9706 or boatysattva@gmail.com.



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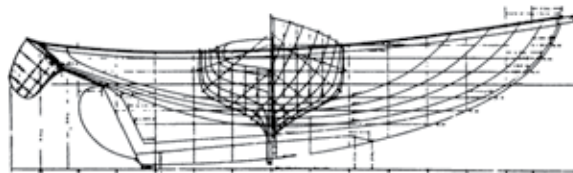
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Alameda Marina, LLC, is seeking a boatyard and/or dockyard operator to be an important component of the Alameda Marina Master Plan. The overall Alameda Marina Master Plan will consist of a total of approximately 7.35 acres of maritime and commercial land, approximately 180,972 square feet of maritime and commercial uses (which includes building floor area and boatyard and dockyard space), approximately 12 acres of submerged maritime commercial land, approximately 3.45 acres of public open space and approximately 17.74 acres of residential development. The successful boatyard and/or dockyard operator will be mindful of these site constraints when responding to the Request for Qualifications (RFQ), posted at the listed link: <https://alamedamarina.com/updates/>

Alameda Marina, LLC, will review such responses on the basis of their ability to respond to the Evaluation Criteria, amongst others. A short-list of qualified respondents may then be invited to respond to a further Request for Proposals.

For questions about the RFQ or to receive any additional materials, please contact us at info@alamedamarina.net

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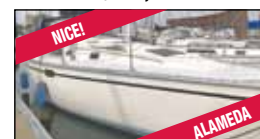
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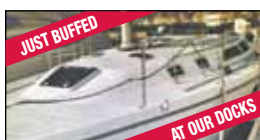
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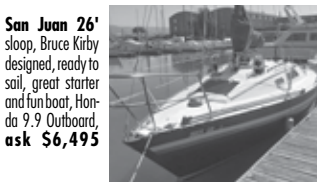
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An illustration of a person standing on a wooden dock, seen from behind. They are wearing a straw hat with a red band, an orange and white floral short-sleeved shirt, and dark blue shorts. Their arms are raised in a waving gesture. To their left is a red suitcase. In the background, a large black and white cargo ship is on the water, emitting a plume of smoke. A palm tree is on the left, and a wooden post with rope is on the right. The sky is blue with white clouds.

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