

Latitude 38

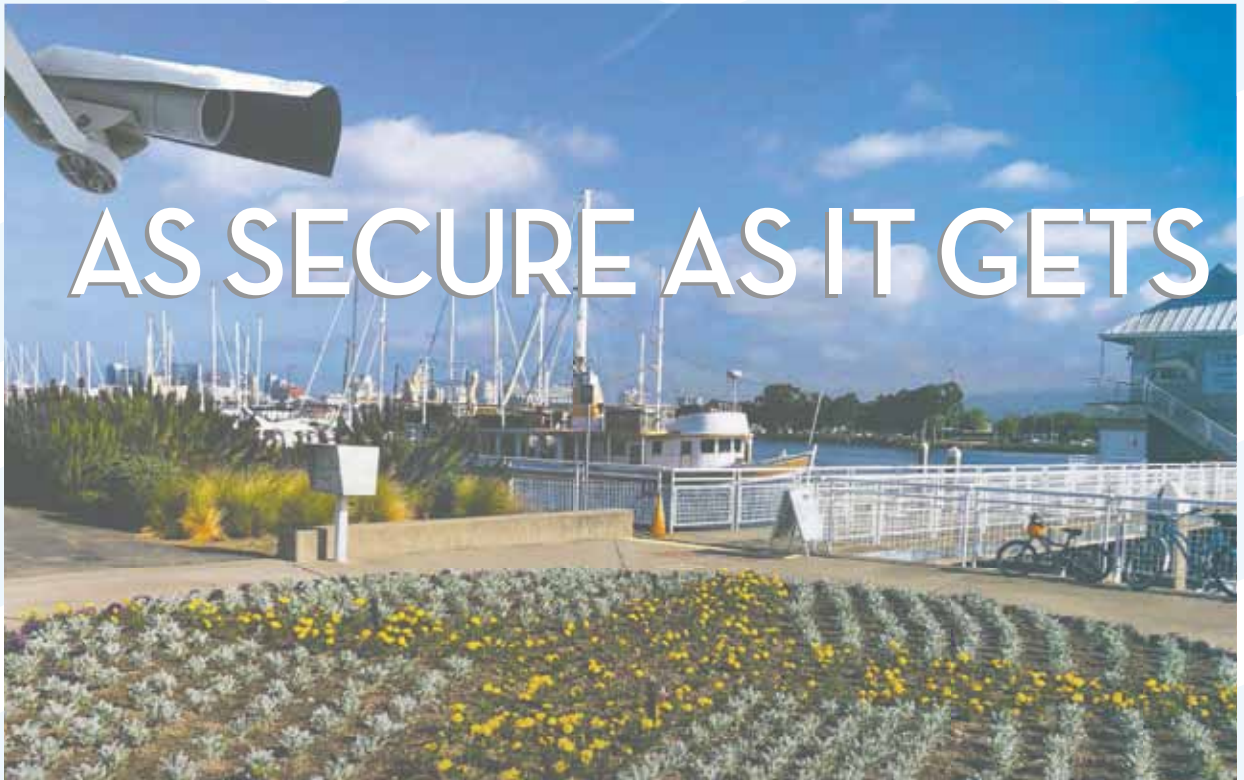
VOLUME 504 June 2019

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A Full Report

Our Express 37, *Golden Moon*, won our class in Berkeley Yacht Club's Wheeler Regatta this spring and both days of the Great Vallejo Race as well. Here's how we did it.



PHOTO BY ERIK SIMONSON

For the Wheeler, [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] boats:
[REDACTED]
[REDACTED]
[REDACTED]

*GOLDEN MOON**

[REDACTED] We figured [REDACTED]

Going to Vallejo, [REDACTED]
[REDACTED] channel, [REDACTED]
[REDACTED]
[REDACTED] to finish, [REDACTED]
[REDACTED]

Coming back from Vallejo, [REDACTED]
[REDACTED] flood, [REDACTED]
[REDACTED]
[REDACTED] Bridge and [REDACTED]
[REDACTED] Rock to [REDACTED]

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Cover:

The SailGP foiling cats practically boiled the water
as they torched the Bay in front of crowds along the
San Francisco Cityfront.

Photo: *Latitude/John*

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Since 1977

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

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Latitude 38

we go where the wind blows

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CALENDAR

Non-Race

June 1 — Salty Swap Meet, Alameda Marina, 9 a.m.-2 p.m. Free admission. Info, (510) 521-1133.

June 1 — Safe and Clean Boating Open House, Ballena Isle, Alameda, 10 a.m.-3:30 p.m. Free. BBYC, www.bbyc.org.

June 1, July 6 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

June 1-29 — 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.

June 2 — Speaker Series with Capt. James Hancock, San Francisco Sailing Science Center, Bay View Boat Club, San Francisco. Talk at 1 p.m. following brunch, 11 a.m.-1 p.m. RSVP to larrywhite415@yahoo.com.

June 2-30 — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

June 3 — Live jazz with Randy Craig, Bay View Boat Club, San Francisco, 7:30 p.m. RSVP to larrywhite415@yahoo.com.

June 4-25 — Live jazz every Tuesday night with Don Prell, Bay View Boat Club, San Francisco, 7:30 p.m. Members of reciprocal YCs welcome. RSVP to larrywhite415@yahoo.com.

June 5-26 — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a talk each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

June 6-9 — San Diego Boat Show, Spanish Landing Park East. Info, www.sandiegointernationalboatshow.com.

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

June 8 — The Bay Model Wants You!, Sausalito, 10-11 a.m. Volunteer orientation. Ranger Joanne, (415) 289-3027.

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

June 8 — Call of the Sea Gala, Bay Model, Sausalito, 5-10 p.m. Tickets, www.callofthesea.org/gala2019.

June 8-9 — Women's Sailing Seminar, Corinthian YC, Tiburon. \$300. Info, <https://race.cyc.org/wss>.

June 9 — Take the Tiller racing clinic for women, 9 a.m.-4:30 p.m. \$30 includes lunch. HMBYC, www.hmbyc.org.

June 9, 16, 22, July 6, 7 — Afternoon Sailing Adventure on scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. NPS, www.nps.gov/safr.

June 13, July 11 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

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

June 15-16 — Northern California Pirate Festival, Vallejo Waterfront Park, 10 a.m.-6 p.m. \$12, kids 12 & under free. Info, (866) 921-9277 or www.norcalpiratefestival.com.

June 16 — Father's Day.

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.

June 17 — Full moon on a Moonday.

June 21 — First day of summer.

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

June 22 — Trekking the Bay Model, Sausalito, 3-4 p.m. A guided tour. Info, (415) 332-3871.

June 22 — US Sailing Offshore Safety at Sea, SWYC, San Diego. \$200. Info, www.sailaweighllc.com.



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June 22 — Go Sailing/Sail Benicia on Carquinez Strait. BenYC, www.beniciayachtclub.org.

June 22 — CGRA Opening Day, Columbia River, OR. Community sail & checkout. Info, www.cgra.org.

June 22-23 — Summer Sailstice, a global celebration of sailing. Events, prizes. Info, www.summersailstice.com.

June 22-23 — MarinaFest Boat Show, Burton Chace Park, Marina del Rey. Info, www.marinafest.org.

June 22-23 — US Sailing International Offshore Safety at Sea, SWYC, San Diego. \$350. Info, www.sailaweighllc.com.

June 23 — Master Mariners Wooden Boat Show, Corinthian YC, Tiburon, 10 a.m.-4 p.m. \$20; kids under 12 free. MMBA, www.sfmastermariners.org.

June 23 — Summer Sailstice/Sail a Small Boat Day on Half Moon Bay. HMBYC, www.hmbyc.org.

June 23 — US Sailing International Offshore Safety at Sea hands-on training only, SWYC, San Diego. \$250. Info, www.sailaweighllc.com.

June 23 — US Sailing International Offshore Safety at Sea Refresher Course with hands-on training, SWYC, San Diego. \$250. Info, www.sailaweighllc.com.

June 25 — Dead Whales Do Tell Tales, Bay Model, Sausalito, 7-9 p.m. With Moe Flannery of Calif. Academy of Sciences. \$5-\$10 donations encouraged. Info, (415) 332-3871.

June 25-26 — RS Aero Steve Cockerill Clinic, Columbia River Gorge, OR. CGRA, www.cgra.org.

June 26-27 — North U Youth Match Racing Clinic at SDYC. Info, www.ussailing.org or matchracing@ussailing.org.

June 29 — Marine Swap Meet, Morro Bay Maritime Museum. \$10 spaces; free entry. Info, (805) 772-6254.

June 29 — Body of Water, Bay Model, Sausalito, 2-4 p.m. With Michael Stocker of Ocean Conservation Research. \$5-\$10 donations encouraged. Info, (415) 332-3871.

July 4 — Independence Day.

July 5-7 — Match Race Clinegatta, San Francisco. For women skippers and open crews. StFYC, www.stfyc.com.

July 8-10 — 29er Clinic. CGRA, www.cgra.org.

July 13 — Delta Doo Dah BBQ, wine tasting & food pairing, Delta Bay Marina, Isleton. Info, www.deltadoodah.com.

Racing

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

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

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

June 1 — Mercury Series. EYC, www.encinal.org.

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

June 1, July 13 — Summer Series #2 & 3. SeqYC, www.sequoiayc.org.

June 1-2 — Knarr & J/105 regatta. SFYC, www.sfyc.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.gcy.com.

June 1-2 — Sir Francis Chichester Race Weekend, Alameda at ACSC. Info, <http://westcoastsailing-grand-prix.myfleet.org>.

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

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

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

June 2, July 7 — PHRF Summer. MPYC, www.mpyc.org.

June 3 — Race to Alaska starts. Info, www.r2ak.com.

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

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



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December 7, 1976 to October 11, 2017

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ing a 40 anniversary in his relationship of the Rose of Sharon.

To share the joys of sailing this stunning, classic schooner Byron has now donated the Rose of Sharon to Wayne Ettl's MARITIME PRESERVATION TRUST, (located in Wilmington/San Pedro California), where she will be used to train women, men, old and young, college and military, anyone interested in wooden boat maintenance and sailing.

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CALENDAR

- June 8** — Fox Hat Race. TYC, www.tyc.org.
- June 8** — Classic Boat Invitational Series #2. SYC, www.sausalitoyachtclub.org.
- June 8, July 13** — South Bay Interclub Series #3 & 4. Info, www.jibeset.net.
- June 8, July 13** — Buoy Races on Clear Lake. KBSC, www.kbsail.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.sdy.org.
- June 8-9** — Senior Sabot Nationals. SDYC, www.sdy.org.
- June 9, 23, July 14** — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.
- June 9, July 14** — Baxter-Judson Series. Presidio YC, www.presidiyachtclub.org.
- June 9, July 14** — One Design Summer 1 & 2. MPYC, www.mpyc.org.
- June 13-16** — Opti Heavy Weather Slalom & Regatta. StFYC, www.stfyc.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** — Spring One Design. SCYC, www.scyc.org.
- June 15** — Laser Championship. MPYC, www.mpyc.org.
- June 15** — Moonlight Marathon. 37 miles from Redwood Creek, around TI, and return. SeqYC, www.sequoiayc.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, July 13** — YRA Summer Series #3 & 4. YRA, www.yra.org.
- June 15-16** — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.
- June 16** — Around the Pins Regatta on South Lake Tahoe. LTWYC, www.sltwyc.com.
- June 18** — Jeff Knowles Memorial Around Treasure Island Regatta for Vanguard 15s. Info, www.vanguard15.org.
- June 21-22** — Trans-Tahoe Regatta. Tahoe YC, www.tahoeyc.com.
- June 21-22** — Santa Cruz 27 Nationals on Lake Tahoe. Tahoe YC, www.tahoeyc.com.
- June 21-23** — Ullman Sails Long Beach Race Week. LBYC/ABYC, www.lbrw.org.
- June 21-23** — Woodies Invitational for Knarrrs, Folkboats, IODs, Birds and Bears. StFYC, www.stfyc.com.
- June 22** — YRA Westpoint Regatta. YRA, www.yra.org.
- June 22** — Small Boat Solar Series Summer Solstice Race. EYC, www.encinal.org.
- June 22** — Independence Cup. SFYC, www.sfyc.org.
- June 22** — Rear Commodore's Race to Vallejo. SYC, www.sausalitoyachtclub.org.
- June 22** — H.O. Lind 1-3. TYC, www.tyc.org.
- June 22** — Treasure Island Race. Brisbane to TI & return. SPYC, www.sierrapointyc.org.
- June 22** — Race of Champions. SSC, www.stocktonsc.org.
- June 22** — Monster Race. KBSC, www.kbsail.org.
- June 22** — Intraclub Race #2. RYC, www.richmondyc.org.
- June 22-23** — Commodore's Regatta to Stillwater Cove & return. MPYC, www.mpyc.org.
- June 22-23** — Commodore's Open Classic Regatta on

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CALENDAR

Huntington Lake. MHRA, www.regattanetwork.com.

June 23 — Spring SCORE. SCYC, www.scyc.org.

June 26-30 — US Youth Match Race Championship/Rose Cup. SDYC, www.sdyg.org.

June 28-30 — Kettenburg & Classic Yacht Regatta. SDYC, www.sdyg.org.

June 28-30 — RS Aero North Americans, Columbia River Gorge, OR. CGRA, www.cgra.org.

June 29 — OYRA Half Moon Bay Race. YRA, www.yra.org.

June 29 — Silver Eagle Race. IYC, www.iyc.org.

June 29 — Año Nuevo Race. MPYC, www.mpyc.org.

June 29 — Little Boreas Race from Monterey to Natural Bridges to Moss Landing. MPYC, www.mpyc.org.

June 29 — Southern Crossing (of South Lake Tahoe). LTWYC, www.sltwyc.com.

June 29-30 — BAYS Summer Series#1 for youth. RYC, www.richmondyc.org.

July 1 — Mayor's Cup, Lake Merritt, Oakland. Gary, LMSC, (510) 653-1743.

July 3-9 — Great Pacific Longitude Race, a qualifier for the Singlehanded TransPac. SSS, www.sfbaysss.org.

July 3-13 — USA Junior Olympic Sailing Festival in Honolulu. HYC/WYC, www.ussailing.org.

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — Fireworks Folly Fun Race. SFYC, www.sfyg.org.

July 4 — Fourth of July Regatta for youth. EYC, www.encinal.org.

July 6 — Hart Nunes Regatta for Mercurys. SFYC, www.sfyg.org.

July 6 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 6 — Stars & Stripes Race. CPYC, www.cpyc.com.

July 6 — Battle of the Capes on Carquinez Strait. BenYC, www.beniciayachtclub.org.

July 6 — Purissima Cup. HMBYC, www.hmbyc.org.

July 6 — North Bay Series #4/Brothers Race. VYC, www.vyc.org.

July 6 — Championship Series #3. CYC, www.cyc.org.

July 7 — Funnette Island Race on South Lake Tahoe. LTWYC, www.sltwyc.com.

July 8-13 — US Junior Women's Singlehanded Championship, for the Nancy Leiter Clagett Memorial Trophy, in Laser Radials & 4.7s. RYC, www.richmondyc.org.

July 10, 12, 13 — 50th Transpac race from L.A. to Honolulu starts off San Pedro. Info, <https://2019.transpacyc.com>.

July 10-14 — C420 NAs. StFYC, www.stfyg.com.

July 12-14 — USA Junior Olympic Sailing Festival in Long Beach. ABYC, www.ussailing.org.

July 12-15 — 29er Nationals. CGRA, www.cgra.org.

July 13 — Great Schooner Race. SFYC, www.sfyg.org.

July 13 — 35th annual Plastic Classic Regatta, followed by dining & dancing at BVBC in San Francisco. Info, www.plasticclassic.com or www.bvbc.org.

July 13 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 13 — Gar Woods. Tahoe YC, www.tahoeyc.com.

July 13-14 — Monterey & Back. MPYC, www.mpyc.org.

July 13-14 — High Sierra Regatta centerboard weekend. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

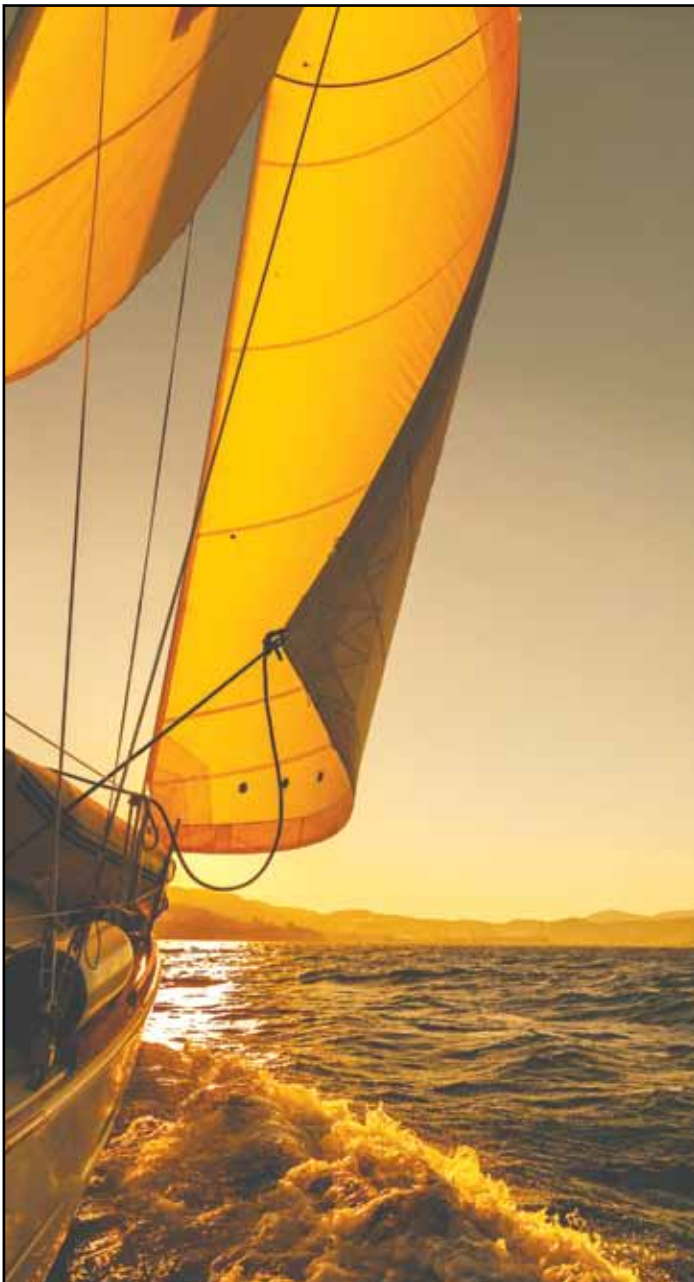
July 13-14 — Founding Fathers Regatta. SSC, www.stocktonsc.org.

July 14 — Tri-Island Race #2. BYC, www.berkeleyyc.org.

July 14 — Howard Stevens Race on South Lake Tahoe. SLTWYC, www.sltwyc.com.

Beer Can Series

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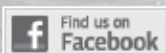
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CALENDAR

8/16, 8/30, 9/13. Info, www.bbyc.org.

BAY VIEW BC — Monday Night Madness, Spring: 6/10, 6/24. Fall: 7/15, 7/29, 8/12, 9/2, 9/16, 9/30. 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.benicia yachtclub.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: 6/7, 7/19, 8/23, 9/20, 10/4. Info, www.theclubatwestpoint.com.

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

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

ENCINAL YC — Friday nights. Spring Twilight Series: 6/7. Summer Twilight Series: 7/5, 7/19, 8/2, 8/16, 9/6. Info, www.encinal.org.

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

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

HALF MOON BAY YC — Friday nights: 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 — Island Nights, Fridays. Spring: 5/31, 6/14. Summer: 7/12, 7/26, 8/9, 8/23, 9/13. 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 through 10/2. Info, www.sltwyc.com.

LAKE YOSEMITE SA — Every Thursday night through 9/26. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Every Wednesday night through 9/25; Fiasco Race 6/26. 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, Spretkels Lake, Golden Gate Park. Info, www.sfmvc.org.

ST. FRANCIS YC — Wednesday Evening Series for Folkboats, IODs & Knarrrs through 6/26 & 8/7-8/21. Thursday Kite Series: 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19, 9/26 (reserve). Friday Windsurfer Slalom Series: 6/14, 6/28, 7/19, 8/2, 8/16. J/22 Summer Series, Wednesdays: 7/3-7/31. 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 — Sunset Series, Tuesday nights. Spring: 6/4, 6/18. Summer: 7/23, 8/6, 8/20, 9/3. Info, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

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

SIERRA POINT YC — Every Tuesday night through 8/27. Info, www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 5/31, 6/7, 6/21, 6/28, 7/19, 8/2, 8/16, 8/23. Bill, bill@adams-sf.com or www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday Night: 6/5-8/28. Info,

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CALENDAR

(209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night through 8/26. Sailing Series, every Wednesday night through 8/28. Info, gm@tahoeyc.com or www.tahoeyc.com.

TIBURON YC — Every Friday night through 9/13. Ian, race@tyc.org or www.tyc.org.

TREASURE ISLAND SC — For Vanguard 15s every Thursday night through 9/5 except 7/4 & 7/25. Sam, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/25. Info, www.vyc.org.

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.

June Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/01 Sat	0457/-0.1	1146/4.3	1629/2.1	2250/6.1
6/02 Sun	0533/-0.6	1236/4.5	1709/2.4	2324/6.2
6/08 Sat	0318/5.6	1010/-0.8	1743/5.0	2250/2.7
6/09 Sun	0425/5.1	1107/-0.4	1835/5.3	
6/15 Sat	0457/-0.7	1152/4.6	1627/2.3	2249/6.5
6/16 Sun	0539/-0.9	1246/4.7	1714/2.6	2327/6.4
6/22 Sat	0244/5.1	0938/-0.1	1710/4.7	2222/3.0
6/23 Sun	0333/4.6	1022/0.3	1750/4.8	2331/2.8
6/29 Sat	0351/0.2	1043/4.1	1510/2.5	2135/6.2
6/30 Sun	0431/-0.3	1137/4.4	1556/2.7	2215/6.5

June Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
6/01 Sat	1254 2342	0242/3.7E 1536/2.2E	0724 1836	0954/2.2F 2130/2.4F
6/02 Sun	1342	0318/4.0E 1618/2.2E	0754 1918	1036/2.5F 2206/2.3F
6/08 Sat	1224	0212/1.7F 1524/2.6F	0412 1836	0800/3.9E 2124/2.1E
6/09 Sun	0048 1324	0318/1.6F 1618/2.5F	0512 1924	0906/3.5E 2224/2.3E
6/15 Sat	1254 2348	0248/4.2E 1530/2.6E	0718 1836	0954/3.1F 2118/2.7F
6/16 Sun	1348	0330/4.3E 1624/2.6E	0806 1924	1042/3.3F 2200/2.5F
6/22 Sat	1230	0200/1.3F 1512/2.3F	0354 1830	0800/3.0E 2118/2.0E
6/23 Sun	0054 1312	0254/1.0F 1554/2.1F	0436 1906	0848/2.6E 2206/2.0E
6/29 Sat	1154 2230	0130/3.4E 1424/1.9E	0630 1724	0848/1.9F 2012/2.1F
6/30 Sun	1248 2306	0206/3.8E 1512/1.9E	0700 1812	0936/2.3F 2100/2.1F



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LETTERS

↑↓ CONGRATULATIONS TO WEBB CHILES UPON THE COMPLETION OF HIS SIXTH CIRCUMNAVIGATION

Congrats from the crew of *Carodon*! So fun to chat with you out there on the way to San Diego, hope to meet in person some day.

Heather Richard

Congratulations! That is a wonderful accomplishment.

Sharon Fulton

Bravo! Such an inspiration. What a story! Congrats!

Scott Croydon

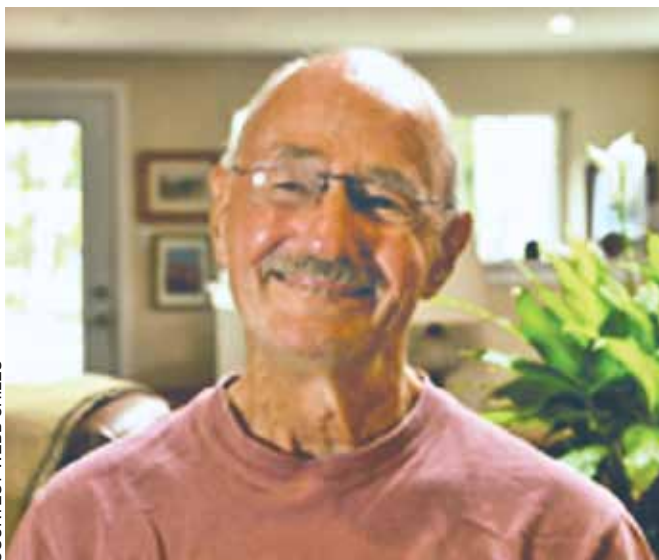
Wow, we motored by him right at this moment and I didn't realize who it was. Congrats Webb!

Mikey Foxtrot

A huge congratulations to Webb Chiles for such a monumental series of circumnavigations in small boats. Truly something extraordinary.

Tim Dick

Malolo, Lagoon 42
Puerto Vallarta, Mexico



COURTESY WEBB CHILES

Webb Chiles, shortly after he arrived in San Diego upon the completion of his sixth circumnavigation. Chiles departed San Diego for a lap around the world in 2014.

Webb — We here at Latitude salute you on the completion of your most recent circumnavigation, on your lifetime of epic ocean sailing, and on your writings over the years. Readers, please turn to page 74 for the full story about Webb Chiles' sixth circumnavigation.

↑↓ DO YOU HAVE AN EPIRB?

I'm sure a lot of people feel confident with their Emergency Position Indicating Radio Beacon (EPIRB) being their cell phone; it also works well for navigation and collision avoidance — I can even monitor vessel traffic with it. What a wonderful new world we live in.

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LETTERS

opinion, any voyages outside the Gate require an inspected EPIRB in good working order along with a liferaft at the least.
Micah Sean Setnik

Readers — This letter comes in response to a May 3 'Electronic Latitude' written by Layne Carter, a Coast Guard Search and Rescue (SAR) specialist with the CG's Joint Rescue Coordination Center (JRCC) in Alameda. Carter unequivocally recommended that all mariners carry a registered, well-maintained EPIRB, which, in an emergency, gives sailors access to SARSAT, or Search and Rescue Satellite Aided Tracking



US COAST GUARD

Should the worst happen and the Coasties come looking for you, they ask that you have an up-to-date EPIRB.

if you are in peril and activate this device, someone will be looking for you."

Carter said that one of the primary benefits of an EPIRB is that it's a proven and well-tested technology. "Globally, more than 43,000 people have been rescued since 1982. It means this system has been around a long time, and with time comes experience. Between NOAA, the US Air Force, the US Coast Guard, and our global SAR partners, we have learned a lot about SARSAT and have been applying that experience and lessons learned to every part of the process from technology to search methods. Today's SARSAT program is light-years ahead of where it was even 10 years ago and is only getting more accurate and efficient every day."

Carter was emphatic in recommending that mariners keep their EPIRB registration current, as emergency contacts are an essential part of the rescue process. "We rely heavily on the details provided in the registration information that we receive with the alert. We will attempt to call you or your emergency points of contact to determine if you are underway or if your boat is sitting at the pier. If we have a position in a maritime environment, we are making one or two calls to your primary contact numbers and launching an asset immediately (usually simultaneously)."

Many of you told us that you have multiple devices, such as a Personal Locator Beacon (PLB), AIS, SSB, Iridium GO!, etc. But you said that none, absolutely none of these gadgets ultimately replaced your trusty ol' EPIRB.

↑↓ AIS FOR MOB

I use an EPIRB with built-in GPS, SSB/Ham radio, In-Reach and personal AIS for man-overboard retrieval. I feel personal AIS is much better than personal EPIRB for wearing on your person offshore. The alarm will wake up the off-watch crew (and nearby boats) immediately, whereas



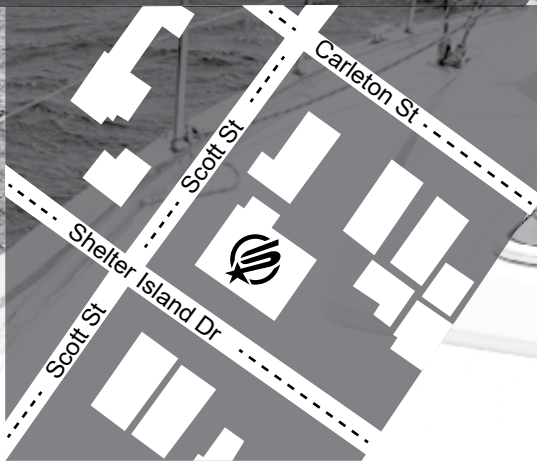
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LETTERS

personal EPIRB could take hours before responders get to you.

Bill Lilly
Moontide, Lagoon 470
Newport Beach

↑↓ FLIGHT PLAN

I talked to Layne Carter last year, and I recall that he recommended adding a note to your beacon registration when you're going sailing (and inform the people on the contact list). Kind of like a "flight plan."

Ken Harris

↑↓ MY QUIVER WHEN I'M RACING

On Pacific races, I have an AIS in my life vest for auto-deploy. In my vest pouch I have a PLB and a second AIS. They are lightweight and there is no reason not to have a backup.

Andreas Kral Eugene

↑↓ WHAT THE CG SAID TO ME

The USCG said to me: "You are here alive now because of the EPIRB!" I wouldn't get rid of it; all the other super-cool ways to communicate are great, but the EPIRB is the one that is taken seriously.

Russell de Rodriguez

↑↓ NAME OF THE GAME

Redundancy is the name of the game.

Steve Hajnal

↑↓ A THANK YOU FROM THE COAST GUARD

On behalf of the North Bay Coast Guard Spouses Club [NBCGSC], we thank *Latitude 38* for your support of our Coast Guard community. The 2019 government shutdown brought unprecedented challenges, and the way our community responded is to be highly commended. We are used to being the helpers in our communities; this situation was uncomfortable and unusual for us to be in the position of needing help. Your generosity enabled us to help over 1,000 affected members and their families, representing over 19 different US Coast Guard units all around the Bay Area (even down to Station Monterey).

The amazing amount of support given by you and the people of Marin County (and the greater Bay Area) has humbled us. People all around the world know of the generosity that was bestowed on us due to multiple media appearances from our club members, where we were able to share our story. Even the commandant of the US Coast Guard is aware of how much you all supported us in this challenging time. We are proud to be your neighbors; thank you for your support!

Kristy Martin
President, NBCGSC
San Francisco Bay Area

Kristy — Thank you so much for your kind words, but to be honest, we were guided (as we so often are) by our readers. Gil Sanborn contacted us in early January and asked if we could spread the word about local food drives. Doing everything we could to support the Coast Guard is one of the easiest decisions we've ever made, because the Coast Guard supports sailors 24/7/365. We were happy to do our part.

↑↓ HOW DO YOU CELEBRATE EARTH DAY?

On Saturday [April 22, Earth Day], many seasoned members of Richmond Yacht Club collected a lot of garbage from the yacht club property all the way to Miller-Knox Regional

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LETTERS

Shoreline. We found a lot of micro-plastic, McDonald's and Capri Sun straws, Swisher Sweets tips, dreaded plastic bags, and shotgun shell wads. There were also broken Styrofoam coolers, one sandal, insulation matting and a lump of tar. It really drove home the desperate need for the world to stop producing and using single-use plastic. Seriously.

Although the event this year was organized by recent college graduate Marina Fennell, other young people were glaringly missing. I'm hoping they were cleaning up garbage somewhere else.

It doesn't have to be Earth Day to refuse a straw in your drink or bring your own reusable bags to the market.

Shana Bagley, Mark Howe and Sydney Ho(we)bart
Adrenalin, Santa Cruz 50c
Richmond



SHANA BAGLEY

Members of Richmond Yacht Club cleaned up their local beaches on Earth Day.

Shana — Thanks for your efforts. And, agreed: Every day is Earth Day.

↑↓ HOW TO PROPERLY RECYCLE OLD LINE

Old lines can be recycled at facilities that take clothing, etc., for fiber recycling. Goodwill stores that take donations usually have a fiber recycling bin where they throw donated clothing that is too far gone to resell. I gave the Napa store a large duffel full of old lines that they put in their recycle bin.

Brian O'Neill

Akvavit, Cheoy Lee mid-cockpit Perry 44
Napa

↑↓ TAKE IT ON THE HA-HA

We're taking our old lines, and a few other boats' old lines to Mexico on the Baja Ha-Ha to donate to the locals in Turtle Bay.

Rich Brazil

Tally Ho, Nauticat 43
Richmond

↑↓ THANKS FOR LAST MONTH'S COVER

Can't thank you enough for the cover photo, the kind words about "Woody," and also the great story about *Outdoor Learning*. You guys rock. You will all find a special place in heaven for your great support of Call of the Sea, *Seaward* and *Matthew Turner*.

John 'Woody' Skoriak
Point Richmond

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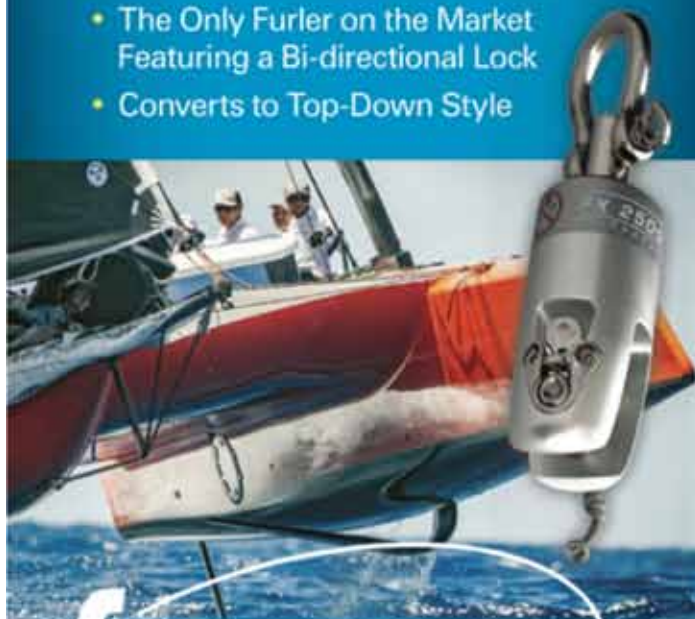


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LETTERS

Woody — We should be thanking you. You have been a treasure trove of photos, information, volunteering and all-around cheerleading on our behalf.

⇕ **ANGEL ISLAND THROUGH THE YEARS**

Back in the early '60s, the then-University of California Yacht Club in the Berkeley Marina used to sail to Angel Island in Lido 14s. We would pull up the centerboard and beach the Lidos — no docks back then. No one was ever around, and we were not allowed to venture much past the beach area because the military installations were still in use. To see all the activity happening now amazes me.

Mimi English-Koch



LATITUDE / JOHN

A full house at Angel Island this spring.

⇕ **SHALLOW WATERS**

I love going to Angel Island, but beware: The mooring field depth is shallower than the chart shows. We're unable to get close to the balls unless it is a plus-3-ft tide (we draw 6-8 feet).

Jeff Cook
Annie, Sprague Cutter 33
Point Richmond

⇕ **REGISTRATION ISSUES**

There is a boat on Angel Island that has been on the dock for at least two years. (The most recent registration sticker is from 2017.) With dock space at such a premium, one would think that the California State Park Service would have long ago removed this obviously abandoned boat from their docks.

Mark Blum

⇕ **ANGELIC IRONY?**

My understanding is that employees who live on Angel Island get a slip included as part of their pay package. There is some irony if, in fact, that state employee has an expired state registration. I don't often notice those boats going out.

Carl R. King

⇕ **THE TIDES OF MARCH**

I've been noticing that the tides aren't exactly as predicted lately, and attributed it to something PRO Jeff Zarwell wrote in a Facebook post about running a challenging Nations Cup in April in severe tides: "A normal tide cycle is a little over six hours. Because of rain runoff and dams like Oroville releasing

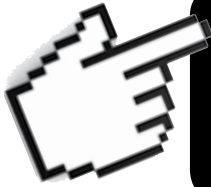
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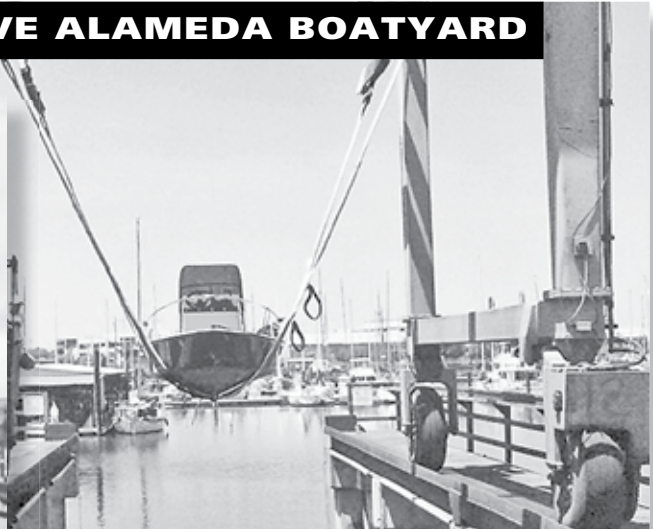
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LETTERS



WIKIPEDIA

For a better understanding of Bay Area tides, we highly recommend one of Kame Richards' 'Tide Talks' at the Bay Model in Sausalito.

over a billion gallons of water, we actually had tidal changes every two hours, causing us to have to stop and completely re-set the race course every couple of hours. It was the most challenging course to manage that I have ever encountered."

But I can't quite get my head around the physics and hydraulics that result in such a dramatic change in periodicity of the tides. I'm wondering if anyone else out there in *Latitude Nation* has also observed what Jeff is speaking to, and if someone can offer a technical explanation. Perhaps Kame Richards or Lee Helm might be able to substantiate Jeff's observation and offer an insightful explanation?

Cameron Tuttle
San Rafael

↑↓ BACK EDDIES AND LEE HELMS

I suspect part of the issue is water temperatures: Record volumes of cold snow-melt water rocketing down the Sacramento River 24/7 may tend to flow underneath incoming tides of ~54°F ocean water at the Angel Island area. This may steer incoming tides south around Treasure Island causing a back-eddy near the Berkeley Circle. Just speculation . . . Lee Helm will indeed have the answer!

Tim Dick

↑↓ ALREADY OUTGOING

Back around the start of April, I was out catching what I had hoped was the last two hours of current up the Sacramento toward Rio Vista. Nope, tide/current was already outgoing. I spent two days anchored off Decker Island and noticed that the outgoing tide was more around nine hours long, instead of the expected six-ish. That did help going back downstream.

Beni Bacon

↑↓ HIGH HIGHS AND HIGH LOWS

According to NOAA and the S.F. tide gauge, the actual tides lined up with the predicted; however, the highs were higher and the lows were also higher.

Mark Harvey

↑↓ WARM AND DENSE

Warm seawater is still denser than cold fresh water, so the river water will initially stay on top. But when the two start mixing, interesting things happen, especially vertically.

Ursus

↑↓ AND BACK TO THAT BACK-EDDY

The stronger-than-normal flow from the Sacramento River system caused a huge back-eddy along the Cityfront from Fort Point to Fort Mason. It was flooding on the Cityfront when the tide tables said it should be ebbing. It was very weird but also very real.

Bruce H. Munro

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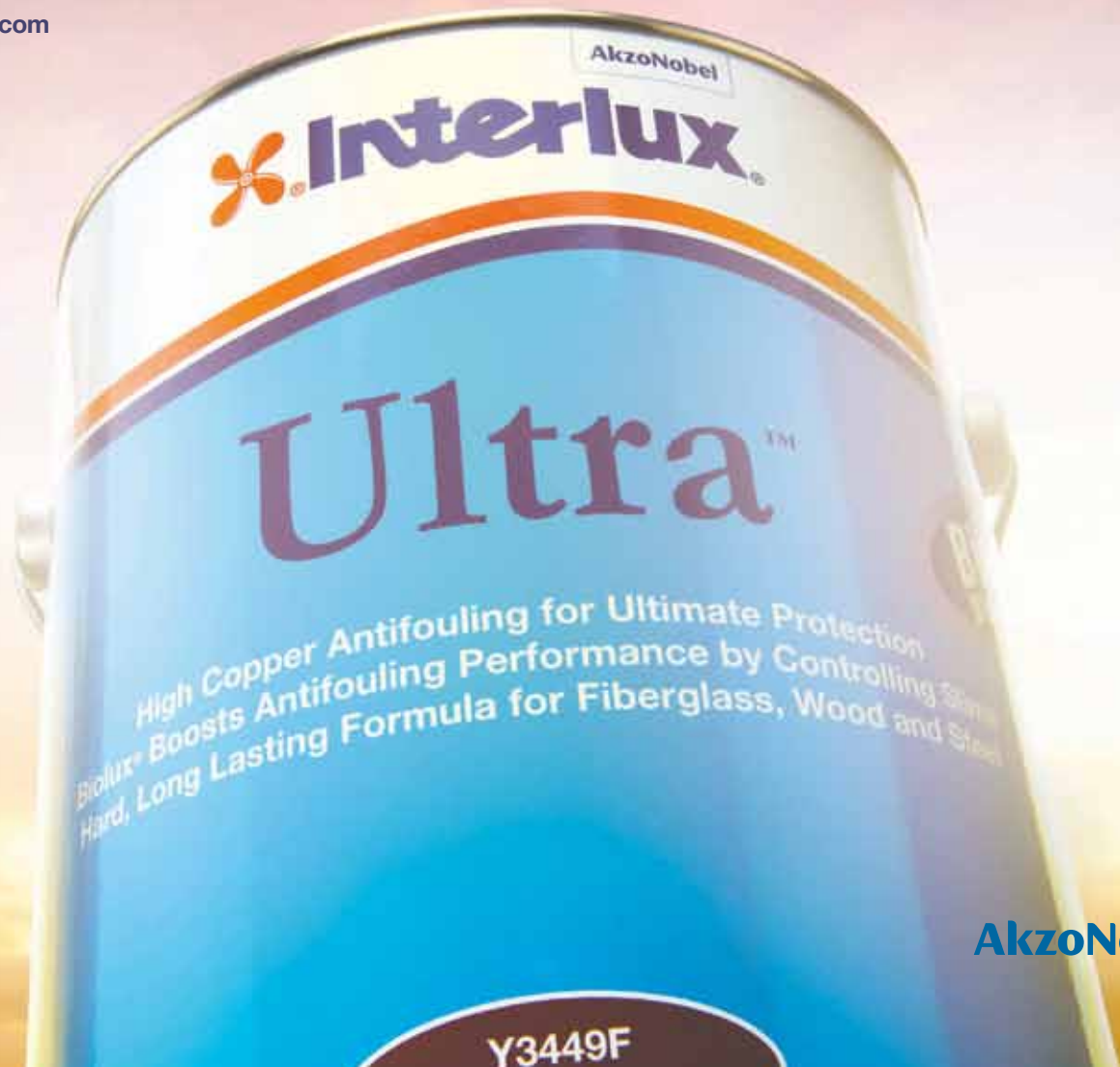
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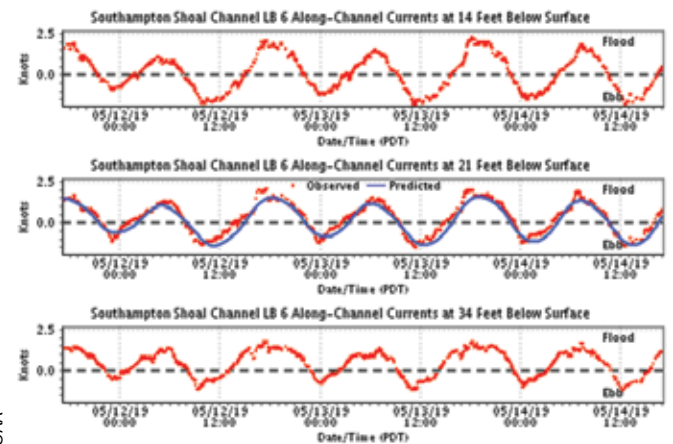
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LETTERS



NOAA

A few different looks at tides from May 12 at Southampton Shoal.

Readers — I don't, like, have much to add to the tidal current discussion. The commenters seem to have a good handle on why tides can, like, be at odds with predictions. A pointer to the PORTs site might be useful, at www.tidesandcurrents.noaa.gov/ports/index.html?port=sf. It shows graphs and data comparing predicted tides with observed tides at various locations around the Bay. — Lee Helm

⇓ A WINDSURFER WHO HELPED BUILD A LAUNCH AT POINT ISABEL

Hats off to David Fielder. He used to rent windsurfing gear from me on the Big Island of Hawaii. Always a great guy. Well done and aloha, David, glad to see you are still getting wet and windy.
David Hume

David — We've known David Fielder informally for almost 14 years now though our newest editor, who has been sailing (windsurfing) in Berkeley for that length of time, and who has run into Fielder every season when the wind is on. So we can happily confirm your declaration: Fielder is, indeed, a great guy.



LATITUDE / TIM

The indefatigable David Fielder was a critical player in getting the new Point Isabel launch built, and built correctly.

⇓ MYSTERY RAMP

I think the mystery launch ramp [as described in a May 6 'Lectronic] is in Alameda by the Alameda Community Sailing Center.

We think we have a pretty good launch ramp here at Marina Bay Yacht Harbor in Richmond. Last fall, they finished installing the new kayak ramp, which is also suitable for paddleboards and dinghies. The gangway is wide enough for a Laser on a dolly as well as other similar-sized dinghies. The main ramp is large enough for just about any other size launchable boat — the largest was the 130-ft *Cangarda* many years ago, but we also get a number of larger cats and tris periodically.

In addition to plenty of parking, there is also a washdown station available, as well as some kayak, paddleboard and

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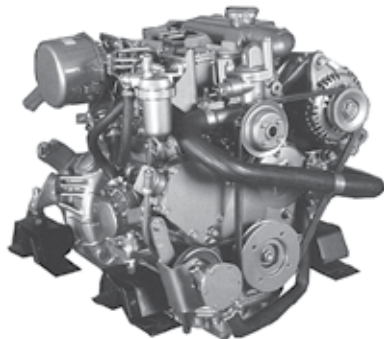
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LETTERS

dinghy storage space available for rent. Launching dinghies, kayaks, etc. here gives easy access to the Bay, but also plenty of sheltered water in the marina basin, behind Brooks Island, and in the Richmond Channel for mellow conditions.

Steve Orosz
Marina Bay Yacht Harbor
Richmond

Steve — *It's amazing how a little concrete dramatically improves access to the Bay!*



LATITUDE / JOHN

A little concrete at Marina Bay Yacht Harbor.

↑↓ WHAT DID YOU THINK OF SAILGP?

I loved it, and have a nice sunburned face to prove it. Anything to get more people hooked on sailing is good by me, and this event was spectacular — but way too short.

I like the differences between SailGP and America's Cup: It's not the team that spends the most, keeps secrets the best, or wins in court, because all data is shared and they race in equally prepared boats. One thing to add, however, is that the teams should be from the country that they race for. I heard that the teams have three years to make this happen, but I don't know this for a fact.

The only thing that I would love to see would be sail changes — spinnakers, etc. — that show off the sailing team more, but it looks like they sail very well with just a "handkerchief" jib anyway. I guess the America's Cup can do that.

Mike Grant

↑↓ SIMPLY . . . AWESOME

I echo your thoughts that SailGP was simply awesome, and would love to see it come back next year. I'm with the San Francisco Sailing School and Club out of Pier 39. Other club members and I took out an Islander 36 (*Between the Sheets*) to see the race both days.

We all enjoyed it, but had one complaint: The buffer zone between the race course and the spectator boat area seemed excessively too large. Why was this? It seems like you would want to reward those of us who made the effort to watch the race on our own *sailboats* from the water with spectacular up-close views as well, and not just for the people on shore — especially those who made the effort to register their boats, and then pick up and fly the SailGP flag.

Kent Carter
San Francisco

↑↓ A NICE SURPRISE . . .

While the racing was definitely fun, one nice surprise was that the teams sailed their boats back down the Oakland Estuary with the rest of us, foiling most of the way from the



Photo credit Robert F. Myers

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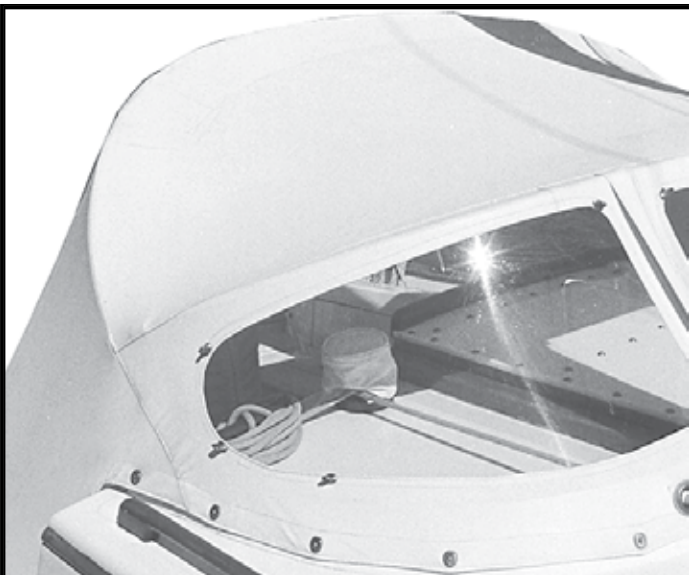
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LETTERS



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LATITUDE /TIM

Watching the SailGP fleet from the Cityfront — especially between Crissy Field and Golden Gate Yacht Club — was simply spectacular.

entrance to the turning basin. It was really cool to hear that eerie whistling sound they make as they went past us just a few boatlengths away at 30-plus knots.

Pete Butler
Nanaimo, Nonsuch 30
Alameda

↑↓ **TOO SHORT**

Excellent viewing of good tactical racing, and I hope they generated enough audience to keep this going. However, I was truly disappointed that the final match race was run with one boat carrying a critical gear failure, that being Japan with instrumentation out of service. That made the race unfortunately predictable.

Last of all, it was too short a program. I hope they might consider more match racing in future, perhaps with an elimination or ranking series on one day filled with a couple of hours of matches run in rapid tandem.

John McNeill

↑↓ **AN EXCELLENT JOB**

From the deck of the St. Francis Yacht Club, we were entertained by music and great food sponsored by Veuve Clicquot — certainly the grandstand provided was just as beneficial at a much lower cost. Larry Ellison and his SailGP organization did an excellent job in producing a world-class event. I think fleet racing is more entertaining than match racing, especially at the speed of the foiling cats. Great to see the six nations competing, and maybe this event can expand to more nations. It would be great to see this event every two years.

Chuck Cunningham
San Saggio, Catalina 400
Brisbane

↑↓ **WATCHING ON TV? SWEET. BUT FROM THE WATER? NOT SO MUCH.**

I watched the races on TV on Saturday and on the water on Sunday. The coverage on TV was awesome, and you got a feel for how fast and dangerous these boats can be. With the graphics and the expert commentary you were there. From the water, it was not as good. Many times you could not see them if they were coming your way. We did listen a bit on channel 20 but it cut out during the second race. It was a little short, but very cool to see these boats flying at more than 40 knots.

Craig Russell

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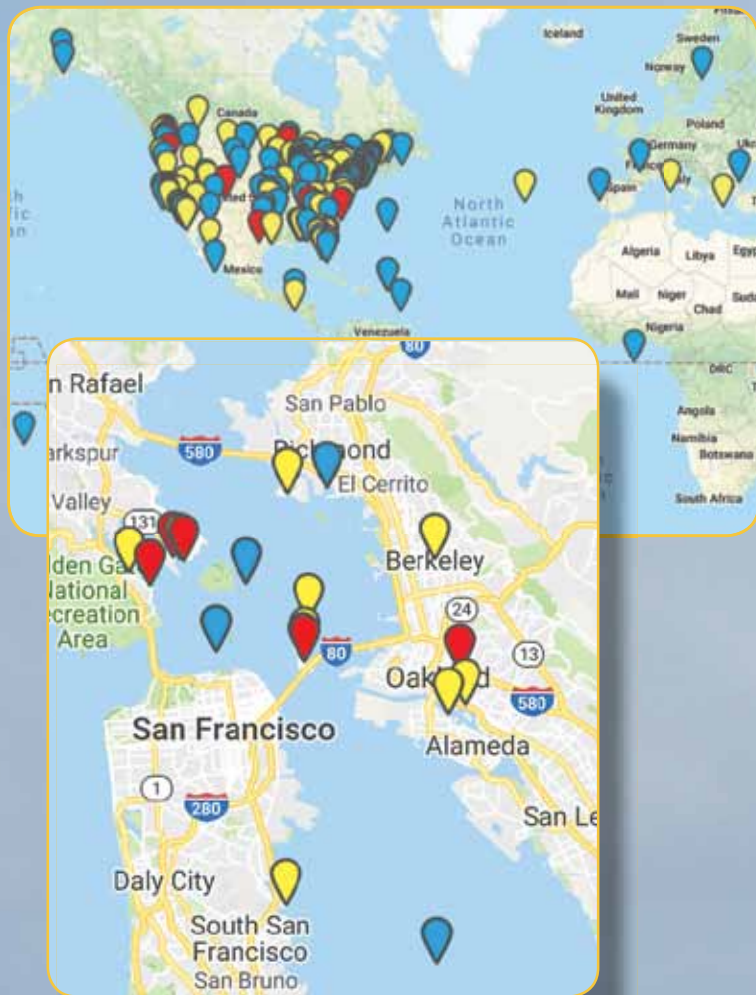


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LETTERS

⇅ WATCHING FROM THE WATER

We went to day two on our Westsail 32 — the entire S.F. Cityfront was a no-loitering/no anchoring area. Too bad, as Aquatic Park and the small basins to the west were empty. The SailGP site showed them as excluded from the no-loitering zone, but the SFPD politely told us differently.

The racing we saw from the boat was exciting, but pretty far away. My 400-mm lens did help get some OK shots. But it would be nice if they could make a place for people to watch from their boat.

Sam



LATITUDE / TIM

USA Team sailing digs one of their bows during a big-time bear-away during a practice start on April 30. The 'sailory' and 'boaty-ness' of SailGP's foiling cats remains a topic of debate.

⇅ SOME MUSINGS ON THE HIGH-TECH BOATS

What a bizarre picture [above]. Give me the great old schooners and sloops. To my eye, they're the beauties I appreciate most.

Ben Heffer

Quoting Loïck Peyron here: "Speed is not the answer. The flying catas are fascinating but a bit boring to watch."

Loic Eonnet

This is not a sailing boat; why do you post this picture [above]? FastBottoms Hull Diving: If it doesn't grow barnacles from sitting in water it shouldn't be in the water!

Chris Nunez

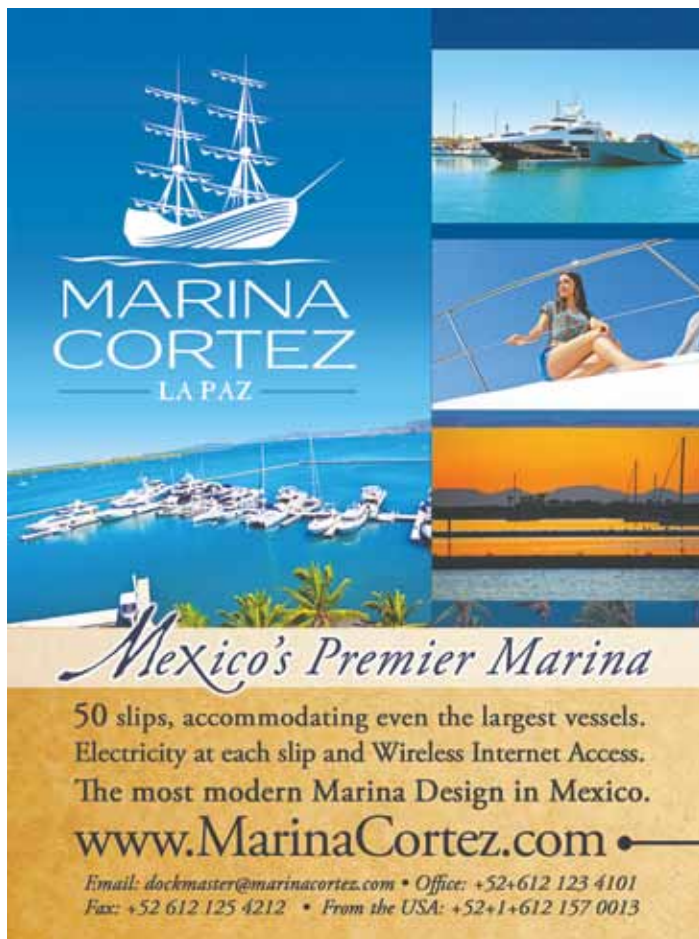
Go away, Luddite.

FastBottoms Hull Diving

⇅ MASSIVE SPECTATOR FLEET

I joined Charlie Jeremias aboard his Corsair 24 *Stingray* for the SailGP event. After leaving Richmond we sailed, then motored against the flood in the chilly, overcast conditions to join the massive spectator fleet gathered off the Cityfront. There seemed to be as many boats out as for Fleet Week or the America's Cup. Amazing. We could just see the tall wings of the six foiling cats as we approached, but without access to the live broadcast, couldn't really follow the races themselves.

We got right up to the picket line patrolled by the Coast Guard and race officials, and tried to hover against the incom-



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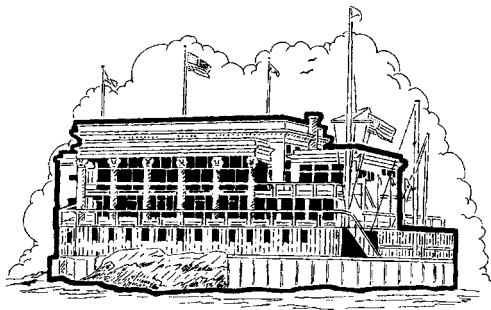
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LETTERS

ing wind and current. It was fantastic watching these boats fly along, seemingly unaffected by the natural forces that we experienced. They've certainly gotten the control issues figured out, and getting a ride on one is definitely on my bucket list. Watching the hundreds of boats mingle without incident was amazing, with only a few stalwarts snaking through the armada while under sail. About 2 p.m., the racing was suddenly over, and the scene quickly vaporized.

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

THE EVOLUTION OF CAMERA WORK

Crew coordination and teamwork execution are strong, but with monohulls, it's more than just racing around a course at light-speed. It's the full experience of all the complexities of yacht racing that makes it what it is.

To further the experience of SailGP, a more extensive use of onboard GoPro-type spectator viewing almost becomes an interactive and in-your-face racing experience. The general public still has the misconception of teetotaling darlings viewing with disdain the amount of money spent on such nonsense as yacht racing and rich preppy men with their expensive toys.

The solution to smashing this image in San Francisco is simple in-your-face camera work so aptly perfected in the Volvo Ocean Race and Vendée Globe. Let's not lose that great evolution of camera work! Make it up-close and personal for the spectator rooting for his team and naming the crewmembers as they perform impossible tasks at 40-50 knots on inconceivable 'boats' that fly.

You have my attention — can't wait for the next round!

Ross Angel

Readers — It sounds like almost everyone had a good SailGP experience. Sure, some of you are not entirely enamored with foiling cats, or at least don't think they are the end-all-be-all of sailing — and neither do we, by the by. But the larger question, at the moment, is: What does it all mean for the sport and lifestyle of sailing? Does SailGP's brief, and, if all goes well, annual, presence on the Bay mean that more people will get hooked on sailing — as you suggested, Mike — and enroll in sailing classes? Does it mean that the regulatory environment for boatyards will become more streamlined? Does it mean that people will start investing in fixing up old boats, so that the aging fleet of plastic classics is sailing the Bay rather than being crushed up and sprinkled into landfills? In other words, will SailGP translate into measurable and important impacts for the West Coast sailing community?

Anyone want to take a stab at an answer to that question? You know where to send your letters.

We will say that SailGP was totally and undeniably awesome! We were initially skeptical about the event, probably because it was just such an unknown, and probably because we had a touch of burnout from the last Cup — a fatigue that has lingered since the '80s, and is exacerbated by the lawsuits and squabbling that seem to go hand-and-hand with the Auld Mug. And then there were those foiling cats, which sparked a long but worthwhile discussion about what "real" sailboat racing is or is not. A few America's Cups ago, when boats started going way, way faster, it came at a cost to certain tenets we've come to expect from the sport, like spinnaker sets and peels, and the skilled crew work that goes with that. What about boats that are capable of sailing in heavier seas? What about more tactical racing as opposed to straight-up sprints around

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LETTERS

the course? All good questions.

We think at this point in the debate, we should all just admit that there are obvious trade-offs. Just as there's a difference between watching the Master Mariners Regatta and the Rolex Big Boat Series, the foiling cats are in a class of their own. In our eyes, it's not better or worse. It's just another class of boats.

Wait a minute — we were saying how awesome SailGP was. It was amazing to be so close to the action, and to watch with a roaring crowd, complete with big screens, thumping music, and an all-around Concert-like atmosphere. It was just, cool.

Bravo, SailGP. Well done.

⇕ DIGITIZING OLD LATITUDES

I only just got to page 24 in the March *Latitude 38*, where Robert Schulke inquired about being able to access old *Latitudes* in digital form, and you folks replied how it was a "massive, labor-intensive and expensive undertaking . . ."

Ironically, I have been inputting my library into digital form — to post books to market, via Alibris — and have an appreciation for what is meant with such a labor. Yet, being retired and having time now, I wonder if your office might consider volunteers to help with this process. Seriously. I live in Fairfax, and Mill Valley is not far away, and I am quite willing to commit to help with this effort.

Also, ironically, in the mid-'70s, I helped the *Bay Guardian* index all their back issues, and truly appreciated that delving into a very lively past. For sure old *Latitude 38s* would be a similar thrill.

PS: I am the half-deaf sailor with a Chrysler 22, on the Canal just up from Lowrie, in need of a haulout (almost have enough \$\$\$\$ saved, finally).

Hobart Bartshire
Fairfax

Hobart — Thanks for your offer. We are going to forge a plan for digitizing old issues in the very near future. Please stand by.

⇕ THE BRIGANTINE RENDEZVOUS

Do you know if she still exists? I moved to San Diego in 1982, and the only job I could find was crewing on her for \$4.50/hour as a bartender, even though I had a captain's license. At first glance I thought, really? I had thought of myself as a hotshot racer and Caribbean cruiser, and now I am going to work on a tourist 'pirate' ship? Well, I had my comeuppance.

The crew was so into her agility — we sailed her up to a tight restaurant dock (Anthony's) in less than 10 knots — plus many more amazing performance experiences. She moved to San Fran and had a bar named after her somewhere on Van Ness. Would like to know where she is. I am thankful for the experience.

Christy Schisler
Opportunity
Ensenada, Mexico



The brigantine 'Rendezvous' has apparently made her rounds on the West Coast, and been a rite of passage for more than a few sailors. (Oh yeah, and she has apparently ditched her squares.)

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Christy — Not only is the *Rendezvous* still going strong as a "tourist pirate ship" here in the Bay Area, our newest editor used to work on her way back in the late '90s as a deckhand/beer slinger.

After moving from San Diego for his first stint in the Bay in 1998, the editor gravitated toward the waterfront, finding a job at Pier 40, back when the Giants' new ballpark was still under construction and had yet to be renamed dozens of times. The *Rendezvous* was a fun gig, and our newest editor enjoyed his first steps out onto the Bay in mild fall weather and moderate breeze ("San Francisco's not that windy," he thought). We never sailed into any restaurants, but we served our share of drinks and made lots of tourists smile.

Small world.

SEEING AN OLD FRIEND

My sailing started over two decades ago when I purchased a Pearson Triton. It was the pared-back full-keel design that was the little brother of the *Bounty II*. I had zero sailing experience, but had the sailing dream. I purchased the Triton in Alameda and taught myself how to sail. She sailed beautifully, and it was a wonderful experience for my daughter to grow up sailing the Bay.

A little over a year ago, I started my search for my goal boat, a *Bounty II*. I was fortunate to locate one quickly, and it wasn't too far away. I inspected the boat and purchased it the same day. A couple weeks later, my wife and I took it out for our first sail, and the previous owner came along to show



LATITUDE / RICHARD

"There was a very nice-looking blue boat anchored off the Santa Barbara Yacht Harbor before the start of the SoCal Ta-Ta a few weeks ago," wrote Richard Spindler in fall 2015. "We immediately knew which boat she was — the Pearson Yachts 41-ft *Bounty II* sloop that the *Wanderer* used to live on with Kathleen McCarthy, his first wife, in Sausalito's Clipper Yacht Harbor in the late 1970s. Actually, we did way more than live on the *Bounty*, which was named 'Flying Scud'. In addition to being our home, she was the original office of 'Latitude 38', as well as the company's photo boat."

us the particulars of the boat.

Imagine my surprise to learn that I had purchased the very boat in this article [from a September 2015 *Lectronic*. Seriously], the *Flying Scud*! We have spent many hours, and many more dollars, in bringing the boat back into shape. As you would expect, the boat sails beautifully and shows well. Renamed as *Miss Donna*, the boat is now seen sailing in the San Pedro coastal areas.

Brett Bonham
Miss Donna, *Bounty II*
San Pedro

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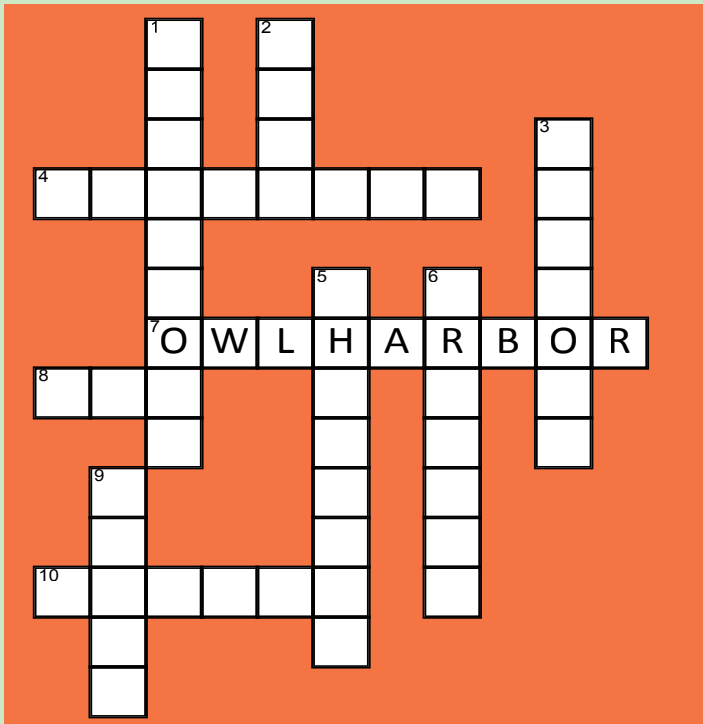
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LATITUDE / RICHARD

We dug into the archives a bit for this photo. Sea of Cortez Race Week, circa 1983.

↑↓ MISTY COLORED MEMORIES

I remember the Sea of Cortez Race Week [from a March 2013 *Latitude*. Seriously]. I got a ride to the island and helped racing on *Ariel*. Afterward, I crewed on different boats in the Sea of Cortez — and then on the famous *Zubenubi*. My last trip on it was from San Carlos to PV and back.

Thomas

↑↓ I AGREE WITH LEE

I agree with Lee Helm [from the May issue's *Max Ebb* — *Boat for Adventure*]: The ability to reduce sail is crucial.

In my one outing on a Laser, I eventually rescued a truly dangerous situation by stepping only the top half of the mast (I cut a hole in the luff pocket) and holding a clew while steering with the other hand. You jus' gotta be able to reduce sail! (And young sailors must be trained in the how and why.)

Paul Brogger
Mid-Life Cruises, San Juan 28
Tenino, WA

↑↓ REFLECTIONS ON 40 YEARS OF SAILING

Goods, bads, highs and lows. After 40-plus years of sailing there have been a lot of each, and some things I'm not sure into which category they would fall.

Thinking back to when I was just out of college, three buddies and I left San Diego aboard our Columbia 36 headed for the Caribbean with a five-gallon tub of peanut butter, which we thought would only be to supplement all the fish we would catch. The peanut butter didn't even make it to Cabo (this was good) and fishing was certainly not going to keep us alive for the next six months (bad).

Arriving in Panama broke again and waiting for money to be wired (this was before ATMs), we found cans of tuna for 14 cents, and when we added mayo and relish, it made a pretty tasty sandwich (good). A few days later, we found out we had been eating cat food — yeech. It did keep us from starving, so I can't call this good or bad.

Sailing from the Galapagos to the Marquesas, we saw so many green flashes we lost count (this was definitely a high). Blowing out two sails and four blocks on this passage was really a low — thankfully the current was giving us 30-50 miles a day (good), or we might still be drifting out there.

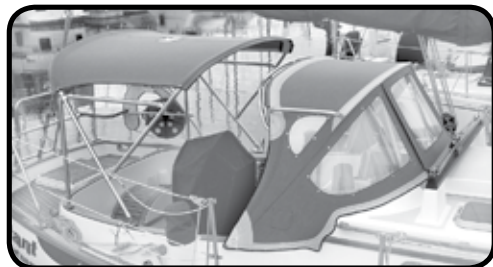
Being in the worst storm (in all my years of sailing) in the Gulf of Papagayo near Costa Rica, looking at walls of water bearing down on us (real bad), only to have this replaced by a beautiful sunrise and calm seas just two days later turned



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out to be great (really great).

Rescuing a diver lost at sea two miles north of Vieques, Puerto Rico (great) . . . nothing bad there!

Running aground just outside the channel entrance into Roadtown's inner harbor (bad) with three big guys to heel the boat over as we climbed onto the boom and swung it out, only to have us splash into the water when the topping lift broke (worse), so we took out the anchor and pulled ourselves back into the channel and arrived at the restaurant dock to have our lines caught by a helpful Englishman who said that we put on a jolly good show, mates (good for the crowd eating lunch, I guess).

Drifting backward off Costa Rica for three days after we ran out of fuel and lost 90 hard-earned miles (bad). We then got into a storm and holed up in the Perlas Islands in the Gulf of Panama for an unscheduled week in a true paradise (good).

All the breakdowns and amazing responses and help we received from fellow cruisers (good). And then getting to pass this along when others broke down (even better).

Sailing has been categorized as being the most expensive way to travel third-class, or the fine art of going nowhere at great expense. After 40-plus years, I would agree with both of these statements. But I wouldn't trade any of the highs (but maybe some of the lows) for anything.

Jim McMullen

↑↓ CRUSHING BOATS IN THE OAKLAND ESTUARY

As near as I can tell, Brock de Lappe is a private citizen in the employ of Almar Marinas ("Oakland Harbormaster" is a bit misleading). If I've got this wrong, please clarify. I can't find the name in any City of Oakland government directory.



BROCK DE LAPPE

A clean-up of old boats in the Oakland Estuary in April has reignited an old debate.

As far as I know, it is legal to anchor a registered and legally compliant boat anywhere, except where it's not (cable areas, shipping lanes, ecological reserves, etc.) Again, please cite chapter and verse if you know otherwise.

I'm at an adjacent marina, and the anchor-outs have been a mixed bag as neighbors — many are competent and responsible, others, not so much. With all the development going on in the Estuary, it's hard not to see this as part of the big squeeze on those of us who don't fit the plans for "New Oakland."

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LETTERS

↑↓ CRUSH THEM ALL

I live on the Estuary, and I keep my boat at the dry stack. Yes, there are a bunch of abandoned boats with tweekers living on them that are a nuisance. The process is really simple to claim abandoned boats, which dump raw sewage into the water, and they roll around and steal stuff. Alameda PD marine patrol cruises the Estuary at night with night-vision goggles looking for people stealing stuff, and it's always these lowlifes on abandoned boats doing the stealing. Crush them all.

Bobby Reman

↑↓ IS IT ILLEGAL TO ANCHOR?

This quote is chilling: "Oakland Harbormaster Brock de Lappe said there are 'no legal anchorages anywhere on the Estuary. If you're anchored out, you're breaking the law. Some of those boats had been there for months.'"

So it is illegal to anchor anywhere, at any time, for any reason? If your boat breaks down and you anchor to keep your boat from being blown ashore, it's illegal? If you anchor to await a fair tide, it's illegal? If you anchor to keep your boat located over a fishing hole, it's illegal? If you anchor on an overnight or weekend cruise, it's illegal?

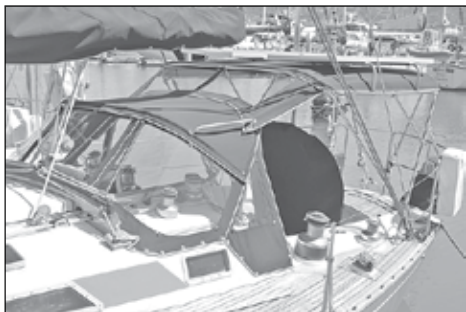
And only "most" of the boats had been there for months, which means some of them were there for shorter periods of time. According to the quote from the harbormaster, anchoring at any time for any reason gives the police permission to crush your boat without due process. This is truly frightening.

Concerned Citizen

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Regardless of your thoughts on the politics in the Estuary, if you're a sailor, it's sad to see a boat meet its end.

↑↓ WE'VE SEEN THIS IN SAUSALITO

The boats are abandoned. They do not force someone to get off the boat. The boats they choose are a hazard to the waterways and polluting. Basically it is a dump on a boat. Come to Sausalito and see how many dumped sailboats and non-liveaboard boats are in Richardson Bay. Over 100! When they sink, it is we tax payers who have to pay, and they pollute the Bay. I'm happy they are cleaning up the waterways and illegal boats to make it a safer and healthier Bay.

Charlotte Hampton

↑↓ ENVIRONMENTAL CONCERNS

This is a grant provided to the Oakland and Alameda police



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LETTERS

department. What you see is a law-enforcement solution to a problem. Stupid — their method causes pieces of fiberglass to be dropped into the water. Where is the city biologist and environmental sign-off? There are salvage companies that know what they're doing and minimize landfill. Recycle everything. Looks like a good lawsuit against the cities.

Terry Hensley

↑↓ WAS A NEW HOME SOUGHT?

Did they try selling the boats that were crushed up first? What a waste and what a lot of pollution just to dump these boats in landfill to get five minutes on the news.

Ibrahim Sargin

↑↓ IT HURTS TO SEE A GOOD 'TUNA' GO DOWN

It hurts to see this [Santana 22, aka 'Tuna'] crushed up, and seems really stupid!

Anna-Carlijn Alderkamp
Byte Size, Santana 22
Treasure Island

Agreed. I imagine none of us knew about it.

Stefan Berlinski
Santana 22 SF Fleet Facebook group page

↑↓ BUT HOW DO YOU KNOW?

How do you know the Santana 22 was perfectly good? I've surveyed many with significant delamination problems due to waterlogged plywood core disintegrating their decks, and while it's fixable, we have no idea what other issues that boat had. Combined with the likelihood of rusty keel bolts, soggy/rotten bulkheads, a waterlogged rudder, osmosis, 20-year-old shrouds, wasted running rigging, worn deck gear, and an exhausted sail inventory, one could easily drop \$15,000 and a significant amount of time to make it safe and seaworthy again. While there may be someone around who relishes such a project, I suspect anyone with that kind of dough can easily find a better use for their money.

Did someone mention donation? Under the latest tax code a low-to-middling income guy does not have the option to donate a worthless boat. There has to be first some resale value for the foundation, *and* the donor has to have income adequate to balance the loss against.

Our marinas are filled with boats that have more invested in slip fees than they do in maintenance, and I know we could mimic this on a daily basis all over the Bay Area, as there are a lot of rotten GRP boats growing to the bottom. Many of them were poorly built either from not knowing or not caring.

If you'd like to see the Corps of Engineers in Sausalito break up a boat you'd see a very similar process that they've been doing for decades.

Dave Wilhite

Readers — Please see What Will Become of the Oakland Estuary on page 70 for our reporting on this issue. In that article, we'll try to answer your questions about where and when it's legal to anchor that Santana 22, and discuss the larger, existential threats facing pockets of the Bay Area waterfront — namely homelessness.

We are, of course, a sailing magazine, but it would be absurd to pretend that the pressures of the housing crisis aren't weighing on our harbors and marinas. These are problems that affect all of us, and so, as a sailing community, we have a vested interest in finding solutions.

What's more, we have empathy for people struggling to find

LETTERS

a place to live in the Bay Area, or who are living on the fringes, be it on an abandoned boat anchored out on the Bay, in an RV in a parking lot, or in a tent under a bridge. Our concern stems from a sense of compassion for our neighbors and fellow humans, but we also believe it's the most practical and cost-effective approach to solve a dire problem. This doesn't mean we think that homeless people should be anchored out on old boats. We emphatically do not, and don't think that it's ever a good idea for non-boaters to live on boats ill-equipped to be on the hook.

To our surprise we've found that many people agree that part of the solution must be a holistic, compassionate approach to homelessness. We heard many people say that if you remove people from one area, they're just going to show up somewhere else. As we mention in our story, it is actually cheaper — and certainly far more humane — to house the homeless rather than to effectively play whack-a-mole and kick them out of parks every few months.

We'd also like to say that we support our neighbors and fellow humans who are liveaboards, play by the rules, and have safe, environmentally sound boats. We support marina owners who are trying to run businesses that serve their clients. And we support all parties who are trying to remove debris, sunken boats and hazards from waterways.

We do not live by the ethos "back in my day," which generally implies that things used to be better. We accept that things change. Oakland is changing. The Bay Area is changing. The funky, bohemian and charming are vanishing and being replaced by what is objectively expensive and bordering on unaffordable. Consider that decades ago, much of the Bay was filled in to make room for housing. Large tracts of land, like the Marina District or Mission Bay, were actually once open water. They are now housing.

We don't think we can stop the future, but we do want to ask, "Who will this place be for? Who will the marinas and waterfronts be for? Will there be a place for us with our 1963 Columbia Challenger, which is in desperate need of a paint job? (Our newest editor's boat is seaworthy, registered and insured, but it's also old. If it were sitting on the Estuary, we fear that it might fall into the derelict-boat category.) Will there be a place for skilled mariners in well-found boats to live on the hook? Will there be affordable boatyards on the waterfront, as well as condos and apartments? Will there be places where artists and writers (and lowly journalists, like us) can afford to live?"

Ultimately, we think the Bay is a place for commercial or recreational use. We do think that allowing more liveaboards at marinas is at least a drop in the bucket of the many solutions needed to ease the pressure of the housing crisis. We also support more well-regulated anchorages around the Bay that welcome sailors arriving from the sea. But, in the end, the Bay is just not made to house large portions of the population. The sailing community can certainly be part of the solution, but it cannot solve the problem.

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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keeping it weird on the r2ak

This is the story of a cowboy from Montana, a famed astrophysicist, and a set of steak knives.

Well, sort of.

This is, in fact, a story about a sailboat race full of characters and a healthy dose of weirdness. It all starts in Port Townsend, Washington,



PRISCILLA PARKER

We don't know if Stephen Hawking the astrophysicist was confused with Steve Hocking the sailor (above), but the reverse has apparently happened. Sort of.

a "town that loves boats and crazy people." The fleet of boats — which is 46-strong as of this writing — is as varied as those crazy people onboard. The sailboats will be outfitted with all manner of odd, human-powered, Rube-Goldberg-esque auxiliary propulsion. (There will also be strictly human-power kayaks, rowboats and a SUP.) Once the gun goes off on June 3, the fleet heads north on the 750-mile course through the Inside Passage. The final destination is Ketchikan, Alaska.

Enough build up, already. Most of you probably know that we're talking about the Race to Alaska, or r2ak. And don't be too fooled by all the weirdness — this is a super-competitive, gritty, tactical northerly slog in what are some of the trickiest waters on the West Coast.

Last month, a Bay Area sailor stopped by our office to let us know about a local (Marin County) entry, and just how gung-ho he is to go for the gold. Dean 'Steve' Hocking — which

is pronounced Hawking, just like . . . well, you know — is the skipper of the mighty *Ohana*, a Beneteau 45f5 that's a veteran of two Pacific Cups, a trip to Mexico, and a trip to Canada . . . and back. "If you were a nerd at any point in the past 50 years, your mental erogenous zone had a *Teen Beat* crush on Stephen Hawking," read the endlessly bizarre and always entertaining *www.r2ak.com*, which clarified: "Stephen Hawking is both dead and not in the r2ak. [But] Steve Hocking is alive, not amused, and joined by his kids, Amber and Aaron."

Years ago, Hocking met Shad Lemke, a "cowboy in Montana doing an internship in the Bay Area," Hocking told us on a chilly spring morning at our offices. "He became my crew and foredeck man on *Ohana*. Shad became enthused with sailing, bought himself an Olson 30, and did last year's Singlehanded TransPac." It's Lemke's Olson 30 *Dark Horse* that will challenge in this year's r2ak. The Hocking family and Lemke will be joined by sailors Mark Bostrom, Samuel Keefer and Matt Kertesz, who are officially known as Team High Sea Drifters. Their homeport: San Rafael.

Originally from the Boston area, Hocking enjoyed kayaking, and did a 28-day solo trip up the Inside Passage years ago. "I eventually bought myself a sailboat and took it back up the Inside Passage." Hocking spent a year living aboard his Pacific 30 (which he called a "Pelagic Pacific.") "My daughter — she was 11 years old at the time — and I took a trip and sailed into Echo Cove [near Juneau, Alaska]. In October, we came across this one-room schoolhouse with a beautiful park-like setting and a beach. My daughter begged me to stay so she could go to school with the other seven kids — and all of the kids came to school on a boat. We spent a year up there. I was working in the resorts doing maintenance and projects."

The Pacific Northwest is famous for its light summer winds, thus the human-powered provision on the boats. *Dark Horse* has been fitted with two . . . what we guess we'll call "pedaling stations" on the transom for those light-wind situations. "We have two cyclists onboard," Hocking said of Team High Sea Drifters. "Sam and Matt are both multi-talented. Matt's a mountaineer and a snowboarder. Sam's a sailor, adventurer and cyclist." Hocking called owner Shad Lemke a jack of all trades who has fixed up his Olson admirably. "As a gift of appreciation

continued on outside column of next sightings page

summer reading

This gig requires a lot of reading on computer screens — websites, blogs, search engines, social media and who knows what else take up huge chunks of our days. When we're on our own time, either at home, heading somewhere on a boat, or just spending a quiet evening at the dock, we like kicking back with a good old ink-and-paper book. Here are a few that have crossed our desks lately.

Barons of the Sea (Steven Ujifsa, \$29.99) — Opiate abuse and trade with China have been in the news before. Both



DEAN STEVE HOCKING



NEW LINE CINEMA

for sailing leisure

these subjects weighed heavily on the minds of movers and shakers in the early 1800s. Americans of the day apparently couldn't get enough tea, silk and porcelain from the Far East, and many a fortune was won or lost getting those goods to American shores faster than the other guys. By mid-century, the phenomenon produced the fastest and most beautiful sailing ships the world had ever seen — the clippers. The unsavory backstory is that much of the China trade revolved

continued in middle column of next sightings page

the weird r2ak — continued

for teaching him how to sail," Hocking said, "he gave me his hand-made old lariat [or lasso]." Hocking said that he first thought about doing the r2ak on two boats that he's owned over the years: A Ranger 23 and a Tom Wylie-designed Spaulding 16 knockabout catboat.

For those of you who are paying attention, you might be wondering about those steak knives. That's the second-place prize in the r2ak, an award taken from the movie *Glengarry Glen Ross*. ("First prize is a Cadillac Eldorado. Second prize is a set of steak knives. Third prize is you're fired," says the movie.) It is an award purposefully insignificant next to the \$10,000 purse so as to emphasize the larger point: There is no second place, y'all. It's a sentiment that Hocking shares wholeheartedly. "We're going for the gold, for the \$10,000 nailed to the tree."

— tim

Main spread: Who is that tall, mysterious stranger? Why, it's Shad Lemke, seen last year in Kauai at the conclusion of the Singlehanded TransPac aboard his Olson 30 'Dark Horse'. Inset, top: The, umm pedaling stations that have since been installed on 'Dark Horse' that the crew hopes will, ahem, propel them to first place. Inset, bottom: Alec Baldwin as Blake in 'Glengarry Glen Ross', showing the uncoveted second-place prize, a set of steak knives.



SIGHTINGS

a family grows into sailing

The cool thing about sailing is it's never too late to take it up, and it's something that you can pretty much enjoy throughout life, even if a little assistance is required along the way. Peter Blackmore and his wife Deb are a classic example of a couple who got into sailing later in life. The Blackmore family moved frequently when their sons Richard and Rob were young, finally settling in Atherton in 2003. In eighth grade, Rob started boarding school in Austin, Texas, and that summer returned to his family's new home in California. But he didn't have much to do or know many people, so Deb chose Stanford's summer sailing camp to keep him busy. Rob got hooked on sailing, became a junior instructor, and taught in the program over the next three years.

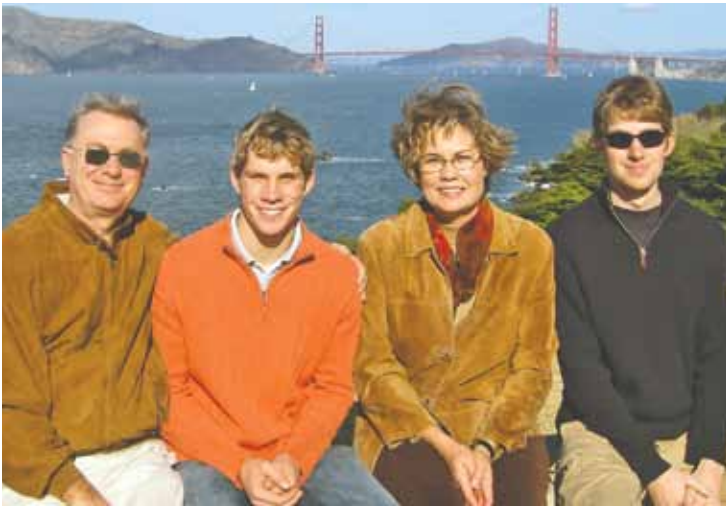
On a parallel path, Peter and Deb began to show an interest in sailing. "Mom kind of schemed it as an idea that could become a family activity," Rob recalled. "We became members of the Sequoia Yacht Club and got to know people there, but the club boats were a

continued on outside column of next sightings page

summer reading

around opium, which (despite being illegal) was almost as valued as gold in China. This book does an excellent job of putting it all together. Many of the famous names of maritime history spring back to life — shipbuilder Donald McKay; hard-driving skippers Josiah Creesy and 'Bully Bob' Waterman; and the lovely ships themselves: *Sea Witch*, *Rainbow* and later clippers like *Flying Cloud*, which achieved superstar status in the new business of transporting starry eyed adventurers from the east, around the Horn to San Francisco, and the gold fields beyond.

Seven at Sea (Erik and Emily Orton, \$18) — New Yorkers Erik and Emily are a young urban couple who eschew a



— continued

normal life ashore and take off cruising. Sound familiar? What makes this book a standout of the genre is that they have five kids, ranging from 6 to 16. The Ortons — Erik and Emily trade off writing duties — nurture the dream the right way, with sailing lessons on the Hudson (older kids included); chartering in the Caribbean; following favorite cruising blogs; and Googling every sailing subject under the sun. Their due diligence culminates in the purchase of *Fezywig*, a Lagoon 38 catamaran, from a charter company in St. Martin. And then real adventure begins. This book is a great read, especially for cruisers with kids, and contains one of

continued in middle column of next sightings page

Clockwise from top left: the Blackmore family, from left, Peter, Rob, Deb and Richard; 'Pied Piper' at the Oyster Palma Regatta; a downwind leg in Mallorca; 'Pied Piper' in 2015 trucking upwind; the Blackmore's Pearson 365 'Tradition' sailing on the Bay.



ALL PHOTOS COURTESY THE BLACKMORE FAMILY

grows — continued

little tired. So Dad eventually pulled the trigger on buying a Pearson 365, although in my opinion he did that a little early for his skill level at the time!" Rob joked. The family learned to sail on *Tradition*, a Pearson 365, which they took out for days at a time. Rob recalls with good humor one trip where, as teens, he and his brother did a mini mutiny, escaping Angel Island on the ferry to the City, then catching the train back home to the South Bay. "The Pearson was fun and could handle 25-30 knots no problem, but it was a little tight for our family, especially with two teenage boys onboard," Rob laughed.

In 2008, the family upgraded to *Pied Piper*, an Oyster 49. "It was another fun boat for the family, and we sailed all over the Bay and California coast," Peter said. "We also raced the Coastal Cup, but she really was a cruising boat not a race boat." Not one to shy away from an adventure, Peter and Deb, along with a skipper and one crew, eventually cruised *Pied Piper* from San Francisco to the British Virgin Islands in 2014. "We spent 53 days at sea — it was a fantastic voyage!" Peter continued.

Following that trip, *Pied Piper* was shipped to Palma de Mallorca — Peter grew up in England and often visited the South of France, and always wanted to sail there. Not only have the Blackmores cruised the Med, but they compete regularly in the annual Oyster Palma Regatta.

"*Pied Piper* has distinguished herself with mix of firsts and seconds in class over the last four years," Blackmore reported. "The Med is just a fantastic place to sail." Late last year, the Blackmores bought *Peregrine Falcon*, an Oyster 625, so they'd have space for a skipper and more friends. "I just turned 72, and can skipper the boat — but Deb and I both realize we will have more fun with professional help over the next 10 years," Peter said. "The Oyster 625 is a fantastic boat for cruising, ocean crossings and even racing."

Peregrine Falcon's first major voyage was across the Atlantic to the BVI in January, following by some cruising with family and friends, culminating in the BVI Spring Regatta and Sailing Festival, where they took third in the Scrub Island Invitational. Jim and Carolyn Peterson (St. Francis Yacht Club members and owners of the Beneteau First 42 *Made Easy*) were guests on *Peregrine Falcon* for the Regatta.

Back in the Bay Area, the Blackmores also keep a small daysailer for Bay sailing — the Alerion 28 *Mistral*. "It's great to have a boat here for the family to use; she's fun to take out on the South Bay," Peter commented. He's a member of the San Francisco Yacht Club, and was one of a small group who last year formed The Club at Westpoint based in Westpoint Harbor in Redwood City, with the objective of becoming the premier watersports and social club in the South Bay. "We're off to a great start with nearly 120 members in 12 months. We plan to have a new club building open in 2020. In the meantime, we're using the first floor of the harbor master's house as our location."

Meanwhile, Rob Blackmore moved to Seattle for his job three years ago, but still races on the Bay six times a year on *JetStream*, a JS9000 sportboat owned by Dan Alvarez of Oakland. "We've been racing the boat together for eight years and do all the big fun races — it's a great boat, like high-octane sportboat sailing," Rob was also fortunate to join his parents for two weeks of cruising in the BVI this winter, commenting, "When they took *Pied Piper* to the Caribbean, I joked with my dad that he took the family cabin to the other side of the world, as I don't get that much time off — in your mid-20s you don't have too much freedom in your career yet to just leave. When they got *Peregrine Falcon*, I prioritized doing the BVI trip."

Peter is full of enthusiasm for the sailing adventures ahead he has planned and the time that means with family and friends. "We are looking forward to spending much of our retirement sailing — summers in the Med, and, in late 2020, we will ship *Peregrine Falcon* to New Zealand for the America's Cup in 2021 and some cruising thereafter — with friends and family of course!"

— michelle slade

the gidleys of sausalito

In May, we had the pleasure of visiting with Mary Gidley, 82, and her son Memo, a professional race-car driver, on their Elliott 1050 *Basic Instinct*. At the berth in Sausalito, we listened to Mary's tales of life aboard and adventure from bygone times.

Mary Gartland was born and raised in Madison, Wisconsin, the city of five lakes. "We lived next to a lake, so we spent summers in the water," said Mary. "My father was a fisherman. We had canoes and rowboats, but never sailboats. I went to the University of Wisconsin and graduated in journalism in 1959. I was looking for a daily newspaper close to San Francisco. I got a job offer from Eureka, and also from El Centro, so pretty much two different kinds of California."

Mary ended up in Eureka, a reporter and women's page editor. "That's where I met Cass, in sort of a wild bar on 2nd Street. He was fishing crab. He also had a semi truck, and he was hauling crab down to the Bay Area and selling them in these little crab stands all over the county. He had 13 or something like that."

"It was crazy hearing stories from Cass," said Memo. "Back then they would just park a fish truck on the side of the road." Cass converted roofing-tar trailers into crab boilers. "He'd cook the crabs right there in front of everybody, up and down Highway 101."

"He had the idea he wanted to buy fish, even though he had been a fisherman for several years, because he thought the fishermen were getting cheated," explained Mary. "He leased the dock from Bob Rich. It was a whole different pier that's gone. You can still see the pilings if you go by Cass' Marina." Cass' Marina is a dock at the foot of Napa Street, just off Bridgeway, next to the Sausalito Cruising Club.

"It went like a hundred yards out," said Memo. "They used to tie up a couple hundred fish boats. It was a big, big pier."

Mary joined Cass in Marin County around 1961. "I quit my job and came down here," said Mary. "I thought adventure was down here. I was willing to go anywhere; I just did not want to have a normal life. We lived in a tent for a while in somebody's yard in Mill Valley, and started buying fish and shipping it to Meredith Fish Company in Sacramento. Then we had a fish plant where we processed salmon and sent them back east in barrels. We built the processing plant in one weekend. I don't remember ever getting a permit for anything. I was kind of the bookkeeper, the person who was trying to keep things straight and pay the bills.

"We had a thriving fish-buying business. It developed into a fish-and-chips restaurant and fish market. In the meantime, Sharon was born in 1962. She was named after the schooner *Sharon*. We lived on the dock most of the time.

"In about 1962, Cass had the idea that people needed to get out on the water, and unless you belonged to a yacht club you weren't going to be able to. That was the idea behind Cass' Marina. We started with one boat, then it was exponential: two boats, four boats, eight boats, 16 boats. We ended up with about 20-some boats. We had a Bristol 27, a lot of O'Days, Mariners. They were open-cockpit fiberglass boats. We only had a couple big boats."

Despite operating two businesses simultaneously, the Gidleys spent the off-season in 1963 sailing down the coast to Mexico on *Tia Mia*, a 28-ft Friendship sloop, when Sharon was not quite a year old. "We went down to San Quintin, but then we turned around because we had to come back for the salmon season, which started April 15.

"*Tia Mia* still exists, believe it or not. It's up in San Rafael. The same person who bought it from us still owns it." *Tia Mia* is indeed berthed behind the Montecito Plaza on the San Rafael Canal.

"The second year, we left the *Tia Mia* on a mooring by José Albaros' shipyard. He built a mooring for us, so we flew home. The next year we drove down to Mazatlan and took a ferry across and cruised up the gulf. My daughter Maria Guadalupe — Lupe — was born in La Paz, and she was back on a boat before she was 24 hours old. I mean

continued on outside column of next sightings page

summer reading

our favorite lines in recent years: "I may not be a great sailor," writes Emily, "but when it comes to my family, I know which way the wind is blowing."

Arrow's Fall (Joel Scott, \$18.95) — Hard-drinking adventurers Jared Kane and Daniel MacLean are back in this follow-up novel to *Arrow's Flight*. In that book, the two become friends in prison and later escape bad guys aboard Kane's 46-ft wooden sailboat *Arrow*. In *Arrow's Fall*, Kane, Danny and a host of oddball characters stumble on sunken treasure,



— continued

only to be pursued by a megalomaniac on a mega-yacht. Plenty of modern swash-buckling ensues, all of it lent an extra air of credibility by the author's background as a lifelong sailor with a four-year circumnavigation under his belt.

Escape from the Ordinary (Julie Bradley, \$14.99) — The life Julie and husband Glen 'escaped' from was far from ordinary. She was an Army Special Forces officer whose last assignments were conducting nuclear weapons inspections in

continued in middle column of next sightings page

gidleys — continued

I was back on the boat too! I think I took a shower first."

The following year, the family brought *Tia Mia* back up the coast. "We had a rough journey back. It took us six weeks; it was tough. We hung around Point Conception for over a week. We didn't have instruments like we have today."

"The weather window then was sailing out, and if you can't make it you turn back," commented Memo. "Now you look online. It was a whole different deal then."

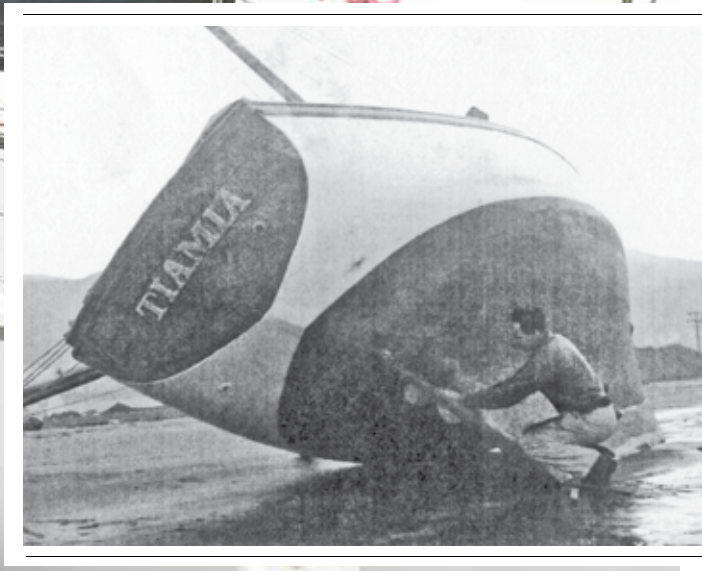
In 1968, the Gidleys sold both Cass' Marina and the *Tia Mia*, and bought the 54-ft Alden cutter *Yo Ho Ho*, built in Maine in 1930. "It was a gorgeous boat," said Memo.

To be continued...

— chris



Spread: When we visited them in Sausalito's Clipper Harbor in May, Mary and Memo Gidley were preparing to take 'Basic Instinct' out for a spin. Insets left: Mary and Cass Gidley in the '60s. Below: A haulout for 'Tia Mia' consisted of ca-reening her on the beach at Schoonmaker Point.



SPREAD LATITUDE / CHRIS; INSETS COURTESY MARY GIDLEY

SIGHTINGS

editorial: state auditor's report of bcdc

The Auditor of the State of California's report on the BCDC was unequivocal in its criticism. Titled: *San Francisco Bay Conservation and Development Commission — Its Failure to Perform Key Responsibilities Has Allowed Ongoing Harm to the San Francisco Bay*, the report focused on the BCDC's startlingly severe shortcomings when it came to doing its job. "[BCDC] has consistently struggled to perform key responsibilities related to enforcement; the commissioners have not provided sufficient leadership and guidance for their enforcement process and have improperly delegated their enforcement authority to staff; the commission's failure to resolve some of these cases has allowed significant, ongoing harm to the Bay."

Immediately after the report was released, BCDC chair Zack Was-

continued on outside column of next sightings page

summer reading

Russia; he was a defense contractor. Julie did her 20 years; the couple sold their old boat and flew to France in the late '90s to pick up their new one, an Amel Super Maramu 53 ketch they named *C'est Assez* ('it's enough'). They proceeded out into the Bay of Biscay in what became known as the 'Christmas Storm', a force-10 gear-buster that almost ended the voyage before it started. *C'est Assez* eventually made it to the Caribbean, transited Panama, and arrived in Fiji two and a half years later — on 9/11. That was

JEANNE SOCRATES / SV NEREIDA



— continued

back before smartphones and satellite TV, when cruisers got their news largely via single-sideband radio. Julie's descriptions of the cruising community's reaction and support are as surreal as they are touching: "In a display of solidarity and support for the United States, every single boat in the anchorage flew the American flag." There was much more cruising after that, and we look forward to reading about it in Julie's next book, *Sailing Pirate Waters*.

Pacific Explorations (Nigel Rigby, continued in middle column of next sightings page)

Scenes from the sea while circumnavigating. Top row, from left: Jeanne Socrates at dock some time ago; The ocean has giveth-ed and taketh-ed away for Socrates. Bottom row, from left: 'Moli' continues to circle the globe; A shirtless Randall Reeves takes a selfie in the horse latitudes.



RANDALL REEVES / FIGURE 8 VOYAGE

editorial — continued

serman wrote on the agency's website that "the auditors found no evidence of improper staff conduct, such as bias or 'moving the goalposts,' as some permit violators appeared to suggest before the audit began." While "moving the goalposts" is a broad, slightly vague concept, the Auditor said that because of a lack of effective leadership and coherent processes, the BCDC made erratic enforcement decisions, and said that in some cases, staff either failed to follow regulations, or that the regulations themselves did not provide sufficient guidance.

"Without formal policies and procedures, the commission risks imposing fines on permit holders in an inconsistent and unfair manner," the report said. "Some minor violations may result in penalties that are too high to be reasonable, and the commission is in essence penalizing major and minor violations equally."

It's not exactly clear what's next. Some people working to reform the BCDC feel as if the Auditor has set the stage for legislators to take action. Will this mean a purging of commissioners and staff? Will this mean a restructuring of the organization? Marie Waldron, a Republican assemblyperson in Southern California, said of the audit: "I'm disappointed with the results, which reveal an arbitrary and capricious regulatory process at the BCDC, thanks to an inadequately supervised bureaucracy that has been allowed to run amok. At a minimum, all fines and penalties should be suspended until the commission and legislature can . . . ensure that the BCDC has its house in order."

When the audit was announced last summer, we said in a September 2018 editorial that there needed to be a reckoning. Some of the alleged violations addressed by BCDC against a few Bay Area waterfront businesses, such as the size and color of tables, were, to us, laughably minor in scope, but some of these infractions were slapped with \$30,000 fines. And all the while, there were serious violations taking place, such as an abandoned tugboat which was "likely . . . discharging fuel into the environment," in 2013 that was reported by the Coast Guard, but was not acted on by the BCDC.

There is no spinning what's happened at the BCDC over the past few years. Serious, systemic change is needed to reform an agency found to be negligent in its core duties. We hope that whatever action is taken to save the BCDC from itself is decisive and just.

— latitude

a quick circumnavigators' update

In mid-May while sailing through a gale between Tasmania and New Zealand, Jeanne Socrates suffered a knockdown and sustained serious damage to her wind- and solar-charging units. Undeterred, Socrates rounded the South West Cape on Stewart Island in late May. "That will be the end of a very long Southern Ocean leg," Socrates wrote us, "and the beginning of the long final Pacific Ocean northbound leg back to Victoria, B.C., to complete my nonstop, solo, unassisted sail around the globe as the oldest person to do so — a mere two months longer than expected."

Meanwhile in the Atlantic, Randall Reeves was slogging through light winds in the horse latitudes before he punched through to steady, even ferocious winds. "The North Atlantic is still kicking," said Reeves in a video. But steady winds will be a welcome change to get Reeves to St. John's, Newfoundland. It will be his first stop since leaving San Francisco last fall, over 250 days ago, and circling the Southern Ocean. Reeves tried to keep it all in perspective.

"There are two big challenges yet to go before we complete the Figure 8 Voyage . . . but it's easy to feel in this easy sailing in the tropics that we're in the home stretch." Reeves hopes that the 5,000-ish-mile Northwest Passage will be navigable, and that the sail back to San Francisco via the Bering Sea and Gulf of Alaska won't be too late in the season.

"We have some big business yet in the high latitudes up north."

— tim

summer sailstice

The sailing world is a fractious one. Non-sailors often think of it as just another sport like tennis. However, all tennis players play with the same rules, in the same size rectangle with the same balls and racquet, all dressed in white. (OK, it's more colorful now.)

Sailing is completely different. There are no rules. People like Webb Chiles sail a Moore 24 around the world by themselves. Others only sail their Moore 24 when there's competitive, close-course racing. Then there's cruising the Delta on your Ericson 35, racing the Transpac, or sailing a schooner like the *Seaward*. Other sailors get their jollies on a Westsail 32 or the foiling SailGP F50s, while others find satisfaction on a Sunfish or Hobie Cat. For some it's all about Olympic gold and others the Sea of Cortez. Randall Reeves is doing a nonstop figure-eight around the planet. To sailors, it all kind of makes sense.

It's practically impossible to explain sailing to non-sailors. The windward side is the one where . . . The ORR rating rule is . . . There's a keel down there that keeps you from tipping over unless you're on a catamaran and then there's no keel . . . No, you can't anchor at night when you sail to Hawaii . . . It is also not impossible for non-sailors to find a way into sailing that fits their time, budget and personal style and expectations.

Back in 2001, Summer Sailstice was created as a way to unite all sailors to share a global celebration of sailing while, at the same time, just putting the whole fiasco on display for the world to discover, instead of trying to *explain* sailing. Tall ship or small ship, explorer or racer, some slice of sailing will surely appeal to most people.

So, what are your sailing plans for the June 22, Summer Sailstice weekend? Here's a quick rundown of some of the Bay Area and West Coast plans currently posted on the Summer Sailstice website (link below): The schooner *Seaward* will host anyone aboard for a free, two-hour morning or afternoon sail out of Sausalito. Many will join the Westpoint Regatta to the South Bay while others use the weekend to start or continue their summer Delta Doo Dah cruise. Lisa Chapin and her SailTime members are planning an overnight trip to Clipper Cove. San Francisco Yacht Club will host members in their Independence Cup Regatta, while neighbors Corinthian will host their regular Friday night races before inviting the public to attend the always-stunning Master Mariners Wooden Boat show the following Sunday, June 23.

Traveling south, there's a Hobie beach day in Santa Cruz, a Discover Sailing Day at Orange Coast College in Newport Beach and a group of boats just taking a sail out to the Channel Islands. Across the country, there are people sailing on inland lakes and the short coast of Alabama, as well as Take a Friend Sailing Day organized by *Spinsheet* magazine on the Chesapeake. There's Cleveland Race Week in, well, Cleveland. Some of these things are organized, some are disorganized, though they're all showcasing a slice of the sailing life. Whatever your plans are, you can add them to the Summer Sailstice website listed below.

Another sailing ailment Summer Sailstice aims to address — as we chronicle elsewhere in this issue — is that too many boats are neglected, unused, and end up in the crusher. It doesn't have to be that way. The Bay Area is crowded. The Bay is not. Summer Sailstice is an opportunity for everyone to invite a friend, hoist the wrinkles out of rarely used sails, and join sailors the world over in a tribute to the eclectic sailing lifestyle. These friends will find the greatest of local escapes is right next door and be reminded that, though they perceive sailing as expensive, they're sailing with you for free and that's true for the vast majority of sailors. Sailing crew always outnumber owners. Sailing can be as free, cheap or expensive as you like.

Everyone who shares their sailing plans on the Summer Sailstice website (www.summersailstice.com; *Sailing/Events*) helps accomplish two things: Their plans showcase and demonstrate the full spectrum of sailing, contributing to the public's understanding of how the sport and lifestyle are truly practiced by most people — and how accessible

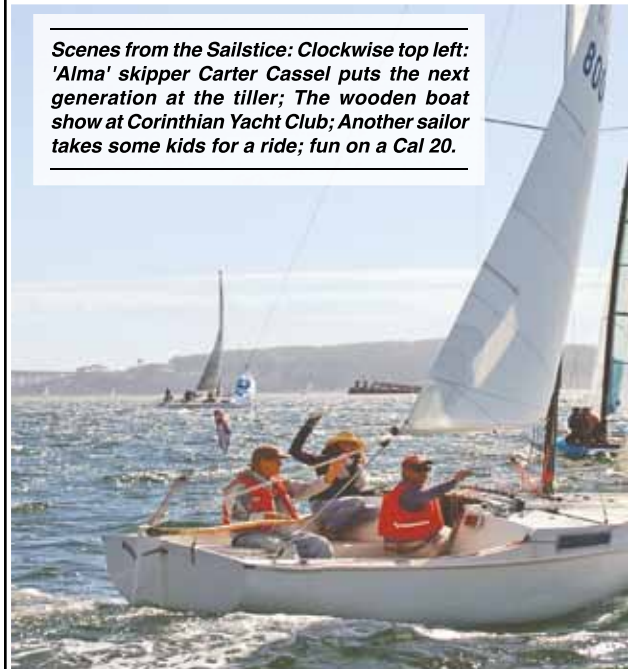
continued on outside column of next sightings page

summer reading

Pieter Van Der Merwe and Glyn Williams, \$30) — This book offers a fascinating glimpse of some of the great sailors of the past. To name-drop just a few: Cook, Bligh and Robert FitzRoy of *HMS Beagle*. With stories woven from their journals and official reports (and a few rare eyewitness accounts), the authors bring these great voyages back to life with surprising, even humorous detail. For example, FitzRoy's appeal to the Admiralty for a second survey voyage was largely motivated by four 'Fuegian' hostages he'd



Scenes from the Sailstice: Clockwise top left: 'Alma' skipper Carter Cassel puts the next generation at the tiller; The wooden boat show at Corinthian Yacht Club; Another sailor takes some kids for a ride; fun on a Cal 20.



ALL PHOTOS COURTESY OF SUMMER SAILSTICE

— continued

taken in response to the theft of a whale-boat near Tierra del Fuego on *Beagle's* first trip. (The plan to trade them for the boat never materialized — the boat was never seen again. So they ended up going back to England on *Beagle*. FitzRoy's idea of training them as interpreters didn't work out either.) Knowing FitzRoy was an intellectual, Sir Francis Beaufort recommended an educated young gentleman to accompany the trip, 21-year-old Charles Darwin. The rest, as they say, is history.

— jr

sailstice — continued

it actually is — most of the time. Secondly, by creating awareness and inviting others to sail, we hope that underutilized boats will be reactivated by increasing participation.

Sailing survives on the passion of the participants who then take that passion and share it with others. Most sailors do it in one way or another over the course of the year, but Summer Sailstice was created so there'd be one weekend, as the summer begins with the solstice, when all sailors would pitch in and do it together. One of the questions we always ask when interviewing sailors is, "How did you start sailing?" Most often the answer is about an experience with a friend or family that ends with these words, "And then I was hooked." You could be that friend.

— john



SAIL GP —



LLOYD IMAGES / SAIL GP

Northern California 505 sailor Mike Martin, one of the TV announcers for SailGP, called the conditions at noon on Saturday, May 4, "classic San Francisco. The wind is building." He said that the current was strongest in the middle; less along the shore. The sun shone on the Bay, the wind blew from the west at 13 knots, and the water was moving in the same direction.

Nathan Outteridge, the Australian skipper of the Japan team, is an S.F. Bay

vet, having sailed here as helmsman for Artemis Racing in America's Cup 34. He said, "It always blows from this direction. It's cold, it's windy, it's wavy. At the top of the course, it's quite nice, 12 knots. Close to shore, there's flat water."

The course, in the middle of the Bay north of the San Francisco Marina, was set up for a reaching start on starboard tack, with a short first leg followed by a run down the Cityfront. In Race 1, Japan took the leeward side of the line for rights on the other five boats, and got up

Six teams, named for their nations instead of corporate sponsors, and sporting their country colors, descended on San Francisco Bay on May 4-5 to duke it out in foiling 50-ft catamarans.

to speed the quickest (at 44 knots). The white and red 50-ft cat led most of the way around the course; the finish was not even close. Great Britain had the lead for a bit, but flew too high and splashed down, coming to a full stop and filling with water. The hulls will hold up to 5 tons of water, and the boats only weigh 2.5 tons. Commentator Shirley Robert-

ERIK SIMONSON / WWW.PRESSURE-DROP.US



Near disaster during practice. Left: China crashed down after flying too high and split their wing on April 30. Their shore team scrambled to repair the damage. Below: Australia's skipper, Tom Slingsby, said: "Foiling cats are very dangerous. Fortunately we got the steering again. Moments later we would have capsized."



SAIL GP

FLIES INTO SAN FRANCISCO

LLOYD IMAGES / SAIL GP

Above: The latest in high-tech gadgetry, USA's F50 foils away from Alcatraz Island, home to the venerable penitentiary built in 1934. Below: Ticketed spectators enjoyed the action from temporary grandstands set up between the St. Francis and Golden Gate yacht clubs.

son, a British Olympic gold medalist, said, "If you're brave enough to fly high, you're going to go so much faster."

"We were definitely nervous getting into the first start," said Riley Gibbs of Long Beach. He's only 22, but he's the wing trimmer for USA. "There's noth-

ing like actually racing. As much as a practice race simulates it, it's different. The nerves were high, but as long as we stuck with our program and our timing on maneuvers we did okay. But when we rush things, it's hard. It's pretty frickin' difficult," he chuckled.

The water got bumpier for Race 2. JPN took the windward end of the line; GBR nailed the start at the leeward end, but all the boats were very close. China and USA were both in the hunt, but JPN finished first, AUS second. No one else was even close. "Nathan is wearing ski goggles he's going so fast," commented American Olympic bronze medalist Charlie McKee.

China won the third start, but slipped into the wake of GBR at the first mark, dipping a hull into the water. CHN buried their bows twice at the second leeward mark rounding. At one point, JPN had a 198-meter lead, and they won by 10 seconds. Shirley Robertson called the team "a slick machine. They're giving a master class on San Francisco Bay." GBR finished second. AUS was hampered by a broken wing.

About Sunday, Riley Gibbs said,

"If you're brave enough to fly high, you're going to go so much faster."

"We'll see. We'll go back and look at all the data and analytics from today and try and move forward and see where we can make improvements. Yeah, I'm looking forward to it!"



LATITUDE / TIM

SAIL GP —

Tracy and Cindy Rogers won tickets to SailGP in a raffle drawing at *Latitude 38's* booth at the Pacific Boat Show in April. They sat at the top of the grandstands on May 4. "It was amazing," said Tracy. "In the America's Cup here, it was whoever got to the weather mark — it was over. Now, that wasn't the case — lots of lead changes.

"The grandstands were in the best spot possible. After the start, when they got to the reach mark, they were making their first jibe right in front of us. Coming around that same mark and into the finish, this was a good spot to be in.

"It's like Indy racing, on the water," said Cindy. "Fast! You never know what to expect. What you see at the beginning is not necessarily what you're going to see at the end.

"When you see the boats coming at you, when they come around the mark or come to the finish and all of them are in front of you, it's incredible."

"For us, 15 knots is fast," said Tracy, "and this was 40+. That was really cool."

"I know I'm not going to be sailing as fast as them." The Rogers have a J/120, *Hokulani*, berthed in Brisbane. "No amount of inspiration is going to make my boat go that fast."

Sunday looked different from Saturday, with flatter water and less sun, but the same 13 knots of breeze at noon for the start of the fourth fleet race. Breeze would build to 30 knots for the Vallejo Race in San Pablo Bay (see page 78 for that story), but the Cityfront

USA's wing trimmer, 22-year-old Riley Gibbs, chatted with *Latitude's* Monica Grant after the racing on Saturday.



JED JACOBSON / SAIL GP

A near miss between Japan and Australia during the final match race.

would never see more than mid-teens. AUS won the start of Race 4, then USA took the lead. On the first windward leg, GBR went off on a flyer to the right that paid off and put them ahead. They maintained their lead to the final mark, made the layline, and won for the first time. JPN and AUS were neck and neck at the finish. JPN took AUS up, and AUS off fell off their foils, burying the bows. The rivalry between Outteridge and Slingsby goes back 25 years — and the two Aussies are only in their early 30s!

Mike Martin described "big puffs and lulls onshore. It's steadier in the middle, but lighter. You can see a big streak in the water that separates the strong flood from the lighter flood."

Though still a fleet race, Race 5 came down to a match between AUS and GBR for the second-place spot to qualify for the finale against JPN, which looked like

they were taking it easy in this one. GBR and AUS started last, but sailed through the fleet to take the lead. GBR fouled USA at a mark rounding. AUS was clear ahead at the last mark, and alone in front at the finish. GBR came in 25 seconds later; USA was third. France was really never in the game at this regatta.

Sunday's finale between JPN and AUS was something of a letdown. Instead of an exciting battle between evenly matched rivals Slingsby and Outteridge, JPN was flying blind and followed AUS into the start and around the course.

"The last race we lost the display software that tells us the time to the start and the boundaries, and shows a diagram of where you are on the course," explained Outteridge.

The commentators called "the Great British" the team most improved since the Sydney event in February.

LATITUDE / MONICA



LATITUDE / ANNIE

FLIES INTO SAN FRANCISCO

Nevertheless, even the finale had its breath-holding moments. The two boats came close to contact at the leeward mark rounding, with JPN on the inside. One of JPN's bows came so close to AUS's rudder that viewers thought they would collide for sure. JPN maneuvered to avoid contact, burying a bow. At the second leeward gate rounding, the two split the marks, with AUS going right, JPN left. AUS dipped the windward bow a bit on the tack, but the boats converged again, JPN getting bad air off AUS. The Australian crew whooped and danced when they finished. Slingsby credited "controlled intensity." This was the team's second regatta victory. They



BOB MARTIN / SAIL GP

Tom Slingsby holds the trophy aloft as the victorious Australia SailGP crewmembers celebrate their win on the podium.

top the leaderboard by 2 points over JPN. While the other teams are crewed by nationals, the two Asian teams have only two nationals each on board. Phil

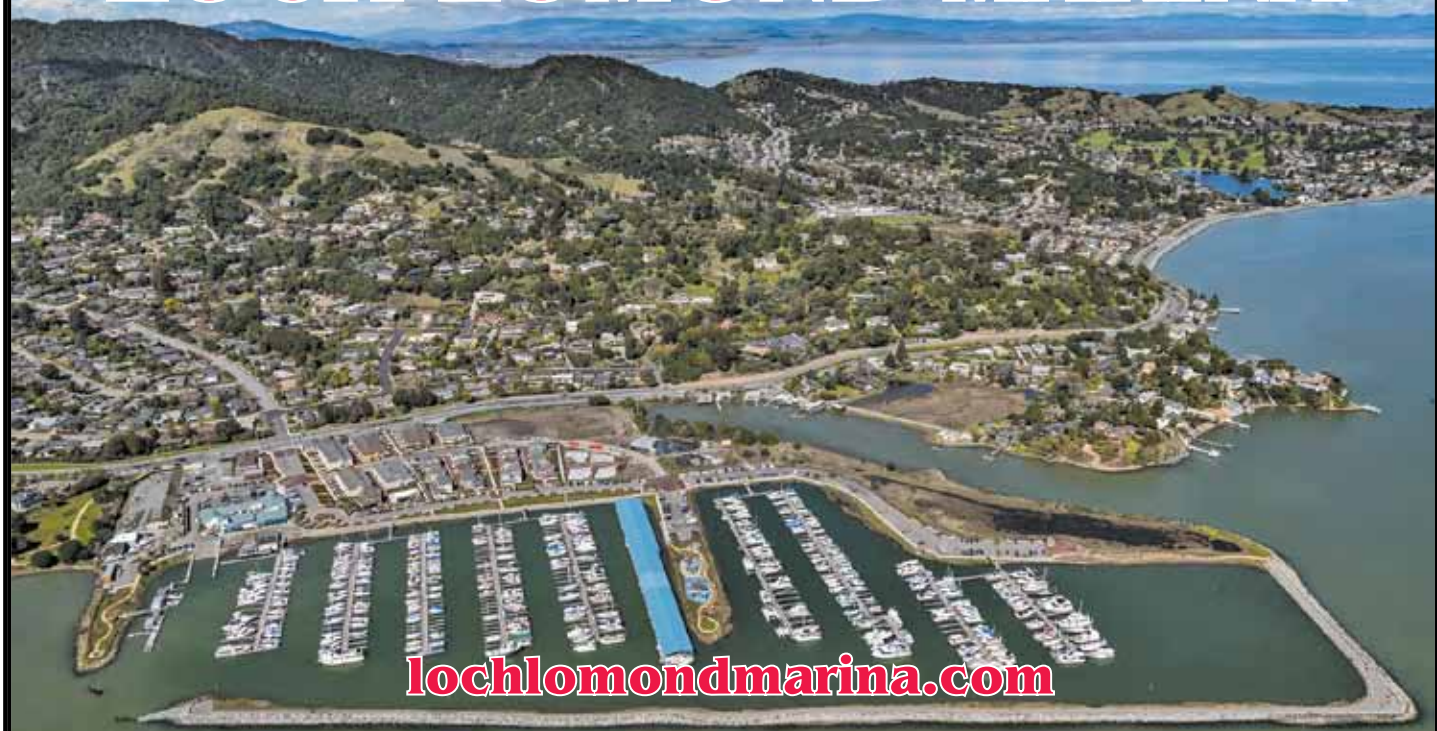
Robertson, 32, Kiwi skipper of CHN, explains: "The professional sailing scene in China is nonexistent. These boats aren't anything anyone's really seen in China, so the skill level's not there to sail them. Part of the program is to develop Chinese professional sailors and eventually have five of them racing this boat."

The next stop on the SailGP circuit is New York City, with sailing on the Hudson River June 21-22. We plan to bring you a report and photos. In the meantime, see www.sailgp.com.

The eventual reward for the overall winning team at the end of the season? One *miiii*llion dollars!

— **latitude**/chris & monica

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THE OAKLAND ESTUARY —

In late April, about 10 sailboats on the Oakland Estuary were destroyed as part of a state-funded, Bay Area-wide program to remove marine debris. It was the City of Oakland's second clean-up operation over a roughly six-month period. A local news station video of the boats being crushed pulled at the heartstrings of many of our readers, and reignited a debate that continues to play out here in the Bay Area.

Much like Richardson Bay, the Oakland waterfront is facing the pressures of homelessness, the existential crisis of a swelling population, and the slow, steady creep of gentrification. While the anchor-out population is far smaller in Oakland than in Marin, homelessness in the East Bay has been skyrocketing. Several Estuary marinas say they are plagued by an aging fleet of boats, many of which are abandoned and often claimed by people who would otherwise be living on the street. An Oakland harbormaster has said that theft has been a problem, and that homeless encampments along the Estuary's waterfronts are both a humanitarian and a safety concern.

But many sailors on the Estuary are wary of gentrification, and are feeling the squeeze of a seemingly limitless rising cost of living. While a majority of these sailors admit that petty theft from the "tweaker navy" has been an occasional issue, they are also sympathetic to people who are living on the fringes. (Many sailors also worry about the fate

of the boats themselves.) Some people on the Estuary have also told us that they feel that the enforcement against anchor-outs can be aggressive. An Oakland marine officer who's tasked with regulating the Estuary said that he's trying his best to do a difficult job.

As with Richardson Bay, the Oakland Estuary is endlessly complicated and deeply polarized. And as with its Marin County counterpart, the problems it faces are not strictly contemporary.

During the Great Depression, as "Hoovervilles" sprang up across the United States, Oakland saw droves of unemployed people forced onto the street. "Some 200 homeless men took up residence in surplus sewer pipes in a storage yard on the waterfront on 19th Avenue," according to the Oakland Museum. "It became known as 'Pipe City'."

In 2012, the *East Bay Express* reported on the rise in boats being abandoned and claimed by homeless people. "As the number of these ownerless boats have increased, so too have the number of homeless people who have realized how easily they can replace living beneath an underpass with living on the water; they illegally anchor out in the Estuary." The *Express* said that the rise in abandoned boats could be attributed to the still-recovering economy, but sailors know that the aging fleet of '70s-era plastic classics are remarkably durable (though not indestructible), but ultimately worth little money, so that a year of slip fees tends

We've heard many sailors call the Oakland Estuary a warm-weather oasis. The racing can be tight and tactical, and sailors can sail in shorts and T-shirts. But the pleasures to be had on the Estuary belie the pressures it faces.



FRED FAGO



to exceed the value of the boat.

In late April, *The E'ville Eye*, a community, citizen-journalist-driven news site, reported that at an East Bay marina, "As many as 20 vessels were served eviction notices back in January. In the following month, another wave of boats were served their 'lease termination' notices." The *Eye* said that a liveaboard believed older, "funky" boats were being targeted.

And on the day that we sat down to write this article (in mid-May), the *Wall Street Journal* published an article about how San Francisco's housing crisis was forcing people to live on the water. "Homelessness has become such a big problem in the San Francisco area that waters outside the city are increasingly crowded with people living on makeshift boats." The *Journal* said that anchor-outs "have become a growing problem in pricey coastal locales from Fort Lauderdale to Honolulu."

"Our problem has the potential to be as bad as Richardson Bay," said Oakland police officer Kaleo Albino. "If I were to let one person stay, who says I can't let another person? It's either everyone stays or no one stays."

Albino is effectively the lone marine patrol officer for the Port of Oakland (there is another officer who patrols the

FEELING THE PRESSURE



BROCK DE LAPPE

The late-April demolition of boats on the Oakland Estuary evoked strong emotions from our readership, who seemed concerned in equal measure about both the boats and the people. The majority of vessels destroyed in that operation were abandoned, while a few, including a totally decent Santana 22, were surrendered. The owner of the Santana was reportedly a 90-year-old gentleman who had been searching, unsuccessfully, for a home for the vessel.

Port on land), and one of the few officers patrolling the Estuary. Every few months, Albino files for a state grant under the California's Division of Boating and Waterways Surrendered and Abandoned Vessel Exchange program, or SAVE, which reimburses public agencies for the costs of towing, demolition and disposal. Albino oversaw the late-April cleanup, but said that dealing with derelict vessels is a relatively small part of his job.

"The majority of boats on the Estuary are abandoned and we never hear from them or are able to find the owner," Albino told us. "About 30% have people that are on and off the boat. I usually make contact and introduce myself, and it's usually a friendly conversation. I tell people that there's no living aboard or long-term living on the Estuary. I ask people, 'What can I do help you find someplace else to go?' The typical answer is, 'I'll be gone next week.' I feel like I give people a lot of warning. But I would rather they figure something out with a little help from me. If you're nice to somebody, you can usually figure out how they ended up in the position they're in."

Albino said many of the people anchored-out are lacking in seamanship and etiquette, and pose immediate concerns. "There are tunnels that go under the Estuary, so you can run the risk of scraping on that tunnel. Everything around Coast Guard Island is off limits, as well as anything around the Port of Oakland. Some people anchor in the middle of the Estuary. 'I'll tell them, 'Move it at least. I'll help you get a slip.'"

When Albino identifies a boat that's either abandoned, marine debris, or illegally anchored, he said he places a notification onboard. "Marking and tagging is me trying to do due diligence for people to come up with some sort of plan." Albino said some people tell him that finding a home for their boat has been a years-long ordeal — and many people tell him that their boats are alternative housing. "I understand that aspect of it. But in some cases, it can be months of back and forth. We've marked and tagged the boat 50 times. But I understand that it can be a turning point in people's lives."

"You've got to see the situation

from the context of things on land," said Stewart Port of the anchor-outs. Port said he sails his Cal 29, which he keeps on the Estuary, at least three times a month. He's a 35-year resident of Oakland, and lives in an artist's warehouse. "But we're feeling pressure from the 'green zone' [areas around Oakland zoned for cannabis businesses]. It's just part of the pressure that's everywhere.

"But you have to understand what's going on in Oakland and the squeeze on poor people. The homeless camps here are extensive — anywhere people can pitch a tent, there's a tent." Port told us that he's been involved with tenant's rights issues. He's also been a regular participant in the community input process for several waterfront developments. He believes that law enforcement can be heavy handed when dealing with anchor-outs. Port also said there are few (if any) advocacy groups for people fighting eviction on water as opposed to land. "It's not like in a home, where the legal process for eviction is well defined."

Along the Estuary, there are several large-scale developments underway, such as Brooklyn Basin. A few Oakland sailors told us that they fear for the old, funky and still-affordable marinas that have managed to survive Oakland's makeover — for now. At the same time, the Bay Area's homeless population has risen by as much as 40% in some areas. A recent report by the Bay Area Council Economic Institute said that the local homeless population of nearly 30,000 people is the third-highest in the country behind Los Angeles and New York.

Port said that many poor people are living on their boats as a last resort. He also said that many of the behaviors ascribed to anchor-outs — such as defecating in the water or stealing — are already illegal, and that it's not necessary to effectively outlaw the entire community. "The powers that be want to make Oakland not just safe for rich people, but safe for the eyes of rich people."

Port admitted that he's "had a few things disappear off the dock. It was 'the tweaker navy', 'the scavenging tide'. I'd love to see the tweaker navy go away, and for them not to covet their neighbors' possessions. But my heart goes out to people. I don't want anyone to be put out of their home. It has to be understood as part of the larger squeeze on poor people in the Bay Area." (Another liveaboard on the Estuary said that with the exception of one aberrant streak, theft was not a concern at all.)

In this issue's *Letters*, Port called the

THE OAKLAND ESTUARY —



WIKIPEDIA

Like much of the Bay Area, the Estuary is an increasingly compact and crowded piece of water.

anchor-outs on the Estuary "a mixed bag." He says that he's known highly competent sailors who worked in the marine industry and had well-found, well-equipped boats. "One of them was a young woman that worked on a fishing boat and went to school. In a sweep years ago, she had a good standing to make a fight, but she didn't have the heart, and bought a slip for a few months. But she had every right to be there."

When we first reported on the boat-crushing operation in an April 26 *Lectronic Latitude*, it was followed by a passionate debate on our website and Facebook page, with many people asking: "What are the rules concerning anchoring?"

According to an inquiry we made with the Coast Guard (who had their legal office review the statutes before responding to us): "Within the navigable waters of San Francisco Bay . . . and connecting waters, anchoring is prohibited outside of designated anchorages except when required for safety or with the written permission of the captain of the port. Each vessel anchoring outside an established anchorage area shall immediately notify the captain of the port of her position and reason for anchoring." If a boat needs to drop anchor because of an emergency, the Code of Federal Regulations 110.224(a) says that a vessel may do so, but again, with authorization.

The Coast Guard also said that while they have "jurisdiction over navigable waterways and anchorages within San Francisco Bay, there are local ordinances that must be taken into account when a vessel is operating within state waters." Even in Richardson Bay, which, according to the Coast Guard, is the only Special Anchorage Area within San

Francisco Bay, authority is designated to the Richardson Bay Regional Agency, or RBRA. (The Bay Conservation and Development Commission [BCDC] also has jurisdiction concerning anchored-out boats and liveaboards, but, as we reported in *Sightings*, the agency was recently found to be derelict in its duties).

Because jurisdiction is delegated to individual cities, the law may appear to vary, even if it actually doesn't. The responsibility for regulating anchor-outs ultimately falls on the shoulders of individual law-enforcement agencies, and people like Kaleo Albino. He said that jurisdiction on the Estuary is divided between Oakland and Alameda, and said the Coast Guard's immediate mission is national security, so they're typically hands-off when it comes to local issues.

In the modern policing paradigm, some policymakers have said that law enforcement — which is on the front lines when dealing with mental-health issues and drug abuse — is overburdened. Albino said the process of trying to find solutions for anchor-outs could be "a revolving door." He said that after multiple warnings, and after informing people that he was applying for a grant to take their boat, many people were still shocked when the day finally came.

Albino took over the marine unit in late 2017. He grew up in Benicia, and took a few sailing classes when he was in the Navy. "I'm pretty passionate about the job — I enjoyed my time in the Navy. I have one of the best jobs in the department; I don't have to go out on the streets of Oakland. But taking away someone's property is not a part of the job I enjoy. It's a bittersweet part of cleaning up the Estuary. That's why

I go with my due diligence, so I can feel like I did the right thing, especially if it's my integrity in question. I like to say I do things with a decent manner."

The intricacies around anchoring belie the larger issue: Many people in Oakland are desperate to find a place to live. Union Point Park, a swath of land wedged between a marina on the Oakland Embarcadero and a train yard — a kind of industrial no man's land — is now filled with tents and RVs, and is steeped in a battle over the legality of people staying there. Following the boat demolition and cleanup in April, Brock de Lappe, the harbor master for Oakland Marinas, praised Albino for his efforts, and said he hoped that a similar effort would be made to cleanup the shoreline of the Embarcadero — and specifically Union Point Park. "Removing the illegal homeless encampments will undoubtedly have a positive impact on the crime that currently plagues this area," de Lappe wrote in an email.

De Lappe also acknowledged that simply moving homeless people is not a long-term solution — and neither is housing for people in parks. "The conditions that people are living in in those parks are inhumane," De Lappe told us. "They need to have laundry facilities. They need to have security. They're not getting it where they are. Nobody should have to live like that."

The City of Oakland currently has a "Tuff Shed" program (also known as Community Cabins), where converted garden sheds serve as temporary residences that are set up near existing homeless encampments, according to the *East Bay Express*. Albino said that when talking to people living on boats in the Estuary, "I give options for [the Tuff Shed program] to anyone who needs it. I tell them that I can work with that."

De Lappe said that he appreciates the challenges facing Oakland, but believes there can be more creative solutions. "We're living in the San Francisco Bay Area, where we have Stanford, Berkeley and the Silicon Valley. I can't believe that we can't come up with a better living module than a Tuff Shed."

When discussing anchor-outs and liveaboards back in the early 2000s, *Latitude* quoted California state senator John L. Burton, who said, "Boats are a respected housing alternative and excellent solution to the Bay Area's critical housing shortage." *Latitude* has long supported the idea of a well-regulated anchorage in the Bay for seasoned sailors on seaworthy vessels, as well as for liveaboards in marinas.

FEELING THE PRESSURE

De Lappe said that while marinas certainly can't solve the housing crisis, they can contribute to the solution. Years ago, the BCDC set a quota that marinas could have liveaboards on no more than 10% of their total boats. "But even a quota increase to 15% would help the affordable living situation," de Lappe said. He emphasized that living on a boat is not an alternative for just anyone looking for affordable housing. "It's important that full-time liveaboards be experienced boaters and understand the realities of living on the water."

But not everyone agrees with the logistics of taking on more liveaboards.

Diane Isley, the harbormaster at Emery Cove Yacht Harbor, said they simply don't have the facilities — be it bathrooms, laundry, parking or dumpsters — for more people. Any growth in a marina population, Isley said would have to be coupled with an (admittedly costly) expansion in services. "Who decides how many liveaboards are enough?" Isley asked us. "I think they're important questions to ask. It's all about balance." De Lappe said that the marinas

under his management would be able to cope with an increase in liveaboards. (Several harbormasters from around the Bay have told us that they get dozens of calls every day about the availability of liveboard slips.)

We're encouraged that some marinas are willing to relieve a bit of pressure from the housing crisis, but we don't believe that boats, especially anchor-outs, are a viable solution for the homeless. This only continues to isolate the population, many of whom also require mental-health and drug-treatment services.

In 2015, a study by the Economic Roundtable looked at over 100,000 homeless people in Santa Clara County, or Silicon Valley — home to the highest percentage of homeless people in the entire US — and found that homelessness gets expensive for taxpayers. "Between costs related to healthcare, social welfare, and the justice system, Santa Clara County as a whole spent \$520 million on services for homeless residents," said a 2015 article by *Business Insider* about the report.

The study went on to look at a non-

profit that housed 400 people tracked in the report. "Before they received housing, the homeless created public costs of \$62,500 a year — and housing cost less than \$20,000 per person." *Insider* said housing the homeless amounted to a \$42,000 per-person, per-year savings. Known as "Housing First," the method has had documented success since the early '90s, and has been put into practice in New York City, Washington, Colorado, Massachusetts and Utah.

However, the recent Bay Area Council Economic Institute report said that it would take \$12.7 billion to create housing for the current population. "The Bay Area's insufficient supply of supportive housing desensitizes the public and condemns the homeless to lives of hardship," the report said.

We hope that a place as wealthy and full of talent as the Bay Area can start to find solutions to these problems — and that we can all find compassion. As we continue to feel the pressure of the housing crisis, we think that being good neighbors to one another is more important than ever.

latitude / tim

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WEBB CHILES'

Webb Chiles made landfall in San Diego on April 29, concluding a 46-day, nonstop passage from Panama — the

final leg of a five-year, singlehanded circumnavigation aboard the Moore 24 *Gannet*. Chiles' arrival in San Diego marks an historic achievement for a renowned sailor, self-styled artist, author and poet.

Webb Chiles in Newport, Rhode Island, in 1975.

Chiles was the first American to singlehand around Cape Horn, and this latest circumnavigation marks his sixth sail around the world in vessels ranging from 18 to 37 feet. Three of his voyages were entirely singlehanded, while the other three were partially doublehanded. Chiles is 77 years old and completely blind in his right eye. He

The mighty Moore 24 'Gannet', at once the most unlikely and, to Webb Chiles, most obvious and ideal boat for a circumnavigation.

completed the journey — like the prior five — without sponsorship, donations or shore support.

The Moore 24 is an ultralight designed for day-racing around the buoys. *Gannet* is the first of her make to sail around the world, and this lap of the planet caps an epic sailing career that began on the West Coast 45 years ago.

"I started my first circumnavigation in San Diego in 1974, and I am pleased with the symmetry of completing my last here 44 years later," Chiles said. During his last full day at sea, he said on video: "I wanted to lead an epic life. Whether I did or not is a matter of opinion, but at least I had the nerve to dream big."

Webb Chiles purchased *Gannet* in 2011 for sailing on Lake Superior — when not at sea, Chiles lives in Evanston, Illinois, with his wife Carol, to whom he has been married for 25 years. He quickly found, however, that even the fifth-largest lake in the world is no substitute for the ocean. Many Moore 24s have fared well in West Coast to Hawaii races. Chiles decided that, if properly prepared and sailed, *Gannet* could be a good around-the-world boat. And he came to think circumnavigating in such a boat would be a fitting "final world tour." He left San Diego on March

20, 2014, for a westabout circuit, although unsure whether he would return via Cape Horn or Panama.

Besides its sailing reputation, Chiles chose the Moore 24 because he wanted "a qualitatively different experience" from his prior boats, which were already qualitatively different experiences than the sailing world had typically seen.

In 1979, Chiles set sail on an 18-ft English-built Drascombe Lugger, *Chidivock Tichborne*, an open boat named after an English poet. "She was a truly great little boat," Chiles wrote on his personal website www.inthepresentsea.com. "There were actually two identical *Chidivocks*. In them I made what was at the time by far the longest open boat voyage of all time, and may still be, covering more than 20,000 miles and completing long passages almost as quickly as boats many times her size. The terrier, if not the terror, of the seas."

In 1975, Chiles made his first circumnavigation, and historic singlehanded rounding of Cape Horn, on the Ericson 37 *Egregious*. His third circumnavigation was aboard *Resurgram*, a 36-ft Olin Stevens-designed sloop. Chiles started his fourth circumnavigation aboard *Resurgram*, but it sank off Florida in 1992. He completed that voyage aboard a 37-ft Heritage One Ton, *Hawke of Tuonela*, as well as a fifth circumnavigation.

A Moore 24 seemed to fit perfectly in Chiles' pantheon of boats. "Sailing *Gannet* is a constant isometric exercise. Muscles are always being used to counteract gravity and thrust. *Chidivock Tichborne* was too long ago for me to recall, but *Gannet* is the faster boat and I believe has the quicker motion." *Gannet* also held her own in terms of boat speed. The passages would not be exceptionally fast, but would, he noted, be "about as fast as I made passages in *Egregious*, *Resurgram* and the *Hawk of Tuonela*, which is, of course, rather remarkable. They were 37-ft and 36-ft long and sailed well. In *Egregious*, I set what was then a world record for the fastest solo circumnavigation in a monohull [bettering by three weeks the record set by Sir Francis Chichester in *Gypsy Moth*], and in the *Hawke of Tuonela*. I beat that time by almost two weeks."

With his first destination Hilo, Hawaii, Chiles sailed south-southwest to duck under the East Pacific High. He had wind forward of the beam for the first few days, then a beam reach to the northeasterly trades. By the morning of May 26, they were in the trade winds, and Chiles set the asymmetrical spinnaker.

Gannet, like previous boats Chiles



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LEE JOHNSON

LIFE OF CIRCLING THE GLOBE, PART 1



THESE PHOTOS LEE JOHNSON

sailed, was set up for the voyage as a three-sail boat: a furling jib, an asymmetrical chute, and a fully-battened main. By mid-afternoon of the 26th, however, the head of the asym pulled away from the plate connecting it to the furling gear swivel, and *Gannet* was reduced to a two-sail boat. "Sail changes just got easier," he observed. "There won't be any."

As he settled into the trades, *Gannet's* swiftness over the water was, of course, a testament to Chiles' unique brand of seamanship. The type of craft and sheer number of voyages speak to his skill and grit, especially on a wet, quick ride like a Moore 24. But as an artist, Chile's seamanship is also about the joy and beauty. In third-person voice, the log records the scene:

"Old man stands in the companionway of small sloop that comes to about his waist. He balances with one very weathered hand holding lightly onto a halyard stopper, the other a jib winch. A big grin is on the old man's face as he watches the small sloop rush through the water, little more than an arm's length away."

On June 3, 2014, with 400 miles to go to Hilo, Chiles was thoroughly enjoying the passage. "This is so wonderful. That I am out here in such perfect beauty. The sea. The sky. The wind against my skin. *Gannet* making her graceful way. There is no ugliness except me, and I don't much look in a mirror."

After he arrived in Hilo, Chiles sailed to Honolulu in preparation for the next passage to Apia, Samoa. In addition to having a sailmaker repair the asymmetric chute, he had a rigger add running backstays. Chiles' prior boats had masthead rigs, and he frequently sailed them on headsail alone. The Moore 24, however, is a fractional rig, and he suspected that sailing under jib alone might be risky.

Inset: Webb Chiles arrives in San Diego on the morning of April 29. Above: At the Quarantine Dock.

Gannet and Chiles departed Honolulu on July 1, 2014, bound for Apia, some 2,300 miles south-southwest, across the Equator. It would be an unpleasant and a nearly fatal passage.

Sailing to weather in the open sea, *Gannet* was taking water over the bow, a considerable amount of which poured over her skipper. The constant sweat and seawater in the oppressive tropical heat made Chiles feel as if he had been turned to "a pillar of salt without even the compensation of a momentary glance back at Sodom." (Biblical references often appear in Chiles' writing. Though devoid of any religious belief, he considers the King James Bible to be one of the great literary masterpieces of the English language.)

It was one of the more pleasant sailing days of the voyage that very nearly became its last. On July 17, 350 miles from Apia, Chiles was enjoying a sunny, moderate trade-wind day. "Powder blue sky. Puffs of low white cloud. Dark blue sea with whitecaps. Wind 12 to 14 knots." And then, disaster struck. As he described in his log that evening, "I was standing in the companionway when I saw two 10-ft waves coming at us, high above the average 4-ft waves. They were steep and close together. As the first one hit us, I ducked down below, sliding the companionway closed behind me. However, the vertical slat was not in

place. The second wave exploded over and into us, knocking *Gannet* down, masthead almost in the water."

The two waves were moving fast, out of sync with the underlying swell and nearly vertical. They had come out of the west, putting them on *Gannet's* starboard — and literally Chiles' blind — side, giving him almost no time to react. That he was on the brink of oblivion is nearly lost in the log's dispassionate narration.

"With *Gannet* heeled 90 degrees, I held myself from falling and looked down at the ocean. *Gannet's* lee rail was below water. The ocean only a few inches from the cockpit. If it started to pour in there, we would be forced lower and the sea could reach the open aft side of the companionway. The slat was unreachable in the jumble on the starboard pipe berth below me. The wave was still gushing in and pressing us down. It was a matter of whether we came back up before we went over much farther and the ocean came in too. Time seemed to slow almost to a stop as *Gannet* was held in delicate balance. Probably a few seconds passed. *Gannet* came up."

When asked recently what the near disaster had been like emotionally, Chiles simply said, "There was no emotion. It was suspended. Right before it happened, I'm standing in the compan-

WEBB CHILES



CHARLES MASON



COURTESY WEBB CHILES

From left: Chiles in the Drascombe Lugger 'Chidiok Tichborne' in 1979; Chiles onboard 'Hawke of Tuonela' in the early '90s.

ion way just after lunch, looking around and enjoying the sailing. And after it was over, that's how the day went on." One of Chiles' cheerful mottos is, "Almost dying is a hard way to make a living."

By July 21, Chiles was tied to the dock at the marina in Apia — a passage of exactly the three weeks he had estimated before leaving Hawaii.

Chiles' next destination was Neiafu, Tonga, some 350 miles to the south. Once beyond the range of terrestrial radio, Chiles does not receive weather forecasts at sea — he observes the sky, wind, waves and barometer, and generally knows what to expect. He looks at weather forecasts ashore, prior to departure, but knows that much beyond a few days they are not reliable. And his requirements for a "weather window" are simple: wind from some direction other than the next destination, and no rain. The forecast as of August 3 met those requirements. "If the wind tends east, the sail will be fine. If it tends southeast to south, it will be unpleasant. I'm voting for east." The passage from Apia to Neiafu was another wet and rough ride.

"Once we rounded the west end of Upolu, the island on which Apia is located, *Gannet* was on the closest of close reaches, almost close-hauled, on port tack all the way. I said that 20 knots from ahead would turn *Gannet* into a submarine, and it did. Most of the passage, no matter how little sail I had up — and we did a lot of it under triple-reefed main and a T-shirt-size scrap of jib, part of it under double reefed mainsail alone — waves washed the deck and the little sloop bashed into or leapt from countless others, landing with heart-wrenching crashes. I could not believe she could survive such punishment, that any boat could. With the main triple-reefed and a tiny amount of jib set, I had done all I could to ease her way. She and I just had to take it."

Arriving in Neiafu on August 8, 2014, Chiles spent a month in Tonga before beginning the final 1,171-mile transit to Opuia, New Zealand. Before departing, Chiles reflected on the fact that this passage could well be the most difficult part of the voyage to date. "I have long been on record as stating that if you are going to sail to New Zealand, you should be prepared to face a gale." His passage-planning app, with historical weather data from pilot charts, showed 0% gales in September along the rhumb line from Neiafu, until the area just north of Opuia, where the likelihood of gales jumped to 11%.

Chiles left Neiafu on September 9, 2014, after seeing that the weather forecast showed "conditions between here and New Zealand are as favorable as they ever will be." With an estimated nine to 10 days for the passage, however, his arrival would be beyond the range of the forecast's reliability.

On the third day out he wrote, "Were this any of my previous passages in *Gannet*, I'd be counting down the days until arrival. But not this one. Today continues fine sailing, but from here on anything can happen." Light conditions followed a few days later. While not unpleasant, he knew that slow days were not his friend because "the longer we are stuck here, the more likely we are to be hit by bad weather." On the 17th, Chiles picked up the Radio New Zealand weather forecast, and learned a storm was coming.

By the morning of the 20th, the wind and seas were sending *Gannet* "airborne with resulting tremendous crashes." Two hours later, with 24 miles to the waypoint at the mouth of the Bay of Islands, a gale was rising and the barometer was falling rapidly. The fight was on. "After I went on deck, I seldom left. As soon as I climbed out, I realized that the wind was much stronger than I had realized down below. *Gannet* was

being overpowered. Even the remaining scrap of jib was too much. With *Gannet* heeled 30 and 40 degrees and more, [she] was not hard to steer, but waves were coming from my blind side and slamming unexpectedly into and over us. Hard blows, as though being tackled in open field. Several knocked me from my seat. I couldn't possibly leave the helm long enough to go below to get my safety harness, so steering with one knee, I looped a sail tie through the slotted toe rail and tied a bowline as a strap for my right wrist.

"I estimated the wind at 35 to 40 knots, but at times the dark sky darkened further, rain hissed down, and the wind increased. I couldn't see the numbers on the mast-mounted Velocitek and steered by feel. When visibility returned, I often saw speeds of 10 and 12 knots." With poor visibility there was no land in sight, Chiles knew he had to be getting close. The hours dragged slowly. He was battered and cold, his muscles straining to hold on and maintain control, when at last, "Off to the south, clouds thinned and Cape Brett materialized and the ridge of land leading west from it. Pleasure flooded over me, as well as water, at seeing the familiar landmark. We were probably going to make it."

By 5 p.m. on September 20, 2014, *Gannet* was at the dock in Opuia, as the storm continued to build. They made it with no time to spare, a fact for which Chiles credits the Moore 24's remarkable sailing characteristics. "Essential to my reaching Opuia just in time were those three 60- to 70-mile days when we were under high pressure; 60 to 70 miles is slow, but few boats other than *Gannet* would have come close to making half that. She is so light that she glided forward on wind I could not feel. She was sailing on fumes." And by doing so she possibly saved them both.

—lee johnson

Please tune for part 2, coming soon.

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THE GREAT VALLEJO RACE —



On May 4-5, sailors in the greater Bay Area region had to make a choice. Would they sail in the 120th (no, that's not a typo) Great Vallejo Race? Or would they instead go to San Francisco, by land or water, to watch the pros rip around the Cityfront at 40+ knots in the first SailGP event to be held there?

The sailors featured on these pages chose to race instead of watch racing. Some chose to race to Vallejo on Saturday, turn right around (thus missing the party), saving Sunday for SailGP viewing. Others went all-in for the complete Great Vallejo Race experience. (To see how SailGP fared, turn back to page 66.)

"While the numbers were down this year, it was a great weekend, and we knew going in that we would see about a 15% drop in participation due to SailGP moving on top of the race," said Laura Muñoz, executive director of the Yacht Racing Association. "When we found out about the SailGP May event, we sent out a survey to see what kind of effect, if any, either moving to a different weekend or staying on the same weekend as SailGP would have. Either way it looked like we would see a drop, so we opted to stay put and not move on top of Opening Day on the Bay weekend, our only other option. We hope to see everyone back next year though!" (The YRA serves as the organizing authority for the Great Vallejo Race.)

Whether sailing up on a white-sail reach on Saturday, or flying kites on a headstay reach back down on Sunday, we think Mare Island Strait is the funnest part of any Vallejo Race.
— photo www.norcalsailing.com

In 2019, the GVR had 132 entries. Last year and in 2016, 165 boats signed up. Slightly fewer, 156 registered in 2017. As long as we were researching the stats, we couldn't help but notice that in 2013, the last year of the now-defunct Party Circuit Series drew 241 entries. The GVR served as the first regatta in the Party Circuit.

Racers to Vallejo enjoyed a flood current this year, as well as more warmth and sunshine than they expected. Breeze was moderate, never gnarly and never absent. The favorable conditions made for a quick jaunt from the Berkeley Circle to Vallejo Yacht Club.

The inclusion of Red Rock as a mark on the course delayed some spinnaker sets, but most of the boats carried chutes from the North Bay to the entrance of Mare Island Strait. Well-oiled crews made out well here, as timing was tight for the jibe around the entrance mark, the deployment of the jib, the douse of the spinnaker, and the trimming up to a close reach.

With the exception of the turn-and-

burners, the fleet settled into the raft-up, shared boat refreshments, and basked in the sunshine until the wind piped up and the temperatures dropped. Crews then migrated to the VYC clubhouse to enjoy a Cinco de Mayo fiesta menu. The Class Action Band got a motley crew of sailorly types out on the dance floor, hopping, swinging and shaking their stuff.



RACING INSTEAD OF WATCHING RACING

The club sent Sunday's racers off with a hearty breakfast. They would need it, as conditions in San Pablo Bay weren't conducive to enjoying lunch.

Much more wind than predicted, up to 30 knots, bedeviled the sailors slogging to windward in survival mode, tacking often to stay out of the worst of the adverse current.

For the second year in a row, PRO Jeff Zarwell and his volunteers finished Sunday's race off the Richmond YC race platform in the Richmond Harbor.

The results that follow reflect the basic PHRF ratings, but Saturday's race was also scored using downwind ratings. To see how those compare, and to see overall results for the two days combined, go to www.jibeset.net/YRA000.php?RG=T007080013.

This year, the YRA brought back an old tradition of recognizing the overall winner, on corrected time, of Saturday's race. Gordie Nash's *Arcadia* won that honor. The trophy is

The start of PHRF division 6 in the vicinity of the Berkeley Circle on Saturday. This division included four Cal 40s.



The unofficial mascot of Team Oaxaca, T-Rex can be found in many locations. "What's the significance?" muses Michael Moradzadeh, skipper of the SC50. "Is it our independence (mostly) from fossil fuels? Is it that ours is a large vessel from a past era? Is it that our age, combined, is a very large number? Or is it something more? Something... mysterious? Only the initiated know for sure. We had T-Rex out for just a few minutes before concluding that the drag induced by 'Rexie' was not worth the intended demoralizing effect she must have had on the boats behind us. Also, we realized that we really needed to focus on the boats in front of us."

a wooden half-hull plaque that the YRA will present at their Awards Party in November. (We can recall the days when the reward was the skipper's weight in rum!)

— **latitude** / chris

YRA GREAT VALLEJO RACE I, 5/4

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **Twisted**, Farr 30, Michael Pohl; 3) **Velvet Hammer**, J/125, Zachery Anderson. (7 boats)

PHRF 2 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Vera Cruz**, Beneteau First 40, Michael



THE GREAT VALLEJO RACE



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Clockwise from top left: David Scott's Olson 25 'O Mar' and Jeremy Harvey's Olson 911S 'Shanti' round the windward mark on Saturday; Dan Knox's Islander 36 'Luna Sea' flies a kite past Richmond; having rounded the green can at the entrance to Mare Island Strait, Bob Horton's Cal 40 crew raises the jib; one of two TF10 trimarans bashes back to Richmond on Sunday.

Johnson; 3) **Jeannette**, Frers 40, Bob Novy. (10 boats)
PHRF 3 — 1) **JetStream**, JS9000, Dan Alva-

rez; 2) **Centomiglia**, Flying Tiger 10, Pearl Prisco; 3) **Ragtime**, J/90, Trig Liljestrands. (5 boats)
PHRF 4 — 1) **1FA**, J/70, Scott Sellers; 2) **For**

Pete's Sake, Ultimate 24, Peter Cook; 3) **Minimax**, Melges 20, Lance Kim. (5 boats)
PHRF 5 — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Jarlen**, J/35, Bob Bloom; 3) **Mintaka 4**, Farr 38, Gerry Brown. (9 boats)
PHRF 6 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **E Ticket**, Beneteau 38, Noble Griswold; 3) **Azure**, Cal 40, Rodney Pimentel. (12 boats)

The crews of Jennifer Hinkel's two Farallone Clippers fraternize after Saturday's race.



PHRF 7 — 1) **Vitesse Too**, Hobie 33, Grant Hayes; 2) **Lickety Split**, SC27, Rick Raduziner; 3) **Topper II**, Moore 24, Conrad Holbrook. (6 boats)
PHRF 8 — 1) **Chesapeake**, Merit 25, James Fair; 2) **Liquid Asset**, Ranger 33, John Rook; 3) **Heart of Gold**, Olson 911s, Joan Byrne. (8 boats)
PHRF 9 — 1T) **Antares**, Islander 30-2, Larry Telford; 1T) **Gypsy Lady**, Cal 34 Mkl, Val Clayton; 3) **Neja**, Dasher 28, Jim Borger. (9 boats)
PHRF 10 — 1) **Slainte**, Cal 20, Paul Sutchek; 2) **Tchoupitoulis**, Santana 22, Steven Meyers; 3) **Sparky**, Catalina 25, Paul Zell. (4 boats)
EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Snowy Owl**, Jens Jensen; 3) **Stewball**, Bob Harford. (6 boats)
ISLANDER 36 — 1) **Renaiss-**

LATITUDE / CHRIS



Sunday's race, clockwise from top right: The start in Mare Island Strait; Jim Borger's 28-ft Dasher 'Nega' past the Richmond-San Rafael Bridge; Zach Anderson's J/124 'Velvet Hammer' rounds Red Rock to port; a wave and a splash from 'Shanti'.

sance of Tahoe, Steve Douglass; 2) **Island Girl**, Frank Burkhart. (2 boats)

J/105 — 1) **Jose Cuervo**, Michael Stephens; 2) **Archimedes**, Larry Levit; 3) **Yellowfin**, Dick Maclay. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Wile E Coyote**, Dan Pruzan; 3) **Salty Hotel**, John Kearney. (12 boats)

J/24 — 1) **Feral Rooster**, Paul Van Ravenswaay; 2) **Evil Octopus**, Jasper Van Vliet; 3) **Shut Up and Drive**, Val Lulevich. (5 boats)

NON-SPINNAKER — 1) **Anne Bonny**, Yankee Dolphin, Robert MacLean; 2) **Sobranite**, Alerion Express 28, Paul Descalso; 3) **Frances**, Alerion Express 28, Sam Turner. (6 boats)

CRUISING — 1) **Troubles**, Schock 35, Thomas Ochs; 2) **Joker**, J/35, Elvin Valverde; 3) **Sailfish**, Cape Dory 36, Doug Gibson. (6 boats)

MULTIHULL — 1) **Lookin' Good II**, Corsair 31, Rafi Yahalom; 2) **Sea Bagging**, Nacra 6.0, Aaron Phillips; 3) **Centurion's Ghost**, Corsair 28R, Martin Sances/Eric Hensle. (5 boats)

YRA GREAT VALLEJO RACE II, 5/5

PHRF 1 — 1) **Zamazaan**; 2) **Velvet Hammer**; 3) **Bodacious+**, 1D48, John Clauser. (5 boats)

PHRF 2 — 1) **Encore**; 2) **Jeannette**; 3) **Everlong**, Beneteau 40.7, Ken Murney. (7 boats)

PHRF 3 — 1) **JetStream**; 2) **Nice Rack**, Mar-

tin 243, Zhenya Kirueshkin-Stepanoff. (2 boats)
PHRF 4 — 1) **For Pete's Sake**. (2 boats)
PHRF 5 — 1) **Mintaka 4**; 2) **Jarlen**; 3) **Basic Instinct**. (5 boats)

PHRF 6 — 1) **Azure**; 2) **Tiki Blue**, Beneteau 423, Gary Troxel; 3) **Sea Star**, Cal 39, Bob



Socializing in the raft-up on sunny Saturday afternoon.

THE GREAT VALLEJO RACE

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Walden. (12 boats)

PHRF 7 — 1) **Bluebird**, Moore 24, Ryan Georgianna; 2) **Vitesse Too**; 3) **Lickety Split**. (3 boats)

PHRF 8 — 1) **Heart of Gold**; 2) **Shanti**, Olson 911s, Jeremy Harvey; 3) **Warwhoop**, Contessa 33, Chuck Hooper. (8 boats)

PHRF 9 — 1) **Neja**; 2) **Gypsy Lady**; 3) **Antares**. (7 boats)

PHRF 10 — 1) **Tchoupitoulis**; 2) **Slainte**; 3) **Sparky**. (4 boats)

EXPRESS 37 — 1) **Golden Moon**; 2) **Expeditious**, Bartz Schneider; 3) **Stewball**. (6 boats)

ISLANDER 36 — 1) **Island Girl**. (1 boat)

J/105 — 1) **Melilani**, Richard Butts; 2) **Archimedes**. (3 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin; 2) **Wile E Coyote**; 3) **Abigail Morgan**, Ron Kell. (10 boats)

J/24 — 1) **Shut Up and Drive**; 2) **Flight**, Randall Rasicot; 3) **Evil Octopus**. (4 boats)

NON-SPINNAKER — 1) **Sobrante**; 2) **Frances**; 3) **Kynntana**, Freedom 38, Carliane Johnson. (4 boats)

CRUISING — 1) **Festina Lente**, Beneteau Oceanis 45, Przemyslaw Karwasiecki. (1 boat)

MULTIHULL — 1) **Celeritas**, TF10 trimaran, Malcolm Geffer. (2 boats)

Full results at www.jibeset.net

Some boats, including Steve Katzman's Express 27 'Dianne', flew spinnakers for the short reach to the finish line off RYC's breakwater.

SCIENCE STYLE STAMINA

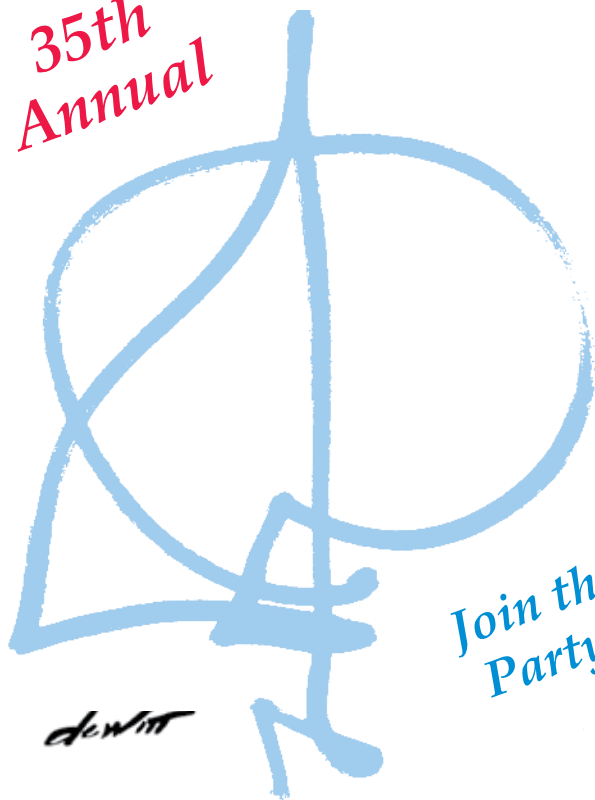
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For more details and to register, visit:
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FINDING YOUR 'WINDOW' —

I awoke with a stiff neck a few days ago, which is not too unusual for an old sailor like me. But on that day the soreness wasn't from raising halyards, grinding winches, or manhandling anchors.

I had to smile when I realized that morning's pain was from carrying a full stalk of green bananas the day be-

Why an entire stalk of bananas? On tiny French Polynesian islands like Tahuata you won't often find fruit for sale in neighborhood food stores — if there is a store at all — because virtually every house is typically shaded by towering mango and breadfruit trees, and almost every garden contains a wealth of lime, banana and papaya plants, plus at least one tree bearing the sweet local grapefruit called *pamplemousse*, which grow to be nearly the size of volleyballs.

That said, for visiting sailors to gather fruit without asking permission is considered extremely disrespectful. Yet if you greet remote islanders by simply attempting to pronounce the local Marquesan greeting, "Ka'oha," or even a few badly mangled words of French, you'll generally receive a warm response. And the offer of fruit or fresh-caught fish often follows — sometimes with an eagerness to exchange locally unattainable treasures that you may have brought from beyond the horizon, such as perfume, lipstick, reading glasses, or fishing gear.

Visiting sailors might feel as though the cultural differences between themselves and their Polynesian hosts are nearly as vast as the ocean that separates their homelands. But slow-traveling sailors who make even minor efforts to bridge those gaps, through brief yet heartfelt interactions, are likely to regard their travel experiences with a richness that fast-traveling tourists never know.

Every year at this time, hundreds of North American and European boats make the ambitious bluewater passage to French Polynesia, and I'm happy to report that after more than a decade of preparation and anticipation, this writer's Cross 42 MkII tri, *Little Wing*, was among them this season.

Much like the experiences of other sailors who did the so-called Pacific Puddle Jump from the West Coast of the Americas in recent weeks, our crossing was a mix of many highs and a few lows, with plenty of lessons learned along the way; some that we might have anticipated, and others that were completely surprising. We'll share some of our insights here, with hopes that they'll provide food for thought for future passagemakers.

(As you read this, some PPJ boats are



When you smell the sweet scent of tiare flowers, you know you've arrived in the dream-like isles of French Polynesia.

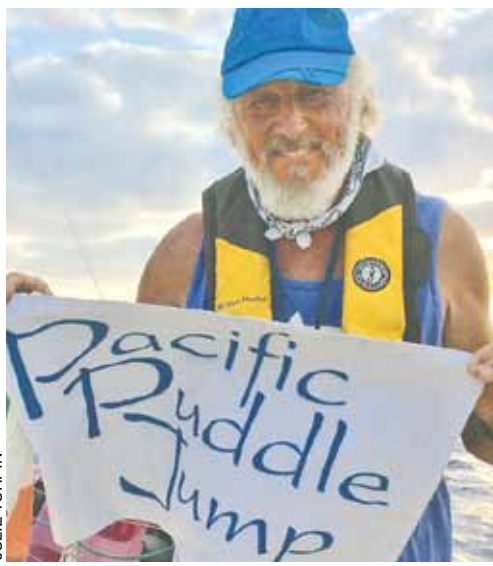
still at sea, so our annual Puddle Jump recap won't appear here until later this summer.)

Finding Your 'Window'

If you've been considering making a major bluewater cruise to the South Pacific or elsewhere, you may have already figured out that fitting out your boat and squirreling away a cruising kitty are *not* the only impediments to setting sail on your dream cruise. As time-consuming, costly and exhausting as it can be to upgrade a boat's systems and equipment from stem to stern, many would-be voyagers find that it's even more challenging to find a 'window' of time when their responsibilities to family members, careers and other commitments allow them to break away for several months or longer.

As a result, a large percentage of long-haul cruisers are retirement age — including this writer. I'm happy to report that the cruising life has made me leaner and more fit than I've been in decades, but there's no denying that offshore passagemaking is often exhausting, and it demands strength and stamina that's harder to muster the older you get. Bottom line: If extended offshore sailing is really your ultimate dream, you'd be wise to make whatever sacrifices are necessary to do it sooner than later — including taking a long sabbatical while you're still young, despite the loss of traction in your otherwise upwardly mobile career.

One way to avoid getting bogged down in multi-year preparations is to buy a boat that is truly cruise-ready, mean-

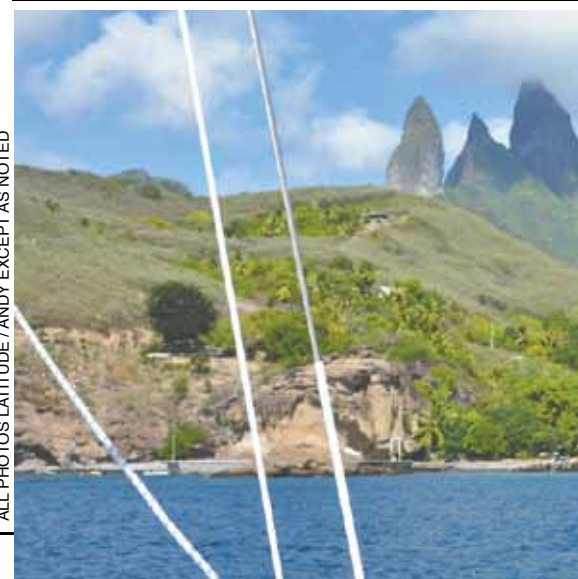


JULIE TURPIN

After 23 years of wishing bon voyage to Tahiti-bound sailors, Puddle Jump founder Andy Turpin finally got to make the crossing himself.

fore from a new friend's garden, on the remote Marquesan Island of Tahuata, to the dinghy landing at Vaitahu Bay. Lying roughly 3,000 miles southwest of the Mexican mainland and 4,000 miles west of Panama, Tahuata is the sort of roughly chiseled volcanic isle that fills the dreams of would-be bluewater voyagers the world over when they picture themselves escaping the stresses of mainstream living.

Now better equipped than ever, the cold-molded Cross 42 'Little Wing' provided a sweet ride to the islands, even in sloppy cross-swells.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

AND MAKING YOUR EXIT

ing fitted out with all the gear you deem necessary, rather than being seduced by the bargain price of a fixer-upper with 'great potential'. As a sailor friend often says, "Nothing is more expensive than a cheap boat."

Modern Gear & Gadgets

The boats that surround us here in the far-flung anchorages of the Marquesas reflect the full spectrum of pre-cruise spending and styles of cruising. In contrast to spartan, decades-old sloops whose crews schlep fresh water out to their boats by dinghy in jerry jugs filled at public taps ashore, there are nearly new, custom-built yachts equipped with both dishwashers and clothes washers, with enough water-making capacity to supply an entire Marquesan village.

Our crossing was a mix of many highs and a few lows, with plenty of lessons learned along the way.

Of course such luxury wasn't always part of the cruising life. When you talk to folks who cruised two or three decades ago, you learn that most of them carried only a fraction of the sophisticated gear and gadgetry that many cruisers have aboard today. Cutting-edge chartplotters, satellite communications devices and high-wattage solar arrays are wonderful additions to a cruising boat. But if attaining and installing such goodies

Not long after 'Little Wing's landfall, brother Bear flew in to explore the marvels of the Marquesas, such as Ua-Pou's volcanic spires.

will add another 10 years to your departure timetable, you might consider the advice of those who preach, "Go simpler, but go now."

Are You 'Ready Enough'?

Would-be passagemakers are often plagued by their pursuit of a nearly unattainable goal: being completely ready to head offshore, with all gear properly stowed and 'all systems go'. But it's been our experience that no boat owner ever really gets to the bottom of the 'to do' list. So, rather than torture yourself by asking, "Are we completely ready?" ask, "Are we ready enough?"

The Journey or the Destination?

In preparation for an extended visit to the South Pacific isles, we, like most passagemakers, did our homework by reading up on the region's rich history and highly revered cultural traditions. But along the way, prior to making our first landfall in the islands, we were pleasantly surprised to discover that the crossing itself held many special moments that have now become seared into our memories.

Although we paid close attention to our weather resources, it was probably more luck than skill that gave us sailable winds of at least five knots almost the entire way. And we never saw flat calms, lightning strikes nearby, or gusts over 30 knots.

Rotating watches of three hours on, six off with my wife Julie and longtime



At San Benedicto the dolphin greeting party took their job seriously, escorting and entertaining us all the way to the anchorage.

friend Craig, kept us relatively well-rested — at least compared to the many 'mom-and-pop' crews who did three on, three off for a month or more.

Looking back, I think that getting adequate sleep probably helped us to maintain upbeat attitudes most of the time and appreciate the rugged beauty of the open ocean, glorious star-filled nights and countless fiery sunsets, as well as the awesome intensity of the massive tropical squalls that intersected our path.

I was on watch late one afternoon when the first huge squall rolled over us, blasting torrents of rain down on us as if projected through a fire hose. After days of taking meager deck showers, it was a thrill to be given a thorough soaking, as if the rain gods above had decreed, "This guy *really* needs a shower."

As we angled southwest from Mexico toward the equator in early April, we enjoyed day after day of sweet sailing in steady winds of 12 to 18 knots. Late one afternoon I was alone on watch in the cockpit as the sinking sun painted billowing towers of cumulous clouds nearby with dramatic golden hues. Back on the sugar scoop, our windvane steering device, Ozzie, was doing all the driving, leaving me nothing more to do than marvel at the magic of the moment. I remember thinking, "There are probably countless sailors around the world who daysail for decades and never get to enjoy conditions as sweet as these."

Staring out across the swells while alone on watch, you couldn't help but



FINDING YOUR 'WINDOW'



Crewman Craig Anderson strikes a pose as our ancient asymmetrical spinnaker pulls 'Little Wing' down the rhumbline.

marvel at the immensity of the Pacific's watery wilderness. During our entire 26-day passage from San Benedicto Island (300 miles off the Mexican mainland) to the Marquesan island of Hiva Oa,

"Bananas? Of course I've got bananas," said our new friend Jimmy, who runs Vaitahu Bay's only eatery. His curried shrimp was awesome.



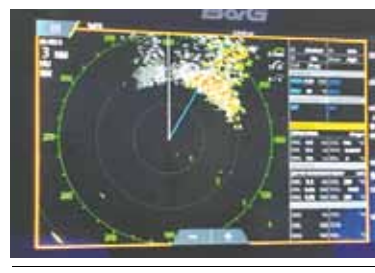
we saw a total of three 1,000-ft tankers, one enormous fishing vessel, and the faint profile of one yacht on the horizon that seemed to be paralleling our route to the islands.

My favorite memory of the crossing occurred about three weeks out, when the moon was gradually increasing in size every night. We were booming along on a beam reach, with *Little Wing's* ketch-rigged sailplan so well balanced that I barely needed to touch the wheel to keep her on track.

All of a sudden the full moon peeked over the leech of the mainsail as if to say hello. So I lay back across the cockpit lazarette to get more of a skyward view. Staring up at the heavens, I steered with my bare toes for an hour or more, while Mr. Moon kept me entertained by dancing in and out of the cloud banks like a playful child. That's one happy memory that I won't soon forget.

There's no denying that fitting out even a no-frills boat for open-ocean cruising is no small task. And finding — or creating — a window of time when you can slip into a new cruising lifestyle may be equally daunting, even if you've already salted away a sizeable cruising kitty.

But if the cruising bug has become inextricably lodged in your



Radar inset above: As we head south, a four-mile-long squall passes east to west. Above: In the ITCZ a thick squall upstages the sunset.

psyche, then we encourage you to bottle up your fears, ignore all the 'what-ifs', and follow your pipe dreams beyond the horizon. We'll keep a lookout for you.

— **latitude/andy**

Julie enjoys a quiet moment on the foredeck while surveying the craggy coastline of Hiva Oa, in the southern Marquesas.



Our Favorite Pre-Cruise Upgrades

We don't claim to be experts on every potential gear upgrade on the market, but we're happy to tell you about the pre-cruise improvements we made to *Little Wing* that we consider to be money well spent.

• **New Hood sails** — We bought our new suit of (American-made!) white sails from Hood in Sausalito. Full battens in the main and mizzen deliver lots more power and sharper upwind angles.

• **Hydrovane** — This amazing, non-electrical windvane steering device performed brilliantly, even in sloppy following seas.

• **B&G Zeus 3 chartplotter & radar** — Mounted at our pilothouse helm station, this cutting-edge plotter earned its keep day and night, with low power draw, split-screen options and seamless AIS integration.

• **Frigoboat refrigeration** — We've owned a lot of boats, but never one that kept food solidly frozen in hot weather and made ice. Seriously, ice in the tropics!

• **Solar power** — With a deck roughly the size of a volleyball court, we installed four panels (from Southbound Solar) totalling 400-watts, that produce enough juice on a sunny day to make both ice and water, run the nav and comms gear, and more.

• **Iridium GO!** — It wasn't until we got offshore, far from shoreside Wi-Fi, that we fully appreciated the potential of this compact satellite hotspot (bought from San Diego's Satellite Phone Store). It serves as a portal for making satellite phone calls and texts, plus sending and receiving simple emails. And it can import complex weather files such

as those generated by New Zealand-based **PredictWind**, which helped us steer a fast, safe route to the islands.

• **Rocna anchor** — After a few sketchy situations that we've been in since taking off, we're convinced that our 44-lb Rocna could hold a battleship in a hurricane.

• **Muir vertical windlass** — Our rugged Aussie-built Muir is a rock-solid workhorse with a disengageable capstan, and can dead-lift our 250-feet of 5/16 chain plus the Rocna. (Bought from Imtra.)

• **Achilles inflatable-floor dink** — After an unmentionable mishap destroyed our previous dinghy, Sal's Inflatables of Alameda set us up with this easy-planing and east-to-stow dinghy that weighs only 80 lbs — light and compact enough to take on a commercial flight as oversize luggage.

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The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops along the way at funky Turtle Bay and spectacular Bahia Santa Maria.

Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. But fleets are also sprinkled with repeat offenders. Several skippers have done 10.

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

Boats from 27 to 100' can enter the Ha-Ha, though historically the average has been 42 feet. The average number of crew is four, although couples are not unusual. At least one member of the crew has to have offshore experience.

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 26th running. Visit www.baja-haha.com.

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DATES**

- September 1, 5 pm Sunday – Deadline**
for all entries and information to be
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- September 11, 4-5:45 p.m.** – FREE Mexico
Cruising Seminar, Bay Model, Sausalito.
- September 11, 6-9 p.m.** – *Latitude 38's*
Fall Crew List Party and Baja Ha-Ha
Reunion, Bay Model, Sausalito.
- October 19, noon-4 p.m.** – Ha-Ha
Welcome to San Diego Party hosted by
Downwind Marine.
- November 2, 5 p.m.** – Pacific Puddle Jump
Seminar inside West Marine, 1250
Rosecrans St., San Diego.
- November 3, 9-10 a.m.** – Skipper check-in.
10 a.m. – Skippers' meeting. West
Marine, 1250 Rosecrans.
- November 3, 1 p.m.** – The Annual Ha-Ha
Halloween Costume Party and BBQ.
West Marine, 1250 Rosecrans.
- November 4, 10 a.m.** – Baja Ha-Ha Kick-
Off Parade.
- November 4, 11 a.m.** – Start of Leg One
to Bahia Tortugas.
- November 7, 3 p.m.** – Daytime – BHH
baseball game at Turtle Bay.
- November 9, 9 a.m.** – Start of Leg Two
to Bahia Santa Maria.
- November 11** – Bahia Santa Maria Day;
a layday for relaxing and exploring.
- November 14** – Start of Leg Three to Cabo.
- November 15** – Dance Party at Squid Roe.
- November 16 – 6 p.m.** – Awards
presentations hosted by Cabo Marina.
- November 24, 4-7 p.m.** – La Paz Beach
Party at La Costa Restaurant.

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I'm not big on crossword puzzles. But at my age I need some sort of mental exercise to fend off age-related dementia, so after considering many options, I settled on my preferred brain-stimulating activity: Tutoring calculus at my local public high school.

It was amazing how much I had forgotten, but after dusting off my old calculus textbook (and some remedial sessions with Salazar Khan and his on-line Academy) I was almost up to speed on the weekly assignments. Yes, this would keep me sharp if anything would.

One afternoon I was happily explaining integration by parts to a kid who had the concept down but kept getting the wrong answers, mostly because he kept losing track of negative signs when integrating trig functions.

"It's the reverse of the product rule," I said. "After that it's just an accounting problem, and you need to keep better track of each step. Forget that little square of blank space in the workbook. Here, take this pad of graph paper. Write big, show every step, keep as little info as possible in your head and put as much detail as you can on the paper."

There was a break in our discussion as the student re-worked the problem as per my recommendations, with every step written out in a much larger size and with a much darker marking pen. That's when I heard a familiar voice coming from the opposite corner of the classroom. It took a few seconds to recognize, but it was Lee Helm, totally out of context here in the high school math classroom.

"And like, what's really cool about integration," she explained with obvious enthusiasm for the subject, "is that you don't have to limit yourself to integrating over an interval. You can follow any arbitrary path through a scalar field, or even a vector field. You can even integrate a surface around a volume. And like, things get really interesting when you integrate in the complex plane, where there's an imaginary axis that has a factor of i , or, like, square root of negative one."

"Lee!" I hailed from across the room. "What's with the complex plane? That's Euler's territory. This is calculus AB, and we're supposed to be in the world of Newton."

"Sure, but this kid's good," She explained, gesturing to her female student, who appeared to be at least a year or two younger than the rest of the calculus class.

"And what are you doing in the high



Sir Issac Newton was an English mathematician, physicist, astronomer, theologian, and author (described in his own day as a "natural philosopher") who is widely recognized as one of the most influential scientists of all time, and a key figure in the scientific revolution, according to Wikipedia.

school?" I asked. "Don't you have an assistant teaching gig in grad school? You know, where there are students who might actually need help with surface integrals in complex space."

"It's like, court-ordered public service," she sighed. "What about you?"

I explained my aversion to crossword puzzles, but I had to ask again to get Lee to tell her story.

"Second moving violation," she finally admitted. "The judge offered to keep it off my driving record if I did 20 hours of community service, and tutoring math seemed like the most painless way to get the ticket punched."

"But Lee. You don't even have a car!"

"I blew through another stop sign on my bike," she confessed. "And like, the intersection was totally clear. Totally. I checked for cross traffic, I checked for pedestrians. There was, like, nothing unsafe about it."

"And cars roll through stop signs all

the time."

Meanwhile, my student had finally got the right answer for the integration-by-parts exercise and was ready for some guidance on the next problem.

"Back to Newton," I said. "Where none of the numbers are imaginary."

"You know, Newton was not right about everything," Lee reminded me. "He was dead wrong on ship resistance, and it took Euler to come along some 50 years later to straighten everything out."

"Really?" said my student. "Newton was wrong?"

"For sure," said Lee. "He had this ridiculous 'shock theory' of ship resistance. According to Newton, water could be represented as a bunch of tiny little balls of fluid that bounced off the bow of a ship, imparting their momentum and causing drag. He derived drag as density times area times v -squared times sine-squared of the incident angle to the flow. Off by a factor of almost two!"

NEWTON WAS WRONG!

"Did anyone else in his time get it right?" I asked.

"Not really. Take Descartes, of 'Cartesian coordinates' fame. Descartes didn't even grok gravitation, insisting that there was an 'ether' in space that pushed the planets around. And L'Hôpital, of L'Hôpital's Rule, also had it all wrong. So did the elder Bernouilli, at first, but at least the Bernouilli's eventually got part of it right."

"Still, you have to give Newton credit for inventing calculus," I said, trying to salvage some of Newton's status as a deity to math and physics students.

"I dunno, Leibniz had the more logical and more rigorous dy/dx notation," insisted Lee, "although the dot notation can be useful for differential equations. One thing I do give Newton a lot of credit for is recognizing that gravity and acceleration are pretty much the same thing. That's intuitive to us, but not to 17th-Century scientists."

"Kind of like Archimedes figuring out that pressure acts in all directions, and not just down," I said.

"Yes, that should be obvious to everyone," remarked Lee's student. "But I have a music teacher who insisted that if you drop a penny in the ocean, it will eventually stop sinking when the pressure gets high enough to hold it up. It was like he had never heard of Archimedes, and if he had, he didn't understand a word of it. I got a signed affidavit from my physics teacher and made him admit in front of the whole class that he was wrong about pressure and buoyancy."

"That was mean," I noted.

"He deserved it," she said.

"She'll go far," I whispered to my student.

"Back to ship resistance theories," said Lee. "The French government funded ship research via earmarked subsidies to the Académie Royal des Sciences, and had a team of mathematicians working on the problem of optimizing hull form. They like, attempted to enforce the findings through their Bureau of Naval Construction and the shipbuilding ordinance of 1689. They came up with all kinds of crazy rules, and even tried to define the best shapes for Newton's 'bow of least resistance' based on his shock theory.

"Newton even thought he had proved that a flat plate stuck onto the front of an ellipsoid of revolution would reduce drag. And it was not just an exercise in calculus of variations — he wrote that 'I think that this proposition will be of some use for the construction of ships' so

he probably really meant it to be applied in practice."

"Did anyone actually build a ship like that?" I asked.

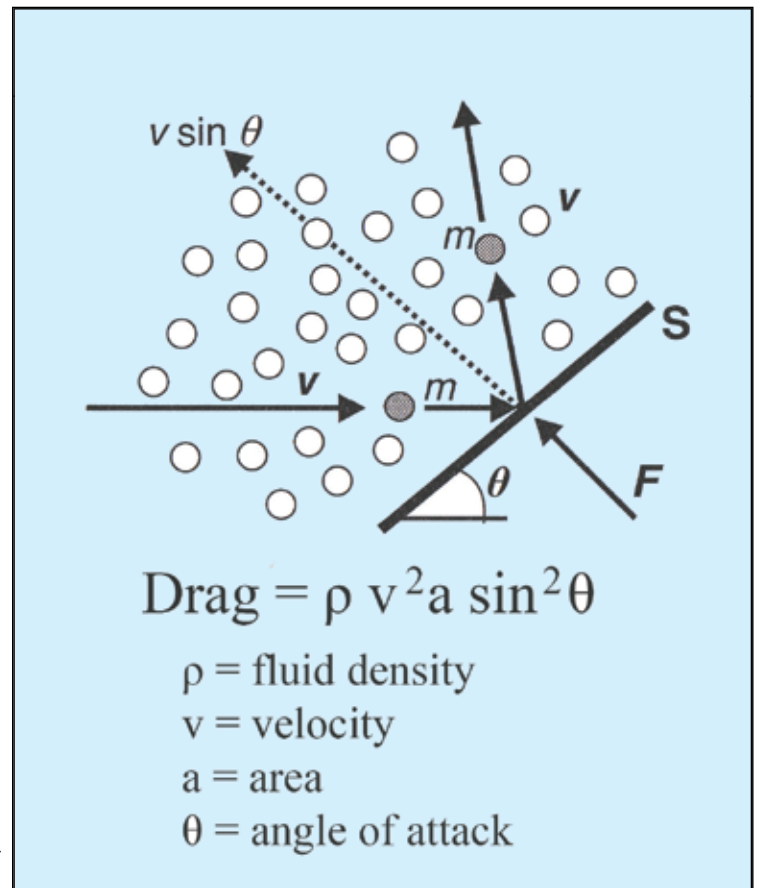
"The French established special sponsored schools where future shipbuilders would learn the new scientific methods. But like, the shipbuilders of the day knew it was all bogus and paid no attention to it. They built ships they knew would work, with full hull forms and round bows. Not because of so-called shock theory, but because the ships were big and heavy and slow, and most of the resistance was frictional, so a full bow gave them maximum displacement and minimum wetted surface for a given size and cost. Only the stern had to be streamlined, to allow clean flow into the rudder. Hence the 'cod's head and mackerel tail' hull shape."

"Did Newton even mention frictional resistance?" I asked.

"As far as I can tell he never wrote a word about it," Lee asserted. "Not to mention wave drag."

It was Euler who first represented fluid flow as a vector field, and recognized that drag came from differences in pressure, not impact."

"If Newton was wrong by a factor of two," asked my student, "wouldn't he have detected his error



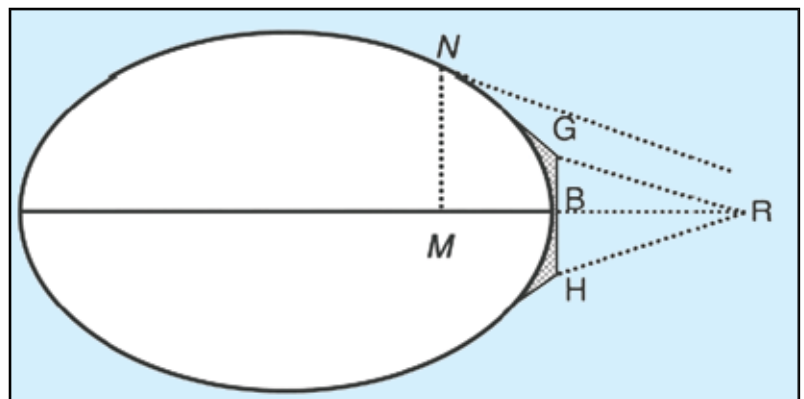
According to Newton's shock theory of resistance, water can be represented as discrete balls that bounce off the surface. He was off by almost a factor of two.

with a simple experiment to measure drag on some sample objects?"

"He wasn't much of an experimentalist," answered Lee. "But like, he did take a lot of astronomical observations to back up his theory of universal gravitation and win his debate with Descartes. He even built his own double-mirror sextant in 1699.

"But the invention of the sextant is credited to John Hadley in England and Thomas Godfrey in Pennsylvania, work-

Newton's computation of the "shape of least resistance" shows that a flat plate attached to the front end of an ellipsoid would reduce resistance.

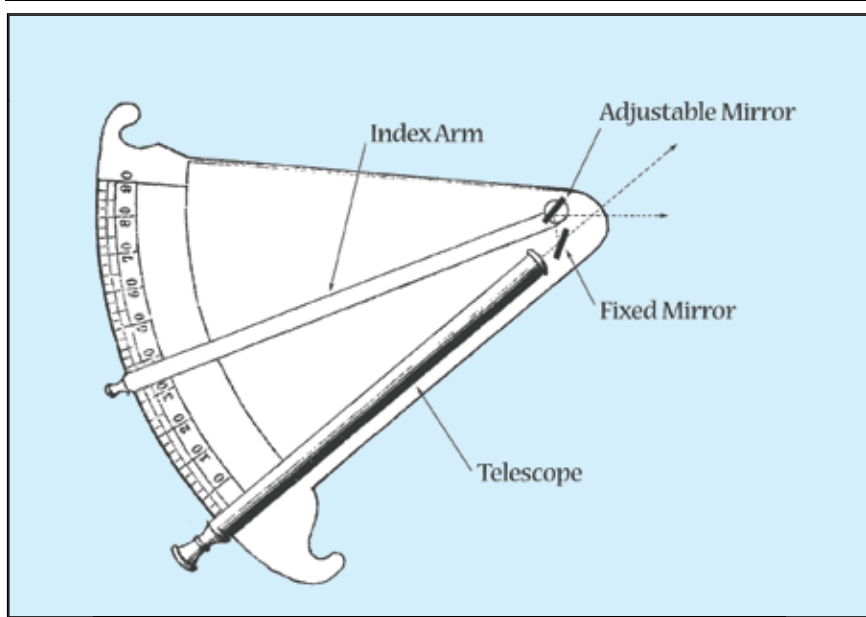


MAX EBB

ing independently in 1731. Newton's version was actually an octant because the arc was an eighth of a circle, configured a little differently than a modern sextant, but, like, it incorporated the main idea of a rotating mirror, a fixed mirror, and a telescope set up to split the field of view between straight ahead and up at some angle that could be read by noting the position of a movable arm against a calibrated arc.

"The drawings don't show a sun shade, so I suspect it was used mainly for measuring angles between stars and planets, and from land, not at sea, so the 'scope was probably high-power with a narrow field of view."

"Maybe the sun shade was removable," I suggested.



Newton was still a genius despite his goofy resistance theory. His two-mirror sextant design (really an octant) predated the devices built by the recognized inventors by more than 30 years.

Meanwhile, my student, who had been using the calculator app in his

smart phone to work his math-problem answers, had googled "Newton's Octant" and found the diagram.

"I could build one of these in the machine shop," he conjectured. "It would make a good project for the math fair."

"Especially if you also derive the spherical trigonometry equations to go with it, and show how they're used in celestial navigation," suggested Lee.

"It's just geometry," said Lee's student. "Let's go in on this," she said to the kid I was helping. "If you build it, I'll derive

the spherical trig."

"Spherical trigonometry is not for the faint of heart," I warned her.

She was not the least bit fazed. "If the math is hard, we might win!"

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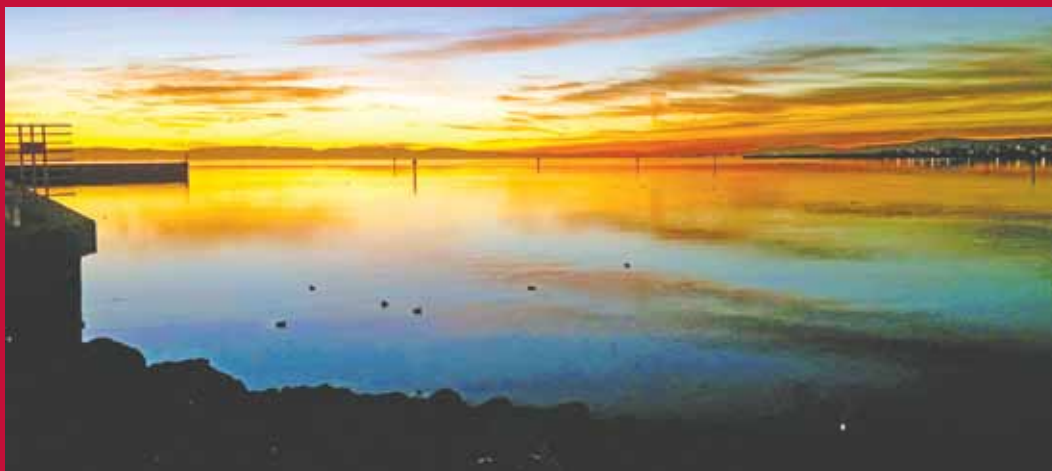
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THE RACING

Singlehanders enjoy an unusually nice **Farallones Race**; OYRA sailors round the **Lightship**, but El Toreros will have to wait another year for the **Bullship**; we head south for the **Newport to Ensenada Race** and the **Yachting Cup**; SCYC hosts the **Moore 24 PCCs**; the **Laser** fleet plays a *Game of Thrones* at the **Camellia Cup**; and the **Point Dume Race** defies tradition. **Box Scores**, **Race Notes** and **College Sailing Notes** top off this edition.

Singlehanded Farallones

Which of the following would you expect to find in front of the Golden Gate Yacht Club at the start of the Singlehanded Farallones Race on Saturday, May 11? (A) Japanese Coast Guard cutter. (B) Gray whale. (C) Several dozen Alcatraz swimmers and accompanying safety boats. (D) Buoy 'X' marking the pin end of the start line. If you answered (D) Buoy 'X', you'd be wrong; the mark was missing when the race committee from the Singlehanded Sailing Society arrived. But you would be correct if you guessed (A) (B) or (C).

"Being a working stiff, I couldn't get to GGYC until about 9:30 Friday night, after bringing my boat, *Joyride*, over from Alameda," says Jim Vickers, race chair for the SSS. "Needless to say, it's

Thirty-one boats started in a 12- to 15-knot breeze. After crossing the mythical start line, they immediately tacked out to take advantage of a 3.4-knot ebb aided by spring runoff. Beyond Point Bonita, the wind backed off and clocked west, as boats settled into a comfortable beat, some heading south while others tried going north.

The sea state was remarkably flat, with only small wind waves on top. For most of the trip, the wind held at 10 knots, with occasional lighter spots and slight shifts. The northwest swell at the island was almost nonexistent, and the moderate wind allowed for a smooth rounding. Observing the 1,000-ft restricted zone, boats jibed, set chutes, and began the 28-mile run back to the finish. The leg started out as a tight spinnaker

Bay wind. A few boats finished with wrapped spinnakers, and several more took their spinnakers down west of the bridge rather than deal with a problematic douse inside the Bay.

Only one boat failed to finish the successful and very gentle Singlehanded Farallones Race. Due to the conflict with the OYRA Jr. Waterhouse scheduled on the same day, numbers might have been down slightly, but those who ventured out the Gate were treated to nice spring conditions instead of what can be a tough slog.

— pat broderick & ncs

SSS SINGLEHANDED FARALLONES, 5/11

SPINNAKER ≤108 — 1) **Freedom**, Worth 40, Jib Martens; 2) **RedSky**, Olson 34, Brian Boschma; 3) **Vuja Star**, J/105, Chris Kim. (6 boats)

SPINNAKER 111-160 — 1) **Siren**, SC33, Brendan Huffman; 2) **Surprise!**, Alerion 38, Bob Johnston; 3) **Stink Eye**, Laser 28, Jonathan Gut-off. (9 boats)

SPINNAKER >162 — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch; 2) **Galaxsea**, Nauticat 44, Daniel Willey; 3) **Dura Mater**, Cal 2-27, Jackie Philpott. (3 boats)

SPORTBOAT — 1) **Nina**, Olson 29, Robert MacDonald; 2) **Werewolf**, Olson 30, Jeff Mulvihill; 3) **Outsider**, Azzura 310, Greg Nelsen. (10 boats)

NON-SPINNAKER — 1) **Mulan**, Beneteau 10R, Michael Chammout; 2) **Foxxfyre**, Yamaha 33, Doug Soderstrom. (3 boats)

MONOHULL OVERALL — 1) **Nina**; 2) **Werewolf**; 3) **Outsider**; 4) **Siren**; 5) **Fugu**, Wilderness 30S, Chris Case. (31 boats)

MULTIHULL — 1) **Wingit**, F-27, Dave Wilhite; 2) **Raven**, F-27, Truls Myklebust; 3) **Rainbow**, Crowther 10M, Clifford Shaw. (3 boats)

Full results at www.jibeset.net

Yes Lightship; No Bullship

The offshore branch of the YRA opened their 2019 ocean season with a fast jaunt out the Gate to the Lightship and back to the start/finish line at Golden Gate YC.

The morning of April 27 came in blustery and humid, feeling almost like squall weather. It never rained, but the wind stayed brisk on the San Francisco Cityfront. The forecast for that day was such that the Bullship Race from Sausalito to San Francisco in El Toros was canceled. Most of the skippers were notified in time, and Sausalito YC welcomed the skippers who appeared, with the club's bagpiper, Lynne Miller, playing the pipes for them.

The Bullship would have had to move their City-side activities farther west. The setup of the SailGP infrastructure was in



Brian Boschma's Olson 34 'RedSky' finishes the Singlehanded Farallones displaying "an unusual spinnaker configuration."

dark at 9:30, and I didn't notice the missing mark. I made the decision to have a gentleperson's start line perpendicular to shore, which happened to be a line between our GGYC race deck and the Corinthian YC. It worked out really well." "For the record the whale was OCS, crossing the line about 10 minutes before the start," added Jim.

reach, but opened up the closer you got back to the Golden Gate.

Some skippers reported seeing wind in the upper teens. At Lands End to the south and Point Bonita to the north, boats were greeted by increasing wind and the end of a flood. Most enjoyed a rousing run down the middle all the way back under the Golden Gate Bridge. The South Tower Demon was awake, doing his thing to boats jibing too close. Once beyond his grip, it was a quick dash to the virtual finish line in the increasing



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full swing the weekend before the actual event. The Bullship sails into St. Francis YC's dinghy dock, where the boats haul out. Most are loaded onto trucks that pull up close by. Awards and socializing take place on the big lawn east of StFYC. But all that land area, the lawn and east parking lot, was closed. A village was going up on the lawn, and heavy equipment was in use assembling the grandstands for SailGP viewing. The wave organ spit (where the Bullship finishes are recorded) was closed. It wasn't possible to drive to GGYC. Golf carts were in use to ferry people parking in the west lot to GGYC. Parking in the west lot filled up by 10 a.m. The downstairs 'America's Cup Room' at GGYC was serving as the SailGP office, with Sir Russell Coutts on-site to run the show, and the OYRA race committee set up on the usual race deck upstairs. Too much going on at once?

The Lightship starts went off smoothly, though some traditionalists missed the sound of shotgun blasts. The fleet sailed off into a helpful ebb that made for few tacks and quick work to the Lightbucket.

The wind at the start was in the mid-teens, ramping up into the high teens at the Golden Gate Bridge. Past the headlands, the wind waves ramped up to 6-7 feet, sending green water flying onto rail-riders and running down decks.

Boats sailing a straight course (mostly a one-tack beat on port) down the row of green ship channel buoys made time on those that went farther north and therefore sailed extra distance.

Past the ship channel buoys, the wind softened and the waves eased up. By the Lightship, winds were down to a pleasant 9-10 knots. Sea swell was negligible.

A quick turn around the mark and

up went the kites. It was mostly a reach on starboard back to the Gate, then a couple of jibes to skirt the south shore. The breeze built out of the southwest, bending around the headlands and funneling into a westerly of 20-ish knots. The southern route paid off for the boats that found a favorable flood current close to the beach. This angle of approach made for an exciting jibe around the South Tower.

By the time the last boats were arriving, the wind on the Cityfront had clocked to the south, and many boats finished without spinnakers.

As for the Bullship: "You will not be able to experience the Bullship this year," reports the El Toro newsletter, *Bull Session*. "No good date for a re-sail can be found that works well with the El Toro schedule and three yacht clubs. So all the maiden voyagers remain so."

— latitude / chris

OYRA LIGHTSHIP 4/27

PHRO 1A — 1) **Velvet Hammer**, J/125, Zachery Anderson; 2) **Blue**, Swan 53, Ray Paul; 3) **California Condor**, Antrim Class 40, Buzz Blackett. (10 boats)

PHRO 1B — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Six Brothers**, Columbia C32, Brian Bullock; 3) **Shenanigans**, J/120,

Bob Johnston rounds Southeast Farallon Island in his new-to-him Alerion 38 yawl 'Surprise!' in benign conditions on May 11.

Mike Clarke. (9 boats)

PHRO 2 — 1) **Inconceivable**, J/88, Steven Gordon; 2) **Ferox**, Pogo 36, Anja Bog; 3) **Bullet**, Express 37, Laurence Baskin. (14 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Tiki Blue**, Beneteau 423, Gary Troxel; 3) **Sea Star**, Cal 39, Bob Walden. (12 boats)

SHS SHORTHANDED — 1) **Concussion**, Olson 30, Nick Schmidt/Dante Branciforte; 2) **Mirth-maker**, Archambault 35, Kirk Denebeim/Mitchell Dohman; 3) **Hang 20**, Express 27, Lori Tewksbury/Andrew Redfern. (6 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Mykle-

Scott Racette's Moore 24 'Incognito' (ex-'Cal') exits S.F. Bay in the OYRA Jr. Waterhouse, on the same day as the Singlehanded Farallones.



LATITUDE / CHRIS

THE RACING

ALL PHOTOS THIS PAGE ERIK SIMONSON / WWW.PRESSURE-DROP.US



bust. (3 boats)

Full results at www.jibeset.net

The OYRA Lightship on April 27 encountered brisk breeze, steep wind waves and a South Tower Demon rudely awoken from his slumber. Clockwise from left: 'Destin' finished the race despite the state of their main; 'Eclipse' wasn't the only boat to round up; the exciting jibe at the South Tower.

Newport to Ensenada Race

The international aspect of the 72nd annual Newport to Ensenada International Yacht Race took on a whole new meaning when *Alive*, an Australia-based Reichel/Pugh 66, took home the NOSA Trophy for overall best elapsed time, the Amigo Trophy awarded to a first-time skipper, and the Lahaina Yacht Club Trophy for best PHRF elapsed time.

The crew were a mix of Australians and New Zealanders, with a Dutch navigator and an Italian bowman. Having won the 2018 Rolex Sydney to Hobart race in December, *Alive* has a history of strong finishes.

David Nelson's Ontario, Canada-based ID35 *Kite 35* returned to the podium to collect the USA Secretary of Navy Trophy in ULDB-C for the third time in six years.

Nelson said, "The race was tricky as heck, but we just looked to sail the shortest possible course, going just outside the Coronados for a bit, then jibed into shore and stayed left."

For many in this lighter-winds race, finding VMG (Velocity Made Good) was the difference between winning or ending

up experiencing VNDG (Velocity No Dang Good) instead.

"You know what you want to do; whether or not you can do it is another story," said Nelson,

Stepping up for Newport Beach and US-based competitors was David Team's *Vesper*, a TP52 that *Alive* managed to stay ahead of, which absolutely nailed VMG.

The Tommy Bahama Trophy for the Best Overall Corrected Time, the President of USA Trophy for Best Corrected All PHRF, the President of Mexico Trophy for Best Corrected Maxi Class and the Jack Bailee Trophy for Best Corrected Newport Beach club will now be gracing the trophy case of the new Newport Harbor YC — no TSA clearance or international shipping required.

Although this might have been the team's first N2E on *Vesper*, the crew sails a lot together and practices a lot together. Many of the crew started sailing with junior programs and started racing with their dads.

Jim Bailey's *Destroyer*, another TP52, placed second in the Maxi Class and contributed to NHYC's win of the Spirit

of Ensenada Trophy for the yacht club having the most winners, five.

Terri Manock's all-female entry, *Pole Dancer*, won the Caroline Starr Trophy for Best Corrected All Female Crew, and the Carlos Avila Escoto Best Corrected J/120. Her crewmembers were originally Irish, Canadian and a New Zealander although one Idaho resident flew in to help. "We stayed out of the fray and got a good start," said Manock.

Robert Knox of *Seahorse*, a Beneteau 49, and his rugby crew won the Secretary of Foreign Relations Mexico Trophy for Best Elapsed Time — Cruz. The former Australian teammates caught the sailing bug when they moved to Southern California.

Dan Rosen's B-32 *Problem Child* once again lived up to its name, being a problem for anyone who dared enter the doublehanded category, winning the Volvo Best Corrected — Double Handed Trophy for the eighth race in a row.

Also returning to the podium was Joe Markee of *Ohana*. The Swede 55 moved up classes this year to PHRF B and took home the Cliff Chapman Best Corrected



TOSHI TAKANAYAGI



Elvstrom/Zellerbach regatta on May 11-12. See www.crayivp.com/2019-StFYC-Regattas/EZRegatta19 for more photos and videos from Saturday's racing. Left: Laser Standard winner Caleb Yoslov accepts the trophy from StFYC rear commodore William H. Dana, Jr.

THIS PAGE CHRIS RAY / WWW.CRAYIVP.COM EXCEPT AS NOTED

— PHRF B Trophy to San Diego YC. "We had to figure out how far out to be to find the sweet spot for the boat to catch the breeze early," said Markee. The older yet lean family cruiser does better in down-wind conditions, but they clearly made the most of the available winds.

The 46-ft Fellows and Stewart yawl *Cheerio II* did not catch good winds until the final stretch. "It was absolutely terrifying," said skipper Dick McNish about crossing the finish at a little over 10 knots in an 88-year-old boat designed to handle only 6 knots. "The spinnaker was up; it was wild; we rushed to get it down," after crossing the finish. The 91-year-old McNish and his eight-man crew once again took the Ensenada Chamber of Commerce Trophy Best Corrected PHRF E back to Corinthian Pacific YC, where preparation will soon be underway for the 42nd annual McNish Classic Yacht Race on July 27.

Andy Schwenk of Anacortes, WA, flew in to sail the race on the R/P 50 *Staghound*. When asked about dealing with lighter winds, Schwenk said there was nothing to complain about: "We are so blessed to be able to do this."

No matter the wind.
See www.nosa.org.

— laurie morrison

San Diego YC Yachting Cup

There were plenty of cheers back on the docks on May 5. One class stood out and made its mark on the 2019 Yachting Cup. The Farr 40 class, fielding an international fleet of seven for their season opener, made the most of three ideal Pacific Ocean sailing days.

Wolfgang Schaefer's *Struntje Light* dominated over eight races, earning the title of Overall Yachting Cup winner. Tim Fuller, Yachting Cup chair, said: "In the eight races over three days, *Struntje Light* showed their worth. They truly dominated the course." *Struntje Light* took the most bullets in the Farr 40 class with five first-place finishes.

Schaefer has owned *Struntje Light* since 2001. Receiving the trophy came as a surprise. "Winning overall didn't even cross my mind. We won because we had the most first places in our class. We had a couple of problems using some old, light sails, so we could save the new ones for Worlds. *Insanity* put up some tough racing and did a great job, but we had a little bit more luck and had the best starts of the fleet."

Rick Goebel's *Insanity* took second place in the class by three points. "We were on the Far Ocean course. The breeze was consistent all weekend, light

to 12 knots or so with 1.8-mile legs. *Struntje Light* are the world champs from last year. They are a top-shelf team and won our class well-deserved."

The Farr 40 class travels around the world. Typically, regattas in their series host 13-15 boats. There are five events on the world circuit for the class, the Yachting Cup being the first. Due to the one-throwout option, some of the class's boats skipped this regatta and will start the series at Long Beach Race Week.

The Yachting Cup perpetual trophy for the J/120 class is covered with winning plaques for *CC Rider* and *Caper*. So it was no surprise to see John Laun and Chuck Nichols back at the top of the standings battling for another tally on the trophy. This year it was *Caper's* turn, as they won the first three races.

"We were able to get good breeze both days up to 11-12 knots on the Far Ocean course. It was very shifty and challenging at times, but it worked out well," said Bill Campbell, tactician on *Caper*.

"The first race on Saturday stood out to us the most. We got on the water, hit our stride early on, and Bill and John nailed the start. We extended our lead the whole race, and it was really fun," added Alli Bell, trimmer on *Caper*.

The Pac52 class sailed three days and

THE RACING

eight races, and the boats were tied with 14 points heading into the final race of the weekend. Austin and Gwen Fragomen's *Interlodge VI* won the final race for the regatta win, their third regatta victory of the Pac52 season.

— casey allocco

SDYC TON CUP 5/3

PHRF A — 1) **Staghound**, R/P 50, Alec Oberschmidt; 2) **Elyxir**, SC52, Skip Ely; 3) **Pendragon**, Davidson 52, Steve Torres. (4 boats)

PHRF B — 1) **Rival**, J/35, David Boatner; 2) **A4**, Flying Tiger 10, Scot Tempesta; 3) **Kite 35**, 1D35, David Nelson. (9 boats)

PHRF C — 1) **Viggen**, J/105, Tom Fisher; 2) **Zuni Bear**, J/105, Rich Bergmann; 3) **Sun Puffin**, J/105, George Scheel. (9 boats)

SDYC YACHTING CUP 5/3-5

PH AA — 1) **Staghound**, 5 points; 2) **Nimbus**, TP52, Eduardo Saenz, 12; 3) **Catapult**, SC70, Joel Ronning, 15. (4 boats)

PHRF A — 1) **Bretwalda3**, Rogers 46, Bob Pethick, 5 points; 2) **Blue Blazes**, R/P 50, Dennis Pennell, 11; 3) **Elyxir**, 15. (4 boats)

PHRF B — 1) **Mexican Divorce**, 1D35, Neil Fraser, 7 points; 2) **Kite 35**, 16; 3) **Twister**, Sydney 41, David Duket, 21. (10 boats)

PHRF C — 1) **Rival**, 8 points; 2) **Nereid**, C&C 115, Standish Fleming, 9; 3) **Gator**, Frers 39, Thomas Wheatley, 17. (6 boats)

PAC52 — 1) **Interlodge VI**, Austin & Gwen Fragomen, 15 points; 2) **BadPak**, Tom Holthus, 16; 3) **Rio**, Manouch Moshayed, 17. (3 boats)

BENETEAU 40.7 — 1) **Lugano**, Mark Stratton, 5 points; 2) **Inconceivable**, Gregory Moore, 12; 3) **Silhouette**, Warren Gross, 17. (5 boats)

FARR 40 — 1) **Struntje Light**, Wolfgang Schaefer, 10 points; 2) **Insanity**, Rick Goebel, 13; 3) **Blade 2**, Mick Shlens, 16. (7 boats)

J/120 — 1) **Capet**, John Laun, 8 points; 2) **CC Rider**, Chuck Nichols, 10; 3) **Mad Men**, Ernie Pennell, 13. (4 boats)

J/105 — 1) **J-OK**, Stewart Cannon, 6 points; 2) **Juiced**, Chuck Driscoll/Tom Hurlburt, 8; 3) **Blink!**, Steve & Lucy Howell, 19. (9 boats)

BENETEAU 36.7 — 1) **Kea**, Chick Pyle, 10 points; 2) **Sorcerer**, Michael Grupp/Bo Kopaniasz, 15; 3) **Legend**, Neil Senturia, 18. (9 boats)

SCHOCK 35 — 1) **Whiplash**, Thompson/Rossbach/Basadre, 6 points; 2) **Strategem**, Mark Hinrichs, 14; 3) **Kookaburra**, Mark Mallaby, 18. (5 boats)



JEFF CANEPA

How many sailors can fit on one Ultimate 20? The class, celebrating their 25th anniversary, held their Pacific Coast Championship in Monterey on the last weekend of April.

FLYING TIGER 10 — 1) **A4**, 9 points; 2) **Relapse**, TTK Hirsh, 12; 3) **Abacus**, Timothy Chin, 13. (5 boats)

J/70 — 1) **Minor Threat**, Jeff Janov, 9 points; 2) **Fly**, Tony Collins, 12; 3) **Nunuhunu**, Steve Wyman, 14. (8 boats)

Full results at www.sdy.org

Moore 24 PCCs

Fifteen Moores and folks ranging from original owners to teenagers showed up in Santa Cruz for the PCCs on May 4-5. A change of the guard took place this year in some respects with a solid number of new boats and skippers on the scene, a healthy sign for the fleet. Nick Dugdale's #117, Mike McCarthy's #101 (this boat has been absent since Ronnie Simpson sailed it to Hawaii!), Evan Diola of Balenger Spars driving Terry Hensley's second entry #87, Henry Nieuwstad driving #36 while Steve Bourdow takes a 505 sabbatical — it was fantastic to see these boats out there cutting their teeth in the Moore fleet.

Of the top 10 boats, all were names that one might expect to see in the top three or four. There's just a lot of talent stacked up there. In Moore fashion we keep it comically low-budget: Scott

Sorensen and Scott Nelson made a Costco run funded by the race entry fees that were not supposed to include food. We flipped burgers for dinner on the SCYC grill and had a keg in the parking lot (thank you Dave Hodges).

The unexpectedly tight battle of the weekend was between Philippe Kahn's Team Pegasus and Joel Turmel's *Firefly*. "This was the regatta that almost never happened for *Firefly*," said Joel. "My entire crew was watching SailGP. Couple that with my torn MCL two weeks before the race. As usual the fleet picked me up and helped with crew, a place to keep the boat, and a place to stay.

"Ten to 15 knots on Saturday and Sunday with little chop and sunny skies had me pumped to be back in Santa Cruz.

The breeze seemed to be a little more left this year, which kept us from ping-ponging up the kelp bed too much. My crew, stacked with local bad-asses Chris, Karen and Kip, navigated us around the local changing conditions. The plan was simple: Be aggressive at the start, find a lane and clear air, and send it. Everyone seemed to have their shining moments and 'well crap, that didn't work' moments.

"On our immediate radar was Team Pegasus. We seemed to be like boxers trading blows back and forth, not giving an inch. We had some 'spirited conversations' a couple times, but, in the end, with one point separating us, it made for great competition.

"Everyone left it out there, including a bit of fiberglass. On the docks were smiles from ear to ear, and a beer in everyone's hand."

— karl robrock

MOORE 24 PCCs, SCYC, 5/4-5/5 (6r, 1t)

1) **Pegasus Racing**, Philippe Kahn, SCYC, 7 points; 2) **Firefly**, Joel Turmel, RYC, 8; 3) **Banditos**, John Kernot, RYC, 15. (15 boats)

Full results at www.scyc.org and www.moore24.org



TINA VERUTTI

Action-packed Moore 24 PCCs in Santa Cruz. Left: It's great to see #101 back on the highway. Right: Pacific Coast champs 'Pegasus Racing'.

Game of Thrones at Camellia Cup

An epic 53-year quest to win a throne ended when Emilio Castelli became the first Laser sailor to win the Camellia Cup Regatta on Folsom Lake.

Not in the long history of the oldest and largest sailboat race in the Sacramento Valley had a Laser won the Cup. Lasers had competed repeatedly in the venerable regatta since the boat was created in 1969, but they were often bested by larger fleets of local Banshees, Santana 20s and Catalina 22s that benefited from skippers with local lake knowledge.

On Folsom Lake, where winds are notoriously light and fickle, the single-handed dinghy of choice has been the Banshee, due to its larger sail area. Few Banshees are sailed competitively elsewhere in large numbers, as new Banshees have not been made since the 1980s. So, it was endlessly frustrating

to local Laser sailors that, though more numerous and newer Lasers were racing in Northern California, a Laser had never captured this throne.

For the past decade, Sacramento Laser competitor Stephen Aguilar encouraged the Lasers to leave the briskly lashed waters of San Francisco Bay and venture inland to compete on Folsom Lake for the Camellia Cup. At times, while the Lasers outnumbered other classes of boats, they lost by being too competitive, with no Laser sailor dominating the class.

That ended on April 27-28 when Sebastopol's Emilio Castelli, representing the Richmond Yacht Club, topped the Laser class to be named Camellia Cup champion. Castelli locked up the class to score three first-place finishes and a second to overall Laser class second-place finisher Julian Soto. But he also had to post a better overall score than the

top sailors in other classes. FLYC determines the Camellia Cup champion through a formula that weighs both the number of boats registered in a class and the number of wins by individual boats.

This year, the Laser skippers were determined to win it all. The

difference came down to one less point and one more boat (Castelli had 5 points, and the leading Banshee skipper had 6 points. The Lasers fielded 12 boats and the Banshees 11). At the awards ceremony, the Laser skippers cheered exuberantly when Castelli was announced as the regatta's champion.

For his reward, a Laser will be featured on next year's commemorative shirt, and Castelli's name and boat class will be engraved on the regatta's perpetual silver bowl and on its perpetual Open Centerboard trophy (made out of a classic mahogany Banshee centerboard — richly appreciated by the Laser skippers). Castelli was also presented with bottles of Captain Morgan rum in recognition of his good-natured sportsmanship.

Winning the 11-boat Banshee class was Craig Lee of El Dorado Hills. Lee, the 2017 CamCup champion, finished first in three races and third in the fourth in fresh breezes that varied from 4 to 8 mph on Saturday. No races were held on

ULTIMATE 20 PCCs, MPYC, 4/26-28 (8r, 1t)

1) **Junta**, Mark Allen, Great Salt Lake YC, 16 points; 2) **Peabody**, Donna Womble, MPYC, 18; 3) **Ultimate Antics**, Bob Comstock, SCYC, 18. (8 boats)

Full results at www.mpyc.org

OYRA JR WATERHOUSE, 5/11

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Velvet Hammer**, J/125, Zachery Anderson; 3) **Twist**, J/120, Timo Bruck. (10 boats)
PHRO 2 — 1) **Ferox**, Pogo 36, Anja Bog; 2) **Bullet**, Express 37, Laurence Baskin; 3) **Raven**, C&C 115, Brice Dunwoodie. (6 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Incognito**, Moore 24, Scott Racette; 3) **Sea Star**, Cal 39, Bob Walden. (7 boats)

SHS — 1) **The Pork Chop Express**, Express 27, Chris Jordan/James Nichols; 2) **Hang 20**, Express 27, Lori Tewksbury/Andrew Redfern; 3) **Concussion**, Olson 30, Nick Schmidt/Jonathan Gibbs. (3 boats)

MULTIHULL — 1) **Round Midnight**, Explorer

BOX SCORES

44, Richard Waltonsmith. (1 boat)

Full results at www.jibeset.net

ELVSTROM/ZELLERBACH, 5/11-12 (7r, 1t)

505 — 1) Mike Martin/Adam Lowry, 7 points; 2) Robert Tennant/Steve Bourdow, 11; 3) Aaron Ross/Rob Waterman, 23. (6 boats)

C420 — 1) Simon Boeger/Jasper Reid, 9 points; 2) Chloe Holder/Cali Salinas, 14; 3) Sarah Cuyler/Keilah Stypulkoski, 15. (12 boats)

F18 — 1) Charles Froeb/Marc Umamoto, 8 points; 2) Jacob Sailer/Faye Ren, 10; 3) Mattheus & Marcus Leitner, 19. (6 boats)

LASER STANDARD — 1) Caleb Yoslov, 6 points; 2) Charlie Buckingham, 13; 3) Peter Phelan, 16. (13 boats)

LASER RADIAL — 1) Andrew Holdsworth, 8 points; 2) Nicholas Sessions, 11; 3) Will Foux, 12; 4) Walt Spevak, 16. (18 boats)

Full results at www.stfyc.com

SFYC ELITE KEEL REGATTA, 5/18-19 (5r, 0t)

J/105 — 1) **Ne'Ne**, Tim Russell, 11 points; 2) **Blackhawk**, Ryan Simmons, 18; 3) **Godot**, Phillip Laby, 19; 4) **Jam Session**, Adam Spiegel, 23; 5) **Maverick**, Ian Charles, 25; 6) **Donkey Jack**, Rolf Kaiser, 26. (26 boats)

KNARR — 1) **Cahoots**, James Scarbrough, 19 points; 2) **Kraken**, Rislely Sams, 20; 3) **Gjendin**, Graham Green, 21. (13 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson, 11 points; 2) **Peaches**, John & Michael Rivlin, 12; 3) **Hang 20**, Lori Tewksbury, 15. (5 boats)

ETCHELLS — 1) **Capricorn**, Ethan Doyle, 5 points; 2) **No Name**, Sam While, 13; 3) **Chomp**, David Janinis, 18. (3 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki, 7 points; 2) **Kangaroo Jockey**, Peter Cameron, 15; 3) **Rampage**, Tom Thayer/Robert Milligan, 15. (5 boats)

Full results at www.sfyc.org

THE RACING

Sunday due to light winds.

More than 50 boats competed in Camellia Cup, including model yachts. Traveling the distance paid off for Oregon's Glen Hughes from Eugene YC, who won the Santana 20 class.

Cruiser skippers were presented bottles of fine spirits in thanks for their sportsmanship and competitive spirit while competing in open classes against race-tuned boats. Seasoned racers praised the cruiser skippers for their determination and competitiveness. One racer quipped that next year he planned to enter a 505 fitted with a galley, in order to sail with the cruisers and win one of the bottles.

On Sunday, in light breezes of 0-4 mph, 12 Santa Barbara-class 6-ft-long model yachts sailed in five competitive races that included dramatic lead changes. Winning the class and a model-yacht-sized version of the Camellia Cup was Steve Bechtold.

— *john poimiroo*

FLYC CAMELLIA CUP, 4/27-28

CATALINA 22 — 1) **No Cat Hare**, Donald Hare, 4 points; 2) **Sirius**, Michael Rayfuse, 10; 3) **Running with Scissors**, Jim Sinclair, 12. (4 boats)

SANTANA 20 — 1) **60 Grit**, Glen Hughes, 4 points; 2) **2-Step**, Mark Werder, 8; 3) **Journey**, David Montgomery, 12. (4 boats)

LASER — 1) **Leaky Lena**, Emilio Castelli, 5 points; 2) **No Name**, Julian Soto, 7; 3) **Voyager I**, Toshiinari Takayanagi, 18. (12 boats)

BANSHEE — 1) **In N Out**, Craig Lee, 6 points; 2) **Cruzin**, Wayne Cassingham, 16; 3) **Spirito Voloce**, Steve Anderes, 16. (11 boats)

OPEN KEEL — 1) **Poco-a-Poco**, J/22, Rob Koch, 4 points; 2) **Te Natura**, Wavelength 24, Phil Hodgson; 3) **Malahat**, Catalina 250, Barry Curran, 15. (4 boats)

OPEN CENTERBOARD — 1) **Flight Risk**, Daysailer, Steve Lowry, 4 points; 2) **No Name**, Johnson 18, George Heintz, 9; 3) **No Name**, Sunfish, 11. (3 boats)

OPEN MULTIHULL — 1) **After You**, F-24 II, Jim Kim, 4 points; 2) **Sea Moose**, Hobie Tiger, Troy Szabo, 9 points; 3) **Ejection Seat**, Hobie Tiger, Brett Peterson, 11. (3 boats)

Full results at www.flyc.org

Berger/Stein Breaks Tradition

The first Saturday in May features Del Rey YC's annual Point Dume and Return race, #3 of that club's Berger/Stein Series in Santa Monica Bay. The yachts race from the Olympic Circle about 2



JOHN POIMIROO

Laser sailors celebrate the first of their kind to win the perpetual Camellia Cup and Open Centerboard trophies at Folsom Lake.

miles southwest of the marina breakwater to Point Dume (performance classes, 32 miles) or the Topanga Canyon beach area (cruising divisions, 22 miles) and back. It is generally a wet, close-hauled, frequent-tacking slog to weather up and a nice slide back to the south-entrance finish — although this particular race has had its share of ups and downs.

Last year saw Cinco de Mayo winds that stalled and started again, increasing to 25 knots mid-race, only to cause a real-life MOB drill amidst the now-confused seas. In 2017 winds of 6-8 knots and small seas at the start built to 30+ in 45 minutes; gale-force gusts of 55 knots were recorded at Malibu around 5 p.m. The 2017 conditions caused the inflatable racing marks to drag as far as 15 miles before washing ashore. One racing multihull turned turtle near Santa Monica Pier.

This year had some sloppy seas at the start, some characteristic 'May gray' skies with a little sun showing through, and WSW winds 8-10 peaking at 12. The seas actually lay down a bit, the sun burned away the clouds — though it was borderline hazy — and, wonder of wonders, the wind held.

John McIntire's TP52 *Encore* claimed line honors, finishing the 32-mile course at just about 4:30 p.m. No one dropped out, and all boats finished by 6:30.

— *andy kopetzky*

DRYC BERGER-STEIN #3 POINT DUME, 5/4

PHRF AA — 1) **Encore**, TP52, John McEntire, 2 points. (1 boat)

PHRF A — 1) **Coquille**, Farr 40, Gary Ezor/Harry Ostosoides; 2) **TBD**, Synergy 1000, John Staff; 3) **Groundhog Day**, Melges 32, Rich Festa. (4 boats)

PHRF B — 1) **Trust Me**, Soverel 33, Duncan Cameron; 2) **Bella Vita**, Beneteau First 36.7, Martin Burke; 3) **Yoda**, Beneteau First 36.7, Mollie Perlman. (9 boats)

PHRF C — 1) **Zulu**, J/29, Team Zulu; 2) **Avet**,

J/80, Curt Johnson; 3) **Sunshine**, J/92, Leonard Gordon. (6 boats)

CRUISING A — 1) **Va Pensiero**, Brooklyn 48, Joe Weber; 2) **Duchess**, Catalina 42 MkII, Ron Jacobs; 3) **Cross Fire**, Cal 36TM, Samuel Cowan. (15 boats)

CRUISING B — 1) **Makani 2**, Catalina 34 MkII, Edward Chadroff; 2) **Chutzpah**, Catalina 36 MkII, Andy Natker; 3) **Bar-Tabac**, Challenger 32, Arnaud Massonat. (5 boats)

Full results at www.dryc.org

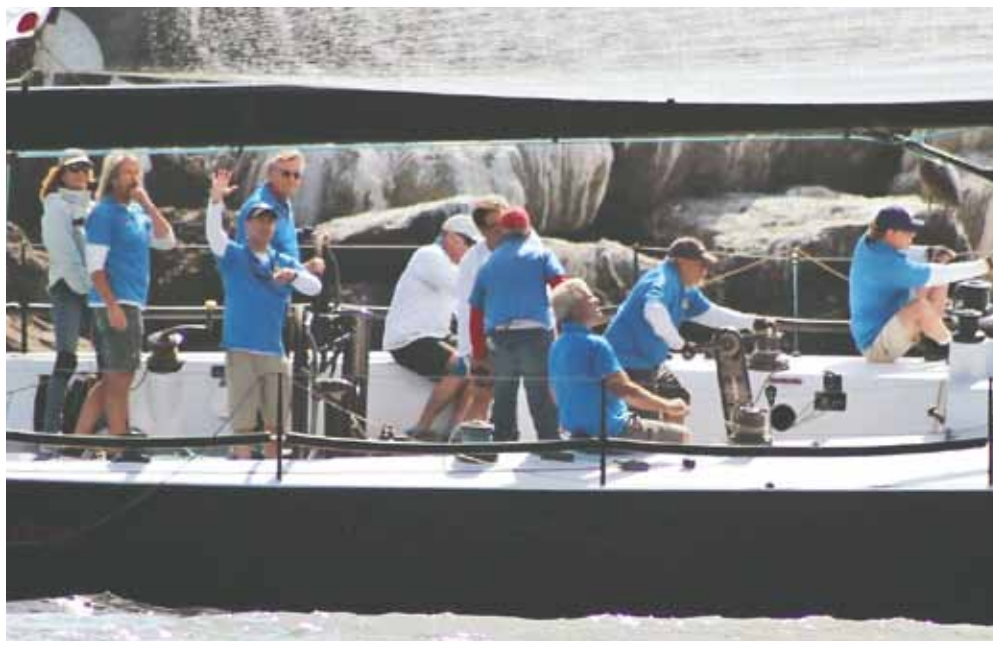
Race Notes

Driving over the Richmond-San Rafael Bridge in the pouring rain and gusty wind on May 18, we gazed upon an angry, frothing Bay, but only for about 100 feet, as the scene faded into a low fog. Hail was even reported. We thought, "What a miserable day for sailing! Wonder if anyone raced." We arrived at Richmond YC and were amazed to see the lounge packed with drenched, bedraggled racers who had toughed it out in the **YRA 'Summer' Series**, the **CBRA Series**, SFYC's **Elite Keel**, and RYC's **Intraclub Race**. What a hardy bunch!

A protest in April 13's **Round the Rocks Race** resulted in a shuffling of the results after both parties were disqualified. Jim Vickers, race chair for the SSS, explains: "The situation involved a starboard-tack boat converging on a port-tack boat while the port boat was skirting shallow mudflats. The decision was that port failed to keep clear of starboard, breaking RRS 10, and was disqualified. Further, starboard did not provide room to port at the mudflat 'obstruction,' breaking RRS 19.2."

One of the boats was sailing single-handed, the other doublehanded. Both had originally been scored second in their respective PHRF divisions. If you're a nerd for the numbers, check out May's *Racing Sheet*. The print edition shows the original results, while the digital version reflects the update. It's a rare occurrence when the two platforms don't match, but, due to the timing of the protest hearing, this was one of those occasions.

Bay Area kiter Daniela Moroz, 18,



ANDY KOPETZKY

won the 28-board women's division of the **Kite World Championships** on Lake Garda, Italy, April 30-May 5. This is Moroz's fourth consecutive world championship! "It was challenging, and I learned a ton," commented Moroz. "I know it's only going to get harder from here as more girls start getting into it and begin training with more intensity."

'Encore' took line honors at the finish of the Point Dume Race.

Also on Lake Garda, Paul Cayard celebrated his 60th birthday with a bronze at the **Star Sailors League** Breeze Grand Slam and European Championship on May 11-19. Brazil's Robert Scheidt and Henry Boening took the gold.

World Sailing has announced that the

Laser, a design now 50 years old, will continue as the equipment for men's and women's singlehanded sailing at the **Paris 2024 Olympic Games**.

— *latitude/chris*

College Sailing Notes

In late April, Stanford won the **Pacific Coast Women's Conference Championship** over USC (UC Santa Barbara finished third and Berkeley came in fourth, capturing the final berth to the Sperry Women's Semifinals); the **Admiral's Cup**, a coed fleet racing event; and the **Pacific Coast Coed Dinghy Championship** (UCSB finished second).

University of Washington won the **Northwest Team Race Championship**. The Huskies were 3-0 against Western Washington and 2-1 against Oregon State to qualify for the Team Race Nationals. And U-Dub won the **Northwest Coed Championships**, edging out Western Washington.

See <https://scores.collegesailing.org> for complete info.

— *latitude/chris*

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WORLD

*This month we salute the Greater Bay Area's impressive fleet of **Six-Passenger Charter Vessels** and the dedicated professional crews who run them.*

Kick Back, Relax & Leave the Driving to Us

If you sail San Francisco Bay often, you've probably crossed tacks with many of the boats we're featuring here: the so-called 'six-pack' crewed charter fleet, which are licensed by the Coast Guard to carry up to six passengers. (Regular readers will recall we introduced the 'multi-passenger fleet last month, which are allowed to carry larger groups.)

On a daysail aboard one of the boats spotlighted here, you'll get the pampering attention of a professional crew, but hands-on participation is usually encouraged. If you like, you can take a turn at the helm or help trim sails, but you'll always have the option of simply kicking back and enjoying the ride.

Even if you own your own boat, spe-

Beowulf: Set sail on a beautiful 52 Swan for an afternoon or sunset sail. Passengers are allowed to participate if they wish, or just sit back and enjoy the experience and view.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for all types of custom charters including corporate and special events.
- (415) 331-3400; www.sfsailcharters.com

Between The Sheets: An Islander 36, she's one of the most popular boats not only on the Bay, but also on the West Coast of the US. One of the smoothest sailboats ever built.

- Carries six passengers.
- Berthed at Pier 39.
- Available for private charters and sailing lessons.
- (415) 378-4887; www.sailsf.com; www.sailinglessonssf.com

Carodon: Heather Richard is a US Coast Guard licensed (100 ton) captain for hire on



'Carodon' sails like a dream.

San Francisco Bay. The yacht was originally built to win the Chicago-Mackinac Race and



Daysailing aboard 'Excalibur'.

cial situations may occasionally arise when your boat just isn't roomy enough, fancy enough or tidy enough to entertain special friends and family members.

is a light, fast IOR-style custom classic racing yacht.

- She sails superbly and comfortably seats six passengers for daysailing in San Francisco Bay.
- Charters leave from Galilee Harbor, Sausalito, but San Francisco dockings can be made by request and require additional fees. Parking is free.
- Equipped with modern navigation equipment, offshore safety gear and built entirely of strong but lightweight aluminum, **Carodon** is a pleasure to sail and is kept in immaculate condition.
- (415) 730-0849 or finedayforsailing.com

Carrera: At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/



'Carrera' sails out of Monterey.

cruiser. Based at Monterey, **Carrera** balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to six passengers.
- Berthed at Municipal Wharf #2 (A-Tier

That's one of the times when the boats listed here can save the day. And because the charter fee always includes the services of a professional crew — who are often the owners — you can give your undivided attention to your guests or co-charterers, rather than having to oversee every aspect of running the boat.

If you typically sail on the same boat every time you go out, you might enjoy a change of pace by daysailing one of the boats listed here — especially if you're shopping for a boat and want to compare design features and accessories.

We encourage you to peruse the six-pack fleet, and perhaps jot down a few notes in case special charter opportunities arise in the coming months. (*Listings are in alphabetical order.*)

Gate), in Monterey.

- Available for scheduled daysails in Monterey Bay Marine Sanctuary, sunset cruises, private charters including memorial services.
- (831) 375-0648; www.sailmontereybay.com

Esprit: This boat specializes in multi-day adventures in the Bay Area and along the California coast, with options for personalized sailing instruction. **Esprit** is also available for romantic sunset cruises and casual daysails around the Bay. A well-prepared and comfortable center-cockpit cruiser capable of sailing all the world's oceans!

- Carries up to six passengers.
- Berthed at Berkeley Marina.
- Available for all types of private charters, multi-day adventures, and private sailing instruction.
- (510) 408-7142; www.qmtravels.com



'Evening Star' is Capt. Marco's dream boat.

Evening Star: This is a beautifully restored C&C 43 run by Mark Sange, one of the most

experienced charter captains on the Bay. An elegant classic with great performance and comfort, it's perfect for SF Bay.

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events.
- (415) 868-2940; (415) 987-1942; www.captainmarco.com or www.sailingsf.com

Excalibur. A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.

- Carries up to six passengers.
- Available for all types of charters; team-building events, relaxed day charters, day and nighttime sailing lessons, various workshops, such as COB practice and motoring skills.
- (650) 619-6896; www.sailnow.com



'Excalibur' is perfectly suited for the Bay.

Gentle Storm II: Rick Niles' 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper in a fine boat.

- Carries six passengers.
- Berthed at Clipper Yacht Harbor, Sausalito.
- Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.
- (707) 235-6295; www.gscharter.com

Karisma: This Catalina 470 has a roomy cockpit and nicely appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by special arrangement. Catalina 42s and 34s also available.

- Carries up to six passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboat-

ing, and scattering at sea services, with affordable prices.

- (831) 429-1970; www.lighthallcharters.com

This simplified sailing rig provides a smooth and easy ride.

Lady J: This comfortable, well-cared-for Islander 34 MkII was the first boat in SF Sailing Company's fleet, started 10 years ago, which has now grown to 11 sailboats.

- Carries six passengers.
- Berthed at Pier 39.
- Available for private charters of all types.
- (415) 378-4887; www.sailsf.com

Magick Express: This French-built Dynamique 62 luxury charter yacht is sleek and gracious, with ample room above- and belowdecks. Enjoy a fast, smooth ride touring SF Bay.

- Carries up to six passengers; or can be bareboated (with a chosen captain) with up to 12 passengers max.
- Berthed in the Oakland/Alameda Estuary.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting experiences, catered events and even live music via piano built in to the salon table.
- (510) 535-1954; www.afterguard.net

Magnum 44: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to six passengers.
- Berthed in Tiburon.
- Available for bareboat charter to qualified sailors, up to 12 guests.
- Available for private group charters, sunset sails, and corporate events.
- (415) 332-0800; www.yachtcharter.com

Mahalo: This Freedom 35 is a fun and comfortable experience for smaller groups. The spacious main cockpit layout provides secure and comfortable seating with panoramic views of the Bay. With her free-standing carbon-fiber mast, this simplified sailing rig provides a

smooth and easy ride.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
- (650) 930-0740; www.sfbaysail.com

Oli Kai: This lovely 38-ft Seawind 1000 cat provides a comfortable and stable platform for all sorts of Bay charters. Her Treasure Island berth makes her easily accessible to all.

- Carries up to six passengers; or bareboat with 15 passengers max.
- Berthed at Treasure Island.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting sail trips and more.
- (510) 535-1954; www.afterguard.net

Passage Nautical: Take a tour on the Bay with up to five of your closest friends and family. Packages include skipper.

- Carries up to six passengers.
- Departures available from Jack London Square, Oakland.
- Great for smaller private events, or special occasions including proposals.
- (510) 864-3000; passagenautical.com/book-charter

Pegasus: Since 1994, this 1972 John Alden 51-ft ketch has specialized in sails for school groups and at-risk youth (at no charge to schools or parents). To subsidize those programs, they've made this Philippine mahogany beauty available for private charters.

- Carries up to six passengers.



'Pegasus' also does programs for at-risk kids.

- Based at Berkeley Marina.
- Available for private group charters, corporate charters, special events including weddings and ash scatterings, special youth sails. Passenger participation is welcomed.
- (510) 717-4439; www.pegasusvoyages.org

WORLD OF CHARTERING

Peregrine: Although built in 1946, the design of this 38-ft wooden yawl originated in 1911. It is based on a boat called *Seabird*, famous as the second American yacht to circumnavigate the world. She has ample seating in the open as well as an enclosed cabin with



'Peregrine' sails in comfort and style.

a pleasant sound system.

- Carries up to six passengers.
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— andy

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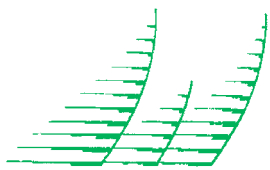
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CHANGES

With reports this month from **Convergence's** Down East adventure to Nova Scotia; **Bow Tied's** transit of the Panama Canal; the maiden Ha-Ha (and subsequent Mexican adventures) aboard **Campbell's Sloop**; and Pacific Puddle Jumper **Pakele Loa's** landfall in the South Seas — followed by a fo'c'sle full of **Cruise Notes**.

Convergence — Wylie 65 ketch Randy Repass, Sally-Christine Rodgers and Kent-Harris Repass West Coast Boat Down East, Pt. 2 Santa Cruz

Readers — Last month we noted the return of Convergence to US waters after 15 years of cruising the world, and chronicled their cruise to Maine. This month, they head farther Down East to Nova Scotia.



Randy, Sally-Christine and Kent-Harris are headed for Panama next.

Convergence was built for speed and designed to cross oceans. And while we've crossed a few in our ongoing circumnavigation, the Gulf of Maine gave us pause. It is, in essence, a sea within a sea, nourished by powerful tides and upwelling nutrients. It's home to some 3,000 species of birds and marine life, including the endangered right whale. It also has a reputation for unfriendly currents from the Bay of Fundy, and unpredictable winds from the North Atlantic.

We departed Roque Island, expecting 10 to 12 knots of breeze. Of course, it was blowing 20. With a reefed main and full mizzen, we headed out into meter-plus seas. It was a bumpy ride. By 2030, we were in complete darkness, and spent **'Convergence' in the St. Peters Canal. It's a 2-ft drop into Bras d'Or Lake.**



the rest of the night threading our way between numerous other vessels: tankers, cruise ships, fishing boats and who knows what else, all heading to the Bay of Fundy. It is crowded out there!

When the wind died, a strong opposing current had us going nowhere. We changed course to the Seal Island group and nipped though Seal and Noddy islands, a slightly dicey maneuver through a narrow channel with a shoal and overfalls noted on the chart. Then there is Black Ledge, "visible except at high water springs when its position is marked by a breaker." Welcome to Canada!

Shelburne, a long, two-pronged harbor, is a check-in point for customs. Twenty farmed-salmon pens with automated feeding guns choke the entrance, and concentrations of feces have created dead zones. But 18th-century Shelburne Village, renovated for the film *The Scarlet Letter*, takes one back to the time of the Loyalists. Their descendants still live there.

All of Nova Scotia has a forbidding coastline. Rocks, shoals, barren islands and breaking waves offshore test one's nerve and resolve. Many of the inlets and coves are shrouded with misting rain. We found refuge in Lockeport, a bay once raided by Yankee privateers. On the way north, we also ducked into Sable River, Port Mouton, and LaHave. This region is not for the faint of heart. Nova Scotia's harsh geography bears witness to the realities faced by a tough people. Villages where mainstays were once logging, shipbuilding and fishing are now being reinvented for tourism.

Nowhere is more touristy than Lunenburg, which has been continuously occupied since 1753. Declared a UNESCO World Heritage Site, Lunenburg with its colorful buildings, while festive, speaks of a determined people who braved the sea.

Etched into the black granite of the Fisherman's Memorial on the waterfront are generations of family members lost. You can purchase art maps and even hand towels printed with the dates and locations of the hundreds of shipwrecks.

After days of rain, we entered beautiful Mahone Bay in the sun. Mahone offers steady



winds, and myriad coves, islands and secret anchoring spots. Chester and the famed Chester Yacht Club is its crown jewel. A kid-friendly summer paradise for dinghy racers, kayaks, small fishing boats and lovely yachts, this is where competitive sailors show their stuff. The boat of choice is notably the 24-ft Bluenose one-design. Chester, known as "New England East," has long been a summer haunt of choice for the wealthy from Boston and New York. Generations of families still come here year after year to enjoy a genteel summer lifestyle from sprawling verandas with sweeping lawns cascading down to private docks and charming boat houses.

Within Nova Scotia's busiest city, Halifax, resides the oldest yacht club in North America. The Royal Nova Scotia Yacht Squadron is situated in a lovely old home and is known for its fantastic support of disabled sailing. Its premier Prince of Wales Regatta has been held continuously since 1861.

Our 154-mile passage from Halifax to

IN LATITUDES



ALL PHOTOS CONVERGENCE

Above: 'Convergence' under sail. Note the handy 'beach deck' aft. As well as dinghy and kayak stowage, "It's a perfect spot for rinsing off, morning yoga, and 'time-outs' for anyone with a bad attitude," says Sally-Christine. **Top left:** Picturesque Lunenburg. **Top center:** Ronstan's Alistair Murray and Randy Repass check out an early version of West Marine — the recreated 19th century 'chandlery' at Halifax's Maritime Museum. **Center and insets:** The 143-ft fishing schooner 'Bluenose' is the most famous of all Canadian vessels. Though lost on a reef in Haiti in 1946, she lives on in a replica, 'Bluenose II', a postage stamp and even on the Canadian dime.

Cape Breton Island began with perfect conditions, rare for this coast — 18 knots of warm wind and gentle swells under a blue sky. A large leatherback surfaced to starboard, and gannets dipped and soared off the wave tops. No one complained about doing a night watch as a full moon glittered the surface.

"You cud live here 30 years or more and still be a CFA," said the St. Peter's harbor master soon after our arrival. "What is a 'CFA'?" we asked. "Come From Away! You are only considered a local if your great-great-grandfather was born on Cape Breton."

Our arrival at St. Peter's marina signaled the beginning of a whole new experience for *Convergence*: lake sailing! Bras d'Or is a 40-plus-nautical-mile-long

inland sea surrounded by marble rich mountains and lovely scenery. There are many coves and inlets to explore, there's wildlife to observe, and the water is warm! We dropped a lunch hook and cleaned the waterline to increase our speed for the next run to Indian Islands, where kingfishers and loons were our only company.

Baddeck, on the north shore, is a village of Scottish origin with two claims to fame. The first is that — due to poverty and isolation — they retain the most authentic of all Celtic music. We sat in for a *cellidh*, where we were told there were more fiddlers per capita there than anywhere else on the planet. The other 'fame claim' is Alexander Graham Bell, who built an estate on the island in the 1880s. A tour of the museum dedicated to his

work is a real eye-opener. In addition to the telephone, his advanced designs include experimental aircraft, submarines, the "photo-phone" and, in 1919, a hydrofoil that broke a speed record at 60 knots. In 1914, Bell used the term 'greenhouse effect' to describe the heating of the earth due to foreign particles in the upper atmosphere, and in 1921 spoke of the importance of turning to substitutes for coal and oil to provide energy.

Sailing Bras d' Or is spectacular and it was hard to leave, but even in August, the leaves were changing. The return trip across of the Gulf of Maine was in 23 knots of wind with *Convergence* making 10 knots SOG throughout the night. Again, the shipping traffic kept us alert in avoidance mode. Then the 90% cloud cover opened up an arch of stars above the black sea — it is simply beautiful out there!

Convergence remained in Southport, Maine, until mid-December, when Randy, Kent-Harris and two friends shook the ice out of her sails to head south. It snowed the first night out. (Definitely a boy's trip!) In 3½ days she covered 744 nautical miles to Bermuda, where the crew celebrated with a few Dark and Stormies. Next hop, a quick 980-nm, 4½-day run to Antigua. While crossing the Gulf Stream, *Convergence* broke her old day's record — 245 nautical miles in 24 hours! Up next? The family heads to Antigua and will be sailing *Convergence* to Panama. Almost home!

— Sally-Christine 4/13/19

Bow Tied — Beneteau Oceanis 45 Philip Jonckheer and crew Panama Canal Transit Palm Beach, Florida

After participating in the 25th Baja Ha-Ha last October/November, *Bow Tied* spent the winter in the Sea of Cortez, Puerto Vallarta and Costa Rica. Aboard were owner Philip Jonckheer, his son Will, (Aussie) Dan Physick, (Kiwi) Kim

'Bow Tied's "lock partner." Yachts almost always transit the Canal in company with a big ship.



BOW TIED

CHANGES

Panther and (Yankee) Jim Tull. Phil bought the boat in the Bay Area in 2017 and was relocating to Florida to be closer to his daughters and granddaughters. So the next stop was the Panama Canal.



'Bow Tied's "first timer" Canal crew (left to right): Kim, Will, owner Philip, Dan and (inset) Jim.

Most of us aboard were experienced sailors (except Dan, who had never been on a sailboat before), but we were all Canal first-timers, so it was interesting to watch the whole process in action.

Bow Tied berthed in La Playita Marina for provisioning and preparing the boat for the transit. The process had started a couple of months before by contacting a local agent, Roy Bravo, to assist with the scheduling and paperwork in order to help expedite getting through the Canal.

The first step is to get the boat measured by an inspector for the Panama Canal Authority and obtain your official Ship Identification Number. Then the waiting game begins. Boats under 50 feet are an inconvenience to the overall

The entrance to Shelter Bay Marina in Panama is easy to spot — just look for the derelict boats.



BOW TIED

operation of the Canal Authority, where 14,000 vessels transit every year. Space is limited and strict regulations apply as it is run on a very tight schedule. We were told our wait for a slot could be 8-10 days or longer. Therefore, we headed 35 miles over to the Pearl Islands to wait for a confirmed passage date. Fortunately it was not too long before we got a call at 5:30 p.m. that there was a spot at 9:30 a.m. the next day if we could make it. We sailed back to Panama City, anchored at midnight and picked up four 125-foot lines and 6 huge, round fenders at 6:30 a.m. (these were provided by Roy as part of his overall fee). An hour later, our advisor, Guillermo, was shuttled out and dropped off onto *Bow Tied* — and we headed for the first set of locks.

From the Gulf of Panama (Pacific side) near Panama City, you pass under the Bridge of the Americas through Balboa, and enter the two-step Miraflores Locks. Each lock chamber is 110 feet wide and 1,000 feet long. It takes about eight minutes to fill each lock chamber with approximately 101,000 cubic meters of water (gravity-fed from Gatun Lake). The Panama Canal Authority estimates that each transit through the canal uses 52 million gallons of water. The locks lift vessels in about 30-foot increments, one lock at a time, until they go from sea level to 85 feet above sea level at Gatun Lake.

We were directed by our advisor to side-tie with a 100-ft Canal tug and behind a 700-ft tanker. The fee for boats under 50 feet is \$800, and each boat needs four line handlers and a skipper in addition to your advisor. (Many cruisers take on other cruisers for help with this — then return the favor. We had enough

guys that we didn't need to 'borrow' any.) After the first two Miraflores locks, you cross Miraflores Lake and enter Pedro Miguel, where a single lock raises you the final 30 feet. Then you pass un-

BOW TIED



der the Centennial Bridge and motor through the narrow Culebra Cut, which is a man-made waterway.

Locks make up only a very small portion of the Panama Canal; the rest of the 51-mile journey is spent navigating the waterways created during its construction. We were advised that if we could maintain 7 knots, there was the possibility of making it through to the Atlantic in one day, thereby avoiding a night on a mooring on Gatun Lake.

It took us four hours to get to the Gatun Locks, a three-tiered system dropping



IN LATITUDES

Tied's trip from Panama to Florida — in next month's issue.

Campbell's Sloop — Catalina 34
Susan Campbell
Leap of Faith
Dana Point

My husband's suggestions when we went boat-shopping were: 1) Don't act too excited when you look at a boat, and 2) Never buy the first boat you see. But as soon as I saw the Catalina 34 in Newport that day — the first boat we looked at — I made the decision to buy. We named her *Campbell's Sloop* and soon found out she was hull #1! Was that a good thing or a bad thing? I'd soon find out. After repairing 500 blisters and replacing the cracked engine oil pan, *Campbell's Sloop* was ready for Catalina Island.

Eighteen years later, I was doing some racing, as well as charters and team-building out of Dana Point. During these outings, I was often asked, "How far have you taken your boat?" My answer for the last 18 years has always been 130 miles south to Ensenada (we do the race every year with an all-woman crew), and about 100 miles north to the Channel Islands. I've read many books about cruising to places all over the world, and have done a couple of charters out of La Paz, but I'd never taken off on a 'real' cruising adventure on my own boat.

It had always been my dream to explore the Sea of Cortez with my own boat. For a long time, I never told anyone. Then, at a Christmas party in 2018, I told a friend. Once you speak your dream out loud, things start to happen. I purchased a Sea of Cortez guidebook and some *Char-*

What it feels like when long-held fears of offshore cruising begin to dissipate.

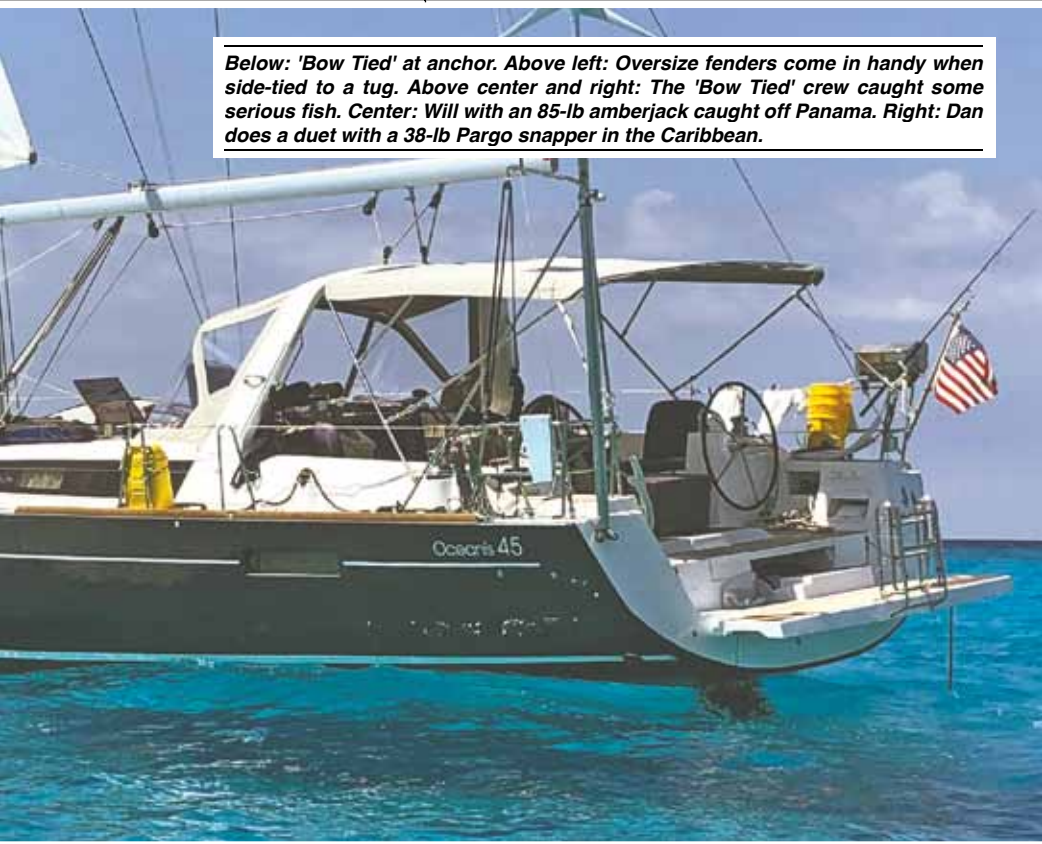


ALL PHOTOS BOW TIED

CAMPBELL'S SLOOP



Below: 'Bow Tied' at anchor. Above left: Oversize fenders come in handy when side-tied to a tug. Above center and right: The 'Bow Tied' crew caught some serious fish. Center: Will with an 85-lb amberjack caught off Panama. Right: Dan does a duet with a 38-lb Pargo snapper in the Caribbean.



you 85 feet down to Limon Bay and the Caribbean Sea near Colon.

We pulled into a slip at 6 p.m. in Shelter Bay Marina, which is a crossroads, transient marina with 90% sailboats from all over the world. It is a busy, full-service facility with a great bar/restaurant, pool and free shuttle bus for the hour-long ride into Colon for provisioning. A fun way to meet other yachties was bringing a bundle of the latest issue of *Latitude 38*, which I handed out to those "in the know." I met a family of five from Mill Valley on an Outremer 53 (S/V Archer)

headed to the South Pacific, an Amel 53 Super Maramu from Portola Valley, and a Lagoon 450 from the East Bay.

We celebrated our transit with ice-cold Balboa beers and an all-you-can-eat rib dinner.

Opened in August, 1914, the Panama Canal is clearly an engineering marvel and definitely a bucket-list event for many sailors. I highly recommend *The Path Between the Seas* by David McCullough for a great read about its creation.

— Jim 4/30/19

Look for Part 2 of this story — Bow

CHANGES

lie's Charts, and kept them on our coffee table. Every morning I'd read from that book and look at the charts until one day

I said to myself, "You can do this!"

I'd heard about the Baha Ha-Ha, researched the website, and decided this would be the perfect way to begin my first cruise. I put together my crew of intrepid sailors who have raced with me for the last 18 years, and worked with my good friend and rigger, Rick McCredie, on get-

On long trips, says Susie, "We sail with fresh flowers whenever possible."

ting the boat outfitted with an autopilot, radar, GPS, refrigeration and davits. I also worked with my engine mechanic, Ryan, and we replaced just about every engine part on the Universal 21-hp engine.

On October 29, *Campbell's Sloop* and her all-woman crew — myself, Myrna Welsh, Patsee Ober and Susan Hernandez — joined 150 boats in San Diego harbor for the 25th Baja Ha-Ha cruiser's rally from San Diego to Cabo San Lucas.

We were told, "When you sign up for the Ha-Ha, you get the opportunity to have the adventure of a lifetime — not a guarantee of happiness." Well, we got it all — happiness *and* adventure. In the predominantly light wind, *Campbell's Sloop* was puffing down the track like a race horse. The rally was a first for all four of us, and my fear of sailing so far away from home dissipated as I made new friends and gained confidence in my-

While laying over in Cedros to wait out the weather, the 'Campbell's Sloop' crew met members of the newly-formed 'Salvidas de Cedros.'



CAMPBELL'S SLOOP

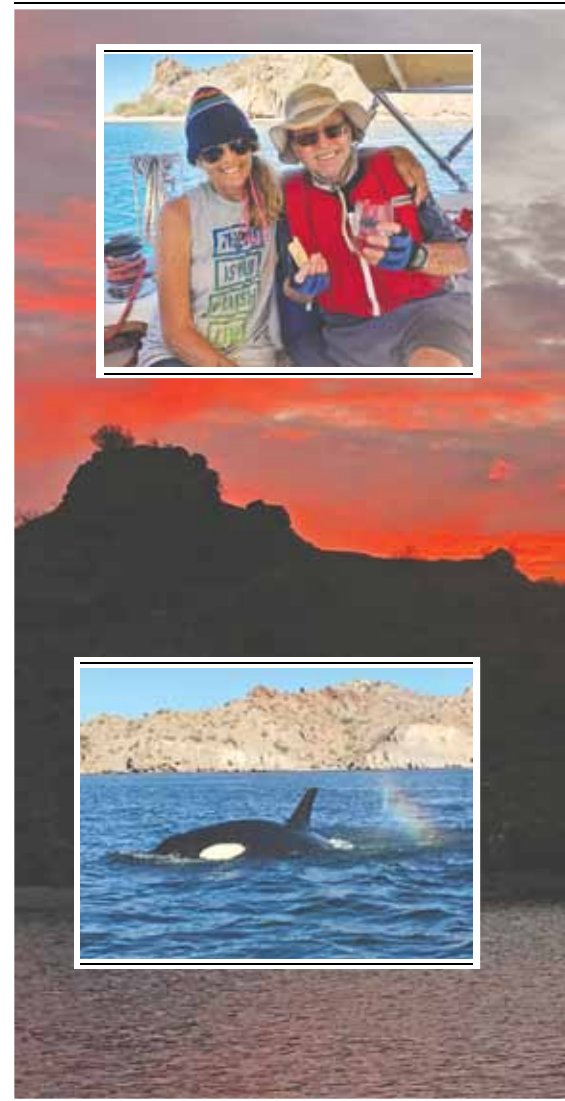
self and the boat.

In Cabo I said goodbye to Myrna and Patsee and welcomed two new crew members, Bob Foes and Barbara Keeler, for the next leg from Cabo to Loreto. They were the first of 16 friends who joined me on various parts of the journey over the next six months.

I've learned from past land travel experiences that when traveling with a purpose you have the opportunity to dig a little deeper into a culture. A few years ago, I founded a nonprofit called the Ocean Awareness Challenge (whose mission is "Saving the Blue Heart of the Earth"), and I wanted to give back somehow to the area I would be visiting and go beyond the typical tourist visitor experience. I decided to spread ocean awareness in a friendly, non-threatening way by showing my friend Greg McGillivray's IMAX movie *The Humpback Whale* — in Spanish.

My son David did some research and found a screen, projector, sound system and generator to make this idea possible. I was able to fit everything I needed to show the film in a backpack, and we carried a Honda 1000 generator to power it. Together my crew of four would load up our three-person dinghy and make our way to whatever beach we were at to show the movie. We advertised the day before at the local market, school, restaurant or church. It was pretty easy to get the word out with our fliers and "walkabout" visits in the villages. In addition, we passed out over 400 blue heart necklaces and stickers that said in Spanish "Save the Blue Heart of our Earth." Los Frailes, San Evaristo, and Agua Verde were just a few of the many places we shared our film.

My 'delivery home' crew, Ken Cornelison, Pat Rojek and Janet Lettrich, showed up at San Jose del Cabo in February to help me with the dreaded Baha Bash home, but the weather window we were looking for never showed up. We were advised by some experienced Ha-Ha veterans to consider parking the boat for a month and wait for the El Niño weather systems to pass.



I came back on April 1 with my very brave farm-girl friend, Shari Bates, from Alberta, Canada, who has never sailed before but doesn't get seasick. I also hired Alon Badt, a local captain from La Paz, to help us bring *Campbell's Sloop* home.

Though I had quickly overcome my fears of sailing so far from home in the Ha-Ha, the Baha Bash remained a big, ugly monster that lived in my closet and haunted me for the last five months. I'd read the books and heard the horror stories and had the nightmares. Now the moment I had been dreading was finally upon us . . .

And it turned out wonderful — or at least not terrible. With no pressing schedule, we were able to wait out the weather. We ended up waiting for good weather windows 18 days and were underway 8.

We had an eight-day layover in Cedros Village and made friends with a group of people who had just started a lifeguard program for their youth. Drug addiction and overdose was killing too many young

CAMPBELL'S SLOOP



Above: Anchored in a fiery sunset. Left: Orcas visited the anchorage in Agua Verde. The day before, it was whale sharks. Above: Miles of smiles . . . Left: Susie with author and Baja nomad Graham McIntosh "who paddled his kayak over to ask for water." Center: "We did it!" The Ha-Ha crew (l to r) Myrna Welsh, Susie Campbell, Susan Hernandez and Patsee Ober. Above right: Husband Don and son David were two of many post-Ha-Ha crew who flew down to enjoy the Mexican cruising experience.

people on the island, and these mothers decided to do something about it. We committed to helping them start their own nonprofit, and support them financially with enough money to build a lifeguard tower. I plan to meet with the lifeguard department in my town and start collecting old lifeguard equipment to send to Cedros. These kids have learned to swim, compete, boogie-board, surf, SUP (I left my board there), and enjoy healthy friendships with others.

Chasing my dream paid off and conquering my fear was worth the sleepless nights. The two times we departed an area I was fearful about departing, I was either greeted with a beautiful moon to light the way or a sign of sunshine and calm seas just beyond the horizon. The beauty overcame my fear in a way I'd nev-

er imagined and I learned that we're not alone out there. The universe is always watching over us.

— Susie 5/6/19

**Pakele Loa — Tayana 48
Tim Hogan and Anna Wirth
South Pacific Landfall
Sausalito**

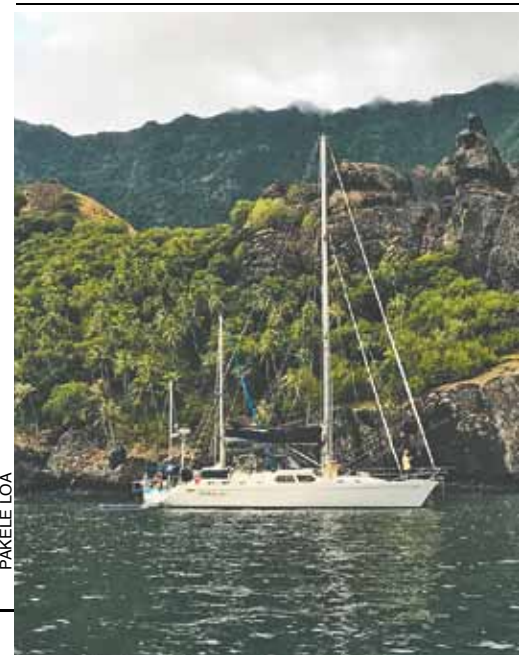
"Land ho!!," bellowed from the cockpit. I raced topside faster than a kid hoping to see Santa Claus on Christmas morning. And there it was . . . the silhouette of Fatu Hiva beckoning in the distance. After 21 days at sea on a Pacific crossing from Nuevo Vallarta to French Polynesia, the volcanic spires jetting from the lush green vegetation was a sweet sight, even more glorious than Herman Melville and other masters of the South Pacific lore

had described. My husband caught my eye and sweetly whispered, "We did it."

Our cruising story began in August 2018. After casting off from our home port of Sausalito, and in search of a great adventure, we headed under the Golden Gate Bridge and turned left. Along the way, we've explored some of California's great coastal treasures. In Half Moon Bay, we bought live Dungeness crab off a local fishing boat. In Monterey, we watched sea otters play in kelp for hours. In Santa Cruz, we stuffed our faces and rocked out at the Mole & Mariachi festival. In the Channel Islands, we tied our dinghy to a palm tree and hiked to see hundreds of elephant seals. In L.A., we blew our entire monthly cruisers' budget on a night at the hippest sushi restaurant. In San Diego, we joined the 2018 Baja Ha-Ha fleet for a seriously fun and action-packed ride down the Baja Peninsula. It's funny to realize that we saw more of California in this period of cruising the coast than we did in our many years of living there.

Mexico left its own unique impressions on us. Often it was the natural beauty — the crystal-clear waters and white sand beaches, set among cacti patches and the dramatic cliff lines of the Sea of Cortez. Other times, it was the people we met — the friendly locals and impromptu anchorage parties with a hodgepodge of cruisers. Sometimes it was the critters — the sea turtles who swam alongside in Espiritu Santo, or the songs of the whales heard through the hull while at anchor in La Cruz.

There's not much in a sailor's life that compares to making landfall after a long ocean crossing. This is 'Pakele Loa' in Fatu Hiva



ALL PHOTOS CAMPBELL'S SLOOP

PAKELE LOA

CHANGES



PAKELE LOA

How do you know you're a 'true' cruiser? As Tim and Anna discovered, it's when you start introducing yourself with the boat name rather than your own.

These days, our lives are composed of many moments of exploration and discovery. Admittedly, I'm not sure what day it is. And I'm pretty sure I've been wearing these shorts for three months straight now. And, despite my best efforts to do otherwise, I keep introducing myself with my boat name, rather than my given name. Cruising life has taken hold. But I'm okay with that. Pulling up the charts, I'll just say to my husband, "So where should we go next?"

Ahoy Puddle Jumpers! As with last year, we plan to do a 'special edition' of Changes In Latitudes in July, focusing on

your adventures. Everyone who completed a Pacific crossing is invited to take part. Whether it was your first ocean crossing or your 15th, if you'd like to share what it was like out there with us poor slobs who couldn't make it this year, please drop an email to Changes editor John Riise at jrriise38@gmail.com.

Cruise Notes

- "Alene and I are at San Benedicto in the Revillagigedos Islands of Mexico having the most amazing time doing some of the very best diving ever with giant mantas, sharks and dolphins," writes Bruce Balan of the Long Beach-based Cross 46 tri

Migration. "It is so spectacular, in fact, that after we left for the Marquesas two days ago, we decided to turn around after only 17 miles. We both felt like we couldn't leave given the possibility that we may never return here again. So despite all the preparations and the fact that Migration is weighed down with

provisions, we decided to stay in Mexico another year so we can (maybe) head to French Polynesia in early 2020."

- And they're not the only ones . . . Last year, 2016 Ha-Ha vets Ted and Eliza Drummond were planning to head



MIGRATION

Bruce and Alene. They completed a 12-year circumnavigation in 2017, took one look at 'civilization' — and headed back out again.

through the Canal and into the Caribbean on their Oregon-based Fraser 41 **Serafina**. At some point on their way down the coast of Central America, they realized they weren't having as much fun as they had while in Mexico. A quick discussion revealed that what they really loved was being in the water enjoying the abundant sea life. (Ted is a long-time 'birder', who got Eliza hooked, and now they've both transferred that love of observing nature to the rich

diversity of life under the surface.) So they turned around and went back to Mexico. Eliza got certified in Advanced Open Water SCUBA (which Ted already was), and they got new diving equipment. In Feb-

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Along with old friends, Ted and Eliza (inset) met a few new ones. While they were anchored at Punta Tosca, Isla Socorro, this seven-ft silky shark (distinguishable from others by the rusty hook in its mouth) was such a regular visitor around the boat that Ted nicknamed him/her "Bruce."

ruary, they really spoiled themselves with three weeks at Islas Socorro and San Benedicto in the Revillagigedo Archipelago, and two weeks at Isla Isabela in March. "Even with just a mask and snorkel, it's fun to jump in and swim with old friends like the Cortez and king angels, surgeonfish, and sergeant majors. A blue-ribbon day is for turtles and spotted eagle rays," says Eliza.

The Drummonds hasten to add that they have made lots of human friends also, and love crossing paths as they move in a loosely formed group down to Barra in the winter and back to Guaymas for the summer. "We may adventure farther at some point, but for now, it's more likely that you will find *Serafina* in some remote Mexican anchorage and us in the

water close by."

• The Bridges family — Mom Lisa, Dad Greg, and teenagers Abby and Luke — have put a lot of miles under the keel of their Oregon-based **Gulfstar 50 Beach Flea** in the past two and a half years. After the 2016 Ha-Ha, they spent the rest of that winter cruising the coast of Mexico as far south as Barra de Navidad "eating way too many tacos," then returned to La

Cruz. (While there, they said a sad goodbye to Satchel, their 13-year-old chocolate lab who passed away in the cockpit).

After a 24-day crossing to Nuku Hiva, they spent four months in French Polynesia — surfing, diving, and fishing in the Marquesas, Tuamotos and Societies. They spent cyclone season (Nov-May in the Southern Hemisphere) in Pago Pago harbor, which was sideswiped by a young Cyclone Gita before it turned into the superstorm that pounded Tonga. As the trade winds returned, they sailed to Samoa, Tonga, Fiji, Vanuatu and New Caledonia, arriving in Australia in time for New Year's Eve in Sydney Harbor.

"We are currently making our way north along the east coast of Australia and will be in Indonesia in a few months," writes Greg. "We plan to spend a few years cruising in Southeast Asia. Then flip a coin to determine if we go around the Pacific, ending back in Mexico, or head to South Africa, the Caribbean and the Canal, eventually closing our loop."

Notable 'waypoints' on the voyage so far: Greg and Lisa celebrated their 21st anniversary "in a Tongan boatyard re-

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ENSENADA, BAJA CALIFORNIA

CHANGES



BEACH FLEA

'Beach Flea's Luke and Abby in their 'Fiji school uniforms.' Writes dad Greg, "Electives include surfing, diving, fishing, SUP'ing, waterskiing and suntanning. Sailing is a required course. Oh, and we read, write and do math, too."

painting our bottom"; losing three surfboards when a rogue wave broke over our bow off Samoa; landing "well over" 100 fish; and surviving a 70-degree knock-

down between New Caledonia and Brisbane. "Our mast touched the backside of a five-meter wave," says Greg.

Oh, and "Our two teenagers (Abby is 16, Luke 13) are still alive, growing and thriving. Life is great aboard SV *Beach Flea*!"

• Bruce McLean used to be a sailor. In fact, he and wife Brenda made four trips in three different sailboats from their homeport of Vancouver to Mexico over the years — a Ranger 29, Maple Leaf 48, and two trips on a Maple Leaf 62 — homeschooling their kids and enjoying warm Mexican waters. Ironically, they never did a Ha-Ha until last year on their newest boat, **Pacific Bear**, an Alaskan 66 . . . powerboat.

They appear here because, for one thing, we feel like they're worthy of an honorary 'Bachelor of Ha-Ha Arts and Sciences' Degree (which we hereby bestow). We also felt it's appropriate to remind all boaters that powerboats are welcome in the Baja Ha-Ha. Really. They even have

their own 'fleet' — the "No Comprende" Division.

"We are very glad we joined in. We were super-impressed with the management of the event, and the commitment to safety and fun," says Bruce. "Well done, Richard and team! Thank you for welcoming this 'dark sider' into the fleet, we had a blast."



PACIFIC BEAR

Bruce and Brenda of 'Pacific Bear'. Don't worry — the 'blazer' is just a T-shirt.

Pacific Bear is currently in LaPaz. Having enjoyed the islands, Bruce and Brenda are contemplating shipping the boat north for the summer season in the Pacific Northwest and onward to Alaska.

• In a perfect world, cruising is low stress, loose schedules and no more strict deadlines. In the real world, stuff happens. Like when Derick and Barb Sindell's daughter informed them late last summer that their first

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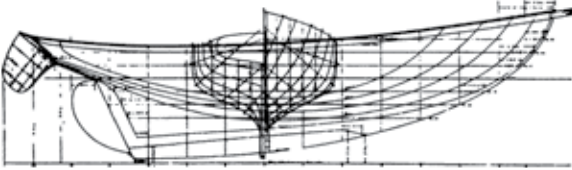
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grandchild was due at the end of March.

So much for the original plan of slowing the pace and doing some leisurely exploration in the Sea of Cortez aboard **Stray Cat 2**, their Lagoon 380 cat.



Soon-to-be new grandparents Derick and Barb at Bahia Santa Maria.

The 2018 Ha-Ha was no problem. That would be over by early November. After that, well, the Sindells crunched some numbers and decided they could do an abbreviated season, haul the 'Cat in Puerto Penasco the third week of March, and be home in Vancouver in time for the big event.

The highlight of their abbreviated season was seeing the gray whales in Guerrero Negro. Unpermitted boats are not allowed in the Bay during 'whale season' (Nov 15 - Apr 15), so Derick and Barb left the boat in Santa Rosalia and took a four-hour bus ride across the peninsula. "We headed out in *pangas* and it didn't



Above: The highlight of Derick and Barb's abbreviated season was seeing the gray whales in Guerrero Negro. Right, 'Stray Cat 2.'

take long to see dozens of whales breaching, spyhopping and swimming by," says Barb. "Several came right up to the boat and everyone was able to pet them. They were very gentle, calm and curious."

You have probably already guessed how this story ends. It was during that stop in Santa Rosalia when the call came in — their daughter was on her way to the hospital to have the baby. He was three weeks early.

At that point, they upped anchor and made a beeline for Puerto Penasco, "Changing flights and haulout dates en route," says Barb.

They got home on March 15 to greet the new arrival. We're happy to report that Mother is fine and the little guy is



beautiful.

The new plan is to head back to the boat in mid-September or early October and take their time cruising back down the coast. "Fingers are crossed for this plan to work out," notes Barb.

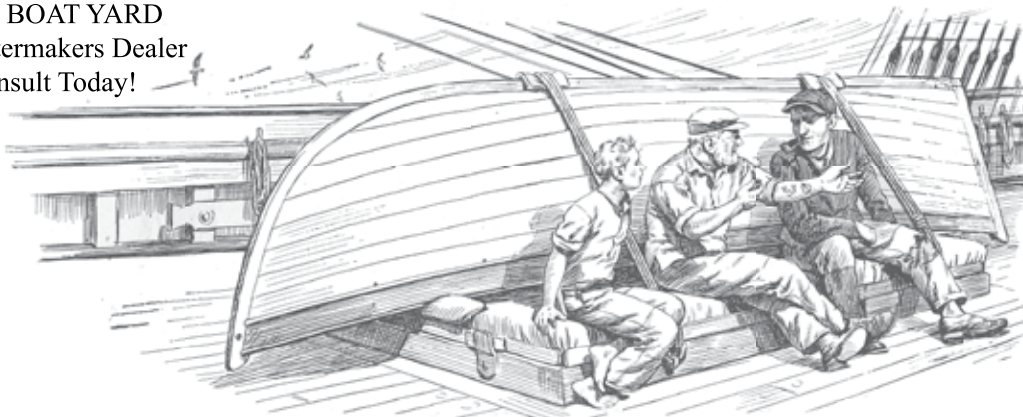
• Bob and Sherry on *Nirvana* (currently in Costa Rica, headed back to Mexico) recently relayed the sad information that **Bob Geary** had passed away. A longtime resident of El Burro Cove in Bahia Concepcion, Bob was the weather anchor for the Sonrisa Net — and an institution among the Mexican cruising community. "His confident, daily weather forecasts, and willingness to happily answer any requests for weather fills or clarification, will be truly missed by us all. Fair winds and following seas."

• "We're still making our way around the Pacific, currently in southern Ky-

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CHANGES IN LATITUDES

ushu, Japan," write Morgan Henry and Doug MacIver of the Valiant 42 **Tumbleweed**. Their plan is to sail the coast of Kyushu and into the Seto Naikai — the 'Inland Sea'. "By early July we would like to be in Wakayama and from there, cross the Pacific back to Seattle."

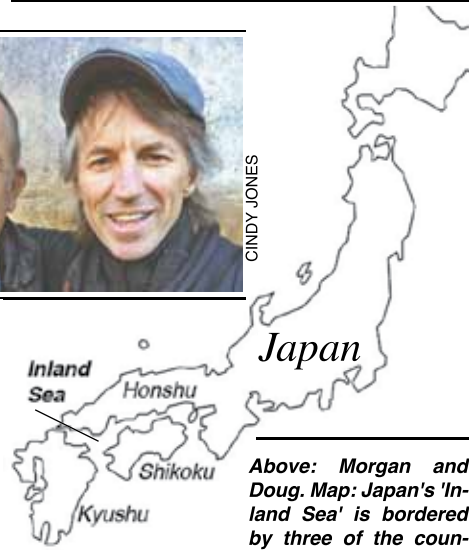
It has been an adventure of a lifetime for the two friends who headed south with the 2016 Ha-Ha fleet. "We have had so many excellent experiences, met so many interesting, kind, generous people, it is difficult to know where to start on recounting our travels since leaving Seattle."

"We especially love being in Japan. We spent a month in Chichijima in the Ogasawara islands and sailed to Yamagawa about two weeks ago. It was a wild passage with a bit of everything weather-wise; the weather in this region has tended to be fairly volatile."

"From Yamagawa we have spent the past week visiting small fishing villages and arrived two days ago in Nagasaki where we plan to spend a week as tourists — and catching up on boat projects."



CINDY JONES



Above: Morgan and Doug. Map: Japan's 'Inland Sea' is bordered by three of the country's four main islands.

Yesterday we were able to get our first deep clean of *Tumbleweed* since leaving Fiji. We have not been at a dock with running water since then!"

• Awhile ago, the **Saildocs** link-up to *Lectronic Latitude* stopped working. Creator Jim Corenman attributed the glitch to makeovers done to our website in the past few years.

"When the website got updated, the static URL no longer worked," he says. "In the past you could send an email to: query@saildocs.com with the following one-line message: *send Lat38*."

"After the changes, you had to know the specific address for whatever edition you wanted. So here we are, after another web update, and guess what? The address www.latitude38.com/lectronic/ always fetches the latest version, just like it used to (it just does it from a different address). I've updated Saildocs to the new link."

"The next problem is that there is some extraneous text, and the *Lectronic* page is now a series of headlines, which can be clicked (on the web) to read the story. From the plain-text extraction there is no way to fetch the story."

"That may be fixable, I'll work on that. But for now the basics are working again."

In case you're unfamiliar, Saildocs is a weather server as well as a retrieval service for plain-text versions of websites. For more on the service, which is free, go to www.saildocs.com.

Thanks, Jim!



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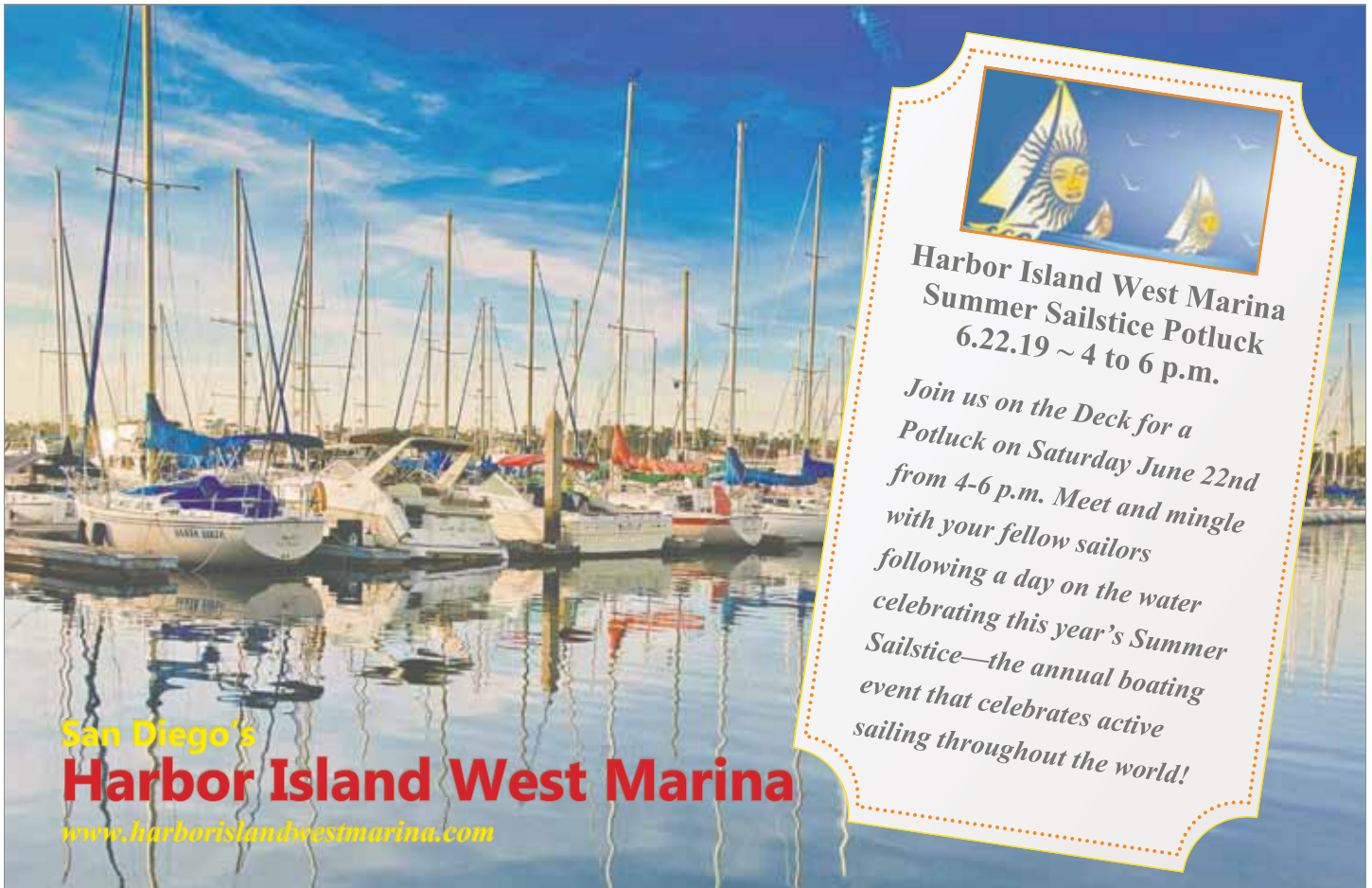
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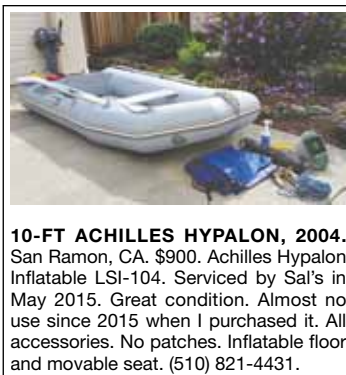
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10-FT ACHILLES HYPALON, 2004. San Ramon, CA. \$900. Achilles Hypalon Inflatable LSI-104. Serviced by Sal's in May 2015. Great condition. Almost no use since 2015 when I purchased it. All accessories. No patches. Inflatable floor and movable seat. (510) 821-4431.

BEAR BOAT, #54, 1952. Richmond. Very reasonably priced/obo. Replaced rigging, keel bolts, cockpit floor. Good condition overall. Leave message. (916) 783-3150 or stefroche916@gmail.com.

24-FT J/24, 1981. San Mateo, CA. \$7,400. Excellent condition racer/day-boat. Restoration 2014, Signature hull paint, KiwiGrip, Harken 35.2 winches, 2014 3.5hp Mercury. No soft spots. Interior good condition. Sails: Crispy race-ready main, jib, genoa, spinnaker. Trailer. Contact sideways20@gmail.com or (650) 206-8327.



22-FT MERIT, 1983. Alameda. \$7,000. Berthed in the Oakland Estuary. Fully race-rigged with North main, four North headsails, North symmetrical spinnaker, asymmetrical spinnaker, 5hp Honda, Raymarine self-steering. No need to buy much. Contact (510) 501-2164 or heartsent@earthlink.net.

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11-FT NOVURANIA TENDER, 1997. \$2,950/obo. Model 335dl with center console stainless steel wheel steering. Hard bottom, 25hp Yamaha motor. Deep V-hull and large tube signature design. These are great long-lasting boats for hours of fun on the water. Best boat I've owned for the fun factor. Easy to launch, easy to maintain. For more information: mitchperk@gmail.com.

24 FEET & UNDER

23-FT WESTERLY PAGEANT, 1972. \$6,000/obo. Twin keels, Lloyd's of London specs pre-oil embargo, owned since '76, 5'10" below, enclosed head, heavy main, roller jib, 9hp Mercury with start/alt just serviced, needs electrical, bottom job. Email squeaks47@earthlink.net.



20-FT CAL, #263, 1963. \$5,000/obo. Jensen Marine. Keel/bottom faired. Rigged for racing, spinnaker, cruising. New uppers/lowers installed, new forestay included. Full set Larsen sails with sheets. Backstay rigged for easy adjusting from cockpit. Full bulkhead. Equipment: spinnaker sheets, new 4-stroke (never used), 6hp Mercury motor, accessory equipment. Docking lines. New cushions. Flotation devices. Anchor. Paddle. New rudder. Original tiller great condition. Whisker pole. Lifting ring. Roadworthy trailer with lights, spare tire. (480) 332-9764 or hmrabert2@msn.com.



ERICSON 23 MK II, 1977. Clipper Yacht, Sausalito. \$4,500. Easy and rewarding to sail, inexpensive, a perfect starter boat. Fixed keel, 2015 6hp Tohatsu, full bottom paint December '18. Well maintained and interior in great condition. (510) 409-4635 or benoit_delatour@hotmail.com.



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21-FT MAGOYA BAY LADY, 1959. Sausalito. \$3,200/obo. Classic wooden sloop, fiberglass over wood. Modern rigging, aluminum mast, 2hp Honda, custom cover, good sails, self-bailing cockpit. Dry boat. Sleeps 2, small galley, all new wiring. Contact trout-rods@hotmail.com or (541) 521-7570.

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27-FT SANTA CRUZ. 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. For more information email: 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 Delta. 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. For more information: macko_2@comcast.net.

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 drysailed, garaged. Nearly new condition. Comfy varnished interior, gimballed stove top, double bunk under cockpit. Outfitted with 2hp Honda, SS rod rigging, Barient winches, solar panel, VHF, depth, compass, 10-ft Avon dinghy. Trailer. Phone or text Hank Jotz. (530) 623-7830.

27-FT CATALINA, 1981. Alameda. \$9,990. Well maintained inboard motor version with tiller. Survey available. Contact 1216foundobject@gmail.com or (510) 504-6626.



CAL 28 MK II, 1986. Long Beach. \$23,500. Beautiful 1986, Cal 28 Mk II, with new bottom paint and included trailer with new tires. Take this boat anywhere you want for the season. Great boat at a great price. Tabernacle mast (rare). Roller furling, D/C reefer. Built-in propane, 11 gal electric water heater, custom mattress made for V-berth. \$10,000 worth of new electronics including autopilot. See pics. \$45,000 spent total. She will go quick at this price. (760) 777-0914 or (760) 702-0503 or sha.ronsdestiny@mac.com.



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 bobbratton2@gmail.com or (925) 765-5007.



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.



27-FT NOR'SEA. With 3-axle trailer, Sausalito. \$49,500. Legendary world cruiser. Safely cross oceans, sail lakes, drive home, no bashing. Extraordinarily engineered/outfitted long-range cruiser, Ha-Ha vet. Ultraleather interior, Yanmar, radar, refrigeration, TV, autopilot, awesome! www.thecruisinglife.net. (415) 383-7888 or saltydogfitz@yahoo.com.



28-FT ISLANDER, 1977. Alameda - Fortman's. \$11,999. Second owner and cared for her well. This is a Bob Perry design and is one of his favorites. It is set up for singlehanded sailing equipped with a Quantum main and jib. Profurl roller furler. Atomic 4 auxiliary inboard that runs perfect. Bottom side professionally maintained and in great condition. Lines led aft. Running and standing rigging in excellent shape. Perfect SF Bay boat that's ready to sail! (408) 691-1474 or bpmnsk@gmail.com.



25-FT CATALINA 250 WING KEEL, 2002. Port of Redwood City Marina. \$15,500. In excellent condition, must see to appreciate. All new: canvas covers, cockpit cushions, AquaMat custom interior teak carpet, aft berth cushion, Lifesling and running rigging. Honda 4-stroke 8hp OB. Well maintained with bottom done less than 2 years ago and cleaned every other month. Moving overseas so must sell. Email Judydcole01@gmail.com.

25-FT CAL 25, 1979. Paradise Cay, Tiburon. \$5,000. Classic pocket cruiser. Yanmar diesel, low hours. New sails, recent haul out. Ready to sail! Contact (530) 885-2103 or (530) 305-2171 or Joanjimroach@gmail.com.

27-FT PACIFIC SEACRAFT ORION. 1980. Ventura. \$20,000. Project boat. On land at storage facility with 7 boat stands. Lots of gear included. Newer mast, Yanmar diesel, Force 10 stove/oven, new mainsail, staysail, headsail, Selden roller furling, Selden boom vang, Monitor windvane - too much to list. I have too many boats and projects so this one has to go. Great opportunity for someone who likes projects that have huge potential. Contact (805) 984-8889 or ross@maritimesurveyors.com.



28-FT COLUMBIA 28, 1968. Oyster Point, CA. \$2,500/obo. Classic cruiser. Liveaboard. New AC, bottom paint, tops, sealed thru-hulls, galley, tiller, chain, Delta. Plenty sails, really roomy. No motor, needs some work. Want it gone fast. (415) 994-9329 or cabrerajonas95@gmail.com.



28-FT SKOOKUM, 1977. Oakland Yacht Club, Alameda. \$17,000. Ocean boat set up for single handling. Well maintained with Yanmar 1988 diesel engine and tiller. Jib and main with furling system. Spinnaker pole, propane stove and oven. New marine toilet and engine batteries. Lots of fun. Contact (510) 579-8245 or carlosyanneo@gmail.com.



NEWPORT 28 MK II, 1982. Brickyard Cove Marina, Pt. Richmond, CA. \$3,000. Project boat. Rebuilt Universal 14hp diesel, 280hrs, Raymarine 2000 Tiller Pilot, Pineapple main and self-tacking headsail, gennaker with ATN sock, sound standing/running rigging and lifelines, new sail cover, one-year-old bottom paint, 6' headroom, nice interior. Well balanced for Bay sailing. Needs interior bulkhead work. (916) 553-4321.



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26-FT PEARSON, 1976. Tiburon. \$6,500. Ready to sail! Stable hull, large cockpit, main, self-roller jib, steering wheel. Electric start Yamaha 35, electrical lift, runs like new! Safety line, teak, cabin 2-4, marine head. (415) 847-2722 or (408) 398-0523 or ingridfrancis3@gmail.com.



30-FT KNARR, 1962. Tiburon. \$6,000. REDUCED. *Knarr 114* built in Norway. Wood work, new spars, rigging and ship award winner. Professionally maintained. Very competitive boat.



30-FT CATALINA 30, 1990. San Francisco. \$32,000. Standard rig, fin keel. New 135% jib, new main, Universal M3-20 diesel engine, new exhaust, new batteries, pristine condition. Everything works as it should. (415) 724-6530 or marktishler@aim.com.



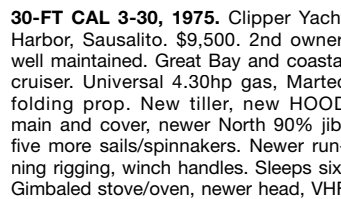
ISLANDER 30 MK II, 1971. Brickyard Cove Marina, Pt. Richmond, CA. \$9,500. Fin keel spade-rudder sloop. Cared for, diver-maintained bottom, sails great, winner Delta Ditch Run 2003, Atomic 4, numerous upgrades, ideal for liveaboard and sailing, Miracle Foam mattress in V-berth, marine elec range, microwave, 3 110 outlets. Three-mile masthead LED running lights, Doyle mainsail, stainless grill, bimini, new Windex vane, solar vent, Ritchie compass. Classic sailing boat for the Bay and Delta. We often use the boat as a floating condo year-round in beautiful Brickyard Cove Marina. Reliable shorepower, small cabin heater, lights, elec. stove, Kuerig coffee, potable water dockside, your own cozy spot in San Francisco Bay. (201) 965-8287 or willstonebreaker@gmail.com.



CAPRI 25, 1981. Braito's Marina, Kelseyville, CA. \$4,990. 2 mains, 1 spinnaker, one racing genoa in excellent condition, 130%, 110% jib. Spinnaker pole. 2-stroke 5hp Mariner. Trailer. See <http://tinyurl.com/y46ko2vq>. (707) 349-2953 or toddjmickel@gmail.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 CAL 3-30, 1975. Clipper Yacht Harbor, Sausalito. \$9,500. 2nd owner, well maintained. Great Bay and coastal cruiser. Universal 4.30hp gas, Martec folding prop. New tiller, new HOOD main and cover, newer North 90% jib, five more sails/spinnakers. Newer running rigging, winch handles. Sleeps six. Gimballed stove/oven, newer head, VHF fixed and port with DSC/MMSI. Stereo with remote, 2 Danforth anchors with chain/rope, 2 sets dock lines. Too much to list. Please call Joe. (415) 722-7444 or caijoe@aol.com.

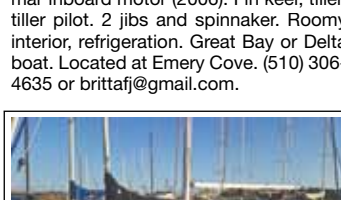
29-FT ELITE 29, 1984. Emeryville. \$16,000/obo. Ha-Ha 2005 veteran. Yanmar inboard motor (2006). Fin keel, tiller, tiller pilot. 2 jibs and spinnaker. Roomy interior, refrigeration. Great Bay or Delta boat. Located at Emery Cove. (510) 306-4635 or brittafj@gmail.com.



26-FT INTERNATIONAL FOLKBOAT. 1971. Marina Bay Yacht Harbor, Richmond. \$5,000 REDUCED. Surveyed when acquired 6 years ago. Recommended standing rigging and head replaced. Hull sound. Report available. New bottom 4 years ago. Serviceable sails. Bottom cleaned regularly. (510) 681-5660 or tkfloor@gmail.com.



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 TUULOS 30, 2008. Sausalito. \$2,500. This beautiful, unique cold-molded Tuulos 30 racer/cruiser needs a new owner willing to take on a project. *Delight* has a deep fin keel and 5,000lb displacement, making her lively and a joy to sail. Equipped with a reliable Bukh Dv8 inboard diesel with saildrive with folding prop, VHF radio, Origo alcohol stove, Raritan head, Harken furling headsail, Lewmar winches. Main and 140% genoa are in great shape. All exterior work done by KKMI. She has structural issues with the mast step, but when completed she will return to her delightful sailing ways. Email svdelightforsale@gmail.com.

29-FT RANGER, 1971. Oakland, CA. \$4,000/obo. Just REDUCED. Was already below NADA value! Needs TLC, cheap fixer-upper sailboat, stand-up cabin end to end, sails include spinnaker, includes running engine. (918) 407-1435.

30-FT TAHITI KETCH, 1964. San Rafael. \$14,500. Built in Vancouver, Washington. Cedar on oak frames. Rebuilt and restored over last 12 years. Volvo model 2003 diesel, runs perfectly. New S.S. fuel and holding tanks. Ample ground tackle. Manual anchor windlass. 8-ft plywood dinghy with OBs. Essential piloting equipment. Lots of spare parts and bits and pieces. Hauled recently. Working sails in good condition with refurbished covers. Prime berth near downtown San Rafael. (707) 483-7160 or richy@mcn.org.

30-FT YANKEE, 1971. SF Marina East. \$16,000. *Emerald*. Recent LP and deck paint, recent standing rigging replacement, 3-cyl Universal diesel, extras. 30-ft SF Marina berth transferable to new owner. Contact (415) 987-7239 or peterlwj@gmail.com.

32 TO 35 FEET



33-FT NOR'WEST 33, 1979. Pier 39, San Francisco. \$24,000. *Catbird* is a full-keel ocean cruiser designed by Chuck Burns. Solid construction, reliable Yanmar, solar, roller furling, autopilot, GPS. See website for more info: www.catbird09.com. (415) 735-8167 or kris@konawalik.com.

29 TO 31 FEET

30-FT OLSON, 1981. Alameda. \$15,000. 2018 R2AK race finisher. Clean boat dry-sailed with gel coat bottom. Double-axle road trailer, new brakes, tires. Ullman class main, 3 jibs, 2 spinnakers, good to excellent condition, new Pineapple #4. Ballenger double spreader mast with new standing rigging. 140 watt solar system, Icom VHF, Honda 2.3 OB. Many race upgrades, boat cover, safety equipment. R2AK human-power equipment (sweeps and pedal-drive) available separately. Email Inolsen@comcast.net.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$16,000. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race and cruise ready. Recent haulout. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.



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33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

33-FT SOVEREL 33, 1985. Long Beach. \$12,500/obo. Excellent boat for beginning or experienced sailors. Spirited performance cruiser as well as a giant-killer around the cans. Sail Fast. See more at www.soverel33forsale.com. (949) 922-3929 or fishskool@gmail.com.



33-FT YORKTOWN, 1977. Stockton. \$18,500. A cruising sailboat or live-aboard. 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.



C&C 33 MK I, 1976. Long Beach, CA. \$19,500. Very good condition, well equipped, updated for singlehanding. 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 or (269) 986-4831 or Rhwins1060@aol.com.



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 or (619) 224-8926 or grossnicklep@yahoo.com.

32-FT GULF, 1984. Coyote Point, San Francisco Bay. \$25,000/obo. Great for year-round cruising, radar, microwave, fridge, many extras. For specs see website: <http://sailboatdata.com/sailboat/gulf-32> or gulf32coyotepoint@live.com.



33-FT HUNTER, 1993. \$39,900. 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.



ERICSON 34 MK II, 1989. Long Beach. \$39,500. A beautiful cruiser and capable racer that's in great shape. Designed by Bruce King, the boat has a Harken jib furler, Doyle StackPack, Doyle sails, Autohelm ST4000, 2-blade Max-Prop feathering propeller, Garmin 740 chartplotter, etc. Universal diesel engine. (559) 630-5916 or (559) 930-8119.

33-FT DEHLER 34, 1985. Brisbane Marina. \$18,500. 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/y6vnkjzc>. Contact (408) 224-0152, (408) 209-7919 or rmorganstern@yahoo.com.



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 FLYING TIGER 10M, 2007. Clovis, CA. \$36,500/obo. Lake sailed, documented, everything goes. (559) 269-9868 or (559) 299-6622 or kayfar@msn.com.



34-FT IOD. International One Design, 1947. SF Small Craft Harbor, Ft. Mason. \$19,987/obo. *Ariel* #85 competes in the SF Bay IOD Class and has earned competition rights in the IOD World Class. She is a fast boat and handles with nimbleness and fitness, is in good shape and comes equipped with solid running/standing rigging and core equipment. Built in 1947 in Norway, she is a rare woodie breed and treasure. See <http://ariel85iod.tumblr.com>. Contact (925) 200-3181 or velling@comcast.net.



33-FT ENDEAVOUR, 1983. Sausalito. \$17,500. New bottom and cutlass bearing 5/2019. Mainsail, fair. Furling jib, good. #4 jib, excellent. Gennaker with pole, excellent. All lines led aft, Roller furling, Yanmar 3GMF with 1182 hrs well maintained, keel stepped mast, head, holding tank, sink, water tank. USCG documented. Very easy to sail singlehanded. Solid boat in the SF Bay winds. Lots of space below with great headroom. See website for pics and specs: <http://ruby-fox-klcj.squarespace.com>. (415) 717-4726 or murdad@comcast.net.



32-FT WEATHERLY GILMER SLOOP, 1983. Vallejo Marina. \$42,500. Excellent condition. Well-equipped and ready to cruise. Not a project boat! See equipment list at website: <http://bit.ly/2tGxn1Q> or call for details: (360) 316-1421.



35-FT IRWIN 34, 1986. Alameda. \$30,000. Bay cruiser fitted for sail/live-aboard. Rigged for shorthanded crew. Lines led aft. Furler, Yanmar, 110 jib, dodger, chartplotter, refrigeration, Vacu-Flush, stove. Spacious saloon, opening port lights. See <http://sailgrigris.com>. (510) 864-1373 or chris@sailgrigris.com.

36 TO 39 FEET



EXPRESS 37 MK II, 1988. Redwood City Municipal. \$86,000. *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. (408) 839-1799 or Hot2yot@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 hogancanoes@aol.com, (650) 728-9528 or (650) 773-3834.



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40 TO 50 FEET



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.



39-FT CAL, 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 Bariet winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self steering, etc. (928) 646-0166 or olimarii@hotmail.com.



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. Call. <http://tinyurl.com/yblkcoun>. (707) 367-1420 or (208) 689-3051 or thelazzyp@aol.com.



42-FT CATALINA, 1990. Hidden Harbor Marina. \$89,500. Reduced! *La Bella Vita* is a 2017 Baja Ha-Ha vet. Lots of updates and improvements over the 7 years of ownership. New chartplotter, radar, wind instruments and belowdeck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213 or (916) 685-7737 or drsbakken@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 or (405) 834-7259 or kgaretson@gmail.com.



37-FT CUSTOM BLACK WATCH. Sloop, 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 CREALOCK. Monterey, CA. \$42,000. Crealocks are well respected and sought-after sailboats. This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled by a small crew. Makes a great liveaboard. This is a custom-fitted cruising consultant's hull. The boat has been used for California coastal and SF Bay cruising since launched in 1994. (831) 234-4892 or cher_d1@yahoo.com.



ISLANDER 36, 1974. MBYH. \$28,000/obo. Sails beautifully, perfect racer/cruiser for family, friends or short-handed 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.



37-FT EXPRESS, 1985. Sausalito. \$69,000. 2017 & 2018 OYRA champion. 2018 regatta winner in one-design series. Turnkey with complete offshore gear. Extensive spares. Cruising inventory. New bottom 11/2018. \$30k invested last 2 years. See <http://express37.net/for-sale>. Email takechances@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.

36-FT CHUNGHWA MAGELLAN, 1977. LaPaz, Mexico. \$25,000/obo. *Shamaness*. Ketch, 40hp Yanmar, fiberglass, full keel, teak interior/deck, sleeps 5, cruising gear, 9 sails, dinghy, OB, Monitor windvane, hydraulic ram autopilot. Frigoboat refrigerator/freezer. See <http://Sailshamaness36ftketch.weebly.com>. Contact cal20dennis@yahoo.com or (650) 269-5827.

CAL 36, 1966. Puget Sound. \$26,000. Diesel, 2-8D house batteries, 1000W inverter/charger, H&C water, LPG stove w/oven & 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.



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 windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.

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.



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44-FT C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. (707) 291-3223 or karl.wilber@sbcglobal.net.



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, Bariant winches, Icom radio, Furuno radar, fishfinder and more. (707) 349-0953 or cgreene@mcn.org.



45-FT JEANNEAU SO 45.2. Owner's version, 2000. Blaine WA. \$149,500. Bristol condition, E97 Raymarine chartplotter, fishfinder, 20m color radar, SeaTalk, wind. LaFabrica dodger, bimini, Strataglass windows, 316SS frames, covers. Teak cockpit table and stainless dorades, Harken winches, Mediterranean rear entry, twin leather-covered helms, fresh Pettit Trinidad bottom paint, Prop Gold on shaft and Max-Prop, extra sails, full-batten main, 130 genoa, tri-radial spinnaker. (360) 306-0953 or A64me@yahoo.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.



43-FT J/130, 1993. Oxnard, CA. Best offer. This well-maintained beautiful, well-equipped J/130 has a great delamination of the deck and is being sold as a "must sell" due to closure of issues. Must sell soon.

SOLD



46-FT FORMOSA. Doug Peterson design, 1981. Port Townsend, WA. \$88,000. The *Escapade*. Escapade means to 'Escape with Adventure' - this vessel has delivered. Why now? The dream/passion is not gone but the season of life changes. My children are long from the nest. Years have rolled along. Ailments of age find I do not have enough time/energy to devote to her. With heavy heart I must find her a new home. See <http://sites.google.com/site/formosafortysix/home>. (360) 385-4451 or donnaleejackson@yahoo.com.

ISLANDER 44 BILL LAPWORTH. 1969. San Francisco. \$20,000. We've had some great adventures, but we are postponing our cruising dreams. Factory finished, Lapworth-designed bluewater. Could use TLC. P4108. Email for inventory: islander44forsale@yahoo.com. Trade for Porsche 911.



42-FT COOPER 416, 1983. South Beach. \$55,000. Big, safe and beamy, well-built Canadian cruiser. Baja Ha-Ha vet. Hard dodger, 2 strms, 2 heads, GPS, radar, pilothouse steering, Izuzu diesel 1570hrs, roller furling jib, mast steps, flat panel TV connected to DVD player. Great platform for cruising, family sailing trips, or daysailing. (415) 867-6488 or jeff@gbriolan.com.

44-FT KELLY PETERSON, 1983. San Diego. \$115,000. Classic and proven cruiser, last KP44 built. In very good condition with 75hp Yanmar and many other upgrades. This vessel is perfect for the Ha-Ha or going on around the world. (619) 519-1009 or bnealsails@yahoo.com.



43-FT COLUMBIA, 1974. Pittsburg. \$36,000. Hull, rigging, sails, in good condition. Made for ocean crossing. Tender has OB motor. Comes with emergency liferaft. Perkins V-drive marine diesel. Good for liveaboard. All-fiberglass. V-berth in front, port and starboard berths in mid. New hull paint. New batteries and new charger/inverter. New propeller. Custom canvas dodger and bimini. New freshwater lines. Microwave, 3-burner stove, refrigerator/freezer. Navigation computer. 96gal fuel tank. 100gal water tank. (510) 484-6756 or r_s@richsposato.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.

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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, must-sell. Ask for pics. (510) 387-8454 or gtrout5@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 Coast sailing history and 30-year liveaboard. Medical issues prevent proper care after 40+ years ownership. Overall condition good, but cosmetic work required. Dropbox description and walk-thru photos available. Email gregstach@att.net.



40-FT MATHEWS, 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.



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.

MULTIHULLS



33-FT FARRIER F-33X AFT COCKPIT. 2014. Santa Cruz. \$200,000. Hull #7 by Multihulls Direct. Ballenger Spar. North 3DL main, jib, screacher, kite, good condition. 9.9 Tohatsu. Fast and clean. See youtube clip: <http://tinyurl.com/y88x99fg>. Contact (831) 345-927 or (831) 479-1625 or jsgriff3@gmail.com.

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! *SV/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@sbcglobal.net.



36-FT FONTAINE PAJOT TOBAGO. 1997. Coyote Point. \$112,000. I must part with this lovely cat. It is 35 feet of Bay sailing beauty. Owners edition, many factors force sale. Fair winds. Call or email. (707) 703-3244 or chfecapn@gmail.com.

24-FT L7, 2010. Oxnard. \$18,000. Strong, well-built and fast. Beat many F-boats for half the cost. Synthetic rigging. Fresh Nissan. Newer sails. Very good trailer. YouTube search: "mitch will shorty" for fun video. (805) 827-9774 or (805) 278-1422 or mitchyount1@hotmail.com.



42-FT CROSS TRIMARAN, 1974. San Diego. \$55,000. Mexico and Panama Canal veteran, recently renovated and riggered. Beautiful interior. Yanmar 40hp, Max-Prop, LP paint. Stable, safe, comfortable at anchor and underway. (619) 956-6667 or Lballatore@gmail.com.

20-FT TOMCAT, 2000. Lake Almanor, CA. \$25,000. Catamaran, excellent condition. Accommodates 8. Mainsail, jib, and genoa. Yamaha 9.9hp OB, dual rudders with wheel/tiller steering, bimini top, ST60 Tridata instruments, compass, trailer, anchor, and much more. (650) 924-0849 or mjpboat.6.2@gmail.com.

POWER & HOUSEBOATS



26-FT US NAVY WHALEBOAT. Motorized, 1984. Santa Rosa, CA. \$3,500/negotiable. Perfect restoration project. Westerbeke diesel. 8,800 lbs., built by Uniflite, Inc. Hull condition good. Trailer available, possible donation to non-profit group. Contact (415) 381-2029 or wstpeone@aol.com.

37-FT DUTCH CANAL BARGE, 1922. Antioch. \$75,000/obo. 1922 steel, recent conversion. Teak interior 75hp Mercedes diesel. Excellent liveaboard or office. Sleeps two. Propane cook top, cabin and water heater. Contact (925) 687-4576 or 15bobfee@gmail.com.



32-FT TRANSPACIFIC EAGLE 32. Trawler, 1985. Alameda. \$70,000. Nifty little trawler ideal for fishing or exploring the Bay and Delta. Ford/Lehman 90hp diesel. New heat exchanger and circulation pump. Cruises 6.5 knots at 1900 RPM, burning about 1 gal per hr. Lewmar windlass, electric head, hydronic heating, 4-burner stove with oven, Norcold refrigerator, ComNav autopilot, radar, GPS, forward-scanning sonar, AIS, inverter. Acorn rowing/sailing dinghy available for additional \$3,000. Contact (510) 366-1476 or J_tuma@comcast.net.



46-FT NOVA SUNDECK TRAWLER. 1987. Alameda, CA. \$99,000. Twin turbo Volvo Penta diesels. Beautiful new interior, granite counter, tiled bath. New canvas bimini top and front windows. New cushions flybridge, teak furniture, nice condition. (510) 846-1714 or (510) 207-6121 or Stevejackson39@icloud.com.



57-FT CHRIS-CRAFT. Constellation Custom, 1968. Berkeley. \$75,000. Great liveaboard, solar, lithium batteries, washer, dryer, dishwasher, furnace, icemaker, TV, DVR, mahogany flooring, more. Twin 8v71's, Mathers controls, dual helm, recent tanks, dink on davits. Good condition. Motivated seller. (510) 601-6239.

PARTNERSHIPS

40-FT CATALINA 400, 1998. Brisbane Marina. 1/4 equity partnership in an upgraded Bay and coastal cruiser. 2 cabins 2 heads, new Yanmar 57hp. Tall rig, deep keel. New sanitary system, instruments. Call Charles. (415) 244-5012 or email sailsea@mac.com.



35-FT J/105, 1996. South Beach Marina. \$34,000. 50% partnership for sale. *J-Tripper*, Hull #135, 1996. Berthed in South Beach Marina. 2 spinnakers, spin snuffer, class main, heavy main, 2 class jibs, storm jib, Raytheon GPS; wind, depth, speedo, multi-instrument suite, Sailcomp, DSC VHF, lazy jacks. New bottom November 2018. Very good condition. Contact (408) 592-5696 or mwijitman1@gmail.com.

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CATAMARAN 38'-42' 2010-2017. Seeking newer West Coast catamaran for immediate purchase. Financing pre-approved. Please call or email me with info about your boat! (415) 407-3067 or jrmayock@gmail.com.

GEAR

CARBON MAST SECTION. Anacortes, WA. \$10,000/obo. Carbon fiber mast for boats between 34-38' and approx 11,000lbs displacement. 2 sets of swept-back spreaders, fractional jib, masthead spinnakers. Measurements: Overall length-55', I-46.0, P-44.3, ISP approximately 47.5. Contact (206) 399-7040 or jackanaka@gmail.com.

SAILS. Sausalito. Asymmetrical spinnaker 1.5 oz nylon. 1690 sq. ft. Luff 56.5', Foot 18.5', Leech 49'. From a 45-ft trimaran. Great shape; \$2,800. Heavy-duty reacher, freestanding for furler. Luff 61', Leech 53.5', Foot 24.5'. Lots of life left; \$3,000. Contact (415) 640-2469 or bill.edinger.spectra@gmail.com.

YANMAR 4JH2-TE. Alameda, CA. \$5,500. Yanmar 4JH2-TE diesel marine engine with KBW20 gear, 2.62 ratio. 2,200 approximate hrs, 1992. Excellent condition. From my T47/48 professionally maintained with records. No known defects, no oil burn, cooling system and heat exchanger are perfect with all service records. Engine is crated and prepared for shipping, and is only being replaced and upgraded for larger HP for upcoming cruise. Email or call for video or info. (916) 826-5653 or gcaldwell@thepac.org.

CLUBS & MEMBERSHIPS

CLUB NAUTIQUE MEMBERSHIP. Sausalito & Alameda. \$3,500. Club Nautique's Passage Maker membership costs \$4,500. You can purchase mine for \$3,500. For full information and details please contact CN or Eric. See <http://Boats.network/Club-Nautique>. (510) 865-4700, (707) 287-7071 or epssonoma@gmail.com.



GALILEE MARITIME DAY. And Nautical Flea Market. 300 Napa St., Sausalito. Saturday, August 3, 8am-5pm. Reserve booth space. FREE entry. Live music, historic vessels, boat rides, dinghy race, fish & chips, pies, beverages, boat tours, boatbuilding demo, exciting raffle and silent auction. See more information at www.galileeharbor.org/events or email galileeharbor@gmail.com.

MARINE SWAP MEET. Morro Bay, CA. Second annual Morro Bay Marine Swap Meet. Saturday, June 29, next to the Morro Bay Maritime Museum. \$10 vendor spaces and free entry. Call for details. (805) 772-6254 or (805) 550-4929 or slonewland@gmail.com.

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34-FT SLIP - SOUTH BEACH HARBOR. San Francisco. \$668/obo. Looking for partner on slip in South Beach Harbor. Must have your own boat, 34' maximum length, narrow beam preferred. Slip is in great location very close to Oracle Park as well as many good restaurants. Utilities and parking pass included. Email southbeachslip@gmail.com.

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SLIP FOR SALE OR RENT. Embarcadero Pier 39. \$5,000 buys 36x13 slip on C Dock. Long-term sublease for sale or rent for \$425 per month. Best location on SF Bay includes reduced-rate parking for owners. Contact (415) 272-0962 or jeffreycastaldo@gmail.com.

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SF BOATWORKS IS HIRING. San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your resúmes to: info@sfoatworks.com.

JOIN OUR TEAM OF INSTRUCTORS! Redwood City Marina. Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. www.spinnakersailing.com. Please contact Rich or Bob by phone or email: office@spinnakersailing.com or (650) 363-1390.

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LICENSED CAPTAIN WANTED. With towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. See <http://vesselassistsanfrancisco.com>. Contact Philipdelano@gmail.com or (925) 382-4422.

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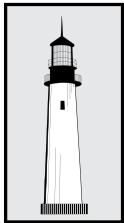


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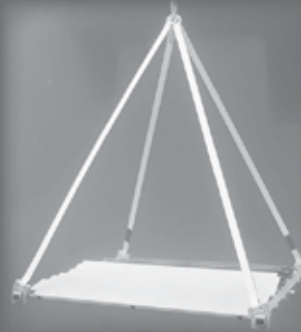
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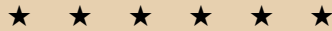
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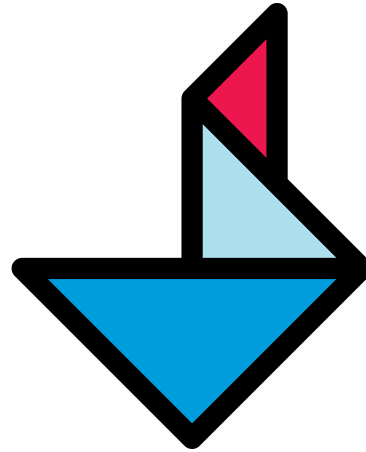
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41' BRISTOL, 1990. "This dark green hulled custom built beauty is an absolute showpiece showing much newer than actual age, must be seen to be appreciated. Potentially transferable Sausalito YH slip. **\$147,000**

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43' C&C, 1973/2010 Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk. **\$139,000**

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HUNTER 38, 2007
One owner since new and vessel shows PRISTINE inside and out, must see! **\$125,000**

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43' STEPHENS CRUISER, 1962 Impeccably maintained by long term owners, she's been updated throughout but retains the traditional lines for which Stephens are known. Potentially transferable Monterey slip. **\$99,000**

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38' TUNG HWA, 1984
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41' PERRY, 1983 The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$69,000**

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40' VALIANT, 1975 TransPac and Mexico vet in turn key ready to go again! Almost no time on totally rebuilt engine, much other updated equipment, provision and GO! **\$64,000**

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43' ENDEAVOUR 43, 1983
Center cockpit fiberglass fin keel ketch. Potentially transferable downtown Sausalito slip. **\$59,000**

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C&C 41, 1988 Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$54,500**

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32' WESTSAIL CUTTER The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised ; very low time on machinery. **\$49,500**

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33' NEWPORT PILOTHOUSE, 1989 Rare Pilothouse model with inside steering and LeisureFurl in-boom mainsail! Only two owners since new, just detailed. Shows very nicely inside and out. **\$34,000**

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34' CAL, 1978
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47' CONCORDE DCMY, Twin Detroit 8v71, Fiberglass hull, Surveyed 2017, 15k Onan Gen Set, fire-place, huge master cabin, AC, fireplace, beautiful sundeck, liveboard potential, asking **\$63,950**



1996 CATALINA 36 MKII- Properly equipped & fully operational; Double-course lifelines w/ bow & stern pulpits, folding cockpit table, cockpit cushions, stereo, aft double stateroom under cockpit, wheel steering & instruments on pedestal, elect windlass, 4-cyl Universal diesel, dodger, roller furling, 2 burner range w/oven, top-loading iceboxes, double s/s sink, convertible settee/ship's table, private double fo'c'sle stateroom, Teak & Holly Sole, full enclosed marine head w/shower, extensive tropical hardwood interior finished bright, dedicated nav station, Well-tit down below, self-tailing winches, lines led aft for short-handed sailing, boom vang, plow anchor, VHF, Depth, RDF, Compass, & MORE! Asking **\$67,950**



BAYLINER AVANTI 3785 SUNBRIDGE
Full Delta Canvas, AC, Large Master Cabin, beautiful express cruiser, large galley, sleeping for 6, ready to run up into the Delta or around the bay today! **\$34,950 Ask.**



43' KHA SHING TRAWLER
Desirable Double Cabin Layout. Large Flybridge. Twin Ford Lehman Diesels, Northern Lights Generator, Inverter, lots of teak and a beautiful boat! **ASKING \$52,500**



PEARSON 34' SLOOP SURIANA has been well maintained and has received many upgrades over the past year and a half. Newly added - running rigging, Doyle Cradle Cover, AGM batteries, sine wave inverter and charger, Jobsco freshwater electric head, main cabin cushions, three blade prop, engine overhaul, and more! Go sailing today on a well respected and well built Pearson 34! Asking **\$34,950**



C&C 34 Sloop. Dodger, self-tending winches, Solar Charging for batteries, traveler 3-4 years since last haulout, wheel on pedestal, 3 cyl - 18 hp- YANMAR Diesel, 30 gal h2o, 20 gal diesel, 6'6" headroom, 6 sleeping accommodations, VHF, Depth, Compass, galley w/ 2 stoves & MORE! Asking **\$19,950.**



30' RAWSON Ctr. Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays'l furling, 2 mains, wind-solar-alt charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A great Garden design & well set up for serious cruising. **\$19,950 Ask**



30' NEWPORT MKIII Sloop. Diesel, 2 jibs, main & genoa, roller furling, boat cover, windlass, dbl course lifelines w/bow & stern pulpits, wheel steering, self-tailing winches, galley, enclosed head, H&C press H2O, shower, new cushions, dinghy. **Asking \$19,950**



36' HARTOG STEEL KETCH High Endurance Blue Water Coastal Cruiser, Yanmar Diesel, Watermaker, Heat and AC! **\$32,500 Asking**



34' CHB AFT CABIN TRAWLER Diesel, Flybridge & Pilothouse Helms, Heads & Showers in Fwd & Aft Staterooms, dinghy on swim platform, kayak, full galley w/4-burner range, microwave, refrig/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$26,900 Ask**



34' CREW/SUPPLY VESSEL by SeaCraft-Stewart, 671 "Jimmy" diesel, robust commercial/industrial grade steel construction. Generator, RADAR & MORE! A strong & able platform for salvage, diving, fishing or what-have-you. GOOD WORKBOAT ... Asking **\$11,500**



28' SKIPJACK on a three-axle trailer. Twin VOLVO Diesels w/ S13K in recent maintenance/improvement on engines, transmissions & out-drives ... **REDUCED! \$16,950 ASKING**



35.5' BRISTOL blue-water cruiser, fine pedigree, designed by Ted Hood, only 260 hours on YANMAR diesel, wheel steering, perf. cruising keel, roller furl, self-tailing winches, vang, nav station, double lifelines w/pulpits, conv. settee, 1/4 berth, private owners' stateroom, enclosed head & MORE! ... **\$32,500 Ask**



37' ENDEAVOUR Sloop. Always painstakingly maintained, nicely upgraded & in excellent condition. Dodger & full cockpit enclosure, Lrg sail inventory, 50 hp Diesel, H2O maker, full galley, end head w/shower, good electronics incl. RADAR, inflatable w/motor, solar, A/C unit, well-hound w/lots of cruising gear. **\$29,900 Ask**



1988 SEA RAY 340 Sedan Bridge, low hours, twin Mercruiser 7.4L, Generator, two cabins, Reverse Cycle AC - perfect delta boat! Asking **\$24,950**



32' ALLIED Sea Wind II Ketch. Robustly-built GILMER-designed off-shore cruiser. windlass, roller-furling, Spinnaker, Diesel, Inverter, Galley w/Force 10, End. head w/ shower, cabin fireplace, RIB w/outboard, PUR H2O Maker, extra gear not yet installed & MORE! ... Asking **\$25,950**



28' BAYLINER 2855 CONESSA, Roomy Flybridge, well-maintained, bimini, galley w/refrig, rebuilt engine comfortable, handles well, well-maintained, ready to go water skiing, etc. Asking **\$12,000**



33' RANGER Slip. Very nice condition & equipment. Dodger, Roller Furl, Dbl course lifelines W/ bow & stern pulpits, Pedestal Wheel, Self-Tailing Winches, aft stay tensioner, Moyer rebuilt Atomic 4, galley, end head w/ shower, Dingy, A great Gary Mull Design & MORE! Asking **\$13,950**



San Juan 26' sloop, Bruce Kirby designed, ready to sail, great starter and fun boat, Honda 9.9 Outboard, **ask \$6,495**



43' LAGIER Steel Ketch- Built like a tank and sails like a dream. Tons of upgrades, full restoration, new sails, recent bottom job, John Deere diesel, hard dodger. She's a world beater at a bargain price! Asking **\$79,950.**

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