

Latitude 38



VOLUME 506 August 2019

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Enough is Enough

Received on June 11 from the Ashton family aboard their Lapworth 50, *Enough*.

"Dear Sally and Kame,

It's been a long time since we left the Bay on our family adventure of unknown destination and duration. Five years now cruising without a plan has brought us to Tasmania for the wooden boat festival.

Preparing to cross the Bass Strait into the roaring forties got me thinking. Of all the systems on a boat that need constant attention, maintenance or complete rebuilding, our Pineapple sails have been trouble free. They still look and perform great! The trysail has kept us comfortable in the biggest blows. The symmetrical spinnaker is fun (as promised) for making fast passages.

Thank you for an awesome set of sails that match the boat perfectly. Looking forward to the next five years and many miles.

Best regards,

Enough and crew"

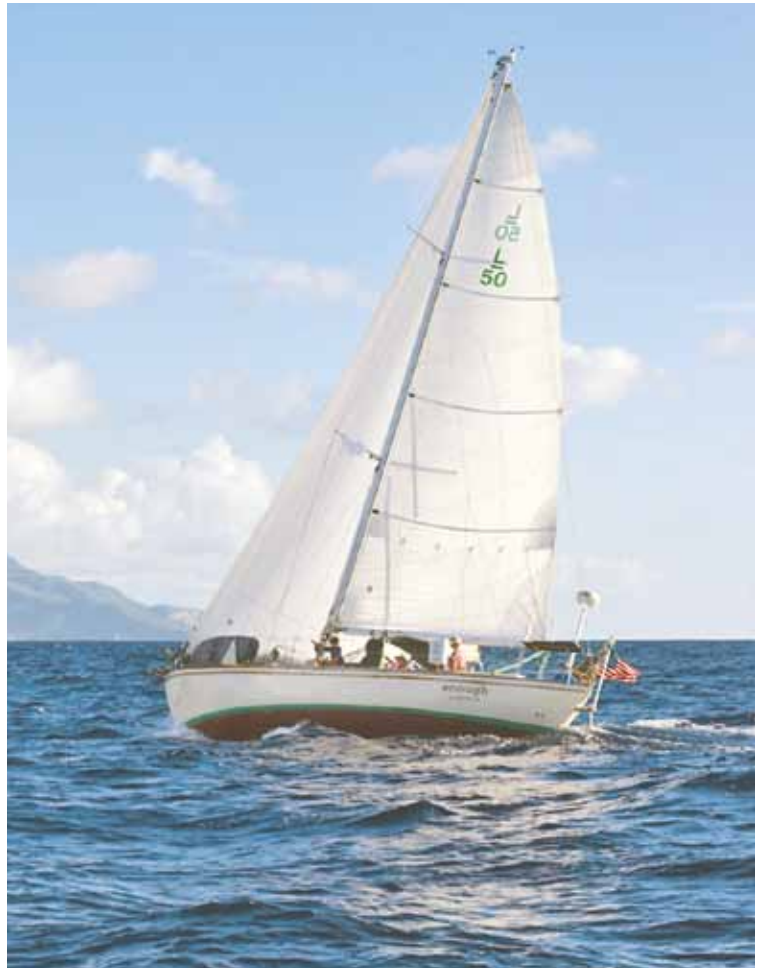


PHOTO BY ALEX AND ADRIANA OF SV/PESTO

ENOUGH*

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Cover:

Sailing into the setting sun, *Rio 100* wins the
Merlin Trophy in the 50th Transpac.

Photo: Sharon Green / www.ultimatesailing.com

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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

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2014 Catalina 355 \$175,000



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2010 Ranger 29 \$139,000



2011 Ranger Tug 29 SL \$168,000

New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2020.....	320,405
42.5' Catalina 425 3-cabin, 2020.....	287,566
38' Catalina 385, 2020.....	235,644
35' Catalina 355, 2020.....	197,992
31' Catalina 315, 2020.....	139,629

Pre-Owned Catalina Yachts

47' Catalina 470, 2009.....	279,900
47' Catalina, 2000.....	205,000
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42' Catalina 42, 1996.....	125,000
36' Catalina 36, 2000.....	165,000
35' Catalina 355, 2014.....	175,000
32' Catalina 320, 1999.....	63,900
30' Catalina, 1985.....	29,500
28' Catalina, 1991.....	28,900

Pre-Owned Sailing Yachts

37' Pearson, 1989.....	46,500
36' Islander, 1979.....	15,000
36' Islander, 1974.....	SOLD
20' Schock Harbor 20, 2012.....	25,900

Pre-Owned Power Yachts

43' Ocean Alexander, 1984.....	SOLD
37' Tiara 3700 Open, 1987.....	\$53,000
28' Sea Ray, 2006.....	SOLD

Pre-Owned Ranger Tugs

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CALENDAR

Non-Race

Aug. 2-4 — Pacific Northwest Westsail Rendezvous, Port Hudson Marina, Port Townsend, WA. Reserve a slip at (360) 385-0656. Info, www.westsail.org.

Aug. 2-4 — Svendsen's Marine Anniversary Party, Alameda, 8:30 a.m.-5 p.m. Brand reps; free BBQ Friday & Saturday 11 a.m.-2 p.m. Info, www.svendsens.com.

Aug. 3 — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-5:30 p.m. Historic vessels, open boat tours, boat rides, live music, food & drink, art, boatbuilding demo. Info, www.galileeharbor.org/events.

Aug. 3 — The Bay Model Wants You!, Sausalito, 10-11 a.m. Volunteer orientation. Ranger Joanne, (415) 289-3027 or joanne.jarvis@usace.army.mil.

Aug. 3 — Taste of the Delta, Village West Marina & Resort, Stockton, 1-4 p.m. Wine, beer, food, music, vendors, live and silent auctions. A fundraiser for the Delta Chambers. \$30-\$35. Info, (916) 777-4041 or www.tasteofthedelta.com.

Aug. 3, 10, 11, 24, 31, Sept. 1, 7, 8 — Afternoon Sailing Adventure on scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. NPS, www.nps.gov/safr.

Aug. 3, Sept. 7 — 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.

Aug. 3-31 — 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.

Aug. 4-25 — 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.

Aug. 7-28 — 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.

Aug. 8, Sept. 12 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Aug. 9-10 — Lake Tahoe Concours d'Elegance, Obexer's Boat Co., Homewood. Info, www.laketahoeconcours.com.

Aug. 10 — Rosie Rally Home Front Festival, Craneway Pavilion, Richmond, 11 a.m.-4 p.m. Food, costume contests, dancing. Free. Info, www.rosietheriveter.org.

Aug. 10 — Trekking the Bay Model, Sausalito, 1-2 p.m. Ranger-led tour. Bay Model Visitor Center, (415) 332-3871.

Aug. 10 — Hot Summer Nights, Stockton SC, 5-8 p.m. Classic car show, burgers, beer, dancing, awards. Free admission. SSC, (209) 951-5600 or www.stocktonsc.org.

Aug. 11 — Bay Parade for boaters, swimmers, rowers, kayakers, SUPs. Motorized boats needed to support swimmers; free registration for all boaters. Registration closes 8/4. Baykeeper, <https://baykeeper.org/bayparade>.

Aug. 15 — Full moon on a Thursday.

Aug. 17 — Pirate Party, Point San Pablo YC, Richmond, 4-8 p.m. Food, pirate show, music, cannon salute, grog, raffle. Games & gifts for kids. Pirate garb encouraged. \$25 adults; \$12.50 for kids 12 & under. RSVP/berths, (510) 233-1046 or harbormaster@pspyc.org.

Aug. 17 — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, San Francisco, 8-10 p.m. Geoff Kaufman with Dick and Carol Holdstock. \$10-\$20. Info, (415) 447-5000.

Aug. 18 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.

Aug. 29 — Opening Reception, Shipping & Nautical Collection of Norman de Vall, Kelley House Museum, Mendocino, 4:30 p.m. Refreshments. Info, www.kelleyhousemuseum.org.



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CALENDAR

Aug. 31 — California Free Fishing Day, statewide. Info, www.wildlife.ca.gov.

Sept. 2 — Labor Day.

Sept. 6 — R2AK Blazer Party, NW Maritime Center, Port Townsend, WA, 6-8 p.m. Awards, snacking, drinking. \$30. Info, www.r2ak.com.

Sept. 6-8 — Wooden Boat Festival, NW Maritime Center, Port Townsend, WA. Info, www.woodenboat.org.

Sept. 11 — Mexico Cruising Seminar with Dick Markie of Paradise Village, Bay Model, Sausalito, 4-5:45 p.m. Info, www.baja-haha.com.

Sept. 11 — Latitude 38's Fall Crew List Party, Bay Model, Sausalito, 6-9 p.m. Info, www.latitude38.com/crew-party.

Sept. 12-15 — Boats Afloat Show, South Lake Union, Seattle. Attractions include boat rides, free docking class, kids' toy boatbuilding. Info, www.boatsafloatshow.com.

Nov. 3-16 — Baja Ha-Ha XXVI cruising rally, San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

Racing

Aug. 1-4 — El Toro Nationals, Kaneohe Bay, Oahu. Kaneohe YC, www.kaneoheyachtclub.com.

Aug. 2-4 — Laser Masters PCCs on the Columbia River Gorge. CGRA, www.cgra.org.

Aug. 2-4 — Cruisers Challenge for West Wight Potters in Monterey. MPYC, www.mpyc.org.

Aug. 3 — Classic Boat Invitational Series #3. SYC, www.sausalitoyachtclub.org.

Aug. 3 — Moseley Regatta. TYC, www.tyc.org.

Aug. 3 — Dave & Kay Few Regatta. A woman must be at the helm at least 50% of the time, and at least 50% of the crew must be women. CPYC, www.cpyc.com.

Aug. 3 — Jack Reacher Race. BAMA, www.sfbama.org.

Aug. 3 — North Bay #6/Angel Island. VYC, www.vyc.org.

Aug. 3 — Summer Series. SeqYC, www.sequoiayc.org.

Aug. 3-4 — Summer BAYS #3. SFYC, www.sfyf.org.

Aug. 3-4 — Konigshofer Regatta for Shields in Monterey. MPYC, www.mpyc.org.

Aug. 3-4 — Santanarama for Santana 22s in Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 3-4 — Charity Regatta benefiting Elizabeth Hospice. Followed by live music, food, silent auction, raffle. Oceanside YC, (760) 207-9489 or www.oceansideyc.net.

Aug. 7-11 — Chubb US Junior Championships, hosted by PYSF in Redwood City. For 13- to 18-year-olds, competing for the Sears Cup (triplehanded, in Open 5.70s), Bemis Trophy (doublehanded, in Club 420s) and Smythe Trophy (singlehanded, in Radials). US Sailing, www.ussailing.org.

Aug. 9-11 — Moore 24 Nationals at Shilshole, WA. CYC of Seattle, www.cycseattle.org.

Aug. 9-11 — Leukemia Cup in Corona del Mar. Farr 40s race all days; PHRF racing on Sunday. Guest speaker will be



A view of the 2018 Oceanside YC Charity Regatta.

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CALENDAR

Katie Pettibone, Bahia Corinthian YC, www.bcyrcracing.org.

Aug. 10 — CBRA #3 hosted by RYC. YRA, www.yra.org.

Aug. 10 — OYRA Race Committee's Choice #1, hosted by BYC. YRA, www.yra.org.

Aug. 10 — Round the Rock Race. BVBC, www.bvbc.org.

Aug. 10 — Steele Cup/Dinghy Regatta on Rancho Seco Lake. FLYC, www.flyc.org.

Aug. 10 — S.F. Pelican races on San Pablo Reservoir, El Sobrante. Fleet 1, www.sfpelicanfleet1.com.

Aug. 10 — Shaw Island Classic, San Juan Islands, WA. Start in Friday Harbor and circumnavigate Shaw Island in either direction. San Juan Island YC, www.sjiyc.com.

Aug. 10, Sept. 14 — South Bay Interclub Series. Info, www.jibeset.net.

Aug. 10, Sept. 14 — Buoy Races on Clear Lake. KBSC, www.kbsail.org.

Aug. 10-11 — Summer Keel. SFYC, www.sfyf.org.

Aug. 10-11 — Viper 640 PCCs. Santa Barbara YC, www.sbyc.org.

Aug. 10-11 — USMRC Qualifier in Catalina 37s, Long Beach. LBYC, www.lbyc.org.

Aug. 11 — Day on the Monterey Bay Regatta to benefit Big Brothers Big Sisters, Santa Cruz. SCYC, www.club.scyc.org.

Aug. 11 — PHRF Summer. MPYC, www.mpyc.org.

Aug. 11 — Commodore's Cup. SLTWYC, www.sltwyc.com.

Aug. 11 — Baxter-Judson Series Race #6. Presidio YC, www.presidioyachtclub.org.

Aug. 11, 25, Sept. 8 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

Aug. 16 — Aldo Alessio Perpetual. StFYC, www.stfyf.com.

Aug. 16-18 — Melges 24 West Coast Championship. SFYC, www.sfyf.org.

Aug. 17 — YRA Summer Series #5. YRA, www.yra.org.

Aug. 17 — Small Boat Series. EYC, www.encinal.org.

Aug. 17 — Carquinez Challenge Regatta. BenYC/VYC, www.beniciayachtclub.org or www.vyc.org.

Aug. 17 — Singlehanded/Doublehanded #4. SeqYC, www.sequoiayc.org.

Aug. 17 — Fall One Design #1. FLYC, www.flyc.org.

Aug. 17 — Singlehanded Regatta on Folsom Lake. FLYC, www.flyc.org.

Aug. 17-18 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyf.com.

Aug. 17-18 — Laser NorCal Championships in Santa Cruz. SCYC, www.club.scyc.org.

Aug. 17-24 — Viper 640 Warm-Up & Worlds in Long Beach. ABYC, www.abyc.org.

Aug. 18 — Gracie & George coed doublehanded regatta. Gracie drives. EYC, www.encinal.org.

Aug. 18 — Tri-Island Race #3. BYC, www.berkeleyyc.org.

Aug. 18 — Jack & Jill. MPYC, www.mpyc.org.

Aug. 21-25 — Formula Kite North Americans & Hydrofoil Pro Tour. StFYC, www.stfyf.com.

Aug. 22 — Ronstan Bridge to Bridge for kiteboarders and windsurfers. StFYC, www.stfyf.com.

Aug. 24 — CBRA Series #4. YRA, www.yra.org.

Aug. 24 — Women Skippers Regatta. Sausalito YC, www.sausalitoyachtclub.org.

Aug. 24 — H.O. Lind 7-9. TYC, www.tyc.org.

Aug. 24 — Double Angle Invitational. Monterey & Santa Cruz to Moss Landing. Elkhorn YC, www.elkhornyc.org.

Aug. 24 — Skippers Scramble (crew picked out of a hat) on Clear Lake. KBSC, www.kbsail.org.

Aug. 24-25 — OYRA/SSS Drake's Bay Races. Info, www.jibeset.net.



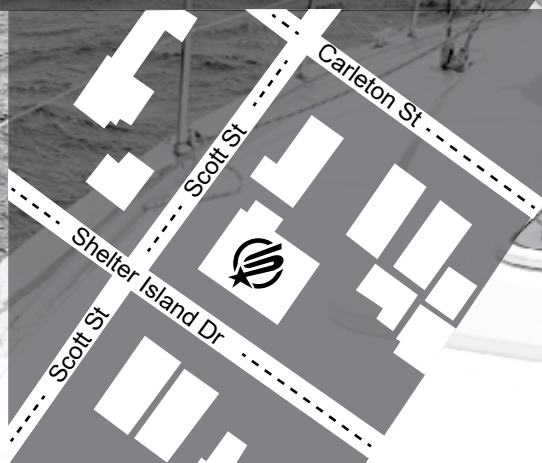
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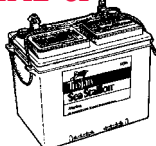
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CALENDAR

Aug. 24-25 — Optimist PCCs. SFYC, www.sfyf.org.

Aug. 24-25 — El Toro Pinecrest Worlds. El Toro IYRA, www.eltoroyra.org.

Aug. 24-25 — USA Junior Olympic Festival/Northwest Youth Championship. Seattle YC, www.seattleyachtclub.org.

Aug. 25 — Fall SCORE #1. SCYC, www.club.scyc.org.

Aug. 25 — Summer One Design 3. MPYC, www.mpyc.org.

Aug. 25 — Just-a-Race. SLTWYC, www.sltwyc.com.

Aug. 30-31 — Windjammers Regatta from San Francisco to Santa Cruz. SCYC, www.club.scyc.org.

Aug. 30-Sept. 2 — Labor Day Regatta, Marshall Beach, Tomales Bay. SRSC, www.santarosasailingclub.org/regatta.

Aug. 31 — Jazz Cup, a 26-mile mostly downwind race to Benicia. SBYC/BenYC, www.southbeachyachtclub.org.

Aug. 31-Sept. 1 — Redwood Regatta on Big Lagoon. Camping, free launch. Humboldt YC, www.humboldtyachtclub.org.

Aug. 31-Sept. 1 — Summer BAYS #4 for youth at Treasure Island. TISC, www.tisailing.org.

Aug. 31-Sept. 1 — Tomales Bay Regatta for S.F. Pelicans. Fleet 1, www.sfpelicanfleet1.com.

Aug. 31-Sept. 1 — Thunderbird West Coast Championship on Port Townsend Bay, WA. PTSA, www.ptsaail.org.

Sept. 1 — Veeder Cup. MPYC, www.mpyc.org.

Sept. 2 — Laser & Opti Sail-Off, Pillar Point. HMBYC, www.hmbyc.org.

Sept. 6-8 — Tahoe Laser Fleet Championships. Tahoe YC, www.tahoeyc.com.

Sept. 6-14 — International Knarr Championships. SFYC, www.sfyf.org.

Sept. 7 — OYRA Race Committee's Choice #2. YRA, www.jibeset.net.

Sept. 7 — Summer #5/South Bay Championship. SeqYC, www.sequoiayc.org.

Sept. 7 — Fall #1, Stockton. SSC, www.stocktonsc.org.

Sept. 7 — North Bay Series. VYC, www.vyc.org.

Sept. 7 — Championship Series #4. CYC, www.cyc.org.

Sept. 7 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 7 — Intracub #3. RYC, www.richmondyc.org.

Sept. 7-8 — San Diego Olympic Classes Regatta. SDYC, www.sdyc.org.

Sept. 7-8 — West Marine Fun Regatta in Santa Cruz. SCYC, www.club.scyc.org.

Sept. 7-8 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 7-8 — Perpetual Regatta. SLTWYC, www.sltwyc.com.

Sept. 7-8 — King Harbor Race Week, Redondo Beach. KHYC, www.khyc.org.

Sept. 8 — Commodore's Cup. EYC, www.encinal.org.

Sept. 8 — Fall One Design 1. MPYC, www.mpyc.org.

Sept. 8, 15 — Governor's Cup Series #1 & 2 on Folsom Lake. FLYC, www.flyc.org.

Sept. 12-15 — Rolex Big Boat Series. Register by 8/31. StFYC, www.rolexbigboatseries.com.

Sept. 12-15 — Mercury Nationals hosted by RYC. Info, www.mercury-sail.com.

Sept. 13-15 — Melges 24 California Cup/505 Regatta in Santa Cruz. SCYC, www.club.scyc.org.

Sept. 14 — Singlehanded/Doublehanded Half Moon Bay Race. SSS, www.sfbaysss.org.

Sept. 14 — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 14 — Dolphin Cup. MPYC, www.mpyc.org.

Sept. 14-15 — Finn PCCs. SDYC, www.sdyc.org.

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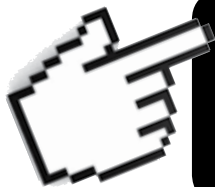
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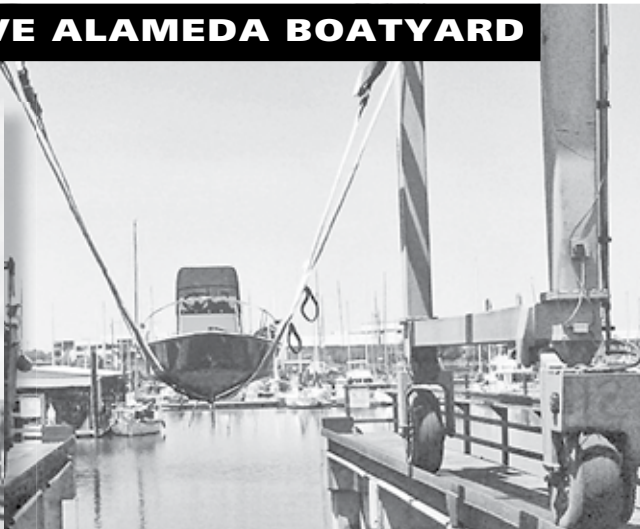
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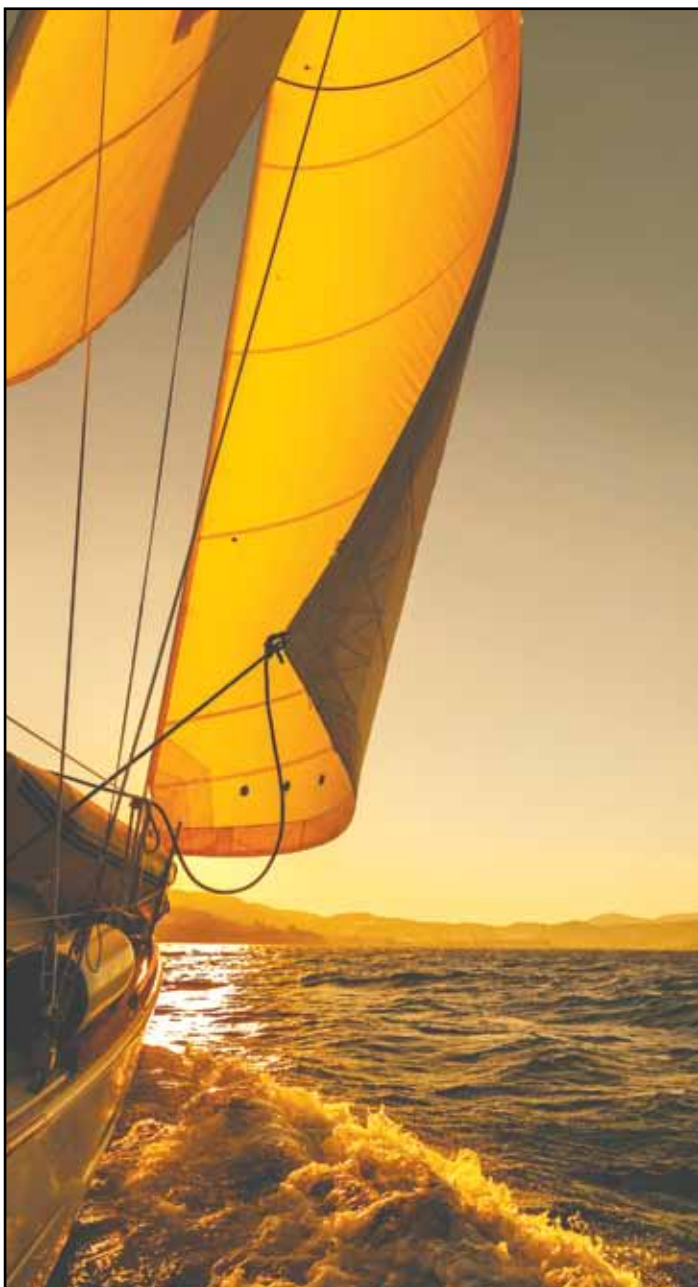
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CALENDAR

day night through 9/19. Mike, mjpbishop@gmail.com or www.sailalameda.org.

BALLENA BAY YC — Friday Night Grillers: 8/2, 8/16, 8/30, 9/13. Info, www.bbvc.org.

BAY VIEW BC — Monday Night Madness, Fall: 8/12, 9/2, 9/16, 9/30. Info, www.bvbc.org.

BENICIA YC — Every Thursday night through 8/22 & 9/5-9/26. Dan, (707) 319-5706 or www.benicaiayachtclub.org.

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

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

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

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

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

ENCINAL YC — Summer Twilight Series, Friday nights: 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: 8/2. Info, www.flyc.org.

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

HALF MOON BAY YC — Friday nights: 8/2, 8/23, 9/6, 9/20, 10/4. Info, www.hmbvc.org.

ISLAND YC — Summer Island Nights, Fridays: 8/9, 8/23, 9/13. David, (510) 521-1985 or www.iyc.org.

KONOCI 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. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night through 8/28. Info, www.oaklandyachtclub.net.

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

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

ST. FRANCIS YC — Wednesday Evening Series for Folkboats, IODs & Knarrrs: 8/7-8/21. Thursday Kite Series: 8/8, 9/5, 9/19, 9/26 (reserve). Friday Windsurfer Slalom Series: 8/2, 8/16. Info, www.stfyc.com.

SANTA CRUZ YC — Beer Can racing every Wednesday night through 10/30. Laser Fridays: 8/16. Info, (831) 425-0690 or www.club.scyc.org.

SAUSALITO YC — Summer Sunset Series, Tuesday nights: 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: 8/2, 8/16, 8/23. Bill, www.southbeachyachtclub.org or bill@adams-sf.com.

STOCKTON SC — Every Wednesday Night through 8/28. Info, (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.

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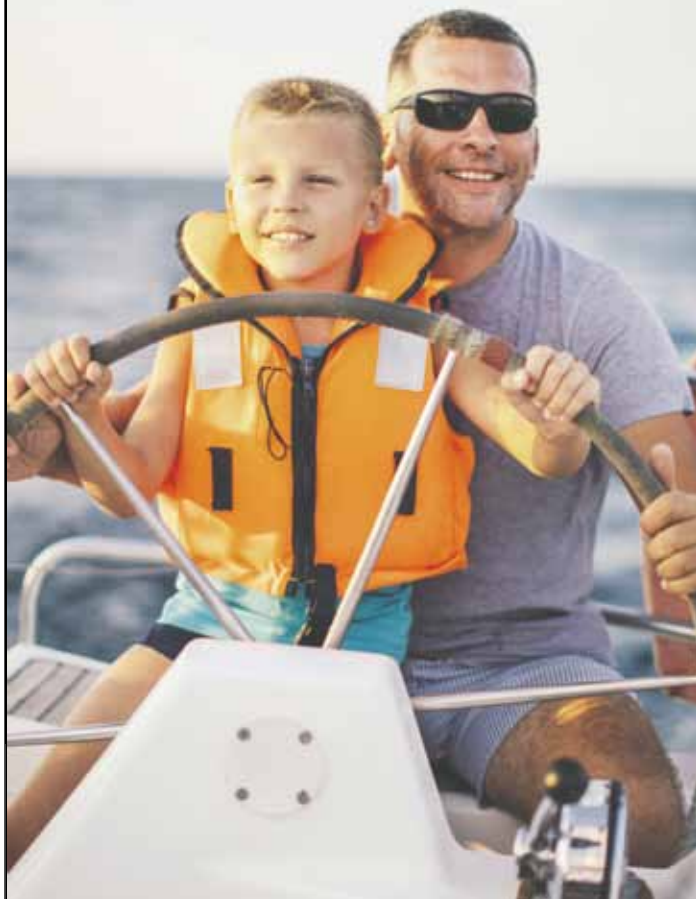


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CALENDAR

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. 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.

August Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
8/03Sat	0113/6.7	0747/-0.9	1450/5.6	2000/2.0
8/04Sun	0209/6.2	0832/-0.5	1533/5.8	2102/1.7
	LOW	HIGH	LOW	HIGH
8/10Sat	0249/0.2	0952/4.5	1422/2.9	2037/6.3
8/11Sun	0341/0.0	1048/4.8	1520/2.9	2126/6.3
	HIGH	LOW	HIGH	LOW
8/17Sat	0047/5.7	0717/0.2	1413/5.0	1925/2.3
8/18Sun	0125/5.5	0747/0.4	1440/5.1	2003/2.2
	LOW	HIGH	LOW	HIGH
8/24Sat	0045/1.1	0754/3.9	1214/3.0	1841/5.8
8/25Sun	0149/0.7	0911/4.2	1325/3.1	1939/6.0
	HIGH	LOW	HIGH	LOW
8/31Sat	0015/6.7	0636/-0.6	1327/5.8	1849/1.3
9/01Sun	0109/6.4	0719/-0.2	1406/6.0	1944/1.0
9/02Mon	0206/5.9	0803/0.4	1447/6.1	2041/0.8

August Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
8/03Sat		0000/2.7F	0218	0554/4.5E
	1000	1248/3.3F	1548	1842/2.9E
	2206			
8/04Sun		0054/2.6F	0312	0642/4.2E
	1042	1330/3.2F	1624	1924/3.1E
	2306			
8/10Sat		0036/3.2E	0512	0742/2.3F
	1042	1312/2.0E	1618	1848/1.8F
	2118			
8/11Sun		0142/3.4E	0606	0842/2.7F
	1136	1412/2.2E	1724	1942/1.9F
	2218			
8/17Sat	0206	0554/3.5E	0954	1230/2.8F
	1536	1830/2.7E	2200	
8/18Sun		0024/1.9F	0248	0624/3.3E
	1024	1300/2.7F	1600	1854/2.7E
	2242			
8/24Sat	0348	0600/1.1F	0918	1154/1.3E
	1436	1718/1.3F	1918	2318/2.9E
8/25Sun	0442	0712/1.6F	1030	1300/1.5E
	1548	1824/1.3F	2018	
8/31Sat	0124	0454/4.4E	0854	1136/3.4F
	1430	1730/3.3E	2106	2348/3.0F
9/01Sun	0218	0542/4.2E	0930	1212/3.4F
	1500	1812/3.6E	2200	
9/02Mon		0042/2.9F	0318	0630/3.8E
	1006	1254/3.2F	1536	1848/3.7E
	2254			

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LETTERS

↑↓ **A HEATED DISCUSSION ABOUT THE COLLISION THAT SANK WANDER BIRD, OR ELBE NO. 5**

For all those safely ensconced in their armchairs, in this video [Google "Kurz vor der Kollision mit No. 5 Elbe" or go to our Facebook page and scroll down to our June 14 post, where this discussion was generated] we can't see what is to starboard of the *Elbe No. 5*. We also can't see what is behind her. Finally, we can't see where the channel is or the depths.

Given that none of the folks on this thread could have seen any of this, were not aboard, and probably haven't ever sailed on a schooner of this size, I find the level of armchair-admiral behavior quite amazing.

Obviously, there will be a formal report made on this collision and all of us *Who Were Not There* will learn a great deal more. In the meantime, it might be nice to give those who were on deck at the time the benefit of the doubt. Especially given how little we actually know.

I agree, it would seem that passing starboard to starboard and to leeward of the ship would have been the safer path. However, that is not the approach a standard pilot would have taken. The expected course is to pass port to port. Of course, that would have required them to tack far sooner and then tack back as they passed the ship.

Beau Vrolyk
Mayan, 59-ft Alden schooner
Santa Cruz

↑↓ **THE PRIMARY AND ULTIMATE FACTOR? AVOIDANCE**

It's not necessary to pass port to port if trying to position for it creates a hazardous situation. When it comes to situations involving multiple vessels, the USCG book of navigation rules implies that avoidance should be the primary and ultimate factor in determining a course of action in uncertain situations — as long as intent is clearly signaled to the other vessel. Sometimes that signal is as simple as a very obvious falling off, which is what the boat should have done.

Steve Hajnal

↑↓ **WOW**

Wow! I would hold back the judgment and wait for a proper call. But my goodness . . .

Paul Schuetz



KATERSVEN

A still taken from the video shot onboard 'Elbe No. 5' just moments before her collision with a container ship.

↑↓ **JUST . . . WOW**

Watching the video again, it sure seems like if they'd just fallen off a bit, even for a few moments, they would have been clear. Even if it was shallow ahead, I'd rather be stuck in the mud than run over by a ship.

Wow. Just wow. Bad move! I'd be dead in an hour on San

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LETTERS

Francisco Bay with decision-making like that. Unless they knew there was no depth ahead and to port. Only thing I can think of that would even begin to make sense here.

Dag Gano

⇕ SECOND GUESSES

I hate to second-guess but passing to leeward of the ship seemed like an obviously safer move. I've got to be missing something here.

Mike Devries

Special Edition, Wilderness 30
Point Richmond

⇕ HUMAN ERROR

Very bad decisions made here. In every disaster on the water, in the air or on the road, there is almost always some form of human error.

At the first indication that the vessel under power was not altering course (for whatever reason), the helmsman on board should have immediately begun evasive maneuvers. It would have been a hard, fast jibe, but *Elbe No. 5* would be upright and disaster would have been averted, hands down.

Playing the 'under-sail card' does not work in your favor.

Nick Templeman



The damage to 'Elbe No. 5', or 'Wander Bird' was substantial (there was the whole fact that she sank — that certainly didn't do her a lot of good), but not insurmountable.

⇕ RESPONSIBILITIES

Both vessels have a responsibility to stay out of each other's way. Tack? Jibe? Head to wind and stop? Fall off and run away? Pass starboard to starboard? Just asking for a friend.

Mark Caplin

⇕ REAL YACHTSMEN

I'm just here to read the comments from all the Real Yachtsmen who know way more about this incident from their helm position behind their keyboards than the people actually on board.

With my snarky comment out of my system, it sure looks like everyone in the video just has their thumb up their ass and is staring at the Big Ship. There's either way more to this story, or the crew on the sailboat are just completely incompetent. Or may have been drinking to excess.

Michael Bender

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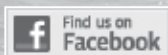
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LETTERS

Readers — We purposefully let this discussion sit for a while so that tempers could abate, if only a little. Nothing raises the ire of Latitude Nation quite like perceived incompetence on the water — though "perceived incompetence" is obviously (and at times dangerously) subjective. So, here's what we have to say about the collision of Elbe No. 5:

Somebody made a catastrophic error. (Thank you, Captain Obvious.)

At the end of the day, that's really the only answer. There is no debate here. No one thinks that the container ship, Astroprinter, bears any fault in the collision. And, to state the obvious again, no one thinks that the crew of Elbe No. 5 acted correctly by any stretch of anyone's imagination.

The only question we're left with is why? For the love of all that is sacred and pure, why? Why oh why did the crew of Elbe No. 5 make the decisions leading to the collision — especially the unimaginable decision to turn into (INTO!) the path of Astroprinter, rather than simply bearing away?

Nobody can answer these questions save for Elbe No. 5's captain and crew. We imagine that they've been doing their fair share of second-guessing, reliving, and ruminating on the accident — all of this long before they set foot in a courtroom for an official inquiry. We can't imagine that any choice words from Latitude Nation are going to enlighten them. When these kinds of accidents do occur, however, they seem to lead to fruitful discussions about the rules of the road. Most of you out there probably imagined yourselves on the tiller of Elbe No. 5 and put yourselves through the simulator, wondering: What would I have done? (Maybe 'tiller toward trouble'?)

These types of incidents also lead to the inevitable armchair-admiring. While second-guessing people you've never met, who were dealing with situations that you've only seen on shaky video, is ultimately unproductive, reminding yourself of how to avoid a collision is, of course, always a good thing.

With all of that said . . .

Since Latitude 38 came under new ownership and we've started editing and responding to your letters, we've tried to strike a more conciliatory tone. We've tried to be the voice of reason, rather than going all fire and brimstone. But, with that said, regarding the collision of Elbe No. 5, we would like to say: What in the actual f@ck happened?

⬆️⬆️ **ELECTRIC FOILBOARDING IS NOW A THING**



BLUEPLANETSURF

I had my first ride on an electric foilboard just this last weekend, on the calm, cool waters north of Minnesota. If you've tried surfing, windsurfing, wakesurfing, or something related, using it will come pretty easily. For me, getting the fore-and-aft balance right was the key. Then you just relax and fly across the water with the wireless remote control in hand.

Although fun, at first, I think it may not capture one's attention in the long-term, perhaps like a Segway.

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LETTERS

Cool to try it, but unless you're commuting to work with it every day, not something you'll play with a lot. And I don't envision a lot of folks commuting across the Bay with a briefcase in one hand, and carrying it to the office in the other.

Maybe it's the sailor in me, but once you get going, there's really nothing else to do. Turn right, turn left, enjoy everyone staring at you for a few minutes. Then what? No sails to trim, no wind shifts to adjust to, no big waves or wakes to surf or jump, and no far-off destinations to visit. Maybe it could be a great training tool prior to kite foiling or foiling sailboards, to learn balance and positioning.

What I think most interesting are the possibilities this technology and materials science provide. What's next? How does this get adapted to other vessels? What new vessels get created?

David Kory

Ambassador, Beneteau 51.5
Richmond

↑↓ A FOILING DINGHY? YES

After reading the article on electric foilboarding [in a June 10 *'Lectronic Latitude*], I thought it was time to share my work on adapting a SUP foil to the bottom of my 8-ft Walker Bay plastic dinghy. I found an F1 foil system in the Santa Cruz harbor missing the rear foil. Olivier at Covewater Paddle Surf was very helpful in providing me with info



MARK PASTICK

We have no words for this foiling dinghy, only awe and admiration.

and the missing part. He also does SUP foiling lessons.

The foil fit almost perfectly in the daggerboard slot. I tied two strings to hold it in place, one as a kelp cutter and one to hold the foil forward and prevent it from slipping out. After filling the empty space in front of the foil, I was ready to experiment.

With a stiff breeze of what seems like 6 knots, I am able to lift the Walker Bay 8 about 6 inches out of the water for brief periods.

I have since broken the plastic rudder and replaced it with a longer plywood rudder. Granted, this is a crude, redneck design, but it has far surpassed my expectations.

With a little bit more sailing time in slightly stronger winds and a few more modifications, 8-ft foiling Walker Bays, El Toros and Optis could be on waters near you.

Mark Pastick
Santa Cruz

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LETTERS

⚡ **FOILING THE RULES OF THE ROAD**

First of all, as a powered 'vessel', a foilboard is subject to the Rules of the Road as much as a 1,000-ft cargo ship (or a 30-ft powerboat). I just wonder if those who will own one will be aware of that — maybe an opportunity for public education. Oh, and California vessel numbering.

At the same time, I find these absolutely fascinating. I live in a waterfront home in Ballena Bay in Alameda, as does one of the developers of these craft. Every so often I look out the window and see one of these absolutely fascinating craft skimming by.

Lu Abel
Indulgence, Canadian Sailcraft
 Alameda

⚡ **ARE YOU KIDDING?**

Regarding your recent article on electric foiling boards and the potential for obnoxiousness: Are you kidding? Jet skis already own that territory in a far worse manner than any electric device ever could.

Jeff Lange

Jeff — Good point. The "potential for obnoxiousness" quota was fulfilled long ago with the advent of the jet ski. Fortunately, it's a little too rough and cold here in the Bay for any regular presence of those infernal craft.

Readers — This conversation stems from a June 10 'Lectronic Latitude following our first sighting of a, ha, 'lectric foilboard out on the Bay. Our first thought, for whatever reason, regarded the implications on marine traffic and seamanship. We guess we immediately (and perhaps unknowingly) put foilboards in a different class than jet skis because they do, presumably, take some skill to ride — though David Kory said they're easier than we might think.

What might the Bay look like in five years, if a fleet of automobile foilboards was zooming around? We have no crystal ball, but we assume that this conversation resembles debates held when wind- and kitesurfers, standup paddleboards, kayaks and, yes, jet skis, first hit the Bay. Regarding foilboards, we assume (and trust, to some degree) that everyone will figure it out in terms of safety and seamanship, though we do suspect the Coast Guard might be plucking a few e-foilboarders out of the water, just as they do wind- and kitesurfers.

David — You bring up an excellent point regarding what you do once the novelty wears off. Jet skis have a similarly limited interest level to us — we're going to say about three minutes. Once you blast forward, turn, slide out, and repeat, then you tend to be kind of over it. This is the sailor in us, too, David. We want to be trimming something and using our instincts, experience, and muscle memory to react to the conditions. New toys and new technology are cool — and, for sure, we'd love to try out an e-foilboard — but in the end, and as always, we just want to sail, sail . . . sail.

⚡ **THE RESOURCEFUL SAILOR**

I like the idea of publishing articles like this one on a regular basis. It will be a terrific resource for the DIY boater to diagnose and fix relatively simple but very important problems like this. [From a June 14 'Lectronic Latitude.]

Gus van Driel

⚡ **THE SECONDING OF THE SENTIMENT**

I second Gus' sentiment. These kinds of discovery/exploration stories — and discussion of the approach, strategies considered, and trade-offs — are very interesting.

Kelvin D. Meeks



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LETTERS

⇕ **SOFT SHACKLE**

This is a shackle currently deployed for use on a tug in the Bay, for emergency towing. It has 400,000+ lbs. of breaking strength. The small shackle alongside is 1/4-inch Dyneema that I tied using Animated Knots.

Keith Madding



KEITH MADDING

Keith — What an epic piece of rigging! We are waiting for the bracelets and necklaces of this same design. Speechless, we are absolutely speechless. Well done, sir!

In our years of sailing, this is one of the more interesting configurations we've ever seen.

⇕ **THE STANFORD SAILING SCANDAL**

Stanford should donate the money to the "club" sailing teams in their conference. They have to compete against Stanford and its unlimited budget, meanwhile paying their own way and sailing with older boats and sails.

Tim Stapleton
PK, J/80
Point Richmond

⇕ **THE FAST PROGRAM AT TREASURE ISLAND**

It is great to see the progression of the FAST [Facility for Advanced Sailing and Technology] program. In the meantime, the sailors have been getting some time in on the Bay — it's a pretty special place. We are especially happy that local youth sailors like Will Foox and Caleb were invited to sail alongside the current group of Olympic hopefuls. Thank you, US Sailing, and thanks to Kimball Livingston for keeping us up to date with the latest news.

Shar Foox
Lafayette

⇕ **THE FOUNDING OF THE STOCKTON SAILING CLUB**

Stephens Brothers also built eight El Toros to start the first junior program in 1958.

I had one, as did Theo's kids (Kathy, Theo Jr., aka Speed, and Jimmy), and Dick's two daughters. My mom got one, and



LATITUDE / CHRIS

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LETTERS

I can't remember who had the last one.

Dick Loomis
Old School, Yankee Dolphin
Point Richmond

↑↓ THE MASTER MARINERS WOODEN BOAT SHOW

So glad to see all of these beauties in one place at the Master Mariners boat show [held at Corinthian Yacht Club on June 23]. We are so fortunate to have the Master Mariners put this show together for the public every year.

Water Witch is such a handsome boat.

Marina O'Neill
Freda B, 80-ft schooner
Sausalito



JAMES DUMAS

'Tramp Boat's "rescue platform" came in handy during a June regatta on the Bay.

↑↓ THE IMPORTANCE OF A WELL-DESIGNED SWIM STEP

Recently, I had the unfortunate realization of how important a well-designed swim platform is to a sailboat. Sailing in the Silver Eagle [on June 29], during a jibe in Raccoon Strait, we had a crewmember (Rich) go overboard.

Due to the quick thinking of Rich and two other crewmembers, he was only in the water less than 10 seconds. This could only have been accomplished due to the fact that our boat has a swim platform that is close to the water and large enough for a person to easily fit on. It was very easy for the crew to get him onboard. I think we should change the name of swim platforms to rescue platforms.

James Dumas
Tramp Boat, Farr 1020
Alameda

↑↓ THE NEXT STEP AFTER A SAILING LESSON? SPOILER ALERT: IT'S SAILING

There are several more sailing Meetup groups, including my own, www.meetup.com/Adventure-Sailing — yes that's a shameless ad — or www.meetup.com/gotwaw. There's even a single sailors' Meetup group at www.meetup.com/single-sailorsassociation.

Most sailing Meetup groups operate basically the same way: You join the group and then sign up on a waiting list for a sail that you are interested in. The event organizer will then select and add you to the going list. This is so the boat owner/driver can get a diverse group and be sure to have enough sailors with some skill to sail his or her particular

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LETTERS

boat. That varies by the boat's complexity and size and the skill level of the skipper.

Andy Kurtz
Angelique, Columbia 57
Richmond

Andy — Meetup groups are a terrific way to connect to sailing. We'd like to invite you and all sailing Meetup members to attend our Crew List Party at the Bay Model in Sausalito on Wednesday, September 11, from 6 to 9 p.m. Like you, it's all about connecting with sailors. Another "shameless ad"?

⇕ YOUR COVERAGE ON THE SPIN CUP?

Welp, 41 boats for Spin Cup, a record in recent years; three boats for CA 500; six paragraphs about CA 500, literally two sentences about Spin Cup.

Chad Hedstrom

Readers — Chad is referring to coverage of the start of the first-ever CA 500 on May 30. Our publisher was captivated by the rarity of the three world-roving 70-ft trimarans sailing out the Gate for a race to San Diego. He seized the opportunity to take photos from the Golden Gate Bridge, and posted items on *Electronic Latitude* on May 29, May 31 and June 3.

We actually had a stringer photographer up on the bridge to shoot the start of the Spinnaker Cup on May 25, but the postponement went on so long that he had to abandon his post before the race actually got going.

We make no attempt to cover all important local races in *Electronic*. Our primary venues for covering regattas are features and Racing Sheet in the actual printed monthly magazine. As a matter of fact, the Spinnaker Cup, Coastal Cup and the whole California Offshore Race Week (CORW) led off Racing Sheet in the July issue. *Latitude's* racing editor actually raced in the Spinnaker Cup and went out on a powerboat (thanks to the Womble family of Monterey Peninsula YC) to photograph the start of the Coastal Cup. And yes, we're as thrilled as anyone to see the success of the CORW format, now

in its fourth year.

⇕ SAILING: THE ART OF GETTING WET AND GOING NOWHERE AT GREAT EXPENSE

Readers — In early June, we posted a story on our Facebook page about the sky-rocketing cost of our beloved Golden State Warriors tickets, which are now at their "highest levels ever," according to the San Francisco Business Times —



SV DELOS

One method for "affordable sailing" is the new(ish) YouTube paradigm. The masters of that medium are SV Delos, seen here in Bermuda in early July.



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LETTERS

and likely to go higher when the team moves to their new San Francisco arena next year. "The Golden State Warriors are awesome," we wrote, "but there are always a few boats in the Latitude 38 Classifieds for less than the price of a pair of tickets. Sailing with the family all year, or a single basketball game? If that's the choice, we know what we'd do."

Don't kid yourself — sailing is expensive, even if you disregard the costs of the boat. Please let me know the name of any sailboat owner who gets to go out for free. I love sailing. But it's *Luna Sea*, not lunacy. It takes a lot of time and effort to keep a boat in good order, but it's worth it. At least to me.

Dan Knox
Luna Sea, Islander 36
San Francisco

Dan, I go out on the water for free when I sail on OPBs [Other People's Boats].

Michael Bender

There are soooo many ways to get out on the water, for every budget — including "free." There are many alternatives to owning a boat. But I have had clients who, by engaging their asset in sharing or charter programs, have made money (after tax considerations). Not everyone and not for everyone.

L38 has historically done a great job editorially promoting accessibility, from community sailing centers and co-ops, schools/clubs and sharing programs to charter companies like mine that make newer boats accessible to many at great value. There really is something for everyone in most venues. I sailed and raced for three years when I moved to the Bay Area — usually costing a six-pack and a bag of chips, occasional "work days" and a decent attitude, I was told.

Barry Demak
J/World Performance Sailing
Oakland

Nothing comes for free and we all know that. As Barry points out, it can be affordable, but most people choose different activities or hobbies. Sailing can provide magical experiences on many levels, whether it's running fast downwind in a race on the dark of the moon, exploring UNESCO World Heritage sites that you can only reach via private boat with permits, or just taking the kids out for a picnic at Angel Island on a weekend.

Tim Dick
Malolo, Lagoon 42
San Francisco

Sailing is one of the only organized sports I know of where competitors can participate for free and usually get a free or cheap lunch and booze after. Best deal on Earth. If you get really good, people will even start paying you!

Ronald A. Simpson
Quiver, Peterson 34
Honolulu, HI

Latitude Nation — Sailboats can be small and therefore inexpensive, like the Laser in our Classifieds for \$1,300 — or large. And if they're large, there are usually many crew sailing for free. You can even find crew who are getting paid to sail! And, as Barry says, there are numerous alternatives like Cal Sailing Club in Berkeley, where you can sail for three months (90 days!) for \$99, or on Lake Merritt in Oakland, where you can sail for \$10. If you want to sail, price does not have to be a barrier. You could also sign up on Latitude

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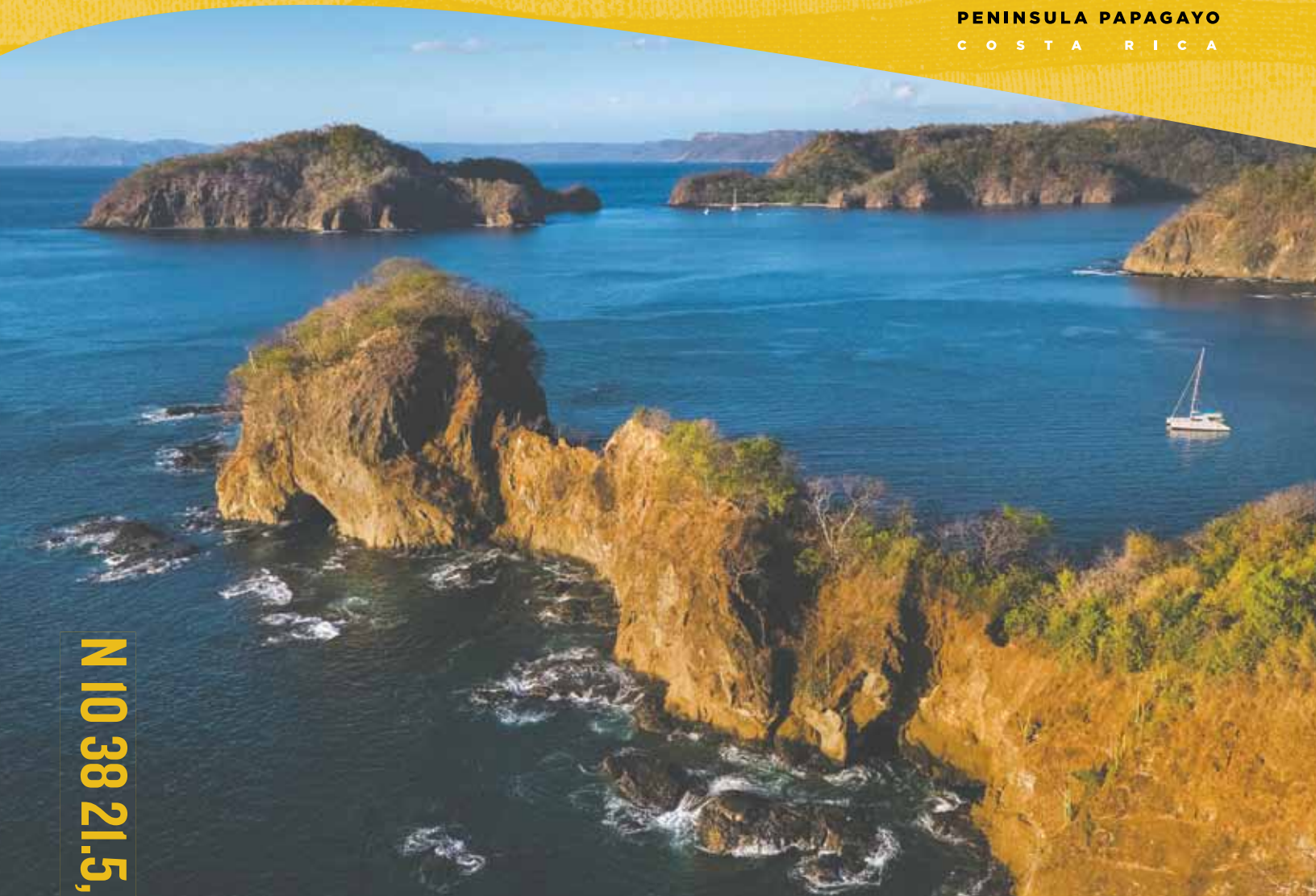
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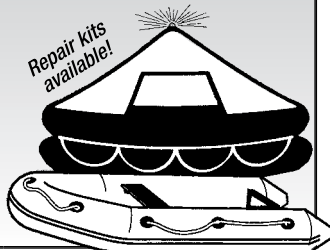
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LETTERS

38's free Crew List. Or, or, or . . . there are loads of options.

(As an interesting aside, Warriors All-Star Andre Iguodala said in a radio interview in June that, "We priced our real fans out . . . we've out-priced a lot of the genuine basketball community. Who's our fan base? Silicon Valley, the richest community in the world." And with the Warriors moving into the Chase Center in San Francisco next year, you'd better believe

that ticket prices will only continue to climb. And, to our knowledge, the new stadium will not have a McCovey Cove for boaty fans to hang out in and wait for fly balls.)



JED MORTENSON

↑↓ SOME OVERSEAS READING

I'm happily reading my *Latitude 38* poolside in Santorini, Greece. No sailing this trip, but I'm excited to do a charter in the Med at some point!

Jed Mortenson

2003 Baja Ha-Ha vet

Mary Ann II

Yorktown 35

Marina del Rey

↑↓ USCG CRACKS DOWN ON ILLEGAL CHARTERERS

The illegal charter has some sort of bullseye on it so USCG tags them? First off, the legitimate charter probably charges more — as he (or she) should, and rightfully so. The illegal skipper simply tells his charter group that if boarded, they are all invited guests and no compensation was paid or received, including for food or booze. Why would they do this? Because they are getting a deal or don't understand why the captain is asking them to say this if they are boarded. This is, once again, a very unenforceable regulation for the most part.

Dane Faber

Sausalito

↑↓ BUT HAVE THEY?

Really, have they cracked down, or have they issued a press release? If there was a crackdown, wouldn't there be a listing of those vessels found violating the law? Personally, I think it's more fluff than substance from District 11.

Mark Havey

↑↓ UNLIKELY TO DISSUADE

I totally agree with Mark. I have a USCG Master's license, and wouldn't think that anybody would dare to take passengers away from the dock for money. I thought that the USCG would come down hard and fast, but their notices (which I've seen before) are unlikely to dissuade anybody.

Armand Seguin

Vallejo

↑↓ ROSE SAYS HELLO

We were there in Taohae Bay in 2013 with our tri, *Macha*. I wish I had known of Rose's whereabouts. I was also in the Marquesas in 1967 with my former tri, *Triton*, and would have loved to talk to her about the old days. On that '67 trip, we anchored at three islands: Hiva Oa, Ua Pou and Nuku Hiva, the latter of which was the only place we encountered another

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LETTERS



LATITUDE / ANDY

Rose Corser and her husband Frank first sailed to the Marquesas in 1972 from Newport Beach. Rose now runs the He'e Tai Inn in Nuku Hiva, where she maintains a fascinating mini-museum of Marquesas carvings and other handicrafts.

boat. The two of us had the entire Taiohae Bay to ourselves. There were no docks, just one stone jetty. We also witnessed what we were told was the first-ever arrival of a cruise ship. Things sure have changed.

Tony Spooner
Macha
Haskins 39
Currently in Fiji

IT WAS FUN WHILE IT LASTED

US boaters can cruise from the Cancun area of Mexico over to Cuba, check in at Marina Hemingway, cruise for a while, then exit Cuba for the Cancun area of Mexico, then check out of Mexico for Florida. What was your last port? Cancun, Mexico. OK, welcome to the US.

Pat Rains
Point Loma Publishing
San Diego

Readers — Pat is talking about a June 7 'Electronic Latitude, in which we reported on the Trump administration's new regulations effectively halting group travel to Cuba. Many seasoned cruisers have long maintained that there are ways around whatever administration's regulations and restrictions.

THE PASSPORT GAME

American cruisers leaving from Florida with plans to stay out of the US and sail long distances before returning usually stopped at Cuba. Officials there wouldn't stamp your passport if you so requested, so it just took you a crazy long time to get to the Dominican Republic. Hopefully that option will still apply in the more modern, more connected universe.

Christine Watson

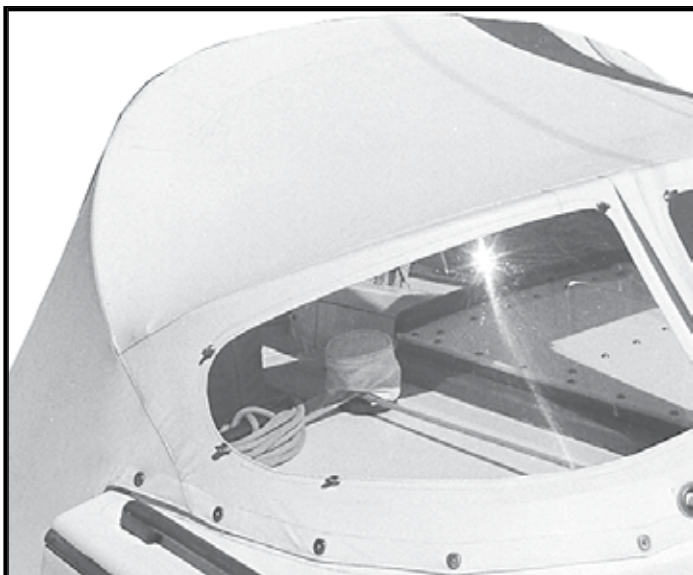


LATITUDE / TIM

We're not sure what it looked like from the water (several readers did say that it was a tad subpar), but from shore, SailGP was pretty cool.

A LAST WORD ABOUT SAILGP

I was thoroughly unimpressed watching the SailGP races from the water in San Francisco. I hope New York had better viewing from their boats.



"I blew most of my money on broads, booze and boats...the rest I just wasted."

— Elmore Leonard, R.I.P.



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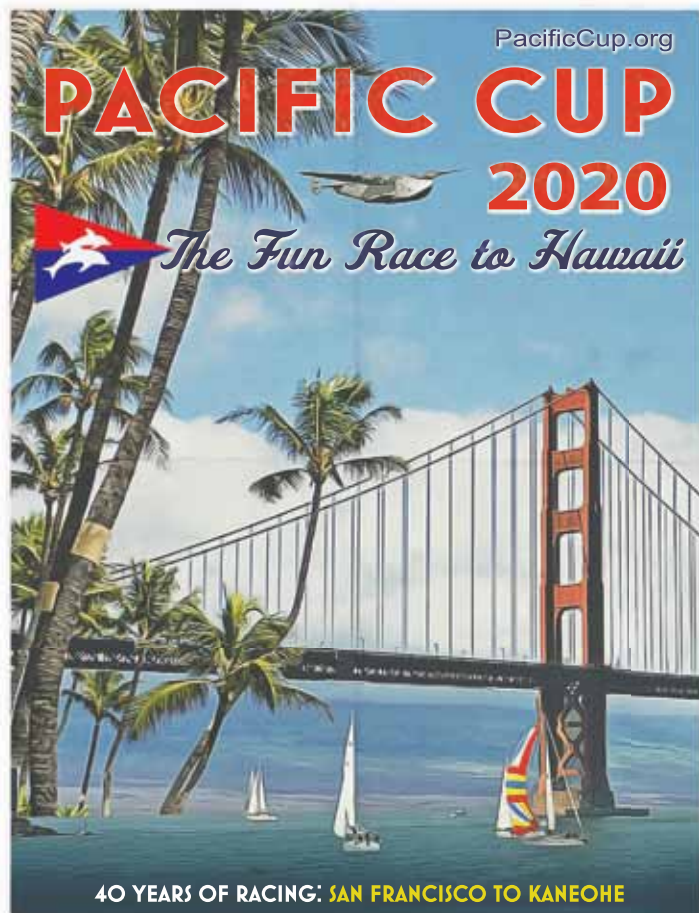
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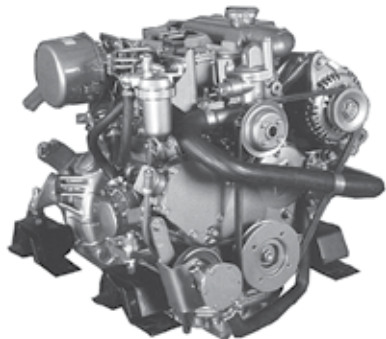
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LETTERS

Previously, when the America's Cup came to S.F., the teams used time prior to racing for practice on the course, and, on most occasions, shot through the course boundaries into the boat spectator area to give the race-going boaters exciting views and an occasional high-speed pass. However, the SailGP teams did no such fun maneuvers for the boating community.

Additionally, the buffer space of water on the north side of the SailGP course seemed to be double or triple the buffer of all America's Cup events, keeping the boating community much farther from the races and greatly diminishing the view of the race-going boaters. Some might say it's due to increased attention to safety; however, they need to focus their safety efforts on the flying catamarans' crews — not the safety of spectators, as there have only been a few prior accidents of cat-racing crew death — there have been no spectator incidents.

Others might say they're trying to push the free boating spectators away from the event so that they're discouraged from spectating the event from the public domain on boats. Instead, people are encouraged to leave their boats in their marinas and come to the north shore of San Francisco and buy a variety of the tickets available.

Jake Goza

↑↓ REMEMBERING THE PORT CHICAGO DISASTER

I was less than one month old, sitting on my mother's lap in the living room of our rented home on Alabama Street in Vallejo when the explosion occurred about 20 miles away and blew the picture window in on top of us. Of course, I have no memory of the incident, but mom later told me we were lucky to have survived.

William Crowley
Erewhon, Newport 30-2
Vallejo

↑↓ READ THIS BOOK

A detailed and award-winning history of the event and trial was written decades ago by Robert L. Allen, now on the faculty at UC Berkeley — *The Port Chicago Mutiny: The Story of the Largest Mass Mutiny Trial in US Naval History*.

Norm Trondsen

↑↓ BOB SMITH AND PANTERA

When some old-time friends from college were visiting in La Paz several years ago, Bob took us out on a daysail and whale shark viewing adventure. I admired the hell out of him for building that boat and sailing it down here singlehanded. He treated me, my wife, and my friends very well, and we had a great day thanks to Bob. We are all saddened to hear of his passing. Rest in peace.

Jay Baugher
La Paz, Mexico

↑↓ CHEERS TO PETER BAILEY

For over a year, I have been trying to figure out how to find Bataan, aka Peter Bailey, so I could figure out how to build a mainsail like his, and I wanted to see it in person. Then I read this sad story [*Bertie Lost off New Jersey*, from a June 7 *Electronic Latitude*]. I feel bad for your loss, but thank heaven it was not fatal to anyone.

Jim Bates

↑↓ THIRTY YEARS WITHOUT A MOTOR

I rescued *Chewink*, a Golden Gate class sloop, back in the early '80s. It was well past its prime and had been badly

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LETTERS

beaten up at Pier 39. I was too stubborn to realize how foolish that was. I didn't have any boat-repair skills — or any money — but I was lucky enough to know some skilled boatwrights who were willing to help me along. I hauled it out at the Ramp and proceeded to start digging, not knowing when to stop. I



WIKIPEDIA

We found this picture of 'Ku'uipo', a Golden Gate class racing sloop on Wikipedia.

got hired by the yard to do their grunt work, which probably doubled the time renovations took. The last thing you want to do, after you've been working on boats all day, is to work on a boat — but I kept chipping away.

Somehow my stubbornness pushed me through the process, and I returned to Pier 39, after two years of hard work and poverty, with *Chewink* race-ready. The Marina had been rebuilt as well, including a much-needed breakwall. It seemed like both had a new lease on life.

Chewink never had a motor that I could tell, and I couldn't see putting one on. It sailed well enough to go anywhere, even in tight quarters, and I could paddle it if the wind completely died. It was kinda fun to sail into and out of places, and I never missed the noise or smell of an outboard. I continued to sail out of Pier 39 for the next 30-something years.

I got roped into racing one design pretty quickly, as it was still an active class. After chasing the fleet around for a year or two, I started learning how to win. She won plenty of races, including the Vallejo Race (both ways), the Master Mariners, and more than her share of beer cans. I introduced quite a few folks to sailing and racing — perhaps I should apologize to some for that. The boat brought much joy to many people.

I have been looking to donate the boat to the Cass Gidley group, which is putting together a wooden boat center in Sausalito. The boat's future is murky at best. Stubborn fools are in short supply, and fewer yet with the wherewithal to rescue an old woodie.

Tim Donnelly
Chewink, Golden Gate #14
Alameda

↑↓ COMPARING THE EAST COAST TO THE WEST

The Maine boating season is Memorial Day through Labor Day, or the end of September at the latest. This results in generally greater intensity during the short but warm summer boating season in New England. Because boats are pulled from the water and stored in the winter, moorings are used rather than slips in marinas. This may also contribute to a generally better-developed marine industry. In addition, Maine has untold miles of shoreline, much of it protected for mooring fields, but with access to open water for extended

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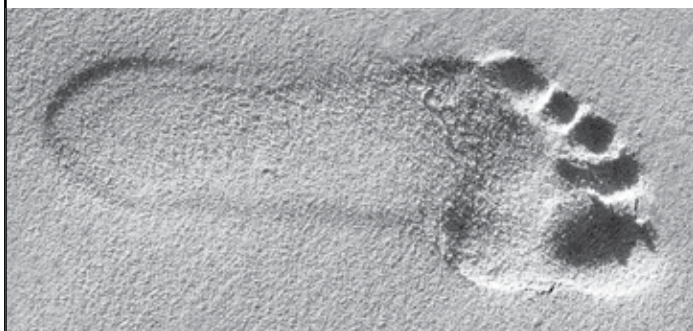
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LETTERS



LATITUDE / TIM

Vinalhaven, Maine, being a big fat show-off.

cruising to multiple destinations.

San Francisco Bay, by contrast, has a very long boating season — almost all year — but the warm weather is spread sparingly throughout that long season, and is generally unpredictable beyond a few days in advance. Boats are kept in slips for use throughout the year. Unlike Maine, much of S.F. Bay is shallow and suffers from water quality issues, decades of infill and industrialization. This is the result of being one of only a few natural harbors on the West Coast. Once outside the Bay, the North Pacific is a less-than-hospitable place for cruising.

There is a cultural difference between the coasts as well. The East Coast has a long history of sailboat ownership and cruising — primarily among the wealthy. The Bay has a shorter history of recreational sailing, really only blossoming in the early '70s when boat ownership became more possible, but seems more egalitarian. The Bay strikes me as more racing-oriented, maybe because of the reliable wind, but lacks in cruising destinations. Maine strikes me as more cruising-oriented, maybe because of the abundance of great cruising grounds, facilities, milder conditions and general excitement to get on the water during the short sailing season.

Regardless, Maine is much more 'boaty' because the economy and culture are steeped in, and dependent upon, boating. In San Francisco, boating is more of a diversion for most from some employment entirely unrelated to boating.

Michael Rosauer
Sausalito

↑↓ BUT WHO IS MORE BOATY?

Growing up in Carpinteria, most of my early sailing was in Santa Barbara. (I'm presently cruising up to Bras d'Or Lakes in Nova Scotia, via Blue Hill, Maine.)

I would say Santa Barbara is rather boaty. Tiburon is boaty. Other sprawling marinas maybe less so, be they in the East Bay or SoCal. Texas is boaty, but on a less traditional level, save for small pockets with strong New England influences. To sum up: Respect for tradition is stronger in some areas, but enthusiasm is universal. Do we invent our own boaty culture, or import from afar?

Paolo Sheaffer

↑↓ TRULY WONDERFUL

My wife and I had our first Maine experience when we sailed aboard the schooner *Heritage* out of Camden for a week. It reminded us of our favorite cruising grounds of British Columbia. So, a few years later, we bought *Encore* in Miami and wandered up the Intracoastal to Maine, where we

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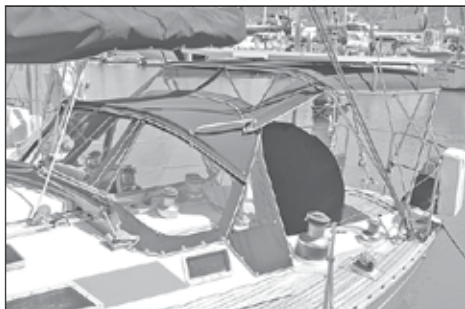
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LETTERS

spent six weeks in all those wonderful places you mentioned [in the June 26 *'Electronic Latitude, When West Meets East'*]. Pulpit Harbor was our favorite anchorage. A truly wonderful place to cruise.

Ernie Landes

⇓ THEN THERE'S THAT WHOLE WINTER THING

I love the East Coast in the summer, but their winter sucks! I like sailing year-round.

Milly Biller

Pink, International 110
Inverness Yacht Club



LATITUDE / TIM

Some of the touristy trappings of Newport, Rhode Island.

⇓ THERE'S NO PORT LIKE NEWPORT

I sailed in Narragansett Bay and environs for 25 years before moving to the Bay Area 25 years ago. When I first sailed into Newport, it was adjacent to a still-active Navy base (like San Francisco Bay, the Navy claimed a large chunk of Narragansett Bay during WWII), and downtown Newport consisted of four bars and an Army/Navy surplus store. There were few mooring buoys in Newport Harbor, and you could easily anchor a short dinghy row from downtown.

Over the years, I watched downtown turn into the tourist trap that you've described [in *Part 3* of the series on July 1]. Oh, and the harbor became so filled with mooring buoys that the only place one could anchor was a corner of the harbor distant from the waterfront and swept by foul currents.

On the other hand, the rest of Narragansett Bay (including Bristol) is a great place to sail, with many beautiful coves where one can anchor and just enjoy beautiful surroundings. I kept saying "One of these days I'll tire of this place," and it never happened.

One of the things that *Latitude* has either discovered or will discover is the beauty and 'boatability' of the New England coast. Unlike California's bleak and uninviting shores, the New England coast is inviting, with gentle winds, scenic shores, and, with few exceptions, a picturesque harbor to anchor in every 5 or 10 miles up the coast.

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LETTERS



LATITUDE / TIM

It was pretty cool to stumble onto 'Might Mary' in Bristol, Rhode Island, when we were visiting in mid-June.

boat — summer is for sailing, and winter is for repairs and upgrades. As I have discovered, it's too easy to feel *mañana* in California.

Lu Abel
Indulgence, Canadian Sailcraft
Alameda

↑↓ CHANGES IN DOWN EAST LATITUDES

We enjoyed your *When West Meets East* articles very much. Our two months' cruising in Maine in 1995 was one of the highlights of our 10-year voyage from San Francisco to Maine and back. In the nascent days of the Internet, we depended on letters and mail to keep in touch with our families and friends. How lovely it would have been to have a blog!

Here are a few excerpts from 1995 describing our wonderful adventures: "Maine has been one of the best cruising experiences so far. We sailed north and east, looking for a 70° summer (our first since leaving San Francisco), and we found it — along with excellent sailing and beautiful scenery.

"We went through the Cape Cod Canal, a 9-mile long waterway that saves a 100-mile trip around the Nantucket Shoals. From the Canal, we sailed across Cape Cod Bay to Provincetown to re-provision and wait for good weather for our two-day sail to Roque Island in 'Down East' Maine. In the age of sail, the phrase Down East described downwind sailing in the prevailing southerly summer breezes.

We got some great sailing, some motoring in no wind, and only one hour of fog the second night. The dawn brought us our first sight of the rockbound Maine coast, and as we approached our destination, the smell of pine trees came across the water. We were also kept busy by dodging lobster pot floats, sometimes in water as much as 200 feet deep. In this part of the coast, we experienced 15-ft tides — a lot of granite ledges show up when the water drops. We also discovered that we were a couple of weeks early for the wild blueberries and raspberries that cover many of the islands.

"The month we spent in the Mount Desert Island area was not enough to visit all the anchorages. Much of Mt. Desert is in Acadia National Park, and it is stunning. We have the Rockefellers and other wealthy 19th and 20th century Easterners to thank for the large amount of undeveloped coastline and islands. There are so many choices for anchorages — we were almost always able to go 10-15 miles, and sail the whole way, in smooth water; offshore islands block the ocean swell.

"After our foggy start, we had six weeks of clear, sunny weather. We spent a couple of weeks in Penobscot Bay. This is schooner country. Between Camden and Rockland, there



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LETTERS

are at least a dozen schooners that do day-long to week-long charters. They are a beautiful sight. It was a real pleasure to sit in the cockpit at the end of the day and watch a schooner tack into the harbor. While we were anchored in Rockland, the *Pride of Baltimore II* came in. We also saw lots of beautiful small traditional boats, including the Friendship sloops, North Haven dinghies and, my favorite, the Herreshoff 12-1/2, a beautiful 18-ft sloop.

"We stretched our time in Maine as long as we dared — the leaves started to turn early in September. Common wisdom suggests being south of Cape Ann by Labor Day — we rounded the Cape on September 16. We wanted to see as much as we could of the places we passed in our rush to get to Maine at the beginning of the summer.

"This stretch of East Coast from New York to Maine is wonderful; one summer is not nearly enough to do it justice. We hadn't planned to come this far north when we arrived in Florida three years ago, but we're glad we changed our plans."

Val and Greg Gillen
Grimsby, Cal 39
San Francisco



DAVID COHAN

"Tahu Le'a' was built in Southwest Harbor, Maine, at Morris Yachts' original location (her hull was laid up in the red building) and launched in 1999," wrote David Cohan. "We celebrated her 20th birthday last month!"

⇅ A CALIFORNIAN'S LIFETIME OF MAINE CRUISING

I've been sailing, cruising and sometimes racing on S.F. Bay since I was 4, which adds up to 61 years at this point (yes, I still find that shocking).

More accurately, I've been sailing S.F. Bay when I wasn't off cruising other places, which included: most or all of five summers in Maine (1999, 2005, 2006, 2007, 2009), all with two daughters, starting at ages 3 and 7 in 1999, and two years cruising the East Coast from Maine to Florida, plus the Bahamas and Nova Scotia (with kids).

All seem germane to your request for comments regarding East versus West Coast cruising.

San Francisco Bay and environs versus Maine: S.F. Bay is all about the sailing — some of the best sailing anywhere, almost all the time. Sailing in Maine is sometimes good, sometimes pleasant, but more often boring, due to light winds, or no fun, due to fog, lobster buoys and so on. There are probably more great sailing days each year on S.F. Bay than there are days in the sailing season in Maine. (This is, of course, from the perspective of a native S.F. Bay sailor, who prefers 15-20 knots of wind to 5-10.)

Maine is all about wonderful cruising — hundreds of beautiful anchorages, scenery, marine-oriented towns and villages, islands, friendly people, etc. I can easily think of a couple of dozen favorite and memorable cruising anchorages in Maine, as opposed to only a handful on S.F. Bay and the

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LETTERS



DAVID COHAN

The Cohan family has been tapping into Maine magic for years.

local coast. One can cruise an entire summer in Maine and never anchor or moor in the same spot twice. And the people — it's the kind of place where you can visit a restaurant in Southwest Harbor twice in the summer of 1999, then return in 2005 and be greeted as old friends returning.

East Coast cruising/sailing versus West Coast cruising/sailing: Sailing on S.F. Bay is almost always fun, but it can be challenging. Sailing and cruising the California coast is almost always challenging, and sometimes more challenging than one might prefer. As is well known, there is a paucity of protected harbors or anchorages, and often either too much wind or not enough or from the wrong direction, fog and large seas.

Other than the Channel Islands, there aren't a lot of particularly interesting places to cruise. The Channel Islands, in contrast, are beautiful, wild, fascinating — and very challenging due to unprotected (or poorly protected) anchorages, weather and so on. Ourselves and friends who've cruised throughout the Pacific agree that few if any places were as challenging as the Channel Islands.

Although most marinas and harbors on the West Coast have some berths for transients (aka cruisers), few particularly cater to cruisers in terms of facilities, number of spots available, etc. In contrast, cruising the East Coast is relatively easy. If your mast is under 65 feet and your draft 6 feet or less, you can get from Maine to Florida with only a single, easy overnight passage. Especially in New England and on the Chesapeake, there are anchorages, harbors, towns and facilities everywhere. And most cater to transients with facilities like showers, washing machines, even free loans of cars.

Maine is wonderful, but there is great cruising throughout much of the East Coast — Long Island Sound, the Chesapeake, the Carolinas, the Bahamas (which, while an entirely different country, is still only an overnight sail from Florida). Maine was our favorite area on the East Coast, and the Bahamas (not strictly the East Coast, but darn close) are a close second.

We and our now-adult daughters consider the S.F. Bay Area home, as well as our home sailing waters — but we also all refer to Maine as our "home away from home."

Dave Cohan
Tahu Le'a, Morris 46
Redwood City

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

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

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LOOSE LIPS

"Seatbelts" was the word from *Latitude Nation* in this month's World Famous Caption Contest(!); specifically, how much these two sailors were in need of them. There were also quite a few, "Please make sure your seat backs and folding trays are in their full upright position," and "prepare for takeoffs," as well as numerous references to astronauts, and puns off "foiling around." Aaaaaaaaannnnnnnd the winner is:

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"I'm Free! I'm Free! Rid of those humans telling me what to do!" — Tod Beebe

"Me when seaweed touches my foot." — Marianne Armand
 "Ground control to Major Tom." — Rose Vera Cano
 "Sadly, against expectations, helium turned out not to be a useful inflation method for the new inflatable catamarans." — Michael Nolan

"You know, if we get some weight off the boat, she'll really fly!" — Robert Johnston

"This trampoline is awesome! Wheee!" — Charlotte Hampton

"When you grab a cat by the tail." — Eric Kondo

"Tesla now doing catamarans?" — Philip Bond

"Didn't make it to eight seconds!" — David Henry

"Skyrockets in flight, afternoon delight . . ." — Raoul B. Burg

"After the Kiwis tried professional cyclists to help their foiling game, Susan thought she'd hire a rodeo veteran as crew. The results were mixed." — *Latitude 38 Magazine*

July marked the 170th anniversary of the arrival of the first clipper ship in San Francisco. She was the year-old *Memnon*, a 170-ft John Willis Griffiths design, which sailed into the Bay on July 28, 1849, carrying supplies for the burgeoning Gold Rush. Her 15,000-mile, 123-day passage "slashed the typical voyage around (Cape Horn) by almost 80 days, and soundly beat the six-month average it took a covered wagon to trundle overland from Independence, Missouri, to California," writes Steven Ujifsa in his new book about the clippers, *Barons of the Sea*. All the more remarkable, *Memnon*'s master, Joseph Gordon, put down a mutiny en route, then pulled into Montevideo to offload the troublemakers and take on replacements!

The Gold Rush would help usher in a new kind of speedy ship. The 'California Clippers' were bigger, more robustly built, and faster than the China clippers. The all-out, anchor-to-anchor sailing record from New York to San Francisco was set in 1854 when the clipper *Flying Cloud* did it in 89 days, 8 hours. That record wouldn't be broken until 1989 when Warren Luhrs' 60-ft *Thursday's Child* sailed the route in 80 days, 20 hours. The current New York to San Francisco record is 43 days and change set by the 120-ft catamaran *Gitana 13* (ex-Innovations Explorer, ex-Orange, ex-Kingfisher 2) in 2008.

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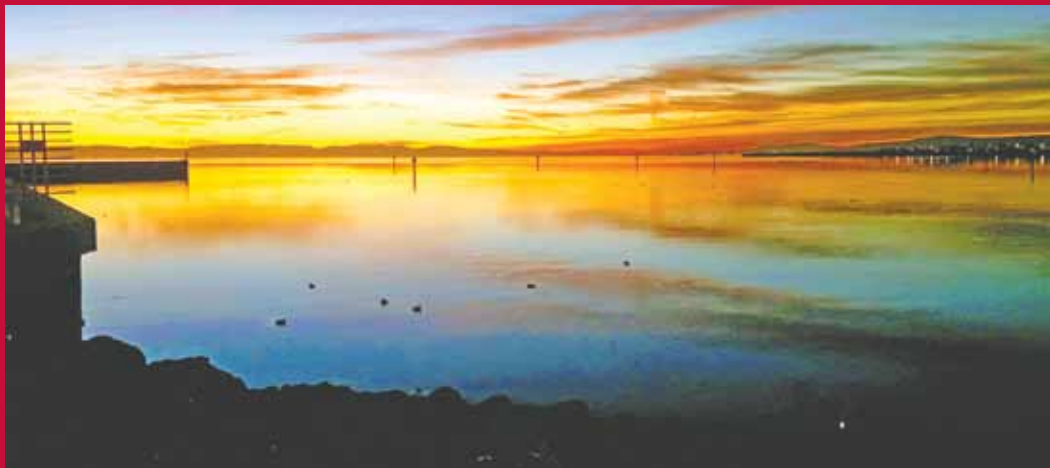
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making good humans at pysf

The Peninsula Youth Sailing Foundation, or PYSF, is on the move — both literally and figuratively. Over the past seven years, and under the leadership of Molly O'Bryan Vandemoer, PYSF has seen its numbers swell and its sailors enjoy junior-racing success. From August 7 to 11, PYSF will host the 2019 Chubb US Junior Championships, one of the biggest junior regattas of the year, and a really big deal.

That's the figurative "on the move." Now for the literal: After 15 years at the Port of Redwood City launch ramp, PYSF, which is a nonprofit, public-access youth sailing program, is moving down the street to Westpoint Harbor. It won't be far from what will become the Club at Westpoint, a new premier sporting and social club. Plans for a junior facility are underway and will take shape this fall.

"We're getting a whole lot of support from the Club at Westpoint," Vandemoer told us. "They came to us; they saw what we were doing and said, 'Let's be a part of this.' The Port [of Redwood City] has been really supportive as we've expanded, but we have reached our limit. I think it's really exciting that we're moving over there."

When Vandemoer took over PYSF in September 2012, the program had roughly 35 kids. "Now we have 120 that sail year round, and in the summer we add another 100 or so." In July's C420 North Americans at St. Francis Yacht Club, 18 teams represented PYSF. "That's huge," Vandemoer said. "It was a team effort across the board. We had a bunch of boats in the top 10 and all through the silver fleet — that's a good sign of a good program."

Originally from San Diego, Molly Vandemoer went on to stellar success in the sailing world. After attending the University of Hawaii at Manoa, she would eventually sail in the 2012 Olympics in London on the Elliott 6m, coming in fifth. She won the Women's Match Racing Worlds in 2011 and Snipe Women's Worlds that same year. Her coaching credentials include two years at the US Naval Academy, some time with US Sailing, and managing the Olympic development program for two years in that organization's infancy.

Is PYSF's success a function of Vandemoer's pedigree, the support of parents and the South Bay sailing community, or both?

"The reason we're successful is it's a lot of hard work — it's hard work from the kids that bought into the program and the parents that bought into the program. It's hard work from the coaching staff and all of us behind the scenes. The goal isn't just to win the regatta — that's a subgoal — the goal is that we want to make good humans and teach good life skills. We want to make team players who make their teammates better. It's everything involved with sports, like going to school and having a job and showing up to perform. In our program, we can have a guy that flips over and gets last in every race who is completely on the same page with someone in the top of the fleet. Everybody is on equal footing, and that shows a successful program to me. It makes me feel good. It took us a while — it took us years and years. But I like what we're doing."

Stephanie Ashworth, the board president of PYSF, is unequivocal in where she credits PYSF's success. "I would attribute 99.9% to Molly. She is an incredible person as far as an individual who can run a junior program." Ashworth said that Vandemoer has three qualities that make her uniquely exceptional: "She's an incredible sailor — she's an Olympian. She's a warm person, and now a parent who can connect with other parents. When you're dropping your child off and are a little nervous about them going out on a sailboat, it's nice to be met with reassurance and a warm smile. Finally, she has administrative skills. There are a lot of great sailors out there who can't organize themselves, but Molly is thorough, organized and thoughtful. She follows through and has a vision. We were originally operating out of a leaky, old abandoned trailer. She's the one who said, 'We can get containers from the Oracle program.' She's always pushed us to the next level." Ashworth agrees that sailing, more than

continued on outside column of next sightings page

the new and improved

This fall, the *Latitude 38* Crew List Party will move to the Bay Model in Sausalito, and we hope you're looking forward to it as much as we are. While we've enjoyed rubbing elbows with you at all our past venues, we're looking forward to being able to stretch our legs a bit (if we can shift metaphors and anatomy) and reaping the many accoutrements that more space affords.

For this Crew Party, we're partnering with Call of the Sea, which will be offering tours of the brand new tall ship *Matthew Turner* and the schooner *Seaward*. We



PYSF



LATITUDE / TIM

latitude crew list party

can't begin to tell you how excited we are for the chance to take a stroll aboard both of these amazing vessels.

We'll also have the Casablanca Moroccan & Mediterranean food truck, a bigger bar, and, gasp, a bigger parking lot. While we don't necessarily subscribe to the 'bigger-is-better' maxim, we do subscribe to the ethos of not battling (or paying) for parking.

But in the end, the real magic of the Crew List Party is all about the connections that you, dear reader, make. You

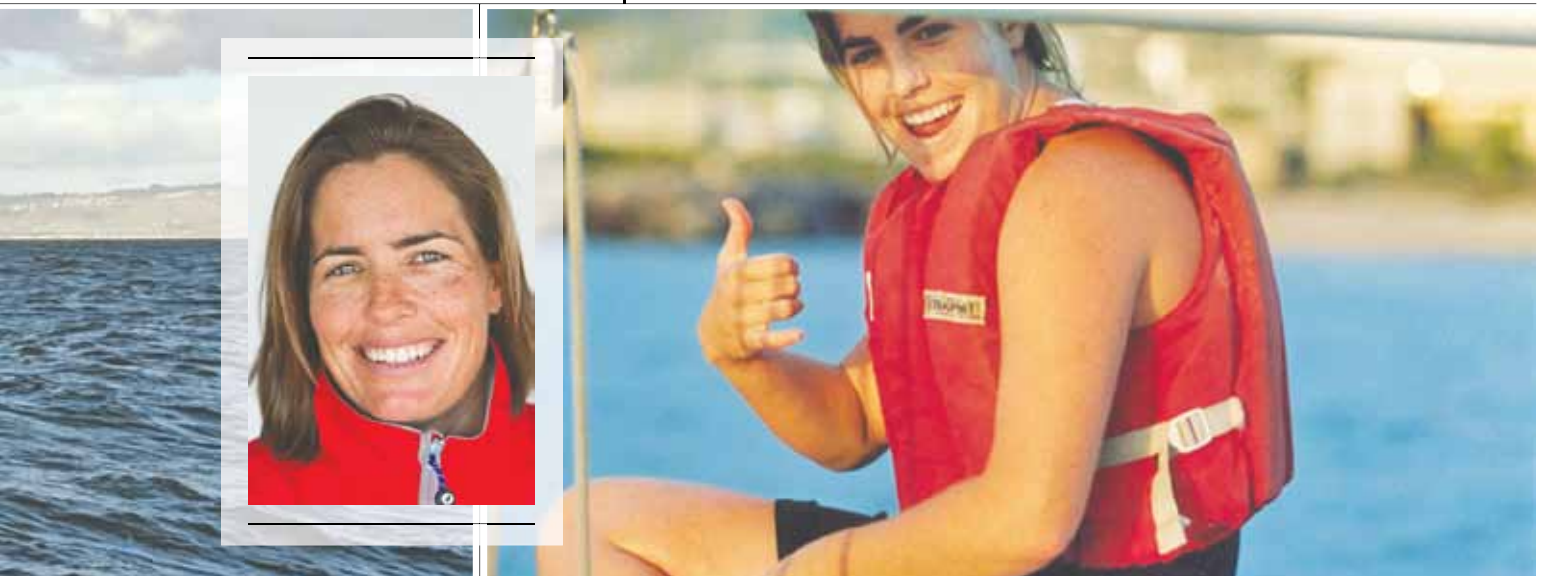
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pysf — continued

most other activities, teaches life skills. "With soccer or tennis or volleyball, it's very didactic; you do what the coach tells you to do. With sailing, you've got to figure out how to sail the boat. You're far more empowered. You do have to follow directions, but you have far more independence."

Ashworth said that PYSF's new location will offer the space to truly achieve the next level. "I met with people at Sail Newport [a well-established nonprofit public sailing center in Rhode Island] and there are similarities between our programs, but they are 30 years ahead of us." Ashworth said that the success of Sail Newport is a function of what happens with community support. Newport, RI, has the history and tradition of sailing, whereas Silicon Valley is a much younger community. "But with the same vision, we can make our

continued on outside column of next sightings page



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Clockwise from bottom right: The PYSF team is more than a bunch of good sailors, they're also good people; the old PYSF docks at the Port of Redwood City; learning to sail and race on the South Bay builds some serious skill; Molly O'Bryan Vandemoer has brought her sailing and administrative talents to PYSF; Vandemoer in her college sailing days in Hawaii.

PYSF

SIGHTINGS

good humans at pysf — continued

program like that. We have great weather and a phenomenal venue.

"I feel like Silicon Valley needs sailing, and sailing needs Silicon Valley," Ashworth added. "By need, I mean that people in Silicon Valley need the mental health benefits and broader aspects of the human experience that sailing has to offer. Hopefully we can find people in the two communities who mesh."

Vandemoer said that the Bay Area as a whole is a pool of people from everywhere, from salt of the earth to high-level executives. "Because we're a public program, there's an attitude of, 'Hey let's make this what we want it to be.' It's a different set of expectations, and people are all about it."

"Youth sailing is such a big part of any club," said Peter Blackmore, the president of the Club at Westpoint, which is helping to subsidize PYSF's rent, so that their move will be "cost-neutral." The new PYSF, which will be about three-quarters of the way out on the 'horseshoe', or breakwater that surrounds Westpoint Harbor, will have its temporary containers before the next phases begin. "We will be in a fundraising mode," Ashworth said, "then define the parameters of what a sailing center would look like. We should be coming up with that this school year."

Vandemoer agreed. "Our goal is that we have a building. I go with two-year plans. I'm in year five and a half-ish now, but I'm really excited about what the growth will be."

— tim

For more information about the Peninsula Youth Sailing Foundation, you can contact Molly Vandemoer at www.pysf.us.

update on elbe no. 5, or wander bird

As many of you know, on Saturday, June 8, the 85-ft German pilot schooner *Elbe No. 5* — known to a generation of Bay Area sailors as *Wander Bird* — was rammed by a container ship in the Elbe River in Germany and sank a short time later. Eight of the 43 people aboard were injured. All were released from area hospitals within a few days.

It's not clear why the collision occurred, though there is a heated debate in the opening of this month's *Letters* about exactly who is at fault (namely, the crew of *Elbe No. 5*).

A week after the collision, the ship was back on the surface, refloated by a combination of airbags, a patch over the holed hull and high-capacity water pumps. She was towed about 15 miles downriver to the renowned Peters shipyard in Wewelsfleth, which is about 30 miles from her homeport of Hamburg. There she was hauled out, revealing a gaping wound (please see the photo to the right). There is likely quite a lot more unseen damage, and that is currently being evaluated. (Interestingly, considering the horrific collision photos, there appeared to be little to no damage to the schooner's port topsides. Now it's obvious why: *Elbe No. 5* took the brunt of the impact from the container ship's bulb below the waterline.)

A lesser ship would have been kindling. But there is nothing lesser about *Elbe No. 5*. Heavily built for arduous North Sea duty, the schooner was launched in Germany in 1883 and served the next 40 years as a pilot boat at the mouth of the Elbe River. As *Wander Bird*, she spent 60 years in the Bay, privately owned (by Warwick Tompkins Sr. and later Howard Sommer) and moored in Sausalito. The schooner returned to Germany in 2002, and since then, her modern duty has been sailing tourists up and down the river. In 2018-2019, the ship underwent an extensive rebuild to her original specs in Denmark. She had only been back on tourist duty for a couple of weeks when the collision occurred.

Local and federal investigations into the cause of the collision are

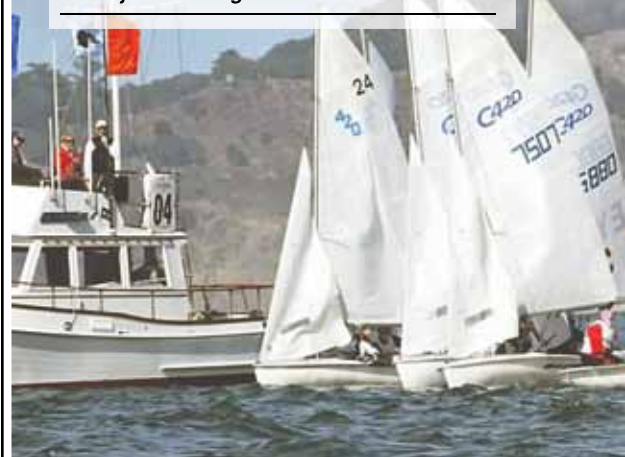
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crew list party

probably don't need us to remind you that over the decades, countless sailors have forged bonds, friendships, pacts, fellowships, camaraderie and countless other synonyms for sailing buddies. Some people have even forged romances and ended up exchanging vows. We can't make any guarantees here — we're not a dating service — but we will certainly set the stage. Whatever play gets acted out is entirely up to you.

Forgive us if we kind of assume that you've been to a Crew List Party before.

With all the energy and support going into PYSF, the sailing program is right in the thick of the junior-racing action.



DANIEL BENEKE

— continued

That's great, and we sincerely hope to see you again. But if you have friends and family who have never been, we hope that you do your best to convince them to come. If they're not yet "into sailing," then please consider this pitch: "Are you into partying?"

Sailors don't need to be told how awesome our sport and lifestyle is. But non-sailors might not have yet seen the light. As long as we're mashing metaphors, we hope you can help illuminate someone.

— tim

wander bird — continued

ongoing. We've contacted the ship's owners, Stiftung Hamburg Maritim (Hamburg Maritime Foundation), several times about the status and schedule of any repairs but so far have not heard anything back. We will certainly let you know when we do.

— jr

Editor's note: There was an error in our coverage of the collision in the July issue. It had to do with the translation of a video taken aboard Elbe No. 5 seconds before the accident. On it, several people are shouting in German and some of them are hard to hear. Our information at that writing was that the German equivalent to "Bear off!" was part of that conversation. It now appears that is incorrect; that phrase was not used. We apologize for the error.



PYSF



Bottom left: You've probably seen this photo of 'Elbe No. 5' being rammed by a containership on the Elbe River as many times as your kids have seen a Disney movie. It is miraculous that no one was seriously hurt or killed. **Bottom right:** The damage to 'Elbe No. 5' was severe, but not as bad as it could have been.

SIGHTINGS

the gidleys of sausalito, part 3

In 1973, when Mary Gidley returned from the transatlantic crossing chronicled in the documentary *The Raft*, the family moved to a rented apartment in San Rafael. "Then Cass moved out," said Mary. "He still had the *Yo Ho Ho*."

"That's when Galilee Harbor started in Sausalito," explained Mary and Cass's son, Memo. "After these guys got over their divorce we were all having Christmases and dinners and sails. I was down here all the time." (We were chatting with Mary and Memo aboard their Elliott 1050 *Basic Instinct* in Sausalito.)

Memo took up racing bicycles and motorcycles. Mary became a master swimmer. "We did open-water swims all over," Mary said. "Then, luckily, in 2010 I got the call to attend a meeting about reinventing Cass' Marina as a wooden boating center. Memo got me to go to the first meeting. I like the idea of wooden boats, I like the idea of having kids of all ages able to get out and learn about the Bay and the history of those boats and to work on the boats. If they don't work on

august in the

As the 11th annual Delta Doo Dah sailing rally enters its final month, we're looking forward to a few more weeks of relaxing in DIY mode, plus a mid-month weekend packed full of official events.

The Delta Doo Dah's 11th year coincides with Owl Harbor 10th anniversary celebration. The fine folks at that marina have packed the weekend of August 16-18 full of events such as dinner parties, live music and a movie night. The deadline for RSVPs sailed past in July, so hopefully you haven't missed the boat. Remember to call the marina at (916) 777-6055 for slip reservations or if you need to adjust plans you made earlier.



Above: Mary and Memo Gidley in 'Basic Instinct's' salon. Below: Fast, elegant and comfortable, the Elliott 1050 is seen here sailing in an SSS race this spring.



LATITUDE / CHRIS

WWW.NORCALSAILING.COM

delta doo dah

On Saturday night of that same weekend — August 17 — Bay View Boat Club has invited Delta Doo Dah fleet members to join them for their annual BBQ and dance party on Bradford Island. Much like that other San Francisco club (St. Francis YC), BVBC owns a little slice of Delta heaven on the San Joaquin River. But this property is mostly rustic, so don't expect swimming pools or mini golf — or even electricity and running water.

Cruisers should plan on anchoring out and bringing a dinghy or kayak to get to the dock. The venue has room for about eight or nine of our boats this year. We've

continued in middle column of next sightings page

Although some wooden boats already live there, the Cass Gidley Marina docks, at the foot of Napa Street in Sausalito, are not presently connected to anything.



LATITUDE / CHRIS

the gidleys — continued

them, they don't appreciate them or really care for them, just like having a pet. In 2014, we got the lease from the city of Sausalito. We have to wait until Dunphy Park looks a little bit better. It's kind of dug up and access is limited." Sausalito's Dunphy Park, in front of Cass' Marina, was completely torn out and is being rebuilt with a new layout.

"We have every permit that we need," said Mary. "We're shovel-ready. We just have to wait so we have better access. We've applied for a *Cosco Busan* grant. We're hoping that by summer 2020 we will have everything happening. We already have two Bear Boats, two Folkboats, the *Charlie Merrill*, a couple dinghies and rowing boats. We can't bring them here because we don't have access to the docks. We need an abutment and ramp first. It's going to be so much fun when we can actually give classes and teach sailing." The plans for Cass Gidley Marina include sailing classes for adults and kids, plus education about ecology, weather and navigation. "We've got a building there that we can hopefully convert to a classroom."

Mary is also a writer and is publishing her memoir, *Point to Point*, available on Amazon soon if not already. She's also written screenplays. "One of them was based on Cass and fish boats and my experiences when I was a young reporter," she said.

Mary and Memo have been doing well racing *Basic Instinct*, including doublehanded with the Singlehanded Sailing Society. They bought the boat in 2012 from Jan Borjeson at Corinthian Yacht Club in Tiburon.

"I've had the urge to sail in my blood all the time," said Memo, "and I got back into small boats about five or six years before that. I got a Nacra 18 catamaran. I was just hooked on that." Mary and Memo looked for a big boat for about a year. "I saw this boat on *Latitude*."

"He was looking for something that was fast, for racing," said Mary. "I was looking for something that I could sleep on and cruise on. And this boat, when we saw it, I was like, this has got to be it."

"It's nice 'cause we just work together," Memo said. "This year we've definitely been enjoying the SSS series a lot."

A professional race-car driver, Memo suffered a broken back and injured limbs in a devastating crash during the 2014 Rolex 24 Hours of Daytona. "My wife and I lived up here in Sausalito. It took me two months before I could get out of hospitals. When I got home, I was very uncomfortable. I was being driven around, and hopefully not over any reflectors on the road or hitting the brakes too hard. I was in a lot of pain. I used to be driven down to Clipper Yacht Harbor, and then I'd walk down the dock, down here."

"But you couldn't get aboard," commented Mary.

"I couldn't get aboard the boat. I couldn't go up that huge step and get aboard."

"He was checking to make sure I was taking care of it."

"Finally, I was able to get on it and get down below. I couldn't sit; I had to lay down flat on my stomach. And then eventually I was like, OK, I want to take the boat out, and I couldn't sail it, so I motored it out. My balance was completely messed up, so it was very difficult for me to walk up the decks without hanging onto something. My core was also very weak at that point. But it, like, brought back that movement and balance and core, and then I started sailing. And you'll see on this boat there are bean bags because I couldn't sit anywhere, so I'd put a bean bag down and sit on the bean bag, which was fully conformed to my body. One of my guys, Gary, would be behind me, and he'd move my bean bag from side to side when we'd tack," laughed Memo.

"Then we all decided we liked those bean bags."

"Yeah, then I got them for everything!"

"Got about eight of them."

"Then I started racing. I could only race non-spinnaker. It was definitely this boat and being back down here. This is where I was raised, anchored out. Being back on the water, just being back out here was for sure my recovery."

Read Part 1 of our interview with Mary and Memo in June's *Sightings* and Part 2 in July.

— chris

SIGHTINGS

kings of the beer cans

On June 24-29, the Alameda-based Olson 911S Blue Martini took on Latitude 38's Beer Can Challenge, sailing five beer can races on five consecutive evenings. Aboard for all five were Captain Bob Mathews and Instigator Mike Connor. Capt. Bob filed this report:

Monday Night Madness — Bay View Boat Club, San Francisco

We left a car in San Francisco and used public transport to get back to Alameda to sail over to BVBC. We picked up Craig and Terry in South Beach. We started downwind in a fleet of four boats in 10-12 knots under main and a #2/3 jib. We found a tricky dying ebb at the leeward mark and a nice lift on starboard on the way back. We finished the twice-around course in first place. The boat stayed in South Beach; we drove home in the car left in S.F. earlier.

Tuesday Night — Sierra Point YC, Brisbane

We drove to South Beach and sailed to Sierra Point in a building flood. Hurricane Gulch lived up to its name as we sailed past Candlestick. We found our overnight slip and waited for Joe, Mark and Saskia to join us. We started with the #3 in 17 knots gusting to 20, but figured it was a short upwind leg. A long run down to the leeward

continued on outside column of next sightings page

delta doo dah — cont.

sent out an email to the Delta Doo Dah fleet list to solicit RSVPs and to explain all the details. But there's still a chance to get in on the good times. If you haven't done so already, first register for the Delta Doo Dah at www.deltadoodah.com. Within a couple of days, you'll receive an email from Doodette Chris acknowledging your registration. A message from Larry White of BVBC, himself a Doo Dah sailor, will be included.

Registration in the Delta Doo Dah is free, quick and easy. The BBQ on Bradford Island costs \$10 (cash), and it's fine to BYOB. Wear your dancing shoes! (Or Top-Siders or flip-flops or cowboy boots.)

Registration for this year's Doo Dah will close at midnight on August 30.

— chris



Above, the Monday night crew, left to right: Saskia Connor, Craig Louttit, Mike Connor, Mark Showalter and Bob Mathews. Spread: 'Blue Martini' races up Carquinez Strait on a Thursday in Benicia.



The dock and anchorage at Bradford Island.



beer can challenge — continued

mark (made tricky by building flood) was followed by a starboard leg close-hauled. We hardened up for the reaching leg, quickly rounded, and tacked for a long close-reach to finish straight into stronger flood and the setting sun. Gusts built to 25-27. We finished third and enjoyed the grill and fine camaraderie at SPYC. We overnighted in Brisbane. The wind never died down completely overnight.

Wednesday Night — Richmond YC

We left Brisbane Marina around 8:30 a.m. On flat seas, we reached north on port in 15 knots of NW breeze that built to around 20. Building ebb helped us make good time. We got to RYC by noon, all on one tack. Mike took Lyft and BART to retrieve the car in S.F. while I waited for Lydia, Joe and Chris. We left the dock for the beer can in 18-20 knots with stronger gusts. We put in a reef and went with a Dacron #3, then shook the reef out. We close-reached in some ebb to the Bob Klein Memorial Mark, jibed, and headed back. We were fourth across the line, but RYC keeps no score, other than a bottle of wine for first place. Very civilized, especially when they also gave us a bottle of wine. The communal grills were very nice and the hospitality awesome. The boat stayed in Richmond; we went back to Alameda in Mike's car.

Thursday Night — Benicia YC

Early in the morning, we got a lift to Point Richmond where we stocked up on sandwiches and strolled to RYC. We left the dock around 10:30 and headed to Benicia in 12 knots, a nice reach with the #2/3. But a building ebb did not allow a VMG that would get us there on time. We set the iron genny and motorsailed downwind. Amazingly, the jib kept drawing. We followed the 10-ft depth contour lines after the Brothers, past Pinole, to the wharf at Davis Point. We found favorable tide in mid-channel and made it to Benicia YC in 6 hours, the last hour in puffy conditions to 20 knots. We waited for Bill, Chris and Saskia at the fuel dock. Benicia YC competitors sailing past on the way to the course — including Chuck Hooper from *Warwhoop*, a thrice-veteran of the Beer Can Challenge (once singlehanded) — cheerfully welcomed us. Flood was building and conditions were gusty, but we went with the #2/3. The start was crazy, with a short line and furious contrary tide. The upwind leg was a long ride up to Glen Cove in gusts around 23 knots. Then we went down to the jibe mark off the Benicia entrance and to the leeward mark, with a short ride to the finish line. Food and great fellowship with members followed. We came in fifth in our fleet of six — at least not DFL.

Friday Night — South Beach YC, San Francisco

We left Benicia around 6:30 a.m. to catch the end of quite a big ebb that saw us through all the way to the Brothers under iron genny. We raised the main a short while later and had a pleasant reach across the Central Bay in sunny but chilly conditions, and reached our destination around 12:30. Crew cancellations left us shorthanded. We decided to reef right around the time gusts reached 30 knots. With 15 minutes to our start, we still had to rig the #3. We got across the line a bit late and realized that we did not know what course we were on. We figured it out by process of elimination at the weather mark and sailed to the Alameda entrance channel mark. Halfway down, the breeze dropped to 15 knots, so we shook out the reef and changed up our headsail. We rounded the leeward mark in strong, adverse current. The wind died a short time later, but flood drove us down to a spot of breeze and we were off to the races again. It got gusty as we neared the ballpark. Two tacks and we were across the finish. We came in fourth out of seven, a scant 39 seconds behind third. Not bad for a shorthanded sail in what indeed turned out to be the most challenging race. We sailed back to Alameda in dying breeze and building ebb and had to start the iron genny near the channel entrance to get home.

It was a brilliant week of sailing with awesome camaraderie on and off the boat. Try it sometime!

— bob mathews

SIGHTINGS

a raid on the oyster pirates

When we ran part 1 of an abridged version of Jack London's A Raid on the Oyster Pirates in March, our narrator went "under-cover" to catch a murderous band of thieves in the act. Having been hired by Mr. Taft, an oyster-bed owner, London — along with Nicholas and Charley, his friends from the fish patrol — chartered the dumpy Coal Tar Maggie in Tiburon, then made a show of "acting in the manner of greenhorns." They sailed over to Asparagus Island (now Bay Farm Island in Alameda), clumsily anchored, and attempted to infiltrate a pirate band with characters like 'The Porpoise', named for his swimming abilities, and 'The Centipede', a man with long arms.

Having sufficiently impressed [the pirates] with our general lubberliness, Nicholas and I went below to congratulate ourselves and to cook supper. Hardly had we finished the meal and washed the dishes, when a skiff ground against the *Coal Tar Maggie's* side, and heavy feet trampled on deck. Then the Centipede's brutal face appeared in the companionway, and he descended into the cabin, followed by the Porpoise. Before they could seat themselves on a bunk, another skiff came alongside, and another, and another, till the whole fleet was represented by the gathering in the cabin.

"Where'd you swipe the old tub?" asked a squat, hairy man.

"Didn't swipe it," Nicholas answered, meeting them on their own ground and encouraging the idea that we had stolen the *Coal Tar Maggie*. "And if we did, what of it?"

"Well, I don't admire your taste," sneered the squat man.

"How were we to know till we tried her?" Nicholas asked, so innocently as to cause a laugh. "And how do you get the oysters?" he hurried on. "We want a load of them; that's what we came for, a load of oysters."

"What d'ye want 'em for?" demanded the Porpoise.

"Oh, to give away to our friends, of course," Nicholas retorted. "That's what you do with yours, I suppose."

This started another laugh, and as our visitors grew more genial we could see that they had not the slightest suspicion of our identity or purpose.

"Didn't I see you on the dock in Oakland the other day?" the Centipede asked suddenly of me.

"Yep," I answered boldly, taking the bull by the horns. "I was watching you fellows and figuring out whether we'd go oystering or not. It's a pretty good business, I calculate, and so we're going in for it . . . if you fellows don't mind."

"If you show yerself square an' the right sort," he went on, "why, you kin run with us. But if you don't" (his voice became menacing), "it'll be the sickest day of yer life. Understand?"

"Sure," I said.

We learned that the beds were to be raided that very night, and as they got into their boats, after an hour's stay, we were invited to join them in the raid with the assurance of "the more the merrier." We sat in the cockpit and discussed



Jack London photographs the frame of his 55-ft ketch 'Snark' in San Francisco in 1906.

part 2

the details of our plan till 11 o'clock had passed, when we heard the rattle of an oar in a boat. We hauled up our own skiff and rowed over, and found all the skiffs assembling, it being the intention to raid the beds in a body. To my surprise, I found barely a foot of water where we had dropped anchor in 10 feet. It was the big June run-out of the full moon, and as the ebb had yet an hour and a half to run, I knew our anchorage would be dry ground before slack water.

Mr. Taft's beds were three miles away, and for a long time we rowed silently in the wake of the other boats, once in a while grounding our oar blades. At last we came upon soft mud covered with not more than two inches of water. The pirates at once were over the side, pushing and pulling on the flat-bottomed skiffs — the full moon was partly obscured by high-flying clouds. After half a mile of the mud, we came upon a deep channel with dead oyster shoals looming high and dry on either side. At last we reached the picking grounds. Two men, on one of the shoals, hailed us and warned us off. But the Centipede and the Porpoise took the lead, and followed by the rest of us, at least 30 men in half as many boats, rowed right up to the watchmen.

"You'd better slide outa this here," a pirate said, "or we'll fill you so full of holes you wouldn't float in molasses." The watchmen wisely retreated before so overwhelming a force. Besides, it was in the plan for them to retreat.

We hauled the noses of the boats up on the shore side of a big shoal, and all hands, with sacks, spread out and began picking. Every now and again the clouds thinned before the face of the moon, and we could see the big oysters quite distinctly. In almost no time sacks were filled and carried back to the boats, where fresh ones were obtained. Nicholas and I returned often and anxiously to the boats with our little loads.

"As they pick farther and farther away," Nicholas said, "it will take too long to carry to the boats. Then they'll stand the full sacks on end and pick them up when the tide comes in."

Fully half an hour went by, and the tide had begun to flood, when this came to pass. Leaving the pirates at their work, we stole back to the boats. One by one, and noiselessly, we shoved them off and made them fast in an awkward flotilla. Just as we were shoving off the last skiff, our own, one of the men came upon us. His quick eye took in the situation at a glance, and he sprang for us; but we went clear with a mighty shove, and he was left floundering in the water over his head. As soon as he got back to the shoal he raised his voice and gave the alarm.

We rowed with all our strength, but it was slow going with so many boats in tow. A pistol cracked from the shoal, a second, and a third; then a regular fusillade began. The bullets spat about us, but thick clouds had covered the moon, and in the dim darkness it was no more than random firing. It was slow work, but every stroke carried us farther away from the shoal and nearer the shore, till at last the shooting died down; when the moon did come out we were too far away to be in danger. Not long afterward we answered a shoreward hail, and two Whitehall boats, each pulled by three pairs of oars, darted up to us. Charley's welcome face bent over to us, and he gripped us by the hands while he cried, "Oh, you joys! Both of you!"

When the flotilla had been landed, Nicholas and I and a watchman rowed out in one of the Whitehalls, with Charley in the stern-sheets. As the moon now shone brightly, we easily made out the oyster pirates on their lonely shoal. As we drew closer, they fired a rattling volley from their revolvers, and we promptly retreated beyond range.

"The flood is setting in fast," Charley said, "and by the time it's up to their necks there won't be any fight left in them."

So we lay on our oars and waited for the tide to do its work. This was the predicament of the pirates: because of the big run-out, the tide was now rushing back like a mill-race, and it was impossible for the strongest swimmer in the world to make against it the three miles to the sloops. Between the pirates and the shore were we, precluding escape in that direction. On the other hand, the water was rising rapidly over the shoals, and it was only a question of a few hours when it would be over their heads.

It was beautifully calm, and in the brilliant white moonlight we watched them through our night glasses. One o'clock came, and 2 o'clock, and the pirates were clustering on the highest shoal, waist-deep in water.

"Now this illustrates the value of imagination," Charley said. "Taft has been trying for years to get them, but he went at it with bull strength and failed. Now we used our heads."

Just then I heard a scarcely audible gurgle of water, and holding up my hand for silence, I turned and pointed to a ripple slowly widening out in a growing circle. It was not more than 50 feet from us. We kept perfectly quiet and waited. After a minute the water broke six feet away, and a black head and white shoulder showed in the moonlight. With a snort of surprise and of suddenly expelled breath, the head and shoulder went down. We pulled ahead several strokes and drifted with the current. Four pairs of eyes searched the surface of the water, but never another ripple showed, and never another glimpse did we catch of the black head and white shoulder.

"It's the Porpoise," Nicholas said. "It would take broad daylight for us to catch him."

At a quarter to 3, the pirates gave their first sign of weakening. We heard cries for help, in the unmistakable voice of the Centipede, and this time, on rowing closer, we were not fired upon. The Centipede was in a truly perilous plight. Only the heads and shoulders of his fellow-marauders showed above the water as they braced themselves against the current, while his feet were off the bottom and they were supporting him.

"Now, lads," Charley said briskly, "we have got you, and you can't get away. If you cut up rough, we'll have to leave you alone and the water will finish you. But if you're good we'll take you aboard, you'll all be saved. What do you say?"

"Ay," they chorused hoarsely between their chattering teeth.

"Then one man at a time, and the short men first."

The Centipede was the first to be pulled aboard, and he came willingly, though he objected when the constable put the handcuffs on him. When we had 10 in our boat we drew back, and the second Whitehall was loaded. The third Whitehall received nine prisoners only — a catch of 29 in all.

"You didn't get the Porpoise," the Centipede said exultantly, as though his escape materially diminished our success.

Charley laughed. "But we saw him just the same, a-snorting for shore like a puffing pig." It was a mild and shivering band of pirates that we marched up the beach to the oyster house. In answer to Charley's knock, the door was flung open, and a pleasant wave of warm air rushed out upon us.

"You can dry your clothes here, lads, and get some hot coffee," Charley announced, as they filed in. And there, sitting ruefully by the fire, with a steaming mug in his hand, was the Porpoise. With one accord Nicholas and I looked at Charley. He laughed gleefully.

"That comes of imagination," he said. "When you see a thing, you've got to see it all around, or what's the good of seeing it at all? I saw the beach, so I left a couple of constables behind to keep an eye on it. That's all."


—jack london

50TH TRANSPAC —

Winning Division 2, Jim Yabsley and Mary Compton's Santa Barbara-based R/P 70 'Taxi Dancer' drives past the Diamond Head finish line of the 50th Transpac Race from Los Angeles to Honolulu.
— photo Ronnie Simpson / www.ultimatesailing.com



THE BIGGEST ONE YET



When the Transpacific Yacht Club began organizing the 50th edition of their famous race to Hawaii, there was a generally accepted feeling that it would be a big one. With early interest expressed from prominent overseas programs, usual West Coast suspects and new teams, there was a lot of energy and enthusiasm behind making the 50th Transpac the biggest one yet. When more than 100 boats registered for the race, the excitement was palpable.

Coming off a year in which monohull and multihull race records were broken, the Transpac again attracted the world's fastest monohull alongside a trio of MOD70s and an absolutely massive fleet of various ocean racers. Cal 40s were back racing one-design for the first time in over a decade, and several handicap fleets ballooned into the double digits.

The 2,225-mile race from Long Beach to Hawaii has long been regarded as one of the most fun offshore races that one can do, and Transpac 50 only confirmed this. Though much of the last fleet struggled to get away from the coast in a dominant Catalina Eddy weather scheme, and 2017's course records were not eclipsed as a result, the 50th running of the Transpac delivered the goods in a huge way. With consistently windy 20-knot or higher conditions for much of the course, many multi-time race veterans sailed into Honolulu with their personal best times by a healthy margin — by all accounts, it was a windy year.

Those windy, glamorous, high-speed conditions came with a heavy toll. In the hard reaching section that makes up the transition between the coastal

west-to-northwesterly headwinds and the revered east-to-northeast trade-wind surfing runs, the record-size fleet suffered a relatively heavy rate of attrition with multiple rudder failures. Nearly every daily press release included a report of one or more rudders breaking and boats turning back to port, before the shocking tale of John Sangmeister's OEX. Again, rudder failure while hard reaching was the culprit, as the fabled Santa Cruz 70 *Orient Express* became (surprisingly) the first yacht to ever be lost at sea in the history of the Transpac race (though several have been lost at sea during deliveries, including Brian Petersen's Elliott 50 *Ran Tan II* before this race). The full story of the loss of OEX and the daring nighttime rescue by Roy P. Disney and crew on *Pyewacket* follows this race report.

In the end, the race maintained its impeccable record of safety, as no lives were lost. No one was very seriously injured, though there were certainly some incidents and injuries in the fleet.

At the head of the fleet was a thrilling race among the three ultra-fast trimarans, all with world-class talent aboard, while the world's fastest monohull lurked just a day behind. When boats began to trickle in, it became readily apparent that the second wave of starts had become the beneficiaries of the biennial weather lottery that is Transpac. As the last wave of starters crept away from the first, and the new breeze filled from behind, the middle group of starters were in the right place at the right time to absolutely rumble to Hawaii. After more than 2,000 miles of sailing, the J/125

50TH TRANSPAC —

design reigned supreme. A 41-footer that fully planes in a breeze, the J/125 excelled in all of the conditions on the race course and benefited from the best weather to capture an incredible four of the five top spots in Division 3 and the overall rankings.

Division 0 — Multihull

With a trio of MOD70s and arguably the world's fastest cruising boat, the Irens 63 *Paradox*, Division 0 hosted a truly impressive group of boats and sailors. Jason Carroll's *Argo* team, with East Coast navigator Anderson Reggio, managed to escape the evening glass-off imposed by the Catalina Eddy to jump out to a massive lead of about 100 miles after just one day of sailing. With *PowerPlay* next to escape and *Maserati* languishing far behind in third, the race was blown wide open from the get-go. "We were pushing really, really hard," comments veteran MOD70 sailor and *PowerPlay* crew Paul Allen, adding, "I can't ever remember pushing the boat that hard with *Phaedo*." With a crew that included legendary French multihull ace Loïck Peyron, *PowerPlay* was pedal to the metal for the entire race, constantly grinding down *Argo*, but with *Argo* pushing equally hard and covering her blue rival beautifully. Jason Carroll and crew managed a division win, crossing the finish just half an hour ahead of *PowerPlay* with an elapsed time of 4 days, 11 hours and 20 minutes.

Giovanni Soldini's *Maserati* sailed into Honolulu in third place, just six and a half hours off the pace, impressive given the level of damage sustained to the port-side ama and its appendages after

'Comanche' smashes through the briny seas to be the first monohull to finish.



TRANSPACIFIC YACHT CLUB

a massive collision and effecting repairs at sea.

Division 1

With Transpac 50 attracting so many entries, the fleet's premier monohull division was massive at 14 yachts. Certainly the headliner was Jim Cooney's

"This is our first race in this part of the world, and it's been a dream to race to Hawaii with the family."

VPLP 100 *Comanche*, but the division was deep, with very fast and well-known racing yachts from all over the West Coast and all over the world. Starting on Saturday, July 13, the third wave got off to the slowest start due to the strong Catalina Eddy. Only the two 100-footers and the trimarans were able to get offshore somewhat cleanly and into the stronger synoptic winds, while the rest

The 'Argo' crew celebrate their first-to-finish arrival in Honolulu.

languished in the Channel Islands for nearly a day. Once offshore, the boats reached the breeze, turning the race into a relatively quick affair, though outside the window of a new course record.

Just like back home in Australia, *Comanche* may rumble to an impressive line-honors win, but it's oftentimes a 52-ft grand prix boat that claims the victory on handicap. After taking second place overall in the 2017 Transpac to sistership *Invisible Hand*, Tom Holthus' Pac52 *BadPak* sailed to a win in the 2019 Transpac. A pragmatic size and design to win major offshore races on handicap, the TP52 and her various offshoots such as the Pac52 continue to cement their position as good all-around platforms with which to win on handicap.

Coming home in second place on corrected time and the third monohull over the line, Phillip Turner and Duncan Hine's R/P 66 *Alive* also continued to prove her merit on handicap, having won the last Rolex Sydney Hobart overall. The canting-keeler from Down Under is very narrow and easily driven, excelling in off-the-breeze conditions that often benefit the most slippery of boats and not necessarily the most powerful. Rounding out the podium in Division 1 was Jim Bailey's TP52 *Destroyer*, which, like *Comanche*, sailed with four members of the same family, alongside a stellar cast of characters.

While she is almost never a factor on handicap, *Comanche* did indeed finish first of all the monohulls with a time of 5:11:14, about 10 hours outside her record from two years ago. The fastest monohull on the planet, she managed to quickly pull away from *Rio100* while keeping some of the MOD70s honest in the early stages to quite easily claim the Barn Door Trophy in her first year of eligibility. The rule has just been changed



THE BIGGEST ONE YET

to allow boats with canting keels and powered winches to be eligible, reflecting an evolution of the race and the sport. "The winners of the Barn Door Trophy represent the progress of technology in the history of offshore sailing," said *Comanche* navigator Stan Honey. "Like *Dorade*, *Stormvogel*, *Windward Passage* and *Merlin*, *Comanche* very much deserves to be part of this history."

Comanche may be the most powerful monohull on Earth and pro'd up with the best sailing talent on Earth, but she is a family program through and through. Skipper Jim Cooney and his wife Samantha and sons Doug and James were all aboard for their inaugural Transpac, as the boat has changed hands since the 2017 race. "The important thing for us is sailing together as a family, and it's something that we've done ever since



TRANSPACIFIC YC

it was just a very good, fast race. To win the Barn Door twice, and then the Merlin Trophy — it feels fantastic! I'm happy to go down the list of trophies one by one!" exclaimed a jubilant Moshayed dockside after *Rio*'s arrival.

The crew of 'Comanche' poses with the coveted Barn Door Trophy.

division. Having just recently been refit and relaunched under the watchful eye of Dennis Choate and his team at Diversified Composites, the new *Taxi Dancer* is clearly quicker than ever. Combine that newfound speed with a stellar crew that includes some top talent, and *Taxi* was a force to be reckoned with. Battling with Edward Marez's Santa Cruz 70 *Buona Sera* right up until the end, *Taxi Dancer* prevailed to take a class victory by less than three minutes on corrected time. *Buona Sera* came in second, while the massively refit Bill Lee-designed custom 68-footer *Merlin* came in third.

Since sailing her first Transpac in 1977 and setting a course record that stood for an incredible two decades, *Merlin* has returned to racing Transpac after a lengthy time spent on the Great Lakes. *Merlin* sailed the race in 2017 under the ownership of her creator, Bill

David Chase and Carlos Brea's Fast 42 'Uhambo' finished under jury rig.



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The last monohull start on Saturday, July 13.

the kids were just barely big enough to get on board. It's hugely exciting; this is certainly a great family adventure for all of us. This is our first race in this part of the world, our first Transpac, and it's been a dream to race this boat to Hawaii with the family," explains Jim Cooney.

Manouch Moshayed and crew on *Rio 100* came smashing into the barn at sunset on Friday, July 19, to claim the Merlin Trophy, which is now reserved for the fastest fixed-keel boat in the race. With an elapsed time of 6 days, 9 hours and 8 minutes, it was *Rio*'s fastest Transpac race and established a new fixed-keel monohull course record. "Two years ago we hit debris and broke a rudder. This year, we only hit one big piece of rope. Altogether, it was a cleaner race. We had 18-20 knots of wind, and

pressive speed throughout the duration of the race to win the very competitive



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50TH TRANSPAC —

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Mark Surber's J/125 'Snoopy', one of four in the race, splashes down in Oahu.

Lee. She's now owned by Chip Merlin of St. Petersburg, Florida. Having also been significantly improved in the run-up to the race with a massive refit by Choate and company, *Merlin* has emerged from the shed in the best — and fastest — shape of her life. "The new *Merlin* absolutely hauls the mail," says bowman James Clappier. "With the new lighter mast, boom and carbon rigging, the boat has lost so much weight aloft that it just

We're really proud about it, and it's an awesome legacy of sailing that's continuing to be perpetuated for a long time to come, and that's just a great thing."

Division 3

The fastest division on the second day of starts, Division 3 made a clean sweep of the top five spots overall, with J/125s going 1-2-4-5. Only Bob Pethick's Rogers 46 *Bretwalda 3* managed to disrupt the all-carbon J/Boats' stranglehold on the top of the leaderboard, coming home

hour to win the division and the overall victory, the 41-footer from the Pacific Northwest will take home the King Kalakaua trophy for best corrected time in the race. "We are so excited and proud to have our hard work over the past few months get rewarded with this amazing trophy," said Dougherty. "The team was phenomenal; everyone worked hard but had fun too, and to be given this prestigious award is quite an honor."

The Bay Area-based *Velvet Hammer* came in second, with the crew raving about the many merits of the J/125 design, having only last year switched platforms from a Schock 40. "It's really an amazing boat," commented Zach Anderson after the race. "She goes upwind and downwind and reaches well. The harder it blows, the boat just keeps going faster and faster. It was simply amazing how fast we were able to go at times." Having come up just short of class and overall victory in their first Hawaii race with the new boat, Anderson indicated

The fabulous 'Chubasco', a 67-ft 1939 S&S yawl, swoops into Hawaii under two spinnakers.



OAXACA

Aboard the Tiburon-based 'Oaxaca', Michael Moradzadeh's division-winning SC50.

moves through the water better on every point of sail. Square the pole back in over 20 knots of wind, and you can keep going deeper but the boat doesn't go any slower, it just continues to go super fast."

While the boat may be under different ownership and recently altered, she's still 100% *Merlin* and stays true to the original spirit of the boat. Shortly after the race, *Merlin* spent a day at Waikiki Yacht Club taking junior sailors out, before sailing back to Santa Cruz and doing the same, in her run-up to the Rolex Big Boat Series. "It really is the people's boat," mast and grinder Keahi Ho explains. "Chip's really open about it and wants to have people come sail on it.

third in class and overall.

A relatively big gap in the results between third place and fourth and fifth makes the level of domination of the top three boats that much more impressive. At the front, Shawn Dougherty and Jason Andrews' J/125 *Hamachi* battled all race long with sistership *Velvet Hammer*, campaigned by Zachery Anderson and Chris Kramer. With *Hamachi* coming out on top by less than an



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THE BIGGEST ONE YET

that *Velvet Hammer* would likely be on the starting line of next year's Pacific Cup to again go for the gold.

With *Bretwalda 3* coming home third in class and overall, it was the second year in a row that a Rogers 46 placed on the podium of the overall standings, as the racer continues to build a reputation of its own.

Division 4 — SC50/52

The Santa Cruz 50s and 52s have a reputation for producing incredibly close racing to Hawaii, and this year was no different. Michael Moradzadeh's SC50 *Oaxaca* beat out John Shulze's SC50 *Horizon* by just 12 minutes. Dave MacEwen's SC52 *Lucky Duck* was only a handful of minutes farther astern.

Bill Guilfoyle's SC52 *Prevail* ran at the head of the fleet early, but dropped back after a hand and arm injury forced them to divert to a competitor to grab medical supplies. Fortunately, all is well and the crewman is OK.

Division 5

Patrick Broughton's famous 1964 S&S 72 *Kialoa II*, up from Australia, sailed to a second place in the small (three-boat) Division 5, finishing behind Tom Barker's Swan 60 *Good Call*.

Division 6

Scott Grealish's J/121 *Blue Flash* sailed to a comfortable division win. Scott sailed with his son Sean and a group of up-and-coming junior ocean racers. Cecil and Alyson Rossi's Farr 57 *Ho'okolohe* came in second to a roar of approval from the local Honolulu crowd.

Charles Devanneaux's super-trick Figaro 3 *A Fond le Girafon* sailed to fourth place in this large division. The first hydrofoil-equipped monohull to compete in the Transpac, the boat again represents the constant technological evolution of the sport. In last year's Pac Cup, the foil-equipped Beneteau sailed with an 'experimental' rating.

David Chase and Carlos Brea's Fast 42 *Uhambo* sailed across the finish line under a headsail jury rig, with a large portion of her mast hanging down. But *Uhambo* completed the race and earned a 10th-place score.

Division 7

The syndicate-owned S&S yawl *Chubasco* sailed to a comfortable win in Division 7. With top-tier talent aboard, she was hard to beat all the way down the race course and came ripping into



Diamond Head on a windy, sunny day with two asymmetrical spinnakers set, making for some of the best photos you will ever find in a yacht race.

Division 8

Dean Treadway's classic Farr 36 *Sweet Okole* sailed back to her place of birth to win yet another Hawaii race. With a California and Hawaii crew aboard, the cold-molded racer just barely managed to surf that fine behind into first place.

Christopher Lemke and Brad Lawson's Hobie 33 *Dark Star* finished in second place, just six minutes off the pace on corrected time after a quick 11-day passage. The other two Hobie 33s in the race suffered rudder failures and withdrew, making it safely back to Southern California.

Division 9

Ian Ferguson's Norwegian-flagged Wasa 55 *Nádelos* sailed to the win over Christian Doegl's veteran Swan 461 *Free*

Chip Merlin's 1977 Bill Lee sled 'Merlin', with her paint scheme restored to some semblance of the early versions, arrives in Oahu.

and Russ Johnson and his fun crew on the Jeanneau 52 *Blue Moon*, navigated by the talented Paul Kamen.

Division 10 — Cal 40

The Eddy family's *Callisto* won the six-boat Cal 40 class, which was sailing together in Transpac for the first time in more than a decade. Rodney Pimentel's Alameda-based *Azure* took second in division while Don Jesberg's gorgeous Belvedere-based *Viva* came home third.

Check back next month for a final recap that is focused more on anecdotes and crew profiles. We'll include the scoreboard, and, Lord willing, a few more shots of *Chubasco*.

Meanwhile, find more info and photos at <https://2019.transpacyc.com>.

— ronnie simpson

DISASTER AND DELIVERANCE

In the early hours of July 15, not far past Catalina Island and around 24 hours into the 50th Transpac, there was a loud bang aboard the Santa Cruz 70 *OEX*.

"We worried, initially, that we were going to go into a crash jibe, and we were preparing for that. We realized quickly that: a) we had no steering whatsoever, and b) we were taking on water pretty quickly," said *OEX* owner John Sangmeister in a video shot at night on the dock in Marina del Rey. Roy P. Disney was also interviewed in the video.

Sangmeister said that *OEX* had been reaching along with a reef in the main, a jib and genoa staysail; they were doing nearly 17 knots in roughly 18 knots

of wind. At this writing, it's not clear what went wrong on *OEX*.

"Ryan Breymaier and Eric Berzins were in the back; they took the quadrant off the rudder post . . . it appeared that the entire lower rudder bearing had blown off, and the rudder was 'can-opening' the bottom of the boat," Sangmeister said matter of factly. "Ryan sat on top of a bucket to try and stop the water intrusion, and was blown off as if it was a geyser. Chuck Clay, Randy Smith and Greg Weeger were tossing buckets of water up to me on deck while Matt Bryant was getting rafts ready to go. Brendan Busch did a great job on the radio, and got through to the Coast Guard."

The Santa Cruz 70 *OEX*, formerly

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known as *Silver Bullet*, has been crewed by a list of legends over the years. "Mark Rudiger, Commodore Tompkins, Patrick Adams, Robert Flowerman — the usual Sausalito mob — sailed on her a couple of times," said Eric Steinberg of Farallon Electronics. "The 70s were a big damn deal back then." Steinberg said that *Silver Bullet* went to the Pacific Northwest and had a number of modifications done before Sangmeister bought the boat when it had been converted to "turbo mode."

At the same time the Coast Guard picked up OEX's distress call, another boat was listening in.

"I was just waking up, and you could just hear something urgent in the sound of the voice [on the radio], and then we heard the words OEX, and Benny [Mitchell] and I looked at each other and said, 'What the heck's going on?'" said Roy Disney, the owner and skipper of *Pyewacket*, in the video shot on the dock.

Paul Cayard was also onboard the Andrews 70 *Pyewacket*. On his website, www.cayardsailing.com, he wrote that as Ben Mitchell was hearing the distress call, Cayard asked navigator Tom Addis to check OEX's location. "We soon found out that the sinking yacht was just three miles and almost directly ahead of us," Cayard wrote. "In an instant, and without hesitation, our mind-set shifted from full race to full rescue. At 15 knots of boat speed, the target would be just 12 minutes ahead. It was dark and fairly windy. There was a lot to do."

Cayard said that for the crew of veteran ocean racers, going into rescue mode was quick and automatic. "We slowed our boat and dropped, flaked and lashed down all three sails. We made sure all lines were out of the water before starting the engine. Doing any of the above tasks incorrectly could have rendered us useless as a rescue vessel. The very experience that we on *Pyewacket* were planning to put to use to win a race got put to use for a much higher purpose."

Scott Easom was among the veteran crew aboard. "Everybody did such a great job. It could have been so much more difficult and dangerous than it actually was."

Sangmeister said that when he saw *Pyewacket's* running lights, there was nearly five feet of water inside the boat. "I was sitting on the aft cockpit with up to eight inches of water around me. I said, 'OK boys, it's time to go.'" Sangmeister said there was a water-tight bulkhead in OEX's bow. He was wor-

ried that the boat would go down by the stern, causing the mast to land on top of the rafts.

"We came upon the eerie sight of a mainsail that was going under the waves," Disney said. "It's a pretty tragic thing to see — and these two lifeboats tied together with flashing lights on them. It would [have been] too dangerous to put rigs next to other rigs in a rolling sea to try to rescue people. There was no panic, there was no stress — other than guys getting into a lifeboat in the dark in the middle of the Pacific. But everyone handled it perfectly. It's a tribute to sailors in general in our groups."

Easom said that as they were pulling OEX's crew out of the rafts, "They were saying, 'I'm sorry!' They knew how important [the Transpac] is to us; they were sensitive, and we appreciated that." Easom said there was a brief discussion about continuing the race, though it never gained much traction. "There was some talk about taking them to Avalon, but we had consumed a lot of food and fuel; we quickly said no. Plus, your mental state is completely different. It would have been difficult to recapture the competitive spirit. It just didn't seem right."

Pyewacket sailed back to Marina del Rey in about a day. Sangmeister said the *Pyewacket* crew were gracious hosts who looked after his crew. "We had ribs and wine," Disney confirmed. "All 19 of us."

Back at the dock, Sangmeister turned to Disney and said, "Roy, I'm really sorry we ruined your race." Disney laughed. "And I'm sincerely grateful for the efforts of Roy and the *Pyewacket* crew and the United States Coast



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Above: 'OEX' at the start. Below: The combined crews of 'OEX' and 'Pyewacket' arrive safely in Marina del Rey.



ALLYSON BUNTING / WWW.ULTIMATESAILING.COM

Guard."

"Well, I appreciate that," Disney said. "Rule number one in the race handbook is save lives. There were no other choices for us. It was the obvious thing to do. I don't think any of us could have lived with ourselves if we had sailed on. We did things we had to do."

"How deep is the water?" joked Eric Stienberg. "Let's get OEX back!" Stienberg reflected on the larger loss to the sailing community. "I think other than the immediate loss of a boat to a California owner who's a pretty nice guy, it's the loss of this really well-built boat. It was Santa Cruz craftsmanship at its finest level that just doesn't exist anymore. So now there's one less. There is a significant percentage of Santa Cruz 70s now at the bottom of the ocean."

— latitude / tim

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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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September 1, 5 p.m. Sunday – Deadline
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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 26, 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
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November 3, 1 p.m. – The Annual Ha-Ha
Halloween Costume Party and BBQ.
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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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AROUND THE NEXT CORNER



Why would anyone want to cruise the doldrums? The Intertropical Convergence Zone, or doldrums, that hover near the equator is the opposite of classic trade-wind sailing, and, instead, is famous for being hot and windless with bouts of rainy squalls. However, generalizations and stereotypes are often misleading, causing many of us to miss the beauty and opportunity available once you get past your prejudices.

By avoiding cruising near the equator, one of the places you might miss is the crowded, smoggy, hectic, sweltering

but undeniably beautiful Republic of Indonesia, which sits more or less right on the equator. The fourth most populous country on the planet, Indonesia extends east off Southeast Asia and is becoming known as the epicenter of plastic pollution. But these impressions are similar to those you'd get by defining the US with a visit to Manhattan instead of Montana.

With more than 17,000 islands, Indonesia is also the largest archipelago nation in the world (about 6,000 of its islands are inhabited). For comparison,

there are about 3,000 islands in Maine and 7,000 in the Caribbean. On most of its islands, there are beautiful beaches, azure-blue waters, thousands of harbors and very friendly people. With the northern portions of the country sitting at latitude 0, Indonesia is stiflingly hot and humid, with light winds but few tropical cyclones.

We recently joined a group of friends on a diving excursion to eastern Indonesia to some of the most pristine coral reefs in the world. While not a sailing vacation, it was an insightful immersion into the local cruising scene — and an interesting contrast to the country's famously polluted tourist destinations in Bali and the capital of Jakarta. It was hot, but there were local afternoon sea breezes, with occasional showers to keep us cool during our end-of-March trip.

Before heading out, we searched *Latitude's* archives for previous coverage on cruising Indonesia. There's not much there. We did read about Jim and Kent Milski sailing through the archipelago aboard their Schionning 49, *Sea Level*, in 2001, Tom and Liz Morkin cruising their Spencer 51, *Feel Free*, in 2005, and SV *Delos*, the Amel Super Maramu 53 of YouTube fame (which hails from Seattle and is a Pacific Puddle Jump veteran), cruising through the islands in 2013. But Indonesia doesn't appear to be well traveled by California sailors, as opposed to the highly frequented cruising grounds of Tahiti, Tonga, Fiji and the other South Pacific islands.

Our travels took us to Raja Ampat, which is world-renowned for its unique ecosystem, including thousands of

We saw a few sailboats on the hook at Raja Ampat, from a 40-ish-ft dive-centric sloop (main photo) to a super-sleek-looking megayacht (inset).



ALL PHOTOS LATITUDE / JOHN



small islands, or karsts, which are the sharp limestone pinnacles protecting the harbors and reef systems. Raja Ampat makes for beautiful and remote cruising grounds. We saw a small handful of sailboats, a couple of large megayachts and a modern marina with a fleet of first-class catamarans.

Surely, the remoteness of the Raja Ampat region contributes to the lack of cruising boats. This also means there isn't much in the way of marine services, so you have to be pretty self-sufficient to spend much time there — but "getting away from it all" is, of course, one of the many reasons to go cruising in the first place. The remoteness also means that Raja Ampat is uncrowded and virtually untouched by the plastic pollution seen around the well-traveled parts of the Indonesian archipelago.

We dove the reefs around the Raja Ampat region, starting around the Misool Eco Resort in the south, to Wayag Island in the north, crossing the equator in the process. These waters are well-traveled by the liveaboard dive boats that operate out of the main city of Sorong on the western edge of Papua (which is also home to the airport).

As sailors, most of our cruising thoughts revolve around finding secure, protected anchorages. Because we were in diving mode, we thought about how to find safe anchorages without damaging

limiting, is still a spectacular option. We learned to get comfortable with the ubiquitous blacktip reef sharks that have made a huge comeback, as the shark-finning industry has declined.

Top photo: The natural beauty of Raja Ampat, and Indonesia at large, is truly stunning. Below: From east to west, Indonesia is slightly larger than the United States. (It's a five hour plane ride to Papua.)



the incredible reefs we were exploring. Being the bread and butter of the active, liveaboard dive trade, the boats use big anchors and big windlasses to drop the hook away from the reefs on sandy bottoms found in 70-plus feet of water. For a cruiser in a 40-ft boat, this would be challenging, but possible.

If you're cruising with scuba gear and a compressor, you'll find amazingly abundant reefs with incredibly clear water. Snorkeling, while a little more

While nature in Indonesia — and the entire world — has been under assault with a swelling global population growth and poor fisheries management, it's still amazing to see how resilient it can be, once protected. We saw abundant signage dedicated to coral protection, proper plastic disposal and encouragement for general respect for the environment. Fishing is still hugely important for both food supply and jobs, but smart management is critical to achieve sus-

JOSHUA LINDSAY

AROUND THE NEXT CORNER



The unique and dramatic geography of Raja Ampat lends to its exceptional, breathtaking beauty and rich sea life.

tainability. The pristine and uncrowded waters attract tourist dollars like ours, which also brings income and support for sustainability initiatives.

The prime dive prize was swimming with huge, oceanic manta rays, which have a 16-foot wingspan and come from deep water to hang around the 'cleaning stations', or stretches of reef that attract tiny fish that nibble on the bacteria that grow on the mantas' skin. Over the course of about eight dives, we saw a few of them in about 20 to 40 feet of water swimming close by while we burned up our air supply. Some rays came within a few feet of us, and we were more than a little tempted to reach out and touch them.

For a closer-to-home experience diving with the giant mantas, some cruisers, such as Bruce Balan and Alene Rice of the Cross 46 trimaran *Migration*, have been staying in San Benedicto, Mexico. The couple recently told us that they were having such an amazing time diving with giant mantas, sharks and dolphins that just 17 miles into their trip to the Marquesas they decided to turn around and stay another season.

Besides diving, other explorations included a swim through a 200-yard-long cave full of bats, with cathedral-high ceilings, as well as some sweaty hikes to the peaks of the karsts. Once at the summit, we found incredible views of the surrounding islands and clear waters below. We're not sure what they count as "islands," but the hundreds of small lumps we saw make it easy to see how Indonesia is such a large archipelago. The karsts are made up of very sharp limestone, which require solid-soled reef shoes for

us soft-soled tourists — but the locals somehow climb up and down barefoot.

Indonesia is also home to enormous pearl farms, meaning, in some areas, there are acres and acres of buoys with line strung between them. They're tended by communities of pearl farmers living in villages above the water on stilts. These households protect and clean the oysters. These communities, one of which had a small soccer field built on the stilts, look like they could have 100 or more permanent-resident families living over the water.

While there were solar panels for electricity, fresh water and sewage treatment look like they all work *au naturel*. Along

with the reefs, the pearl farms would be one of many reasons not to be moving around at night on your boat — or your dinghy. We were waved off by some locals following close behind as we zipped through the oyster-farm minefield in an inflatable, though the people in the villages seemed happy to see us come by.

Clearly, this is remote cruising. As mentioned, the few sailboats we did see were either well-equipped and crewed megayachts, with everything and more aboard, or a few hearty-looking cruisers from Europe. The typical cruising path around the world appears to have people entering Indonesia farther to the southwest, as they come up from Australia and

One of the many floating homes of Eastern Indonesian pearl farmers.



head toward Bali. However, if you're an explorer and diver, heading farther north and east from Australia toward Raja Ampat is well worth the time and distance.

Because tropical cyclones don't hit the region, the weather is mostly benign, shifting from squally ITCZ weather to drier but still hot and humid seasons. Since Indonesia sits along the Ring of Fire (and is home to the historically explosive island of Krakatoa), natural disasters are not uncommon. Last year, a horrific tsunami struck the island of Sulawesi, which lies in the northeast of Indonesia. But, as on the US West Coast, earthquakes and tsunamis are no reason to stay away.

Natural beauty is certainly a draw, but Indonesia also has friendly people, an interesting culture and amazing food. We'd like to hear from other cruisers who've explored



Most trips to Indonesia — the largest Muslim country in the world — begin and end in the capital Jakarta. We met some friendly locals in the city's old town, Kota, home to Dutch colonial buildings.

more of the vast island nation. We kept thinking that we'd find more cruising boats hiding in some cove around the

take at least several lifetimes of cruising to truly discover all there is to explore in Indonesia.

next corner. They never appeared, but, admittedly, we only saw a fraction of the islands on offer.

As with most cruising destinations, we were left wondering what else is out there. We can't wait to go back and find out.

latitude / john

Cruising Guide to Indonesia is a highly recommended book by Andy Scott, who started his boating life working the San Diego sportfishing fleets. He eventually sailed all over the world, settling in Indonesia in 2005 and skipping charter boats. From the book and our short cruise, we realize it would

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A large, dark, craggy rock formation dominates the right side of the background image. In the foreground, a smaller, mushroom-shaped rock sits on the beach. The ocean is visible in the distance under a clear blue sky.


VOLUNTEERING

A few month back I had the opportunity to give back to the sea, which has provided my place of business and my playground, and has stolen my heart.

I signed on for a three-month volunteer position aboard a former 110-ft Coast Guard cutter, the *M/V John*

supporter of this group's direct-action approach, which backs up its mission statement: "To end the destruction of habitat and slaughter of wildlife in the world's oceans." Having long been aware

of the atrocities committed by greedy poachers, I felt I could no longer just 'sit on the sidelines' passively, so I reached out to Sea Shepherd, and offered my time and expertise.

I joined the *Dejoria* in the Northern Sea of Cortez during Operation Milagro. Our job was to track down illegal gill nets left behind by poachers whose prize was an endangered fish called totoaba. Their swim bladders fetch huge sums of money on the Asian black market. The discarded nets float below the waterline, entangling marine life, including the nearly extinct species of small porpoise called the vaquita, which is found only in this refuge.

On my first day I was assigned as second officer. After a brief tour of the bridge, I was on the helm maneuvering the dual engines while the foredeck crew was pulling up a net by hand. I witnessed a large bat eagle ray, struggling, while our resident marine scientist gently cut the net around the ray, placed it on a canvas stretcher, and lowered it into the sea. As I watched the ray swim away, free, a feeling came over me that I will never forget. It reinforced

my reasons for getting involved.

I found it easy to adjust to living aboard in tight quarters with fellow

Our job was to track down illegal gill nets left behind by poachers.

crew of various ages, nationalities and backgrounds, as we were all ocean lovers and we quickly developed a work-hard, laugh-hard camaraderie whether in rough seas or doing gritty deck work.

Our next stop was Mazatlan for ship repairs. Our ambitious crew painted, polished, and maintained engines. My

Busting the bad guys: Registered in China, the 750-ft 'Damanzhao' is believed to be the world's largest illegal fishing vessel.



Offloading illegal poachers' nets, which will be recycled into bracelets and other goods that Sea Shepherd sells as a fundraiser.

Paul Dejoria, named after her generous benefactor. The *Dejoria* is one of a fleet of 11 motor vessels and one sailing vessel in different areas around the world, run by the international nonprofit NGO Sea Shepherd. I've been a longtime

FIGHTING THE GOOD FIGHT



The former cutter 'John Paul Dejoria' today.

Although its direct-action approach to ocean conservation has often been controversial — particularly years ago in regard to Japanese whaling operations — the Sea Shepherd organization has endured since 1977, and continues to operate a variety of campaigns internationally.

For more information, see www.seashepherd.org.



TO FIGHT THE GOOD FIGHT

friend Christian, who, like me, crews aboard the Baja Ha-Ha mothership *Profligate*, had landed a position onboard the *Dejoria* as safety officer and bridge crew, lending his skills as a paramedic and firefighter.

After the repairs were completed, we were ready for our next assignment, which took us to Peru. As we approached the equator, our captain observed the nautical tradition of celebrating the first-

On an eerie, misty morning, we motored around this notorious ship.

timers' equator crossing. He slipped the engines into neutral, and Christian, our senior 'pollywog', was the first to dive in and swim across the imaginary line that divides the hemispheres, leaving the

other newbies scrambling to catch him and officially become 'shellbacks'.

While near the Galapagos Islands for a refueling lay-over, Christian and I were on bridge watch just at sunrise when we saw a large spout off to starboard! For the next hour we were treated to a visit from some of our 'clients'. Several pods of sperm whales surrounded us as we shut off the engines and drifted a respectful distance away from the massive cetaceans. Our sleepy shipmates were happy to be woken up for this rare treat.

Upon arrival in Lima to clear customs, we docked in the bustling harbor of Callao, surrounded by local fishing boats that were offloading squid and processing their pungent catch 24 hours a day. Always trying to blend

humor with less-than-enjoyable situations, we nicknamed this harbor Squid Roe in honor of the Baja Ha-Ha's favorite dance bar in Cabo San Lucas.

We soon headed north to Chimbote, to gather intel, and to document the world's largest illegal fish factory vessel, *Damanzaihao*. On an eerie, misty morning, we motored around this notorious ship, which was anchored with its four smaller vessels barnacled alongside. Our drone pilot captured video of the *Damanzaihao*'s illegal operations, as the ship's small crew looked curiously upward, watching the drone dodge equally curious seagulls.

After arriving in Panama, we learned that partly as a result of our evidence, the Peruvian government had barred *Damanzaihao* from departing the country, and multimillion-dollar fines were



The 'John Paul Dejoria's' resident marine scientist cuts away a piece of discarded net, and frees an entangled ray.

pending. Helping to prevent this vessel's operation, which is capable of processing over half a million tons of marine wildlife a year illegally, made all of us onboard feel our efforts had been worthwhile.

Regardless of your age and boating experience, *Sea Shepherd* is constantly in need of volunteers on sea and land — enthusiasm and passion being the main requirements. To learn more about the organization see: www.seashepherd.org.
— Lynn Ringseis

Joining this international conservation campaign was a first for former Caribbean charter operator Lynn Ringseis.



TAHITI RENDEZ-VOUS —

When a fleet of ordinary sailors completes a goal as ambitious as crossing three or four thousand miles of open ocean *nonstop*, it's only natural that they'd want to do a bit of celebrating, right?

And when the place they've arrived at has cultural traditions as rich and colorful as French Polynesia's, it's not surprising when that celebration becomes a highlight of every participating sailor's South Pacific cruise.

As regular readers can guess, we're referring to the annual Tahiti-Moorea Sailing Rendez-vous (June 21-24 this year), a four-day event that includes several highly spirited traditional music and dance shows, an interisland 'rally-race', a full day of traditional Polynesian sports highlighted by six-person outrigger canoe races, a couple of meet-and-mingle cocktail parties, fire dancers and more.

Yeah, it's a pretty good time. And it



While drummers pound out a rapid-fire cadence, an artful dancer thrills her audience of sailors with impossibly elastic moves.

costs little to enter, as support from a wide range of South Pacific partners (and *Latitude 38*) covers most of the costs.

As you may have heard from other sources, wind and seas in much of

French Polynesia have been unusually rowdy in recent weeks — so-called *Maramu* conditions — which led many crews to await milder weather in the shelter of various Tuamotu atolls before making the 200-mile crossing to Tahiti. As a result, this year's Rendez-vous fleet was substantially smaller than in many previous years — 27 boats rather than 40 or 50.

But with the smaller fleet size strangers seemed to get acquainted more quickly than usual, there was a bit more swing room in the Cook's Bay anchorage, competition might have been less intense in the canoe races, and they never ran out of wine or rum punch at the cocktail parties!

Maramu or not, some crews had vowed to attend this well-loved event

The pictures tell the story. Clockwise from upper left: 'Archer' glides across the finish line; fiery business; rainbow's end in the lagoon; canoes sprint to glory; Tara takes a dance lesson; fruit-carrying fun; spinnaker duel; Elizabeth shows her strength; 'tug-of-warriors' do battle.



THE FABULOUS FÊTE FOR PASSAGE-MAKERS

months earlier and weren't about to let sloppy swells and winds in the 30s spoil their fun. Among them were Tara and John Travers-Stephens of the San Francisco Bay-based Tatoosh 50 *Endeavour*. On their sprint to Papeete the night before the Rendez-vous began, they clocked gusts in the mid-40s.

As in past events, this year's Rendez-vous began Friday afternoon with a gathering of crews on Tahiti's downtown quay, just a coconut's toss away from Marina de Papeete, where many newly arrived cruisers were berthed.

As sailors from a half-dozen countries checked in and picked up their swag bags and event T-shirts, both old

and new friends compared the highs and lows of their passages and queried each other's future game plans. Those who'd gone to the effort to procure Long Stay Visas before leaving the West Coast now had the luxury of exploring French Polynesia's five archipelagos for a full

The UK-based Centurion 45 'Water Music' blasts toward Cook's Bay after the new breeze finally arrived.

year. Others could practically hear the stopwatch ticking down on their standard 90-day visas. To help them solve the conundrum of "where to next?" representatives from Fiji, New Caledonia, New Zealand and Australia had flown in to answer questions on route planning, marine services, and prime shoreside attractions in their countries.

Once all had checked in, Rendez-vous organizer Stephanie Betz (of Archipelagoes) laid out the simple plan for the

next morning's low-pressure, 15-mile 'rally-race' to Cook's Bay — a stunningly beautiful indent into the north shore of Moorea. She then gave an in-depth chart briefing on cruising Tahiti's Leeward Islands, which lie roughly 90 miles northwest of Moorea.

Later, after a heartfelt welcoming speech by Hironui Johnston of the Ministry of Tourism, drinks were hoisted with the Ta-



TAHITI RENDEZ-VOUS —



"Ah, you mean like this?" We've never yet seen a cruiser who could dance like a Tahitian. But it's certainly nice that they invite us to try.

hitian toast, "*Manuia*," and a troupe of heavily tattooed dancers gave many fleet members their first sampling of authentic Tahitian dance moves that have been passed down for generations.

Fortunately, the threat of rain had abated for Saturday's crossing to Moorea, but the morning breeze was

Spinnakers began popping open and the fleet began to move, ever so slowly, toward the misty profile of Moorea.

frustratingly fickle off the north coast of Tahiti. The rally committee was just about to propose a "rolling start," to get everyone moving offshore, away from the lee of the island, when a light breeze of 6-8 knots piped up — seemingly just enough for the fleet to run the course. Just after the start, spinnakers began

popping open and the fleet began to move, ever so slowly, toward the misty profile of Moorea.

The bright-red San Francisco-based Outremer 51 *Archer* quickly earned the status of being 'the boat to beat', as she gradually stretched her lead over the competition.

About an hour and a half into the race, it was still slow going and seas were getting lumpier, so the rally committee began to consider shortening the course. But when they polled the fleet for input, one

skipper answered, "Not now! All of a sudden we've got 20 knots out here!" With this new wind filling in from the west side of Tahiti — not normal — the fleet suddenly shifted into high gear.

Archer was able to hold onto her lead for line honors, followed by the Australian-flagged Beneteau 41 *Hugo Ex* — the first monohull — which outpaced her Beneteau cousin from Norway, a First 44 called 2K.

Regardless of finish-line rankings though, entering the roughly sculpted cradle of Cook's Bay is always a stunning experience. Jagged, tooth-like peaks jut up from the sea floor, sheltering the lagoon below.

As crews came ashore that afternoon at the Aimeo Lodge (hotel), a lovely young *vahine* gave each sailor a fragrant tiare flower to wear behind the ear — "On the left side if you're in love, and on the right if you'd like to be!"

Skippers and crews reviewed the day's race — or motorsail crossing —

Secrets of coconut husking revealed: Husk it on a sharp stick, whack it in just the right spot, then — voila! — it opens in two perfect halves.

over glasses of wine or rum made in the Tuamotus. Then a short, slick video introduced them to French Polynesia's favorite sport, outrigger canoe racing. The next morning, any and all who wanted to give it a try were invited to join a team made up of four cruisers and two Tahitians (bow and stern).

Before a bountiful Polynesian dinner was served that night, the ancient cadence of hardwood drums filled the air, and a group of female dancers dazzled their audience with hyper-fast hip gyrations that seemed humanly impossible.

But the finale of Saturday evening's



Archipelagoes' event team staffers model the logowear tank tops that every Rendez-vous participant receives.

show was traditional entertainment of a different sort: fire dancing performed with stunning precision by four burly, bare-chested men — all adorned by intricate tattoos, of course.

As promised, at 9 a.m. on Sunday, five *va'a* canoes from the local youth canoe club arrived at the hotel's narrow



THE FABULOUS FÊTE FOR PASSAGE-MAKERS

beach and set up for the most thrilling activity of the Rendez-vous, a round-robin elimination series of 200-yard loops through the lagoon.

For most who participated, it was a once-in-a-lifetime thrill — big fun, yet exhausting. Not surprisingly, the young cruisers who paddled in the kids-only races seemed to have the most fun of all.

Meanwhile, a jolly Tahitian named Jordan and his helpers recruited sailors of all ages to sample other traditional sports such as coconut husking, stone lifting, tug-of-war and the fruit-carrier's race, a multi-team relay in which the 'baton' that's passed from one runner to the next is a 5-foot-long wooden staff with stalks of bananas lashed to each end — good, clean fun, but not so easy.

After lunch, a final dance troupe performed, this time inviting sailors from the crowd to join in. Although most sailors struggled to copy their Tahitian



Woo-hoo! After years of prep, followed by the challenges of a month-long crossing, arrival in French Polynesia is its own reward.

partners' fluid movements, the photos snapped of them by friends and shipmates will probably always bring a smile.

The awards ceremony, as always, was short and sweet, with race winners earning hand-carved *va'a* replicas, and all skippers taking home highly polished oyster shells engraved with the Rendez-vous's distinctive logo.

We regret that so many boats missed

out on the action this year, but if there's one thing a sailor can never do, it's guarantee they'll be at a particular place at a particular time and date.

That said, those who made a special effort to attend were certainly glad they did. As Tara of *Endeavour* put it, "Doing the Rendez-vous has been the most fun we've had on our entire trip!"

— latitude/**andy**

For more photos and a fleet list see www.tahiti-moorea-sailing-rdv.com.

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It's an old sailing instructor trick: Just when the students in knot-tying class have mastered the square knot — and just when they start to take pride in knowing how not to tie a lubberly granny knot — the instructor has everyone ex-

"The proper shoelace bow is actually a double-slipped square knot."

amine their own shoes. Pull the loops out of the bows, and about half of the class will discover, much to their horror, that they have been tying their shoes with granny knots instead of square knots ever since they first learned when they were 5 years old.

"The proper shoelace bow is actually a double-slipped square knot," Lee Helm lectured to the class. "If you usually tie a double knot in your sneakers, it's probably because you've been tying grannies, and they don't hold."

Lee had been asked to drop by my club's adult sailing class to give a short lecture on the topic of her choosing. And to everyone's surprise, instead of sail

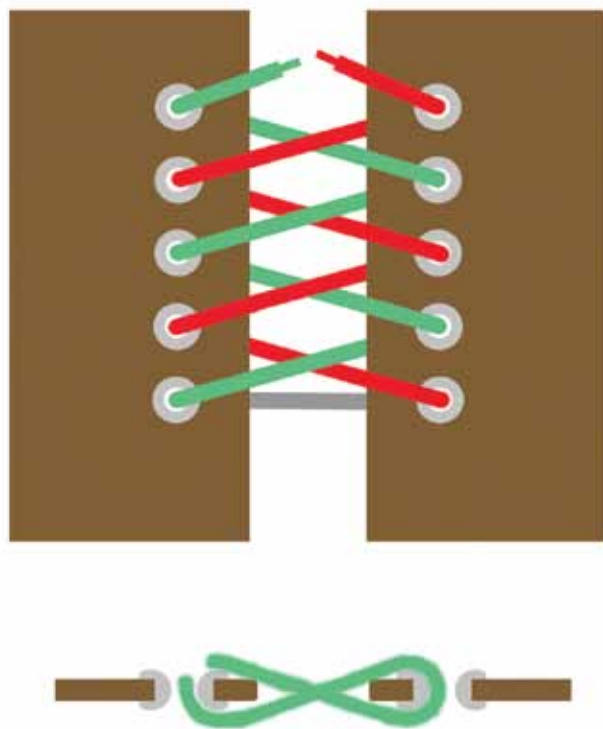
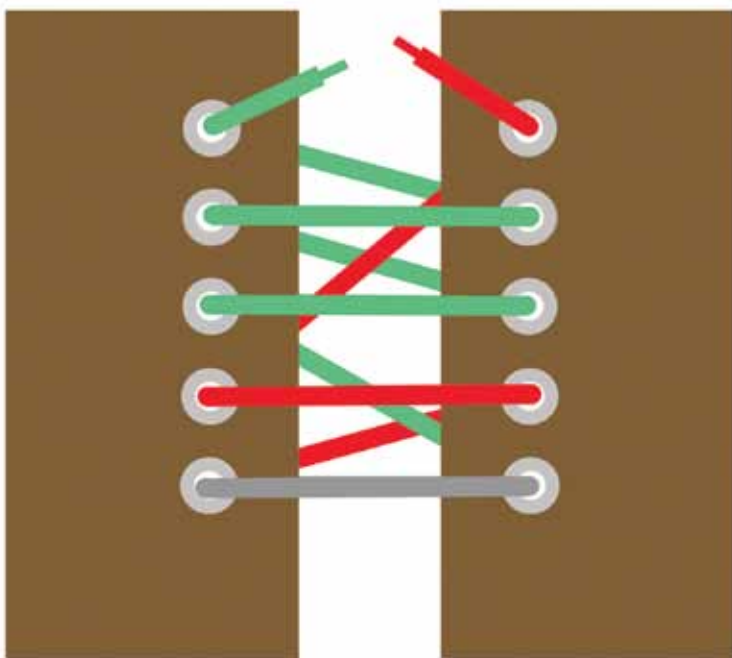
trim, aerodynamics or hull resistance, she chose knots. And not even sailing knots, but all of the different ways to tie and lace shoes.

"It's easy to tell a granny knot in a shoelace from a distance," Lee advised. "The loops tend to line up vertically instead of horizontally."

Meanwhile, the students who had been caught tying grannies were trying to correct their years of embarrassing error.

"Left over right, then right over left," volunteered a helpful person who had somehow always tied his laces the correct way.

This pattern allows the toe and ankle areas to be tightened separately. Pull on the port lace to tighten the toe, the starboard lace to tighten the ankle.



The most common lacing pattern, always coming up through the grommets.

crossing was in the away direction, the second crossing has to be in the toward direction."

"Or, you could do left over right, then right over left, with both crossings in the same direction," added another student after a little more experimentation.

"It doesn't end here," Lee continued, after allowing some time for practice. "There are over 60 different known styles of lacing shoes and boots. But like, one of the considerations should be to minimize friction going through the eyelets, so an adjustment at the end of the lace is maximally effective for the rest of the shoe. Most people get this wrong. For a sheet or halyard going around a winch drum, or a shoelace going around a grommet, the ratio of tailing force to load is e to the negative $\alpha \theta$, where α is the friction coefficient between the rope and the drum, or the grommet surface, and θ is the contact angle in radians."

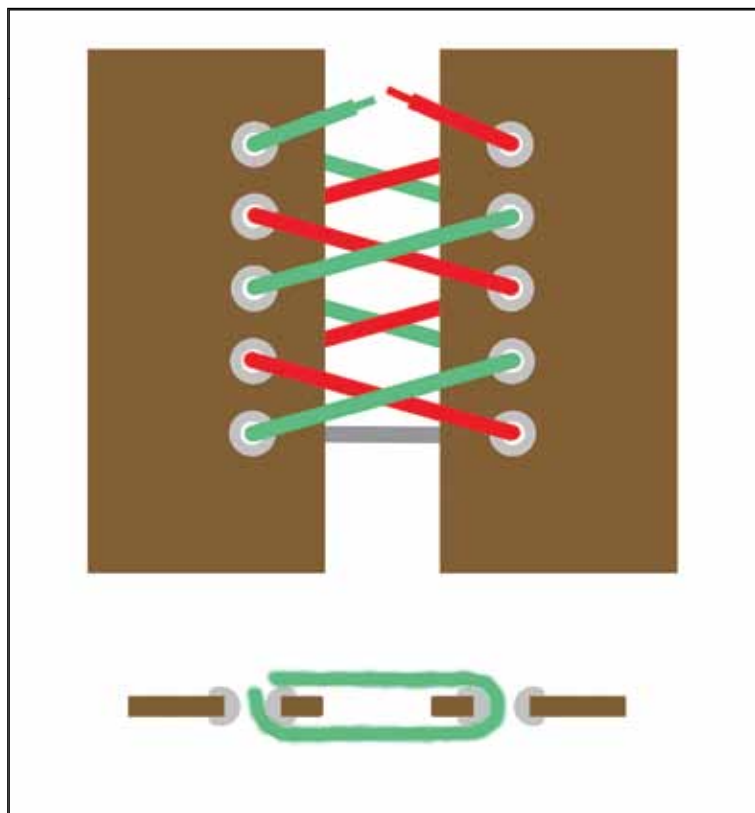
Lee turned to the blackboard and started a quick diagram of shoelace grommets, as seen in a transverse section view.

"The important thing," she continued, "is that friction is a function of contact angle only, and the diameter of the drum, or the inside radius of the grommet, is out of the equation. We want to minimize friction as the lace goes around each grommet, so we should minimize the

"But on the second crossing," asked a confused new sailor, "is that the original left and right or the new left and right, after the ends of the ropes have switched sides and you have to switch hands?" Even Lee couldn't answer that without first tying a square knot herself, to see how she did it.

"Left over right twice works for me," she said. "The old right becomes the new left. But if the first

A SHOESTRING OPERATION



This alternative pattern reduces the angle of contact between the laces and the grommets, reducing friction for more effective tightening and faster loosening.

angle change. Now, look at your shoes: Most of you probably lace by going under each grommet and pulling the lace up through the grommet. Then cross to the other side and go under again, coming out on the top of the next grommet. This looks nice and symmetric, but it's wrong."

"How else could we lace our shoes?" asked a confused student after an especially thorough examination of her lacing pattern.

"Top to top and bottom to bottom," Lee answered while she completed her sketch of two different lacing patterns, one "right" and one "wrong," in her opinion.

"Darn, that never even occurred to me," said another one of the students. "But it really is obvious."

"Wait, there's more," said Lee. "My favorite lacing pattern allows independent adjustment of the toe area and the ankle area." She started a new diagram. "The port lace tensions the bottom of the lacing, and the starboard lace controls the top. This is perfect for people who, like, don't have the patience to pull the slack out of the laces in the toe area before tightening the bow."

A few people wanted to re-rig their shoes this way, so Lee described a number of other special-purpose lacing alter-

that might help," Lee proposed. "You'd think shoe lacing would be a mature art that hasn't changed in thousands of years. But like, a Ukrainian named Vitaliy Gnatenko is credited with inventing a new lacing pattern that locks in the first part of the square knot, and also pre-sets the loops to finish it off with. You only have to tie the second half of the knot, so you can set it up to conform to your pre-programmed muscle memory. And if it comes untied, there's much

natives, along with some purely decorative ones. She recommended a website that cataloged 60 of them, all of which provided highly detailed, step-by-step instructions.

"I still need to practice this square knot versus granny knot thing," complained one of the sailors as he tried to finish off his lacing with the correct double-slipped square knot. "A lifetime of conditioning just won't let me do it right."

"Here's a new lacing pattern

less of a tail to trip over."

Lee drew another diagram of the newly invented pattern, explaining that the two ends are fixed at the bottom eyelets with stopper knots underneath.

"We're almost out of time," said Lee as she glanced at the wall clock. "Homework for next week: In 200 words or more, when should you coil lines in a circular pattern, and when should you coil them in, like, a figure-8 or folded pattern?"

Lee was only a one-time lecturer for this class, and some other instructor would have to sort out the answers to her homework problem at the next session. That's when I remembered that I had put my own name on the volunteer teacher list too. I sure hope next week's teacher isn't me . . .

max ebb

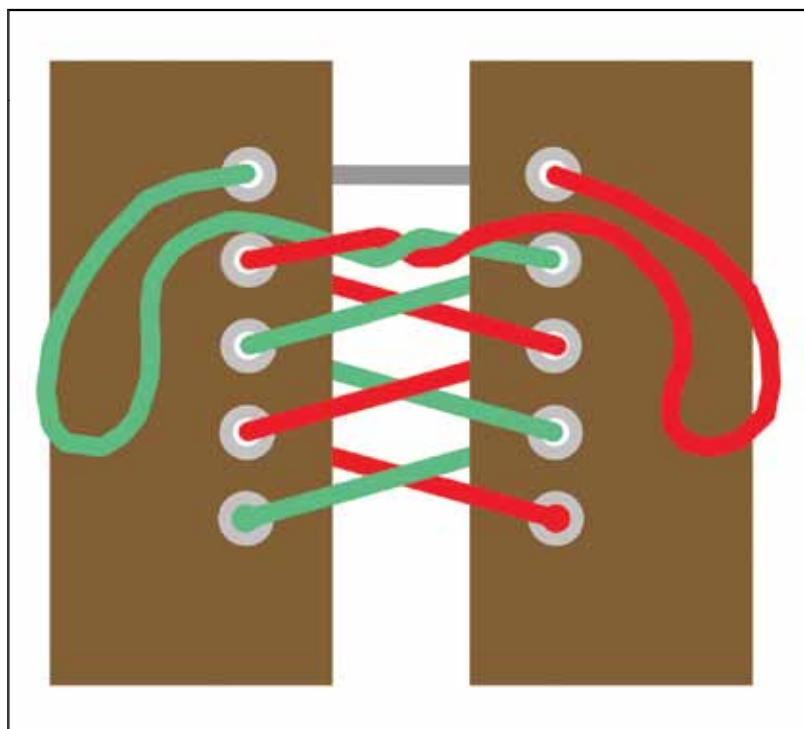
Some URLs for shoelace patterns:

Ian Fieggen's "Professor Shoelace" website: www.fieggen.com/shoelace/lacingmethods.htm.

Don't miss the "Ian Knot" page: www.fieggen.com/shoelace/ianknot.htm

Inventor Vitaliy Gnatenko's instructions for Ukrainian lacing: shnurovka.com/en/step-by-step-instructions-english/

The Ukrainian lacing pattern, with the first half of the square knot locked in and permanent loops for finishing off the bow.



THE RACING

Long Beach Race Week, the YRA's **Westpoint Regatta**, IYC's **Silver Eagle**, BVBC's **Plastic Classic**, the SSS **LongPac**, and US Sailing's **Leiter Cup** are the California regattas covered here, but we also travel to Germany with a San Francisco-based crew for **Kieler Woche**. **Box Scores** and **Race Notes** round out this edition.

Long Beach Race Week

Bruce Golison's J/70 *Midlife Crisis* won the Satariano Boat of the Week trophy at Ullman Sails Long Beach Race Week. The trophy is presented to the one-design class winner whose division features the closest, most competitive racing in the series. In seven races over three days, Golison edged out rival Jeff Janov and *Minor Threat* in a tie-breaker, also beating 16 other competitors.

Long Beach and Alamitos Bay Yacht Clubs hosted LBRW on June 21-23. More than 100 crews enjoyed sunny skies and breeze ranging from 6 to 18 knots.

Todd Wheatley's Frers 39 *Gator*'s first place in Random Leg C garnered him the PHRF Boat of the Week Award. Bob Hubbard's C&C 110 *Dos Amigos* won Boat of the Day on Friday, and Wolfgang Schaefer's Farr 40 *Struntje Light* won Boat of the Day on Saturday.

Hailing from Santa Barbara YC, Kenny Kieding's J/111 *Argo 3* took PHRF A over Ray Roberts' *Aussie Airwaves*, which received the Travel Trophy for coming the longest distance — all the way from Rosebery, New South Wales, Australia.

The Santa Cruz-based SC52 *Elyxir*'s 2-1-1 record in Random Leg A won Skip, Stacey and Amy Ely the Kent Golison Family Trophy for the second year in a row.

In the battle for the Catalina 37 National Championship, LBYC's Team *DH3* recaptured the title for the fifth time in nine years, with staff commodore Dave Hood at the helm.

Following the first day of races (Friday), *DH3* and Keith Ives' *Team D-Ives Plus* were tied for first, but by Saturday afternoon *DH3* had a three-point lead. So it was no surprise that in the first of Sunday's two races, Ives attacked. To spectators, it appeared Ives and Hood had their own private match race going on in the middle of the 11-boat Catalina 37 fleet. But Ives' aggression backfired. Taking Hood up, he incurred a penalty, and in the busting 18-knot breeze, his penalty turn went awoul. Ives came back strong to win the final race of the day. That effort also helped ABYC win the Yacht Club Challenge, along with Chris Raab's Viper 640 and Steven George's

Jeanneau 43 *Shadowfax*.

Racing for the Schock 35 Pacific Coast Championship, *Code Blue* and *Whiplash* tussled on the course and in the protest room. In the end, one point separated the two Long Beach rivals, with *Code Blue* coming out on top.

— *betsy crowfoot senescu*

ULLMAN SAILS LONG BEACH RACE WEEK, ABYC/LBYC, 6/21-23

PHRF A — 1) **Argo 3**, J/111, Kenny Kieding, 12 points; 2) **Aussie Airwaves**, Beneteau 50, Raymond Roberts, 14; 3) **Mexican Divorce**, 1D35, Neil Fraser, 23. (5 boats)

PHRF B — 1) **Lugano**, Beneteau First 40.7, Mark Stratton, 12 points; 2) **Rival**, J/35, David Boatner, 21; 3) **Nereid**, C&C 115, Standish Fleming, 25. (6 boats)

PHRF C — 1) **Raptor**, J/109, Heinz Butner, 12 points; 2) **Off the Porch**, J/105, Scott McDaniel, 16; 3) **Fuzzy Logic**, J/109, Jeff Shew, 22. (7 boats)

PHRF RL-A — 1) **Elyxir**, SC52, Skip Ely, 4 points; 2) **Triumph**, SC52, Steve Sellinger, 8; 3) **Deception**, SC50, Bill Helvestine, 9. (6 boats)

PHRF RL-B — 1) **DistraXion**, Xp44, Jeffery Coyle, 3 points; 2) **Lady Max**, Beneteau First 47.7, David Cloyd, 7; 3) **Cirrus**, J/124, Timothy Harmon, 8. (5 boats)

PHRF RL-C — 1) **Gator**, Frers 39, Todd Wheatley, 5 points; 2) **Shadowfax**, Jeanneau 43, Steven George, 6; 3) **Dos Amigos**, C&C 110, Robert Hubbard, 8. (8 boats)

TP52 — 1) **Vesper**, David Team, 8 points; 2) **Nimbus**, Eduardo Saenz, 20; 3) **Margaritaville 1 1/2**, Jay Steinbeck, 21. (6 boats)

FARR 40 — 1) **Struntje Light**, Wolfgang Schaefer, 11 points; 2) **Blade II**, Mick Shlens, 15; 3) **Insanity**, Rick Goebel, 19. (8 boats)

CATALINA 37 — 1) **DH3 Racing**, Dave Hood, 18 points; 2) **Team D-Ives Plus**, Keith Ives, 24; 3) **No Name**, Mike Hanna, 28. (11 boats)

SCHOCK 35 — 1) **Code Blue**, Robert Marcus, 15 points; 2) **Whiplash**, Thompson/Rosbach/Basadre, 16; 3) **Bully**, Barrington Darcy, 27. (6 boats)

J/70 — 1) **Midlife Crisis**, Bruce Golison, 18

points; 2) **Minor Threat**, Jeff Janov, 18; 3) **Jennifer**, Chris Kostanecki, 27; 4) **Nunuhunu**, Steve Wyman, 36. (18 boats)

VIPER 640 — 1) **Nice Asp**, Mike Pentecost, 17 points; 2) **Boomslang**, Geoff Fargo, 29; 3) **Chance V**, Kevin McCarthy, 33; 4) **It's All Good**, Jay Golison, 45; 5) **Loco X**, Ed Feo, 45. (20 boats)

Full results at www.lbrw.org

Westpoint Regatta

"Climate best by government test," is the motto of Redwood City. So who wouldn't want to escape the bone-chilling wind and fog of San Francisco in the summer for the best weather in Northern California? Apparently 57 race crews did. They made their escape from the heavy air of the Slot on June 22, tossing off layers as they sailed south. No fake news here; the destination lived up to its advertising. "We're proud of ourselves being sailors —" joked one of the skippers, "85 degrees out, flat water..."

Regardless, the windward first leg to Harding Rock was no cakewalk, with 19 knots building to 27. No one set spin-



Jens Jensen (left), skipper of the Express 37 'Snowy Owl', accepts a first-place flag from Tom Borgstrom at Sequoia YC. 'Snowy Owl' has won the Westpoint Regatta's Division 3 three years in a row.

nakers until Alcatraz.

Obstacles on the racetrack to Redwood City included:

1. A big hole behind the Bay Bridge



TOM WALKER / LONG BEACH RACE WEEK

— but the current carried them through. ("Might have been less drag to just drop the sails!") Boats went left, seeking to escape the ever-expanding wind shadow of San Francisco; right in search of stronger current in the deeper water; and center (perhaps covering less distance).

2. The shoal ahead of San Mateo Bridge, which was not on everyone's radar.

3. Another shoal after the finish in Redwood Creek, which was not marked.

The wind at the finish was in the low to mid-teens.

Sequoia YC hosted some of the boats, Westpoint Harbor others. Those that went into Westpoint not only got one night free berthing, but the sailors found free food and drinks upstairs in the harbor building. A free shuttle between the two marinas ran every 20 minutes.

The yacht club threw a big post-race Island Time Party, with sailors gathering in the parking lot out front and on the deck out back. On the longest Saturday of the year, in the "best climate," sporting their new Mt. Gay Rum hats or tropical togs, racers and volunteers alike basked in the evening sun.

— *latitude / chris*

YRA WESTPOINT REGATTA, 6/22

PHRF 1 — 1) **Shenanigans**, J/120, Mike Clarke; 2) **Twisted**, Farr 40, Michael Pohl; 3) **Freedom**, Beneteau 523, Robin Driscoll. (4 boats)

PHRF 2 — 1) **Snowy Owl**, Express 37, Jens Jensen; 2) **Yellowfin**, J/105, Dick Maclay;

3) **Windswept Lady**, X-362, Kerry Sheehan. (9 boats)

PHRF 3 — 1) **Gotcha**, SC27, John Ross; 2) **L20**, J/29, Alex Huang; 3) **Carmelita**, Catalina 42, Chris Lewis. (9 boats)

PHRF 4 — 1) **Neja**, Dasher 32, Jim Borger; 2) **Tchoupitoulis**, Santana 22, Steven Meyers; 3) **Goose**, Catalina 30, Mike Kastrop. (7 boats)

PHRF SPORT — 1) **Hijinks**, J/92, Tom Borgstrom; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Ferox**, Pogo 36, Anja Bog. (8 boats)

SHORTHANDED — 1) **Iseult**, Wyliecat 30, Larry Mayne; 2) **Kynntana**, Freedom 38, Carliane Johnson; 3) **Polecat**, Wyliecat 30, Dan Doud. (4 boats)

NON-SPINNAKER — 1) **Bravo Zulu BAADS**, Sonar 23, Walt Raineri; 2) **Grinnin' Bear**, Catalina 30, John Tennyson. (2 boats)

CRUISING — 1) **Selene**, Pearson 323, Paul Morgan-Witts. (1 boat)

MULTIHULLS — 1) **Emma**, Dragonfly 1200, Bill Roberts; 2) **Wings**, F-24 Mkl, William Cook; 3) **Peregrine Falcon**, F-27, Bill Gardner. (7 boats)

Full results at www.westpointregatta.com

Silver Eagle

Island YC held their Silver Eagle Race on June 29. Originally conceived of in celebration of the Bicentennial in 1976, this was its 44th edition. Long-distance in-the-Bay courses measured 24 and 38 miles, starting at Golden Gate YC on the Cityfront, sailing into the North Bay and South Bay, and finishing down the Estuary in front of IYC's Alameda clubhouse.

The six monohulls in two divisions (doublehanded and fully crewed) got the

June Gloom lifted in time for 100+ entries (J/70s shown here) to enjoy romping in Ullman Sails Long Beach Race Week.

24-mile course to Red Rock, while the nine multihulls got the 38-mile course into San Pablo Bay and also sailed deeper into the South Bay. The race is a counter in Bay Area Multihull Association's BAMA Cup Series.

Although a couple of boats dropped out, the rest were able to complete their respective courses within seven hours.

We checked in with the three doublehanded teams. "We port-tacked the fleet at the start," reports Richard vonEhrenkrook from the Cal 20 *Can O'Whoopass*. "As I often say, it's just as good as sex. We contended, within a mile or so of the low-raters, until the leg from 'SC' [south of the Bay Bridge] to 'R4' [entrance to Oakland's Inner Harbor]. Big boys were moving around. We cleared our inten-

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tions on the radio, and had the race fully in hand, until, approaching 'R4', the westerly totally shut down. There was an easterly. There was a northerly. There was a southerly. Zephyrs, while we backed around 'R4', and sailed in place for 30 minutes, watching 600-ft metal things, with their attendants, maneuver around us, and bled out our rating. Our only real concern, other than getting the pilots pissed off, was watching *Slainte* bring the westerly back down."

Sailing *Slainte*, the other Cal 20 in the race, Paul Sutcheck reports: "We had trouble getting to the start on time from Brickyard Cove in Richmond. I gave it 1.5 hours of motoring but needed *two* hours! Wicked flood from Brickyard Cove to the Cityfront — we started late and finished with the same deficit.

"We ran into three major holes along the way and had spinnaker halyard failures. I also sliced the skin off my knuckle, so a bit of blood was spilled for the racing gods."

Slainte's three wind holes were at Southampton Shoal, the west side of the Bay Bridge, and the one *Can O'Whoopass* hit for an hour and half at the entrance to the Estuary.

"Another weird thing was the east wind," adds Paul. "I rounded SC with

Westpoint Regatta, clockwise from top left: John Ross's Santa Cruz 27 'Gotcha' back in the breeze north of the San Mateo Bridge; Ben Eastwood's Corsair Dash 'Relentless' kicks up a rooster tail and an interesting bow wake; Island Time Party action at SeqYC out back; and out front.

a strong easterly — not normal for this time of year. My Bay Bridge hole was the last of the west, then it turned into easterly, around 5:30 p.m."

Richard called it a "beautiful day, and the delivery back to RYC, then home, was wonderful." The *Can* lives at SFYC in Belvedere, so that's a lot of miles to cover in one day on a Cal 20!

Chris Case's Wilderness 30 *Fugu* won their division. His crew wasn't feeling well the morning of the race, so he singlehanded. "I had two beers on the IYC race deck before the *Can* crossed the finish line, and I still only corrected out seven minutes ahead."

In the fully crewed monohull division, David Ross reports from the one DNF boat, the Express 34 *Traveler*: "We started the race with about 10 knots of wind and the #2 headsail. We set the spinnies soon after rounding Blackaller and carried wonderfully through Raccoon Strait. The wind followed us up to Red Rock. We had a smooth rounding, went back up with the #2 (with the #3 on deck ready for when we emerged from the wind shadow of Angel Island), set the

#3, and saw wind gusts to 24 knots.

"We made it under the Bay Bridge (where the wind dropped to 0 for the first time). On our second try against adverse current, we rounded 'SC' well in second place — until the mouth of the Estuary. That's where a wind hole + incoming container ship + that corrugated metal wall 'approaching' us thanks to current = 'Start the engine!'

"Oh, and if that wasn't enough, we witnessed *Tramp Boat* flying by on their own conveyor belt on the Alameda side of the Estuary, so even if we did catch a lucky puff, our solid second place was history anyway."

— latitude / chris

IYC SILVER EAGLE, 6/29

DOUBLEHANDED MONOHULL — 1) *Fugu*, Wilderness 30, Chris Case; 2) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook; 3) *Slainte*, Cal 20, Paul Sutcheck. (3 boats)

FULL CREW MONOHULL — 1) *Savoir Faire*, Beneteau First 42, Paul Osborn; 2) *Tramp Boat*, Farr 1020, James Dumas. (3 boats)

MULTIHULL — 1) *LookinGood II*, Corsair 31, Rafi Yahalom; 2) *Greyhound*, F-22, Evan McDon-



LARRY WHITE



PHOTOS THIS PAGE ANNIE ELLICOTT EXCEPT AS NOTED

ald; 3) **Wingit**, F-27, Amy Wells. (9 boats)
Full results at www.jibeset.net

35th Plastic Classic

Bay View Boat Club's Plastic Classic Regatta had a great turnout on Saturday, July 13. It was a beautiful, sunny day on the waters just south of the Bay Bridge, with good wind for approximately 40 participating boats. The first of five starts, which included four PHRF classes, began at 1 p.m., with the first gun going off for the Tridents, one of the longest-standing one-design classes.

This year the Classic included a wide range of boats in age and length. The oldest was *Rainbow*, a Rawson 30 built in 1958; the youngest, a 1992 SR 33 named *Wuda Cuda*. Lengths ran from a Ranger 22 and a Sonar skippered and crewed by the wonderful folks from the Bay Area Association of Disabled Sailors (BAADS), to a 1963 Columbia 5.5, a J/105, and a 1981 Beneteau 42. A variety of clubs in the Bay Area were also represented, such as South Beach YC, San Francisco YC, BVBC and Sierra Point YC.

In addition to the tradition of the Classic yachts, this year's Classic again featured the time-honored tradition of the (in)famous T Mark, this year sporting 13 "sports-minded" ladies encouraging

the racers from the foredeck of Brent and Mylan McClain's *Hyperfish*.

A dinner and party followed the race. The Bay View's galley crew pulled out all stops for a great meal, followed by an incredible R&B soul band, Steady Eddy and the Shakers.

More and more newer, sleeker-design boats find their way into the Plastic Classic. As the qualifying 25-year age limit on designs for the Classic creeps closer to the 21st century (yikes!), BVBC hopes that more sailors with modern designs will take a crack at this wonderful tradition.

— larry white

BVBC PLASTIC CLASSIC, 7/13

PC-5 — 1) **Wuda Cuda**, SR33, Craig Page; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Sirocco**, Soverel 30 MkIV, Bill Davidson. (10 boats)

PC-4 — 1) **Renaissance**, Islander 36, Steven Douglass; 2) **Windwalker**, Islander 36, Richard Shoenhair; 3) **Liquid Asset**, Ranger 33, John Rook. (8 boats)

PC-3 — 1) **Wings**, Columbia 5.5, Michael Jackson; 2) **Bravo Zulu**, Sonar 23, Walter Raineri; 3) **Capo Gatto**, Nonsuch 30, Sal Balistreri. (8

boats)

PC-2 — 1) **Quiet Thing**, Ranger 22, William H. Anderson; 2) **Zena**, Farr 727, David Russell; 3) **Sparky**, Catalina 25, Paul Zell. (9 boats)

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Sanctuary**, Ian Elliot; 3) **Juno**, Steve Cossman. (3 boats)
Full results at www.plasticclassic.com

SSS LongPac: The Race to Nowhere

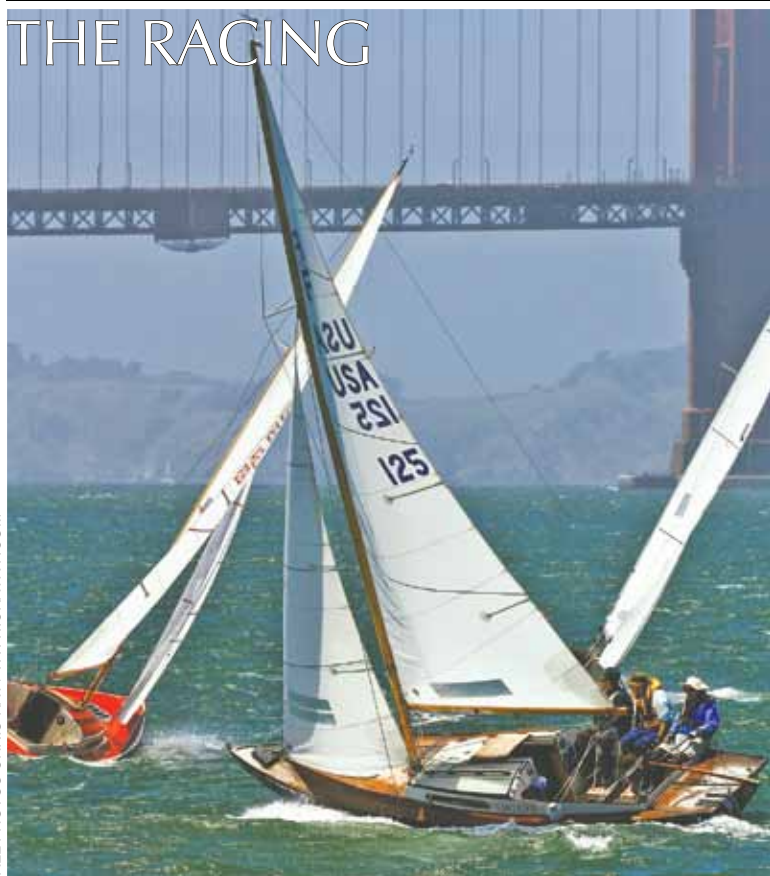
The Singlehanded Sailing Society holds the Great Pacific Longitudinal Race in odd years. They created it to offer a race qualifier for the Singlehanded TransPac, an alternative to just going out and doing a qualifier by yourself.

From the start off Golden Gate YC in San Francisco, the virtual windward mark is a line 200 miles out at 126.40° longitude. Go out to this imaginary line, turn around, finish off GGYC, and you're done. This course is one of the toughest on the West Coast, often featuring large waves, plenty of breeze, and some wind holes.

Fifteen boats started on Wednesday, July 3, at 2 p.m. Two doublehanded and 13 singlehanded entries headed out the Gate in 15-20 knots of breeze. Once out

THE RACING

ALL PHOTOS CHRIS RAY / WWW.CRAYV.P.COM



"Bright, sunny conditions met the Woodies Invitational on Saturday, June 22. A good time was had by all, with one possible exception," writes photographer Chris Ray. "You be the judge." Folkboats and Knarrs raced; the unfortunate #102 is the Knarr 'Benino'. For results, see Box Scores.

on the ocean, the boats were in for a long ride as rough wind and wave conditions were building.

"The southerly swell from Hurricane Barbara off Mexico and heavy northwest wind waves on top made this the rough-

est sea state I've raced in," said Bob Johnston, singlehanded on his Alerion 38 *Surprise!* "There is also the course.

StFYC WOODIES INVITATIONAL, 6/21-23 (6r, 0t)

FOLKBOAT — 1) **Freja**, Tom Reed, 9 points; 2) **Windansea**, Wilson family, 10; 3) **Polruan**, James Vernon, 21. (10 boats)

KNARR — 1) **Niuhi**, Russ Silvestri, 18 points; 2) **Tree Boys**, Chris Perkins, 20; 3) **Adelante**, Dan Nazzal, 31. (14 boats)

Full results at www.stfyc.com

RS AERO NORTH AMERICANS, CGRA, 6/28-30 (12r, 2t)

RS AERO 9 — 1) Mark Jacobi, Cedar Point YC, 10 points; 2) Dan Falk, CYC Seattle, 25; 3) Derek Bottles, Seattle YC, 30. (9 boats)

RS AERO 7 — 1) Dalton Bergan, Seattle YC, 17 points; 2) Stephen Cockerill, Stokes Bay SC, 25; 3) Andy Mack, Seattle YC/HRYC, 34; 4) Jay Renahan, Seattle YC/CYC Seattle, 44; 5) Michael Karas, Seattle YC, 47. (22 boats)

RS AERO 5 — 1) Yannick Gloster, Santa Barbara SC, 10 points; 2) Catherine Gloster, Santa Barbara SC, 20. (2 boats)

Full results at www.cgra.org

OYRA HALF MOON BAY RACE, 6/29

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Bright Hour**, Farr 40, Holt Condon; 3) **Argo**, Beneteau First 40.7, Gregory Demetruilas. (9 boats)

BOX SCORES

PHRO 2 — 1) **Story Maker**, Tartan 101, Mike & Sean Mahoney; 2) **Inconceivable**, J/88, Steven Gordon; 3) **Psycho Tiller II**, JPK 1080, James Goldberg. (9 boats)

PHRO 3 — 1) **Plus Sixteen**, Olson 911, Paul Disario; 2) **Incognito**, Moore 24, Scott Racette; 3) **Hijinks**, J/92, Tom Borgstrom. (7 boats)

SHS — 1) **Concussion**, Olson 30, Nick Schmidt/Coline Gaillard; 2) **RedSky**, Olson 34, Brian Boschma; 3) **Hang 20**, Express 27, Lori Tewksbury/Andrew Redfern. (7 boats)

MULTIHULL — 1) No finishers. (1 boat)

Full results at www.jibeset.net

SFYC HART NUNES REGATTA, 7/6 (5r, 0t)

MERCURY — 1) **Rob Moore**, Scott Easom, 8 points; 2) **Stars**, Jim Bradley, 16; 3) **Marauder**, David Bacci, 17. (7 boats)

Full results at www.sfyc.org

LMSC MAYOR'S CUP, 7/7 (4r, 0t)

EL TORO SENIOR — 1) Art Lange, 24.5 points; 2) Gordie Nash, 23.25; 3) Tom Burden, 22.25. (6 boats)

EL TORO JUNIOR — 1) Abby Mitchell, 26.25 points; 2) Joseph Marlett, 26.25; 3) Evan Sullivan, 26. (7 boats)

StFYC C420 NAs, 7/10-14 (11r, 1t)

GOLD — 1) Justin & Mitchell Callahan, PYSF, 15 points; 2) Ansgar Jordan/Patrick Mulcahy, Coronado YC/Cal YC, 33; 3) Justin Lim/Amir Tadros, PYSF, 44; 4) Mason Stang/Timmy Gee, CRYC, 55; 5) Javier Garcon/Carolina Gaston, PYSF, 56; 6) Liam O'Keefe/Libby Redmond, 62; 7) Jack Egan/Jack Plavan, SDYC, 63; 8) Morgan Pinckney/Nathan Sih, NHYC/BYC/PYSF, 92; 9) Mariner Fagan/Ryan Wahba, Annapolis YC, 98; 10) Seth Rizika/Raleigh Morga, WYC, 98. (47 boats)

SILVER — 1) Spencer Kriegstein/Sophia Fogarty, Centerport YC/LISOT, 93 points; 2) Nathan Smith/Addi Harris, CCS, 126; 3) Jean & Kenny Wanlass, Balboa YC, 143; 4) Matt Budington/Linnea Forsberg, Annapolis YC, 144; 5) Cordelia Burn/Sarah Moeder, BHYC/PYSF, 145; 6) Peter Lobaugh/Molly Roden, Annapolis YC, 146; 7) Reade Decker/Madison Bashaw, LIYC/BCYC/NHYC, 162; 8) Max Saparovi/Audrey Turcotte, PYSF, 175; 9) Ethan Sargent/Chase Latson, EYC/StFYC/SFYC, 181; 10) Charles Roseberry/Natalie Manley, Larchmont YC, 187. (45 boats)

JUNIOR — 1) Justin & Mitchell Callahan, 15 points; 2) Mason Stang/Timmy Gee, 55; 3) Javier



Left: The only multihull in the LongPac was Cliff Shaw's catamaran 'Rainbow'. **Right:** Josh Siegel's Westsail 32 'Sunquest' and Dan Willey's Nauticat 44 'Galaxsea' at the start.



SHEET

To minimize the distance out to 126.40° West, you wanted to try to stay up on the breeze, so you really felt the effect. The 2011 Spinnaker Cup may have been rougher in spots, but then we were going downwind." Bob put many ocean miles on his previous boat, the J/92 *Ragtime!* but is new to the Alerion 38.

One of the intentions of running this race is to help shake out all the problems that might occur while sailing in harsh conditions with some level of psychological help that others are close by.

Overall winner Falk Meissner on his Olson 25 *Shark* on *Bluegrass* felt that the race was worth the trouble to find the limits of the boat and himself. "This

was the first time I took the *Shark* out for an overnight ocean race. I had done Singlehanded and Doublehanded Farallones, but the LongPac is different. The first night was miserable. We were beating into about 15-20 knots of wind, and I was seasick. The second day and night went much better. The wind was still around 15-20 knots. I had dialed in the boat and caught up on sleep (in 30-minute increments). At around 4 a.m., I reached 126.40° and turned around."

This year's LongPac saw a variety of gear failures. The one that always seems to crop up is crapped-out autopilots. Bob on *Surprise!* had to endure the thought of hand-steering after his autopilot failed. "No sheet-to-tiller steering, but I was always working to maintain balance. She balances easily with a reef in the main but has little directional stability,

so it was difficult to leave the tiller even for a moment." After heaving-to several times to catch up on sleep, Bob made it back home after hand-steering for days to break his personal record for misery. "There was a long and wild ride up the San Joaquin River in a Banshee when I was a kid, but this was the longest."

Some sailors turned back early because of the conditions. Will Lee on the Hinckley Sou'wester 42 *Sea Wisdom* had rudder issues that required a tow back in the Gate. Many had small and large electrical, rigging and seasickness problems. But that's what this race is for. To make sure all systems are go for bigger adventures.

— ncs

SSS LONGPAC, 7/3-7

SINGLEHANDED <130— 1) **Libra**, Pogo 2, Grégory Saramite; 2) **Riff Rider**, Cal 40, Charles

Garcon/Carolina Gaston, 56. (56 boats)

Full results at www.stfyc.com

29er NATIONALS, CGRA, 7/12-14 (10r, 2t)

1) Peter & Jack Joslin, SDYC, 13 points; 2) Charlie Leigh/Shane Riera, CRYC, 17; 3) Ian & Noah Nyenhuis, SDYC, 26; 4) Conrad Miller/Grant Gridley, WSC, 26. (19 boats)

Full results at www.cgra.org

SFYC BELVEDERE CLASSIC/GREAT SAN FRANCISCO SCHOONER RACE, 7/13

SCHOONER — 1) **Brigadoon**, 65-ft Herreshoff schooner, 1924, Lindsey & Terry Klaus; 2) **Jakatan**, Jespersen 40, 2005, Jeff Hawkins; 3) **Seaward**, 82-ft staysail schooner, 1988, Alan Olson/Jay Grant, 3. (5 boats)

CLASSIC — 1) **Cuckoo**, Bird, 1929, Bill Claussen; 2) **Kookaburra**, Bird, 1922, Martin Koffel; 3) **Water Witch**, 50-ft Stone cutter, 1928, John & Gena Egelston. (7 boats)

Full results at www.sfyc.org

SSC FOUNDING FATHERS REGATTA, 7/13-14 (5r, 1t)

PHRF-A — 1) **Andale**, Express 27, Pat Brown, 5 points; 2) **Some Assembly Required!**, Holder 20, J. Hachman, 6; 3) **Loose Cannon**, Express 27, Andy Goodman, 11. (7 boats)

BOX SCORES

PHRF-C — 1) **Free Spirit**, Cal 30, David Van Dyke, 5 points; 2) **Zig Zag**, Zephyr, Walt Andrews, 6; 3) **Golden Fleece**, Newport 30, John Gilfillan, 13. (5 boats)

DINGHY — 1) **Whale of an FJ**, Bob New, 5 points; 2) **Killer FJ**, Pat Felten, 6; 3) **The Laser**, Karen Miller, 10. (3 boats)

Full results at www.stocktonsc.org

FYC HIGH SIERRA REGATTA, 7/13-14 (5r, 0t)

MOTH — 1) **No Name**, Brooks Reed, points TBA; 2) **Black Mamba**, Richard Didham; 3) **Tortellini**, Daniel Flanigan. (6 boats)

OPTIMIST — 1) **Fireball**, Alexander Beggs, 12 points; 2) **No Name**, Reese Lieser, 17; 3) **The Lyndon**, Palmer Mays, 17. (6 boats)

DAY SAILER A — 1) **Measure's Up**, Neil Stapleton 6 points; 2) **Hot Flash**, Craig Lee, 13; 3) **Bubba**, Mike Gillum, 15; 4) **O'Tay**, Greg Miller, 29. (21 boats)

LIDO 14 — 1) **Short Bus**, Kevin Thomas, 7 points; 2) **Lady Bad**, Jack Jorgensen, 9; 3) **No Name**, Robert Little, 20. (12 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 10;

2) **Cruzin**, Wayne Cassingham, 10; 3) **TBD**, John Andrew, 18. (7 boats)

LASER — 1) **Things You Do for Love**, Julian Soto, 10 points; 2) **'murica**, Lance Kim, 14; 3) **Zig Zag**, Roger Herbst, 17. (12 boats)

LASER RADIAL — 1) **Voyager I**, Toshi Takayanagi, 8 points; 2) **No Name**, Bruce Braly, 9; 3) **Das Boat**, Mike Eichwald, 13. (4 boats)

VANGUARD 15 — 1) Drew Shea, 7 points; 2) Benjamin Pedrick, 19; 3) Mike Deady, 19. (9 boats)

SAN JUAN 21 — 1) **Jerry's Ferry**, Jerry Hansen, 5 points; 2) **Black Pearl**, Rod Hansen, 12; 3) **Helsinki**, Waine Aalto, 18. (10 boats)

INTERNATIONAL 14 — 1) **Pros and Cons**, John Clark, 9 points; 2) **Atomic Punk**, Kirk Twardowski, 10; 3) **Bull Snort**, Paul Galvez, 14. (5 boats)

Full results at www.fresnoyachtclub.org

MARIN YC/SEA SUMMER LASER CHALLENGE, 7/14 (7r, 2t)

RS QUEST — 1) Chris Zachrisson/John Porzio, 5 points; 2) Craig & Jacob Foster, 10. (2 boats)

LASER — 1) Chris Cain, 8 points; 2) Ron Witzel, 10; 3) Ellen Clark, 13. (7 boats)

RS ZEST — 1) Julian Levash, 7 points; 2) Fredrik Anderson, 8. (3 boats)

THE RACING

Casey; 3) **Surprise!**, Alerion 38, Bob Johnston. (5 boats)

SINGLEHANDED >129 — 1) **Shark on Bluegrass**, Olson 25, Falk Meissner; 2) **Tortuga**, Westsail 32, Randy Leasure. (7 boats)

SH MONOHULL OVERALL — 1) **Shark on Bluegrass**, 2) **Libra**; 3) **Tortuga**. (12 boats)

MULTIHULL — 1) **Rainbow**, Crowther 10M, Cliff Shaw. (1 boat)

DOUBLEHANDED — No finishers. (2 boats)

Full results at www.jibeset.net



EQUITY KICKER

Above, left to right: Nikos Troullos, James Mullarney, Arne Vandenbrouche, Bill Nilesen, Adam Simmonds, Kevin Wilkinson, Karsten Mau and Gerard Sheridan at Kiel Week. Below: Sailing in light downwind conditions on Day 2.



NIKOS TROULLINOS

race and party with his two sons, Andrew (23) and Patrick (20), who graduated from the SBYC junior sailing program many years ago and went on to be successful racing sailors at Oregon State and the University of Hawaii. "Kevin was beaming with pride in his boys all week as they demonstrated their considerable sailing skills aboard the demanding SC52," remarked Sheridan.

The Wilkinson brothers made prime time radio on the *Sail Sports Talk* show with Rick Tittle and Karen Lile before departing for the competition in Germany. They discussed collegiate sailing structures — club vs. varsity.

Also joining the crew were Adam Simmonds, Nikos Troullos, James Mullarney and Bill Nilesen from the Bay Area, and Arne Vanderbrook from Belgium.

— patti mangan

South Beach Sailors at Kieler Woche

A South Beach YC-based crew competed at the biggest sailing event in the world — Kieler Woche (Kiel Week) — in Germany on June 22-30. They placed second in their offshore division.

Skipper Karsten Mau had raced heavily in San Francisco on his own SC52, *Equity Kicker*, and on Gerard Sheridan's Elan 40 *Tupelo Honey*, for more than a decade before moving back to his hometown of Flensburg, Germany, in 2009, and joining the Flensburg Segel-Club. He actually sailed *Equity Kicker* all the way home over a one-year period, much of it short- or singlehanded — quite an achievement in itself.

In 2011, Karsten competed in the Rolex Big Boat Series at StFYC on *Tupelo Honey*. During the first day of the four-day regatta, he suffered a sudden massive cerebral hemorrhage. He was rushed to a local medical center. He somehow survived and persevered after

two months in a coma, thanks to the world-class medical care at CPMC Davies Campus, followed by years of therapy and rehab.

Today he races competitively on his SC52 with his friends on the Baltic Sea in the weekly Flensburg Wednesday night club races.

Karsten invited the crew who'd experienced the life-threatening incident to race in Germany during Kiel Week on *Equity Kicker*. All are current crew or alumni of *Tupelo Honey*. When Karsten told his friends and fellow sailors that he had nine friends coming in from California and London for Kieler Woche, nobody believed him. "We were happy to prove them wrong," said Gerard Sheridan. "The week was all about reconnecting with a dear friend and wonderful yachtsman and doing what we all love to do — race sailboats."

The week of racing had a family element to it also. Kevin Wilkinson got to



JOHN LIEBENBERG

Hailey Thompson (left) and Lucija Ruzevic prevailed at the Leiter Cup.

Leiter Cup

For the first time in the event's history, the Nancy Leiter Claggett Memorial Trophy has been awarded to two competitors. Representing Dallas Corinthian YC, Lucija Ruzevic claimed victory in the Laser Radial fleet. Hailey Thompson of Kentfield represented SFYC in the 4.7 fleet. They edged out 43 competitors to claim titles as National Champions.

Richmond YC hosted the US Sailing clinic and regatta on July 9-13. In typical Bay Area conditions, the girls faced

moderate to heavy breeze and chop on the Berkeley Circle. Friday's racing had to be cut short, as too many boats were capsizing.

While this is Thompson's first appearance at the Junior Women's Championship, Ruzevic returned after competing in 2017. She finished in sixth place then. "I've worked really hard over these past few years," she said. "So it's nice to walk away with the win."

— us sailing & latitude/chris

US JUNIOR WOMEN'S SINGLEHANDED CHAMPIONSHIP, RYC, 7/9-13 (10r, 1t)

LASER 4.7 — 1) Hailey Thompson, SFYC, 19 points; 2) Sophia Debs, Indian Harbor YC, 23; 3) Catie Vandervort, Sail Sand Point, 27. (11 boats)

LASER RADIAL — 1) Lucija Ruzevic, Dallas Corinthian YC/Gulf Coast Youth SA, 13 points; 2) Sarah Young, SFYC, 18; 3) Kaitlyn Hamilton, Lauderdale YC, 34; 4) Samantha Farkas, Seattle YC, 36; 5) Heidi Hicks, St. Petersburg YC, 46; 6) Heather Kerns, St. Petersburg YC, 50. (29 boats)

Full results at www.richmondyc.org



Left to right: Taylor Milefchik, Lukas Kraak, Justin Zmina and Cameron Feves won the Rose Cup for Cabrillo Beach YC.

Foxx, Laser Radial, 2nd; and Jack Sutter and Charlotte Versavel, Nacra 15, 2nd. For full results and more info, see www.ussailing.org.

Jack Sutter and Charlotte Versavel went on to represent the USA in the Nacra 15 at the **Youth Worlds** in Poland on July 13-19. They finished ninth out of 21 Nacras there. For much more, go to www.worldsailingywc.org.



Jack Sutter and Charlotte Versavel during spring training in San Francisco. Unlike the Nacra 17, the Nacra 15, with C-shaped foils, is not supposed to fully fly. But fly they did — for about 30 seconds — before the active starboard foil went bust with a bang.

Race Notes

West Coast sailors fared well at the **US Youth Championships** in Little Egg Harbor, NJ, on June 21-25. Finishing on the podium were Marcus Huttunen, Laser, 2nd; Caleb Yosov, Laser, 3rd; Will

Cameron Feves, skipper for Cabrillo Beach YC, won the US Youth Match Racing Championship for the **Rose Cup** on June 28-30. Feves and crew, Lukas Kraak, Justin Zmina and Taylor Milefchik, earned the title following three days of match racing between 10 teams

in J/22s in San Diego Harbor. This year's was the 10th Rose Cup for 16- to 20-year-olds. Each crew had to include at least one girl and one boy. See www.ussailing.org.

Disabled sailors from across North America participated in the **C. Thomas Clagett Jr. Memorial Clinic and Regatta** on June 19-23 in Newport, RI. Carwile LeRoy of Fresno, representing BAADS of San Francisco, dominated the five-boat Martin 16

class, leading from start to finish over the three days of racing. LeRoy won six of nine races, after an eight-year hiatus from racing Martin 16s. For complete results, see www.clagettregatta.org.

A team from San Diego YC (Tyler Sinks, Nick Martin, Carissa Crawford, Jake La Dow, Nick Kaschak, Max Hutcheson, Tori Porter and Rick Merri-man) won the 35th Anniversary **Newport Regatta** hosted by Sail Newport in Rhode Island.

"The event was challenging with a wide range of breeze conditions," reports Carissa Crawford. "Playing conservatively and being one of eight boats to avoid a black-flag penalty enabled the team to not only solidify first place, but also secure the honor of being awarded the Dr. Robin Wallace Trophy presented to the Boat of the Week by Sail Newport." The team plans to train again in San Diego before returning to Newport for the NYIC Invitational Cup in September.

Fruity fun on San Diego Bay: The World Avocado Organization and SDYC hosted the first-ever **World Avocado Cup Regatta** on July 13-14. Ten J/22s represented the participating avocado-producing countries (Peru; California, USA; South Africa; Colombia; Spain, Portugal; Tanzania; Zimbabwe and Mozambique), most of which also produce sailors. SDYC's Nico Landauer of *Avocados from Peru* took home the trophy with his crew, the 'Peruvian Brothers' Giuseppe and Mario Lanzone.

Susan Ruhne of St. Francis YC alerts us that this year's **Phyllis Kleinman Swiftsure Regatta** on August 17-18 will include an ORR division as a tune-up for Rolex Big Boat Series, a white sails/PHRF/cruiser division with one Bay-tour race each day, and a Best Dressed Crew Trophy. Sign up at www.stfyc.com.

— latitude/chris

*For a change of pace this month, we'll avoid our tendency to report on sunny tropical sailing venues and take you to the **Far-South Latitudes**.*

Expedition Chartering in the Land of the Penguins

In an April contribution to *Latitude* (*Trip to an Icy Desert*), I gave a quick run-down of my desires to travel and love for the sea. Since then, I traveled from my current home in Mexico down to the very southern tip of Chile to a tiny little town known as "the End of the World" named Puerto Williams. There I joined the 74-ft expedition sailboat *Pelagic Australis*.

We sailed out of the infamous Beagle Channel and headed toward the Southern Ocean. We weaved through the ice as far south as we could get for nearly two weeks before making our return north. The farthest south we reached was lat 65°18'24" S, long 64°11'20" W, just south of Anvers Island.

Because this area of the world is so desolate, it was really important for me to be on a boat with the proper safety equipment and a crew who was experienced with these latitudes and conditions — and to sail on a boat that regularly crossed Drake Passage.

I'd asked on the Women Who Sail Facebook page for recommendations, as there are quite a few expeditions to choose from. Skip Novak's name came up several times, and it was a name I'd seen in sailing magazines before. I looked at all the charters mentioned, and, while they all looked amazing and exciting, most were either already booked or lacked the depth of information Skip had on his website. I felt very comfortable committing to the adventure with his

Even experienced crew never know quite what to expect when sailing in these latitudes. Every trip brings new discoveries and challenges.

crew. I knew I was likely going to be the youngest paying passenger, but I didn't anticipate being older than all three crew members! That was especially exciting for me to see.

We had a delicious first meal together aboard the boat before leaving the make-shift marina in Puerto Williams. Departing at 3 p.m. the following day, we made our way through the blustery Beagle Channel with 42-knot winds and gusts up to 50.

As one might expect, as soon as we exited the channel, the winds calmed down and became more consistent, in the 20-knot range. Even though the conditions were stable, I found myself terribly seasick and regretted not getting a photo of Cape Horn when we passed it on my 2 a.m. watch. I figured I could get a photo when we returned, which I did, but it was too foggy to even see.

The voyage south continued on, and, to my surprise, we had a really beautiful sail to the Antarctic Peninsula. Skip's custom-built aluminum boat sure can move. We were sailing a steady eight and nine knots and even turned the motor off on one of the days.

The sun came out, we spotted our first minke whales, and we were enjoying the petrels and albatross circling us as we sailed along. The farther we got from Chile, the more difficult it was to tell what time it was. The sun doesn't set in the summertime; it simply gets slightly less bright around 11 p.m.

Exactly three days after departing Puerto Williams, we arrived at Deception Island, where we anchored and went ashore. We spotted our first pen-

guins (gentoo and chinstrap) and went for a nice hike up to Neptune's Window. In plain sight, the remains of whaling stations from the 1930s are still strewn about the beach.

At the time I didn't realize that this was going to be the



most land we would have to walk on for the remainder of our trip! Everyplace else we went was covered in several feet of snow, or was iced in. Because this trip was in December (the beginning of their summer), it was still early in the Antarctic season, and a lot of ice and snow had not yet melted.

On the rare sunny days, we could often hear the sounds of snow and ice collapsing down a canyon wall, creating a giant pile of snow dust, while everything fell into the waters below.

The great thing about this expedition was that the crew was very hands-on, and other than certain procedures requiring careful concentration, like dropping the anchor, we were all welcome to participate in hoisting the dinghy, dropping or lifting the keel, raising and dousing the mainsail, etc. We passengers even took over making dinners, each trying to out do the next, to give the crew a rest. They spent hours outside at the helm keeping us away from the ever-changing landscape of icebergs and the huge chunks of ice that had fallen off



OF CHARTERING



Spread: Anchoring on an ice flow is apparently a standard option when exploring the far south in an expedition boat such as 'Pelagic Australis'. **Inset:** Ashore, penguins are docile.

them. I honestly don't know how they do it. On top of this, they were excellent at spotting wildlife, too. They'd point off in the distance at things I would have completely missed.

As the days went on, each new experience seemed somehow top the previous days' excitement. The first iceberg we saw was simply enormous. We all gathered on deck to study it, and even the crew was excited! I'd later realize that every trip to Antarctica is different. You never know where you can and can't approach until you get there. One anchorage we arrived at was completely iced in. There were four boats with their anchors on the ice, so we gently pushed our boat into the snow-covered ice and set our anchor alongside the others! Every day is completely different, and you never know what surprises await you.

Many places we went ashore had penguin colonies. They have no fear of

humans and make very adorable cooing noises. The females had laid their eggs, and the males were feverishly wandering around trying to find more stones for their nests. Watching them was really endearing.

Sailing in the snow was something I never knew I wanted to experience, but when we did, it was so serene and magical — as if we were in our very own snow globe! We took turns wiping snow off the pilot-house windows so the crew could see as we moved forward. Nearly every time we were on the move, we saw at least one whale. I really wanted

to see a pod of orcas for the first time, and, lucky me, on my 36th birthday we had a pod pacing us for 15 minutes or so. One even came up alongside the stern!

There were a couple of kayaks on-board, and every time I went paddling, I was able to get closer to the beauty that surrounded us. Kayaking up to icebergs, having just passed penguins swimming and feeding all around us, was pretty remarkable.

Throughout the trip we saw multiple failed attempts at egg theft, as one bird would eye the nest of another. It generally did not end well for either party.

Seeing how Skip's boat was set up was invaluable for me as a solo sailor. I'd never been on a professionally run sailboat, so I took notes on things I could implement on my vessel and learned so much. Seeing the lifting keel locked into place for offshore trips, or lifted when we were near shore — the design is simply amazing. Now that I have had a taste of sailing in this poorly charted area, I can understand why he dreamed up some of the special design features.

Eventually, we got as far south as possible. Argentinian cruise ships that frequent those regions and other charter boats we saw in passing confirmed that everything else was closed out. It was common for our captain to check in with other boats nearby to hear where they'd come from and where they were going. Several other sailboats were on the same track as us, all having attempted to go as far south as possible.

When we got a decent weather window, and all the adventures to be had were ticked off the list, we left the ice for the return sail to Chile. The trip north

For Capt. Edd, 27, and his fiancée Charley, 26, deckwork such as making sail repairs is all part of a day's work — no matter the weather.



WORLD OF CHARTERING

was more along the lines of what I'd expected the Drake Passage to be like: 20-foot waves and 40-knot winds. Conditions were rough, cloudy, rainy and unforgiving, making it difficult to keep breakfast down.

My advice to others who want to do this is to give yourself plenty of time to plan so you can make it happen. Now that I have all the gear, if I could afford to go every year, I would! The landscapes are unlike anywhere else I've seen, and arriving by sailboat made it incredibly special to explore.

The two pieces of gear not on Skip's gear list that I would definitely recommend are: single-use hand and foot warmers (they last 12 hours and are life-savers) and snowboarding goggles. Everything else I begrudgingly purchased thinking I'd never need it; I definitely did. For some of the other passengers, this may have been one of several expeditions taken in a single year, but for me it was truly a once-in-a-lifetime adventure.

All those crazy ideas I had in my head of sipping on a glass of wine while swimming with chunks of ice around me



When the weather calms and skies are blue, Antarctica's natural surroundings are truly stunning.

didn't quite happen the way I'd thought they would. But I gained so much perspective and appreciation for all the heavy regulations that keep Antarctica the only pristine continent on our ever-changing planet.

I actually did get to go swimming, and thanks to my captain, I didn't die from the shock of the frigid waters! I love going off on my own to explore and

wanted desperately to just do one thing on my own, but that is just not safe in Antarctica. I feel incredibly humbled by my experiences in the Far South.

— rachel belle

Rachel — It all sounds amazing! Many thanks for sharing your insights on your journey to the bottom of the planet.

Readers — See the legendary Skip Novak's website for more info: www.pelagic.co.uk. Or email him directly at skipnovak@pelagic.co.uk.

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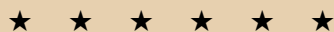
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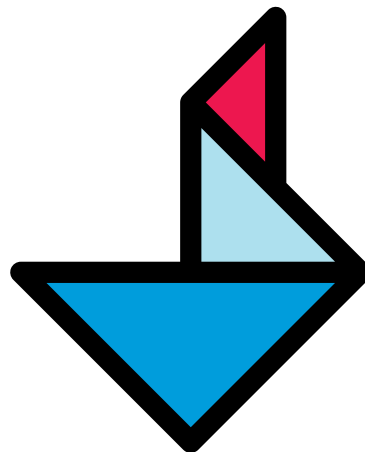
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CHANGES

With reports this month from *Caramba's* second-youngest crewmember: *Interlude's* solo passage from Mexico to Panama — and back to Mexico; the culinary delights aboard *Shastin*; and the flaming hoops the owners of *Reality Check* had to jump through to get a TIP in time for the last Ha-Ha; along with a full-course serving of tasty *Cruise Notes*.

Caramba — Cabo Rico 38 Logan Bugenig and family Life of a Cruising Kid Bainbridge Island, WA

My name is Logan Bugenig and I have lived aboard *Caramba* nearly half of my 14 years. The last five years, my family and I have cruised down the North American coast from Washington state to Mexico, and then to where we currently are in French Polynesia.

Sailing in general gets you really close to your family, literally and metaphorically.

At age 14, Logan has already done more cruising than most of us will ever do.

My parents, Heather and Louie, and my 12-year-old brother, Hunter, understand each other a lot more than if we lived in a house. Of course there are conflicts from time to time, but we've also learned better how to work them out.

I'm really glad I'm as close to my brother as I am because, like I said, we understand each other. We're actually planning our lives out when we're adults based on

Trash pickup day on Kauehi Atoll. Hunter and Logan are in front. Other boats represented here were 'Luminesce' and 'Itchy Foot'. "This was all we could carry," notes Logan.

what the other guy wants to do. We might even live together for a few years. We like talking about what we want to do in the future in our free time.

While living on a sailboat, we get to meet people we would probably never meet if we lived in a house. All of the people we meet are amazing in their own ways, and you don't really get that diversity onshore. We love hanging out with our friends. We've been lucky that some of our boat friends we've known since Mexico have been traveling the same basic route that we have, so we get to see them longer and more often. And together we never seem to run out of ideas for having fun.

Our lifestyle kind of requires that you bring your own activities. And *Caramba* has all sorts of gear to keep us busy kitesurfing, scuba diving, snorkeling, spearfishing, hiking — even camera gear and of course homeschooling materials. There are a few other things that we wish we had, such as a drone or a dive compressor, but we only have a 38-footer, and we're honestly surprised we can even fit the stuff we have. We'd have to raise the waterline about eight more inches!

But the fact of the matter is, the whole reason we're all on a boat is to go explore and see new things! So there is always lots of moving around, never staying in the same spot for more than a month unless we're doing boat repairs.

All of this adventure not only puts everything in perspective, but I feel like it prepares me, my brother, and every other cruising kid for the future.

For one thing, there's social interaction with many different people from many different cultures. When we first cruised to the South Pacific, we only spoke English. Now we're learning a whole new language — in fact, more than one! In our still-limited French, we can order meals at a restaurant (if you pronounce everything correctly). And we're



learning a whole new language! I had no idea before we came here that there was such a language as Tahitian, or Marquesan, but now I kinda know the basics. For example, "hello" in Marquesan is *kaoha*. "It's nice to meet you" is *koakoa te tutukiia*. And "thank you" is *mauruuru*. We know a few more, but most people speak French, so we focus on French.

However, there are some things that can't be taught through local interaction and/or schoolbooks that we would only know if we lived in a house. Like social interaction skills with other kids our own ages. Fortunately, we have some family in the States who let us couch surf at their place for a while every year. This allows us to make some money and take a little break from "boat life," while also getting the chance to keep up with those social skills with our friends back home. The last time we were in the States was amazing because we didn't have to spend 10 minutes at the counter of a restaurant just to order food! We get to talk to everyone about all of our travels, what we've



CARAMBA



CARAMBA

IN LATITUDES



ALL PHOTOS CARAMBA

Clockwise from bottom right: 'Caramba' in Bora Bora; dinghy sailing in the sunset; there are always chores, whether you live aboard or ashore; hiking with Hunter in Daniels Bay, Nuku Hiva; homeschooling aboard. Inset: The Bugenig family (l to r), Logan, Heather, Hunter and Louie.

done and what we've seen, and we get the chance to catch up with everybody we know.

For the future, I have what our family calls the 'travel bug', which is basically a metaphorical disease that drives people to go on adventures. I love exploration, and when I grow up I want to be a travel photographer, traveling the world, taking pictures for people to see and get inspired, spreading the travel bug to them. I love photography, and my family kind of relies on me to take pictures whenever I can so we have those photos to look back on. Sometimes, when something bad is happening, no one wants me to take pictures. But I know they're gonna wish I had pictures and videos of that time later on, so I always keep a GoPro on me.

Traveling the world at a young age is really great because if I manage somehow to get a traveling job as an adult, I'll be ready for it. Traveling the world, or just

traveling in general, gets the gears in your brain turning; it gets you thinking really hard about yourself and who you are as a person and what you can do. It enables you to figure out your limits, to measure your strengths as a human being. I honestly can't wait for the future. I know that life's going to throw some monkey wrenches at me, and it probably won't work out as perfectly as I'd hope, but I've worked that possibility into the plan. My plan is like a computer program, filled with "if," "else" and "elif" commands (only computer nerds and programmers will get that one).

One of the most common comments my brother and I get from people — sailors or not — is, "You guys are so lucky that you get to do what you do at your age. You know that, right?"

I can say I think I know this.

But what they often don't understand is that my brother and I are still kids. Except for the few months we're "home," we haven't really experienced what regular kids go through when living in a house, so it's hard to say we really know how lucky we are.

I'm just saying that the life I'm living just feels like . . . life. It doesn't feel like anything phenomenal. It just feels like every morning I wake up at 5 a.m., make coffee, get my homeschooling done, then have the whole rest of the day to play, unless we need to go somewhere or provision, or something like that.

I really like what my family and I do, but as the years go by, I'm also feeling like I need some regularity in my life. Like some friends that I can hang around with whenever I want, being around people who speak my language, and just trying life ashore for a while.

I think living in a house would be fun for a little while. Get some stability, you know? Like I said, my little brother and I are planning on living together, so we'd have our "shore fun," and then who knows? Maybe I'll end up living in a trailer, traveling the world by land. Or maybe I'll get my own boat and travel farther than I ever have before! Whatever it is, I'll do something amazing.

— Logan 4/24/19

Interlude — Catalina 36

**Mike Joyce
Tough Enough
Bellingham, WA**

I retired two years ago and started my cruising adventure aboard *Interlude*, a '98 Catalina 36 MkII tall rig, hull #1664. I was unattached, solvent and healthy. It was time to live the dream. An engine overhaul, new solar, SSB and a ton of spares later, we were ready enough.

We passed under the Golden Gate Bridge September 25, 2016, and turned

Mike (right) compares notes and clinks drinks with fellow Catalina (42) owners Rick and Brenda of 'Dad's Dreams' in Costa Rica.



INTERLUDE

CHANGES

left. Goal: the Panama Canal and up the East Coast to a little beach near Milford, Connecticut, where I learned to sail almost 50 years ago. I thought it might take five years.



INTERLUDE

Mike is taking a brief, ahem, interlude in his plan to sail to Connecticut.

occasion. Performed flawlessly. I grew confident the C-36 was tough enough.

Beyond La Paz, the Sea of Cortez and Mexico's stunningly beautiful Gold Coast, the passages get longer, the infrastructure thinner. The dreaded Gulf of Tehuantepec is no longer a concept. It is real and getting closer every day. "The *papagayos*" start to enter conversations. Turns out the T-peckers are a lot like crossing The Slot on SF Bay, just a few hours longer. My lesson learned from an easy crossing: Wait for a weather window, go as fast as you can, hug the beach and trust the boat. The *papagayos* were another thing.

Papagayo winds dominate Pacific coastal weather from El Salvador to Costa Rica in the winter and are strongest the full length of the Pacific Nicaraguan coast. High pressure on the other side, in the Gulf of Mexico, forces venturi winds across Lake Nicaragua just a few miles inland, causing offshore flows on the Pa-

The 'Interlude' crew came to the 2016 Ha-Ha party in their 'Where's Waldo?' getup. We're not sure which one is Wal . . . we mean, Mike.



INTERLUDE

cific side from 25 to 45 knots for weeks at a time.

Our first 24 hours out from Bahia del Sol, El Salvador, were sporty but uneventful. The wheels came off just after dawn on day two, about 50 miles south of Puesta del Sol, Nicaragua. *Interlude* and I had motorsailed through the night, close-hauled into 30-plus knots on a southeasterly heading, about five miles offshore. I checked bilge, engine and course every 45 minutes and napped in the cockpit.

Breaking waves were running down the port side weather deck and pouring into the cockpit every few minutes. Waves slamming into the port bow and arcing over the foredeck were getting below where the shrouds came through the deck on the starboard side. Several portlights were leaking. Water was dripping down the inside of the coach roof onto the electronics at the nav station, which I tried to protect with towels.

The situation was dire. Crew and equipment readiness were both deteriorating, and we were looking at at least a full 24 hours to the next safe haven. I put together a ditch bag. A bit later, while I was below, the wind jumped up to 45-ish knots and the double reefed main exploded. *Interlude* pirouetted head-to-wind and we motored off toward the beach — the rag that had been my mainsail snapping and popping in the gale-force winds.

I took it as a sign and decided to make a strategic retreat 15nm in the wrong direction, but downwind, to a minimally protected anchorage. Immediate improvement, as apparent wind dropped from the 30s to the mid-teens and low 20s with the change in wind angle. Two hours later the hook was down and so was I. Eighteen hours of rest and a sail change later, I had the time and energy to clean up and thank Catalina for building a boat that was tougher than it needed to be.

Back underway, the next day was windier, and I was smarter. A hanky for a jib and the main safely flaked and tied down gave me 6 knots SOG, motorsailing at low RPMs on my desired heading about three-quarters of a mile off the beach to minimize the fetch.

Turns out the Catalina 36 sails well under nearly bare poles. Life was decidedly better, but even on a good day conditions like this are exhausting.

Just the unrelenting noise of 30 to 40 knots saps strength. Going forward is a life decision, even with jack-

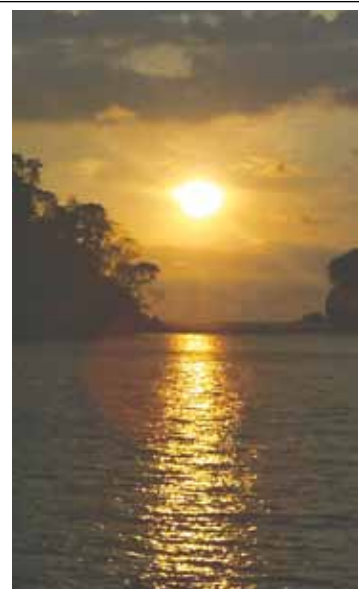


lines . . . If I go over the side, there is no one to pull me back. There is very little "sailing" to be done. I set up the boat for the day and hunkered down.

More than once, I thought about the people who'd set up the boat originally. I was putting my life in the hands of the people who'd laid up the hull, installed the bulkheads, bedded the thru-hulls, stepped and rigged the mast, and maintained the engine that my life depended on for a very long couple of days. Who knew a Catalina 36, almost 20 years old, could take that kind of beating? Once again, *Interlude* passed the test.

There was still a week to endure in the windiest anchorage I've ever seen, with

IN LATITUDES



Left: Selfie of friends on the beach at San Evaristo. Center: Panama sunset. Above: "I was sitting at the end of the table when the waiter started putting drinks in front of me..."



'Interlude' at the dock at Paradise Village. After 6,000 miles, Mike reports the most dramatic breakdowns he suffered were that the radar and chartplotter quit.

chop breaking over the bow, waiting for a weather-window to get to Costa Rica, where forecasts called for 10 to 20 knots and flat seas . . . The Promised Land . . . And beyond.

So if you own a Catalina, and think you can't, you can. If you think you have to wait, you don't. The right boat to go cruising in is the one you have right now. Give it a try. Be ready to work harder and have more fun that you could ever have imagined. Be ready for mind-blowing sunsets, great rum drinks and some of

the best friends you will ever make. Dolphins, whales and rays? Oh my! Absolutely and in abundance. Be ready to feel alive, and if you feel overwhelmed at some

point, park the boat and come home. I'm currently sitting in my son's living room with his dog curled up next to me on the sofa.

I loved my time in Mexico. I'm



grateful we survived Nicaragua and the dreaded *papagayos*, thanks to a tough boat that did more than I had a right to ask. Costa Rica was expensive and beautiful. Pacific Panama has been even more beautiful IMHO, with top-tier infrastructure for parts and repairs.

A little caulk, tighten some fittings, replace some damp electronics, and *Interlude* will be ready to go. I can't wait to see what's around the corner. I know she can handle it.

— Mike 6/9/19

Mike's big plan to sail to Connecticut hit a snag in Panama. "I felt like I had missed a lot of Mexico, so I turned around and singlehanded the 2,000nm back from Panama to Paradise Village in Nuevo Vallarta, I expect to be here for the summer chipping, away at boat projects.

"The new goal is to get back up to the Sea of Cortez in the fall. If I can keep the slimy side down and the pointy end in front, my current thinking is to fall in with some cruising friends and see more of the Sea and Mexico's Costalegre for the next few seasons. Basically, for now, I found my limit. Connecticut will be there."

Shastin — Valiant 47 Stacey and Eli Myrick Busting Seams Barco Oakland

As hard as it was to leave La Paz in late November, we were ready to continue our cruising adventure. We stopped to explore numerous coves and bays as we made our way north up the Baja Peninsula through the Sea of Cortez, dropping the hook often to have a sunset cocktail and dinner. Espiritu Santo, Isla San Francisco, Bahia Santa Marta and Punta San Basilio were just a few of the jaw-dropping-gorgeous places we got to stay and play. We continued all the way to Santa Rosalia, where we provisioned before heading east across the Sea to San Carlos.

Once on the mainland of Mexico, we reversed direction and bopped south down the coast, stopping in Topolob-

Right now Pavlov's dogs got nothin' on us.

ALL PHOTOS INTERLUDE

SHASTIN

CHANGES

ampo, Mazatlan, and finally La Cruz for a few weeks. La Cruz was one of our favorite stops as it has such a welcoming cruiser community.



Among the cruising pals Stacey and Eli (in white) made this season are Donnie from 'September Song' (left) and 'Bow Tied' guys Will, Dan and (kneeling) Kim.

After New Year's, it was time to head back to Cabo to prepare for the Bash back to Oakland. Only we got "bashed" before we even got going. On the three-day passage from La Cruz, *Shastin* flew so fast that she blew apart her port-side spreader. Fortunately, the welder at the boatyard in Cabo was able to repair the spreader for us.

Our time spent in Cabo was longer than we'd anticipated as we waited and waited on a weather window to open so we could start our Bash back north.

"It's amazing how many friends manage to dinghy over to say hi after you've just pulled a pie, quiche or flan of the oven," says Stacey.



While waiting for the storms to pass, I was thrown into a different turbulent situation when my father unexpectedly fell ill. Between the weather and my father's untimely passing, our only option was to take *Shastin* to La Paz and leave her on the hard to wait out hurricane season. As difficult as it was to leave our whole life in Mexico for nine months, the positive is that we now have an excuse to return to and continue our cruising adventure — even if it is only the Bash back north to Oakland. Until October!

Among our most rewarding experiences in cruising were the friends we made along the way. Some we met through the Ha-Ha and others were familiar faces that we kept bumping into along the way and quickly befriended. Swapping sailing stories and sharing swims at the beach, dinners, beers, boat advice and laughter were regularly enjoyed with the cruising friends we met — and that includes locals. One, Pancho, took hours out of his day to drive us around Bucerias and PV in search of boat parts, simply because "that's what friends do." Our cruising experience was so enriched from the amazing people we got to share it with.

Having a culinary background (*Stacey earned a culinary degree in Denver 15 years ago — Ed.*), another enjoyable part of cruising for me was cooking on the water. Every day of meal planning became the ultimate chef's challenge. What will we catch while underway? What local ingredients will we find in the *mercados* when provisioning? What won't we find but desperately miss from the States? Nothing stopped me from cooking the full spread of Thanksgiving and Christmas dinners, all from scratch, with daily meals in between. It's amazing how many friends manage to dinghy over to "say hi" after you have just pulled a pie, quiche or flan out of the oven! Needless to say, we hosted several dinner parties. *Shastin* was quickly and affectionately nicknamed the "Busting Seams Barco" because anyone who crewed on our boat gained weight from all of our good eating. There was no plate left unfinished on our cruise!

— Stacey 7/8/19



Reality Check — Island Packet 420 Chris and Janet Michaelson The Trauma of the TIP Seattle

Readers — If you're headed to Mexico this fall, getting a Temporary Import Permit might take longer than you thought. Follow Janet and Chris as they navigate the process . . .

We bought our 2002 Island Packet 420 *Reality Check* in San Diego in 2012 and had it trucked to our home port in Seattle, from which we sailed in Washington and British Columbia waters for the next six years. We knew that the boat's previous owners had sailed it to Mexico for extended stays at least three times. And in our preparations for sailing it back to San Diego last summer to join the 2018 Baja Ha-Ha, we knew we needed a TIP — a Temporary Import Permit — to take the boat back into Mexico. We had read that the procedures for getting one were fairly straightforward and could be done upon arrival in Cabo San Lucas. We missed the small print that mentioned it would be more complicated if your boat had previ-



Eli and Stacey on Christmas Day in La Cruz. They later hosted dinner for six.

ously been to Mexico.

The significance of the latter point hadn't really registered with us until a casual conversation in a bar with a former Island Packet dealer after we arrived in San Diego. When we mentioned the TIP, and that our boat had been to Mexico before, he laughingly warned us we were "hosed!" At which point we realized we really didn't know how to proceed.

We found out that you could not do the necessary paperwork on arrival in Cabo San Lucas because there is no Banjercito there — the official Mexican government bank that you need for this situation. After many frantic Google searches, phone calls, missteps and dead ends over the next several days, a plan slowly evolved.

First, we learned that no TIP could be issued if there was still an old one in existence. And the old one exists until it is *canceled*. It doesn't matter if the previous one is past the 10-year expiration date. It still has to be canceled. And for it to be canceled, you have to present the original of the old one, or provide documentation

from the previous TIP holder that it has been lost.

Here is the (not terribly) short version of the documents that we collected:

1. Fortunately, we had contact information for the previous owners, who were on the East Coast. They sent us a "statement under oath" that they had discarded their old TIP, which had technically expired in 2017, when they sold their house and moved that year.

2. All of the usual documents: bill of sale, vessel documentation (including documentation on your dinghy), insurance documents, etc. You also need your engine ID number and the number on your dinghy and its outboard.

3. A "Form 1300" from the Customs Office (USCBP) in San Diego. This is the document the Mexican government accepts as "proof" that the boat left Mexico.

(In trying to cover all our bases, we also gathered invoices for six years of paid moorage at a marina in Seattle, although those weren't needed.)

Form 1300 is designed for commercial vessels leaving US ports. For some reason, it has been adopted by the Mexican

government to document that a boat is in US waters at this time — meaning that it left Mexico. Fortunately, the form is simple to complete.

The next problem is where to take all this to apply for the TIP. You have to go to a Mexican consulate. And there isn't one in San Diego. Or to a Mexican port of entry, which Cabo is not. We were actually looking at taking the boat to Ensenada and applying there because we found out about a friendly English-speaking port captain, Fito Espinosa at Marina Coral, whom we had contacted and who was prepared to walk us through the process. The idea was we would then return to San Diego to leave again with the Ha-Ha, except there were hurricanes swirling around at the time and we were afraid that even if we got there, we weren't sure the weather would allow us to get back.

While we were still grappling with this issue, we received an email from the Baja Ha-Ha notifying everyone that Mexican officials would be at the Mexican consulate in Sacramento for a special two-day "event" to assist people who had boats with old TIPS. Hallelujah!

That was the good news. The bad news was that it required a round-trip plane ticket from San Diego to Sacramento and a night in a hotel. But Mexican officials were indeed there, and they met with each boat owner there to assist with canceling the old TIP.

Chris and the new TIP. Finally getting one of these things is only slightly less gratifying than finding the Ark of the Covenant.



CHANGES

But there was a catch. After your old TIP is canceled, you need to apply for a new TIP. And you need an appointment to

time to work through all of this. But I don't know if the Mexican government schedules these special events every year.



REALITY CHECK

'Reality Check' did get TIPed in time for the Ha-Ha. The boat is currently in La Paz while Janet and Chris split their time between Oaxaca and Seattle. They'll be back in October for more Mexico cruising.

do that. You have to apply for an appointment online. And the computer won't give you an appointment for the same day. Even though the people issuing the new TIPs were right there in the same room with you, available, at that very moment. So, reschedule the return flight. Check back into the hotel. Return the next day. Get the TIP.

We were lucky in the sense that we were in San Diego for six weeks and had

If that hadn't happened (we were well into the process when we learned about it) we might still be in San Diego.

One more tip about the TIP: What if you don't know if your boat has been to Mexico before? One way you can find out is to try to apply for a TIP online. If there was an old one, it will say so when you put in your Coast Guard documentation number. At that point it won't let you proceed any further — and you can start your own version of this journey. (Note: If there was no previous TIP, don't proceed with the online application. Better to do it in person. Buena suerte!

— Janet 7/2/19

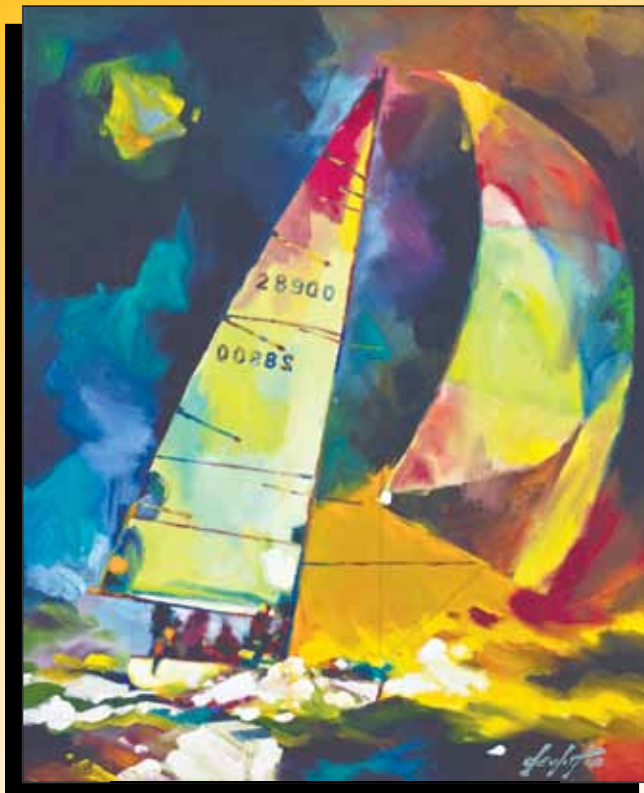
PS — When we got the Form 1300 at

the USCBP office, we were told we needed to return it if we did not leave port within three days, which we had no plans to do. But when we dutifully went back to the USCBP office to return it, the (un)friendly official took it from us without a word, and without even looking at it — threw it straight in the trash! Grrrrrrrr. By the way, you don't need this form when you actually do leave.

Cruise Notes

• 2018 Baja Ha-Ha crew aboard the San Francisco-based Catalina 38 **Thira** were owners Ray and Debbie Torok and their adult kids, Garrett and Dana. The latter had to fly home from Cabo, leaving Ray and Debbie "empty boat nesters" from then on. They quickly fell into the rhythms of the Sea, making their way to La Paz via Los Frailes and Los Muertos, and making friends with other Ha-Ha boats. The end of November found them back in Cabo awaiting a weather window for the Bash home. And that's where their story took an unusual twist.

Due to using modern weather apps — the Toroks really like Windy — their



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Ray and Debbie may have reset the bar for the most benevolent Baja Bash ever.

Ensenada, San Diego and Marina del Rey," says Ray. And the only reason they stopped was to catch up on needed rest. After that, they hopped to Morro Bay, then sailed back under the Golden Gate on December 29.

• On the evening of July 2, a commercially administered mooring lying off the Bora Bora Yacht Club broke loose, sending the Outremer 51 **Archer** adrift while her owners, Seth and Elizabeth Hynes, were dining ashore. The big red cat eventually slammed into two over-water bun-

Baja Bash turned out to be not very bashy at all. "We lucked into a series of weather windows that let us motor-sail(!) from

Cabo all the way to Santa Barbara, with brief stops at Turtle Bay, Ensenada, San Diego and Marina del Rey," says Ray. And the only reason they stopped was to catch up on needed rest. After that, they hopped to Morro Bay, then sailed back under the Golden Gate on December 29.

galows at the Bora Bora Pearl Beach Resort and Spa, where she incurred some damage before Seth and Elizabeth — with help from other cruisers — were able to kedge the boat out into safer water. Winds that evening ranged from 20 to 35 knots, according to Seth. We are happy to report that no one was hurt during the incident and that the Bay-based **Archer** was well insured.

"We were very lucky the damage was contained to the port cabin (away from the rigging and bulkheads) and crossbeam," says Seth. "Outremer, the maker of our boat, has been excellent to work with and they believe nothing structural has been damaged. It should be a simple fiberglass and paint job, for

the most part. We are now awaiting calm weather to move the boat under its own power back to Raiatea for repairs. In two to three months, we'll be back cruising, but certainly not us-



ing any mandatory mooring balls!"

"This is the first mooring-failure incident in French Polynesia that we can recall during the 23-year history of the Pacific Puddle Jump," reports PPJ's Andy Turpin. "But it's particularly troubling because recently enacted regulations



We're happy to learn that damage to 'Archer' was not serious and that the boat will be sailing again in a few months. Inset, the not-very-confidence-inspiring mooring bridle. Yikes.

because recently enacted regulations

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CHANGES

now officially prohibit anchoring in the Bora Bora lagoon, meaning that all visiting yachts are supposed to moor on commercial moorings."

The Bora Bora Mooring Service claims to have installed 40 to 50 new moorings recently in various parts of the lagoon. However, the one that Archer was on was not one of them. It was older and due to be refurbished.

We're told that until mooring upgrades are completed, local authorities will allow the new rules to be bent so that some anchoring in the lagoon can be allowed.

• After last year's Ha-Ha, and "a wonderful week at Espiritu Santo Island," Tim Dick had his Lagoon 42 cat **Malolo** delivered from La Paz to Ensenada. ("Let's just not discuss that, OK?") From there, he and crewman/friend Fred Reynolds had a great time doublehanding the rest of the way to Cabrillo Marina in L.A. But not before a short delay. After an excellent dinner at Steinbeck's CostaBaja Resort and Spa (which Tim reports is quite the happening place on a Saturday evening), they got a good night's sleep and awoke Sunday morning "to the sounds



Above, triathlon swimmers briefly took over the waters of Ensenada in June. Left, Tim is hanging in SoCal for the summer.

of wall-to-wall splashing." Sea lions? Dolphins? Nope — humans! It was the swimming portion of the Triatlón Salvavida. Who knew? "We clearly weren't going to the fuel dock any time soon, so what better way to enjoy watching the efforts of others than sipping coffee and having breakfast tacos!"

Once they did get going, the trip itself was windless and flat, with an escort of dolphins for luck. Twenty hours later, they tied up at dawn at Cabrillo Marina, which will be *Malolo's* summer home.

"We'll head up to the Bay after "summer vacation" in L.A. because, well, there's just so much to do!" says Tim. "The Hollywood Bowl, Santa Monica, my old stomping ground of Balboa . . ."

• A lot of cruisers don't like overnight passages. We get that, and it's OK. For-

tunately, there's an easy solution for them. It's called Mexico. "When we started this

adventure last August from our home in Nanaimo, BC, our intentions were to spend a couple of years in Mexico and then cross over to French Polynesia," writes Cheryl Cooper of the Bavaria Vision 42 **Sedna** that she and husband Ken call home. "The first thing I learned about myself as we sailed down to San Francisco is that I really don't like overnight passages. The second thing I learned, while on the Baja Ha-Ha, is that if we do have to do an overnight, I feel much more comfortable if we go with a buddy boat."

Having done a few buddy-boat overnights since those revelations, Cheryl says she's slowly learning to appreciate the beauty of sailing at night — though not enough to reinstate that Pacific crossing back into the original plan. But she and Ken have no regrets. "We have decided we may just stay put in Mexico for



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SEDNA



SALISH DRAGON

Drone view of Puerto Refugio — 'Sedna' is the smaller of the two boats. Inset, Cheryl and Ken.

our cruising life. We love the warmth and friendliness of the people, the food, the colonial cities, the beautiful anchorages and diverse marine life. These are the things we dreamed about when we were getting *Sedna* ready to head south. In our opinion, Mexico has it all."

The Coopers' favorite part of the cruising experience is other cruisers, most of

whom sailed in the last Ha-Ha. "In a short few months we have made lifelong friends," says Cheryl, echoing the sentiments of Ha-Ha vets going all the way back to the first one in 1993. "There is an incredible spirit of kindness and generosity within the cruising community, like the time at night when gill net fouled our propeller and rudder and Derick and Barb on *Stray Cat 2* towed us eight hours to an anchorage. Another time, in a windy anchorage in the northern part of the Sea of Cortez, Steve and Tracey on *Salish*

Dragon saw us rocking and rolling. They made us a riding sail and delivered it — complete with hardware to rig it up — to help minimize our "sailing on the anchor."

• Marty and Laura Swartz of the Long Beach-based Jeanneau 379 **Perkins** had a bit of a scare — and a bit of a lesson — a few months back. Marty tore his meniscus (knee cartilage) in La Paz. The marina quickly set him up with an ortho appointment, and after a \$300 MRI and

a \$40 consult, recommended immediate surgery for a cost of \$2,700. "We chickened out and went home and had it done at Kaiser," says Laura, "the cost well exceeding our \$7,000 annual deductible. Plus, Marty endured a one-month wait, making the rehab that much more difficult and prolonged." After some \$75/hr (Kaiser copay) physical therapy in California, they returned to Mexico to find excellent PT in Puerto Vallarta at \$17 per hour. "We credit them for quickly getting us back to cruising!"

• The **Stromboli** volcano, located on



With Marty on the mend, 'Perkins' is sailing again.



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CHANGES IN LATITUDES

the island of the same name in the Tyrrhenian Sea about 50 miles north of Sicily, erupted on July 3, putting on a spectacular show



Stromboli goes boom.

for spectators on both land and sea. Several cruising boats reported seeing it and at least one posted a video online. (If any readers have photos, we'd love to see them!) The 3,000-foot mountain is one of the most active volcanoes on the planet, erupting more or less constantly for about the last 2,000 years. (It's nicknamed the 'lighthouse of the Mediterranean' for the glow of lava at night.) Counterintuitively — to us, at least — that makes it a popular destination for hikers, thousands of whom trek to the summit every year to take selfies with the bubbles and burbles.

Larger eruptions like the one last month occur every 5 to 7 years — and unlike other volcanoes, Stromboli-type eruptions often come with little or no warning. In the July eruption, one Italian hiker was killed and another seriously injured as they tried to outrun falling debris.

(Stromboli trivia: On a sailing trip in the Med in 1922, a young writer named J.R.R. Tolkien witnessed a Stromboli eruption. He is said to have used it as inspiration for Mordor's "Mount Doom" in his *Lord of the Rings* trilogy.)

As impressive as they look, Stromboli's big eruptions are considered light to medium events by volcanologists. And they usually end as quickly as they started. A couple of weeks after the latest show, things had pretty much returned to normal, although the mountain had not been reopened to hikers.

• Is a **Panama Canal** transit on your



After the first of the year, a Panama Canal transit will require a bigger dip out of the bucket . . . list.

bucket list of things to see, do and accomplish? If so, be advised you can save a, um, bucketload of money if you do it before January 2020. That's when the Panama Canal Authority has announced it will double the rates for most pleasure yachts — from \$800 (for boats under 50 feet) to \$1,600. And please note: that's just the fee for transiting. Additional costs for inspection, security, bank fee, tax, line handlers, lines, bumpers, agents, etc., will likely get you closer to \$2,000.

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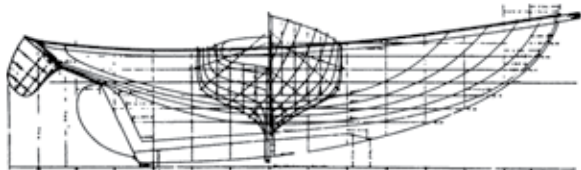
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24 FEET & UNDER



23-FT WESTERLY PAGEANT, 1972.
Alameda. \$4,500/obo. Stoutly built
Lloyd's of London specifications (pre-oil
embargo) owned since '76, 5'10" below,
galley, enclosed head, heavy main, roller
jib, 9hp Mercury start/alt (just serviced)
needs electrical, bottom job. Email
squeaks47@earthlink.net.



20-FT YNGLING, 1983. Encinal Yacht
Club, Alameda. \$800/obo. Moving - must
sell. An attractive, fast, and seaworthy
small racing keelboat. The Yngling was
a former Olympic class boat. Still raced
internationally. Good sailing condition. All
parts and sails and spinnaker included.
Yard-only trailer. Call me! (202) 207-6701
or pennestockinger@gmail.com.



RHODES 19, 1970. Novato. \$3,500. Win-
ning racer including 1st overall in prior
Delta Ditch Run. Heavy anodized mast,
reinforced chainplates, reinforced boom
with mounts for spinnaker pole, faired
keel, ss keel bolts, Doyle main and jib,
Pineapple spinnaker, minimum weight,
licensed trailer with 2 step welded ladder
with storage for sails rudder and tiller. Fast
racing boat. Contact (415) 827-3900 or
weroyall@yahoo.com.



18-FT JOHNSON, 1995. Richmnod YC.
\$8,000. Asymmetric spinnaker, big rig,
trap, Calkins trailer. mbrinerc@gmail.com.



23-FT J/70, 2016. Alameda. \$44,500.
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22-FT MERIT, 1983. Merced. \$3,800/obo. Has 8hp Honda 4-stroke, runs great. 2 spinnakers, mains, genoas, new center-board bolts, new bottom paint, new tires and many extras. (209) 576-5591 or (209) 602-0916 or Irodheim@yahoo.com.



18-FT CAPE DORY, 1986. Reno. Make best offer. Total restoration 2 years ago. New Pineapple sails and sheets. Upgraded track systems, 2 winches restored, new bottom paint and varnish, 2hp Honda long-shaft, new cushions for cockpit, cockpit cover and tiller cover, full cover for storage. Trailer with storage box and new tires. Invested 15,000/ make best offer. Contact (775) 750-0426 or jbhreno39@gmail.com.



13-FT SHELL WOODEN BOAT. Lucky, 2006. Carmichael. \$1,950. This beautiful boat is light and nimble. It is a cat yawl rig. 105lbs. Excellent condition. Includes trailer, oars, seat cushions and more. Kit retails for \$2,150. (916) 213-2047 or muellerm0906@gmail.com.



23-FT SAN JUAN, 1966. Redding. \$3,500. 23-ft San Juan sloop with licensed trailer, spinnaker, and extra sails. Mercury OB runs great. Been on Whiskeytown Lake all its life, still berthed at Brandy Creek Marina. (530) 945-0513 or john@salixae.com.



21-FT W.D. SCHOCK SANTANA 21, 1972. Lake Pleasant, AZ. \$4,195. Hull #485. Swing keel. Easy to trailer and launch. New bottom paint, main, and genoa. Has Barney post and all rigging is in great shape. Trailer has long extension. This boat is probably the nicest example of this classic. Contact (520) 285-9059 or Jcolc403619@msn.com.



17-FT MOLLY CAT, 1988. San Rafael, in water. \$17,500/obo. Designed/built Fernandes Boat Works, Richmond, for SF Bay conditions. Quite rare, the Molly Cat is gaff-rigged with a 1000lb. keel. She is extraordinarily seaworthy. The Molly sails like a dream. She also has a 1GM-10 Yanmar diesel with range 100+ miles 5 knots. A pocket cruiser, the wide beam (7'6") makes a comfortable cabin. Engine overhauled 2015. Bottom painted, mast sanded to metal and refinished 2017. Annually serviced by Yanmar dealership of Sausalito. Prior owner did restoration of Port Orford cedar interior, and re-bedding of all fittings 2013. Draws 2'2" (board up). (415) 377-7005 or nate@natesummer.com.

25 TO 28 FEET



25-FT NORDIC FOLKBOAT, 1992. Alameda, Fortman Marina. \$11,000. Built in 1992 at Classic Boatworks in Richmond. Fiberglass hull, wood cabin house and deck. Well maintained, outstanding condition. Has the aesthetic charm of a wooden boat but the maintenance benefits of a glass boat. Fresh paint: bottom, LPU topsides, deck. 3 jibs, 2 mains - one set excellent. Actively raced in fleet. see website for info on our strong fleet. Includes 4hp Johnson OB, full boat cover. See http://sfbayfolkboats.org. (415) 271-6267 or us115@myastound.net.

26-FT BALBOA, 1973. Nevada City. \$2,500. Retractable keel, trailer, sails, OB. Coastal Recreation, Lyle Hess design. Specs, info available online. Hull, rigging sound. Needs cosmetics (sand/paint/wax/cushions), use. Will email photos. (530) 210-5152, (530) 265-5396 or bennettmeyer@att.net.



28-FT CHEOY LEE TAI PAN, 1969. Oakland Yacht Club. \$12,000/obo. Good sails, furling jib, spare jib, fiberglass hull. Great 2 GMF Yanmar diesel. New prop and running gear. New lines. Very pretty Bay boat. Additional photos on Craigslist or on request. (510) 846-4646 or mr.jamescarroll@gmail.com.



27-FT CATALINA, 1978. Benicia Marina. \$7,900/obo. Very nice Catalina 27. Well equipped and maintained. Diesel inboard. 3 headsails. Dodger. Easy to sail. Must see. (510) 517-2456 or (530) 577-4766 or rncbrown2@sbcglobal.net.



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.

27-FT O'DAY, 1978. Emeryville Marina, Slip F4. \$5,000/obo, must sell. 9' beam, 4' draft, roller-furling jib, main. Sailing gear. Contact petewashington@hotmail.com or (209) 526-9133.



28-FT SKOOKUM, 1977. Oakland Yacht Club, Alameda. \$15,000. Ocean boat set up for singlehanding. 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.



25-FT CATALINA 250 WING KEEL, 2002. Port of Redwood City Marina. \$14,500. Price reduced for quick sale. In excellent condition. All new: cushions, AquaMatic carpet, aft berth, running rigging. OB. Well maintained with bottom done less than 2 years ago and cleaned every other month. Moving overseas so must sell.



28-FT ALERION EXPRESS, 2004. SFYC Harbor. \$75,000. Minna is a beautiful Schumacher-designed sloop modeled after Herreshoff's 1912 favorite daysailer. She is fast and easy to handle and single-hand with her self-tacking jib. Minna is in superb condition. The Volvo diesel has just been serviced and the brightwork is excellent. The boat comes with a full cover, Tacktick instruments and two suits of sails. The topsides have been painted with Awlgrip. (415) 459-0589 or jimbarnett@comcast.net.

27-FT CATALINA, 1981. Alameda. Best offer! Well maintained inboard motor version with tiller. Survey available. Contact 1216foundobject@gmail.com or (510) 504-6626.



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27-FT SANTA CRUZ 27, 1982. Santa Cruz. \$13,500. With galvanized trailer and sails. Original owner. Race-ready, bottom paint, wet/dry sail. Contact (831) 427-2221 or Bucciel@aol.com.



28-FT PEARSON 28-2, 1986. Grand Marina, Alameda. \$15,000. This well-built Pearson is clean and well maintained, rarely sailed (no time), interior in great shape, topsides washed monthly, bottom cleaned bi-monthly, new sails, new standing rigging and spreaders, brand-new bottom paint, new batteries, new auto and manual bilge pumps, galvanic isolator, and more. Yanmar 2GM20F with <880 hrs. Easy to singlehand. She's ready to sail! bluedolphin1986p28@gmail.com.



27-FT CATALINA, 1977. Emery Cove Marina, Emeryville, CA. \$3,900. Perfect for Bay or Delta, Pineapple mainsail, self-tending jib, 4-stroke OB with cockpit controls, GPS. Will consider trade for motorcycle. (209) 272-1016, (209) 581-4539 or johnwaynebullock@gmail.com.



MERIT 25, 1980. Monterey. \$2,500/obo. With rebuilt low-miles trailer. Needs work, but is mostly complete, just old. Needs some new deck hardware. Lots of old sails. Motivated to move this boat. Email 3constables@gmail.com.



25-FT B-25, 1985. South Lake Tahoe. \$7,500/obo. New lower price.. Priced to sell! Lief Bieleley racer/cruiser. Large sail inventory. Roller furling. Fresh bottom paint. Equipment list, pics. (510) 260-6081 or craine.roger@gmail.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.

31-FT SEA EAGLE, 1979. Long Beach CA. \$55,000/obo. Fewer than 10 built, very rare. Perfect couples cruiser, Long Beach sister ship circumnavigated single-handed. Airex cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. Contact (323) 656-5176 or hhhholmes323@gmail.com.



29-FT TRINTELLA 1A, 1968. Vashon, Washington. \$23,000. A lovely, well-found Dutch diesel auxiliary masthead sloop. Excellent condition with teak decks, electronics, sails, low-hrs Kubota diesel, galley, heater, AC/DC power and charm to burn. (206) 930-2351 or quintain@mac.com.



30-FT CATALINA, 1985. Benicia. \$19,500/obo. Racing spar and rig, excellent condition. M25 engine runs like a sewing machine. Clean interior. Bottom in good condition. AIS, Garmin 7000 with G2, Autohelm needs service. Hot pressure water and all interior electronics excellent condition. Spinnaker rigging in place and spinnaker pole. Wheel steering, Edson pedestal. Jib cover and dodger need TLC. (707) 980-5601 or dsantel50@gmail.com.

29-FT RANGER, 1971. Oakland, CA. \$4,000/obo. 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 WILDERNESS, 1980. Richmond, Marina Bay. \$12,000. Great boat, ocean racer. SHTP vet. PacCup vet. X-5 autopilot, Matrix VHF/AIS. ST-60 wind, speed, depth. Iridium GO!. Solar 200 watt, 200 Ah batteries. Additional equipment. Offers, trades considered. (209) 768-8059 or gca@goldrush.com.



31-FT ERICSON INDEPENDENCE. 1979. Emeryville. \$21,500/obo. Classic lines. Solidly built. Cutter. Newer Yanmar engine less than 100 hrs. New standing rigging. Solar panels. Recently rewired. CapHorn Windvane steering. Great boat for Bay or coastal cruising. (415) 205-0687 or dktalton@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>.



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 KKM. She has structural issues with the mast step, but when completed she will return to her delightful sailing ways. Email svdelightforsale@gmail.com.

30-FT CATALINA, 1982. Richardson Bay Marina, Sausalito. \$9,900/obo. Recently rebuilt Atomic 4. Wheel helm, Garhauer traveler, boom vang, self-furling jib, good sails, inflatable dinghy. Clean and very well maintained, regular haulout and bottom paint. Contact (650) 302-4735 or vrhentz@me.com.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$14,000. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haul-out. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.

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30-FT ISLANDER. Sausalito. \$7,000/obo. Launched in 1972. Roller furling jib. Well-cared-for. Basin 3, Berth 635 at Clipper Yacht Harbor. For more information, email patiencecmoore@gmail.com.



30-FT BABA CUTTER, 1981. Sausalito. \$49,000. Oceangoing pocket cruiser. Beautiful Art Nouveau teak interior, marble counter in head. Teak decks, self-steering, roller-furling, wheel steering. Volvo 28hp engine, full boat cover. (415) 868-2401 or (415) 328-2853.



30-FT CATALINA, 1984. Berkeley Marina. \$7,500/obo. Rebuilt onboard diesel engine with low miles. Standard rigging. Bay sailer. In fair shape with minimal maintenance necessary for Bay sailing. Sails and rigging in good shape. A few instruments need replacing. Frequently sailed historically, not frequently sailed recently. Good value. (415) 987-4182 or basmew@gmail.com.



30-FT PEARSON FLYER, 1981. Channel Island Harbor. \$6,500/obo. New battery and bottom paint, six good sails. Beautiful, fun and fast. Occasional racer. Reliable inboard and storage trailer. Selling boat for health reasons. Contact John at: (805) 444-2435.



30-FT SANTANA 3030. Performance cruiser, 1986. Long Beach. \$25,000. Teaser is a great cruising boat with pressure hot water shower, stove with infrared broiler. Sleeps 5 or more. 18hp Yanmar. Sprayed bottom and four-time world champion racer. Racing or cruising you are always a winner with this boat. Bristol condition. PHRF 120. Full race and cruising gear-\$25,000. Cruising gear only \$18,000. Prices are firm and fair. (818) 731-1030 or Innove8@pacbell.net.



31-FT BENETEAU FIRST 310, 1994. Redwood City, CA. \$34,900. Very good condition, 5-year-old main, Dimension-Polyant sailcloth, radial design, lazy jacks. 4-year-old furling jib 135%, same cloth and design as main. Jibs (non furling): 110%, 155%, storm jib. Symmetric spinnaker, pole. West Marine autopilot on deck, Volvo Penta 1050 hrs engine, new batteries, folding prop. Racer/cruiser (First series) easy to singlehand or take out on a family cruise. Logs to all maintenance available. (408) 204-5183 or olauzeral@gmail.com.

32 TO 35 FEET



35-FT C&C, 1984. Oyster Point Marina, South San Francisco. \$24,000. Clean, well maintained and loved cruise/race vessel with large sail inventory, Yanmar 3GM 22hp diesel in good working condition (never any problems starting), Autohelm, propane 3-burner stove with oven, icebox and electric head. Bottom painted 2014 and 2017 and cleaned regularly. Sleeps 6-7. Headroom for 6'2" +. Contact chris.mcguinness@gmail.com or (818) 216-9099.



ERICSON 35 MK III, 1987. Sierra Point Harbor. \$23,000/obo. Reduced to sell. All electronics replaced, GPS autopilot, windspeed, depth, AIS, new windlass, sails 100, 130 jibs. Full-battened main, spinnaker, stove with oven, fridge. New transmission, new hatches. Many extras. Love this boat. Must sell. (650) 270-8586.



32-FT DOWNEASTER, 1978. Sausalito. \$22,000. Roomy bluewater cruiser. All lines led aft. Sleeps 6. Too many upgrades to list. See <http://michellereese70.wixsite.com/website>. Contact (831) 435-6903 or autendavid@gmail.com.



32-FT WESTSAIL, 1973. Martinez. \$25,000. Bluewater classic. Totally refitted. Just waiting for your personal touches. Universal MD50 low hrs. Barrier-coated hull. Newer standing rigging. Recent survey is available. (209) 304-0319 or lsailonu2@gmail.com.



CAL 34, 1967. San Pedro. \$12,000. I made it functional; you make it pretty. Rock-solid good sailing boat. New Raymarine electronics, wind-speed-depth-temp, radar and arch, new Automic 4, great working Benmar autopilot. Bottom painted last year. Mast painted with Awlgrip 3 yrs ago new spreaders, masthead sheaves, running and standing rigging done then also. It's ready to go, just needs a facelift. Please call Jack for details. (310) 591-7601.



35-FT CHALLENGER, 1974. Alameda. \$35,000. Many upgrades including new boom and mainsail. New AGM batteries. Upgraded electrical system. 16-mile radar and Garmin GPS chartplotter. Contact (925) 577-0239 or gball4135@gmail.com.



34-FT PACIFIC SEACRAFT, 1991. Paradise Village Marina, Nuevo Vallarta, Mexico. \$88,500. Bluewater cruiser ready to go. SSB and VHF radios, GPS, radar, AIS, stereo, windvane, autopilot, solar panels, watermaker, electric windlass, RIB dinghy, OB. Contact (360) 757-3238 or jfgannon5@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.



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, Vacuum Flush, stove. Spacious saloon, opening port lights. See <http://sailgrigris.com>. (510) 864-1373 or chris@sailgrigris.com.

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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-kicj.squarespace.com>. Contact (415) 717-4726 or murdad@comcast.net.

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.



CATALINA 34, 1987. Brisbane, CA. \$35,000. Solid Bay cruiser for sale. Had a new baby, need to let this one go. Good condition, 4 sails, spinnaker, dodger, furler, autopilot, feathering prop. See <http://likira.com/dogwp>. (408) 630-0688 or gu3gou3@gmail.com.



34-FT CAL, 1977. Glen Cove Marina. \$18,000. Great condition. Great bottom paint. Norcold refrigerator. Natural gas stove. New deck ropes. Hood sails in excellent shape. Roller-furling jib. 2 extra jibs and extra mainsail. Good engine, freshly rebuilt transmission, rebuilt V-drive. New house batteries. Multi-stage auto charger for batteries. Great sailing boat in all conditions for beginners or experienced alike. Garmin GPS and sonar. VHF radio. (925) 383-4947 or (925) 231-5583 or patrick_morseman@yahoo.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.



32-FT FUJI, 1976. Brisbane Marina. \$38,000. This sloop-rigged cruiser was rebuilt from a bare hull and completed in 2011. She shows and sails beautifully; systems either new or rebuilt to a high standard. Pictures, <http://craigslist SF Bay Boats>. Email Fuji_32@aol.com.



32-FT WESTSAIL-HUNTER, 1974. Anacortes, WA. \$31,500. Factory 'Offshore' layout. New sail suit. Cutter rig. New Lewmar skylight, updated propane system. All necessary items and ready to be used and enjoyed. Presently on hard. Perkins 4-108, Hurth, dripless. Owner since '01. Hitting road on rubber-tire yacht. Contact Danjuan.sanjuanenterprise@gmail.com or (360) 202-8611.



35-FT J/35, 1983. Gig Harbor, WA. \$49,500. J/35, recent major refit complete. Excellent sails. Still in the shop and ready to ship. Too much done to list. Contact Dave for details. This one is for racing. Contact (253) 225-5304 or dstafford.fish@gmail.com.



33-FT NOR'WEST 33, 1979. Pier 39, San Francisco. \$22,000/obo. *Catbird* is a full-keel ocean cruiser designed by Chuck Burns. Solid construction, reliable Yanmar, solar, roller furling, autopilot, GPS. See website for more information: www.catbird09.com. Contact (415) 735-8167 or kris@konawalik.com.



35-FT ERICSON, 1974. Alameda Marina. \$15,000. Classic design and easy to handle. Dodger, bimini, diesel M-25. Jib furler, main, electric hoist, lazy jacks, windlass, pressured hot and cold water, 2 batteries, depthsounder. (510) 521-2392 or andgunnyber@aol.com.



35-FT SANTANA, 1979. Marina Village, Alameda. \$15,000. Race or cruise this is a boat for enjoying summer on the Bay without a big investment. Santanas are light and fast with room enough for all your friends. The engine was replaced in 2015 and so was the mainsail. Bottom paint two years ago. Still turns heads. Contact Michaelbeckjones@gmail.com or (406) 529-7555.



32-FT ALDEN MOTORSAILER, 1968. Alameda. \$28,500. Alden Pilothouse 32. Built by Cheoy Lee. Designed by John Alden. For more information please visit website. <http://aldenpilothouse32.com> or (209) 620-6544.



34-FT TARTAN 34C YAWL, 1974. Coyote Point, San Mateo. \$9,600. NADA Boat values between \$16,200 to \$18,300. Original equipment includes a premium package with a wheel, mizzen, and Farymann 29R diesel. She has 4 sails in good working condition. The engine was tuned up over last winter. Pulled in April and applied two coats of ablative bottom paint. Functional upgrades include new 120V systems, freshwater system including water heater excluding tank, automatic bilge pump and recent house battery. She comes with a dormitory refrigerator, stereo, space heater, and 22" TV. Contact (415) 572-9141 or actps@gmx.com.

36 TO 39 FEET

36-FT CAPE GEORGE CUTTER, 1978. Poulsbo, WA. \$64,000. One owner, meticulously maintained, continuously upgraded. Ready. New sails, Yanmar Contact 4JH4E. (425) 244-1115 or 2jsarmstrong@gmail.com.



38-FT CATALINA, 1982. Berkeley Marina. \$40,000. Catalina 38 racer/cruiser. Sleeps 6, excellent condition, TV/DVD, stereo w/ inside-outside speakers. Raymarine radar RL70, with remote, Tridata, color GPS RL530, autopilot. All lines led to Lewmar winches (2) 48st (2) 40st (2), 40 (2), 30 (1) 8. Xantrex Truecharge, Link 20 monitor. Fuel 35gal, water 70gal. Holding tank 15gal. Universal XP 25 approx. 1500hr. Harken furler w/hood. Genoa. Excellent Pineapple mainsail and covers. New bottom job 2 years. Fresh teak varnish and beautiful waxed hull. Navy w/gold pinstripe. (405) 706-5520, (405) 834-7259 or kgaretson@gmail.com.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



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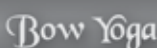
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37-FT CREALOCK. Monterey, CA. \$42,000. Crealocks are well-respected and sought-after sailboats. This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled 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.



SYDNEY 38, 2002. Monterey. \$105,000. Big 38-ft yacht, very competitive racer, Bluewater or buoy. Could be fast, fun cruiser. Always kept in excellent racing condition. Full sail inventory, all systems in good condition. One owner. Contact (831) 809-7973 or jeffpulford@gmail.com.



CAL 36, 1966. Vashon Island, WA. \$26,000. Equipped and ready to cruise the San Juan or Gulf Islands and beyond. LPG stove w/oven and BBQ, 1000 watt inverter/charger, 2-8D house batteries, H&C water, microwave, diesel cabin heater, holding tank, 140 genoa on ProFurl, main w/2 reefs, EZ-Jax, dodger, radar, autopilot, VHF/w DSC & GPS, anchor windlass, 35# Bruce on 150' chain and 200' 3/4 rode, Danforth stern anchor, stern tie line on removable reel. svtaaroa@gmail.com.



38-FT CATALINA 380, 2001. Alameda. \$115,000. LeisureFurl in-boom furling main with electric winch. 105% jib new in 2017. 12" B&G color chartplotter. Coupled autopilot. Icom M506 VHF-DSC, AIS, RAM. Simrad 7" color chartplotter at the nav station. Yanmar diesel 530hrs. Solar panels, macerator electric head. Clarion MP3 player/Bluetooth. Webasto diesel heater, whisker pole. Recent upgrades including many new hatches and windows with covers. Excellent condition. (408) 857-8675 or scjijm@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 Barient winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166 or olimarii@hotmail.com.



FAST PASSAGE 39, 1979. Seattle. \$82,000. Pax Vobiscum is a Fast Passage 39 built in 1979 at Philbrooks Boatyard in Sidney, B.C. She is a 39-ft six-inch cutter designed by Bill Garden to be safe, sea-kindly, and easily handled by a couple. She is a well maintained, fully equipped bluewater cruiser that has taken us from Seattle to French Polynesia and back. See website for details and photos: www.fastpassage39.com. (971) 319-0850 or fastpassageforsale@gmail.com.



TAYANA 37 KETCH, 1977. Santa Barbara. \$105,000. Ready to cruise. Shows like new. Beautifully upgraded throughout including rebuilt engine, all systems, electronics, autopilot, electrical, masts, rigging, chainplates, hatches, all thru-hulls, deck and more. This boat doesn't require the extensive work necessary with other T37s on the market. Cherokee is now for sale to a new owner that will appreciate the classic beauty and prestige of owning the nicest-looking yacht in the harbor. www.sbocean.com. (805) 886-5949 or T37Ketch4Sail@gmail.com.

40 TO 50 FEET

CAL 40, 1964. South Beach Harbor, SF. \$55,000. New mast, standing, running rigging, motor, sails, wiring, Schumacher rudder, carbon spinnaker pole, lifelines. Awlgrip paint, B&G instruments, and autopilot. Garmin chartplotter, Raymarine radar, electric windlass. All lines led to cockpit. 2016 SHTP Division winner. Boat was totally gone through to race SHTP. Easy to make ready for PacCup. Contact (408) 888-6120 or Sprocket@cupertinobikeshop.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 below deck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213 or (916) 685-7737 or drsbakken@gmail.com.



42-FT 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.



C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or karl.wilber@sbcglobal.net.



40-FT HUTTON, 1986. Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.



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, Isuzu diesel 1570hrs, roller-furling jib, mast steps, flat panel TV connected to DVD player. Great platform for cruising, family sailing trips, or day-sailing. Contact (415) 867-6488 or jeff@gbloan.com.



44-FT ANTIGUA 44, 1986. Monterey, CA. \$77,000/obo. Only 55 of these beautiful, luxurious cutter yachts were made. It has been lovingly maintained by 1 family since 1991. Desirable berth on Cannery Row IS TRANSFERABLE with sale. Length: 44.3ft, Beam: 13.8ft, Shoal Draft: 4'11". Aft master queen strm with ensuite bath, fwd full V-berth with ensuite bath, salon settee converts to king bed. 1995 75hp Yanmar diesel engine w/160 hrs, Autohelm, genoa, staysail, mainsail with StackPack, storm jib, spinnaker, spare main sail, new rigging, 2 diesel fuel tanks = 150gal, 1200 nm capability, 200gal fresh water tank, 2 40gal black water tanks. GPS, radar, loud hailer, VHF, stereo w/ subwoofer, 2 TVs. Contact (510) 915-7011 or onhi8tus@gmail.com.

WHITBY 42, 1975. La Paz, Mexico. \$109,000. Strong ketch-rigged sailboat in great condition. Has had too many upgrades to be listed. Completely equipped and ready for cruise. See http://sites.google.com/view/lovelysailboat or (503) 701-7822.



45-FT JEANNEAU SO 45.2. Owner's version, 2000. Blaine, WA. \$149,500. Bristol condition, E97 Raymarine chartplotter, fish finder, 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.





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.



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, 1994. Oceanside. \$149,000. Fast cruiser, 3-time Ha-Ha vet. 2019 mainsail and dodger, 2018 genoa, hull/deck paint, dodger and batteries. Looks new, electric Lewmar winches. Carbon mast, spin sock, solar. Ready to cruise fast. (760) 519-9863 or leeypryor@cox.net.



40-FT PASSPORT, 1985. San Carlos, Mexico. \$120,000. Famous bluewater cruiser. 46hp Westerbeke. All systems updated: electrical and refrigeration. TV/DVD, stereo with outside speakers. All new canvas: StackPack and full boat cover. New latex mattresses. Current Raymarine chartplotter/navigation. Hydrovane. 400 watt solar panels. 10-ft dinghy included. (707) 290-1637 or glouisiv@gmail.com.



47-FT PERRY, 1979. Sausalito. \$18,000/obo. She needs a younger or richer owner. Has a sweet-running Lehman 80hp that needs installation. I could lower it from the deck to the engine compartment, then it would need you to finish the mechanical part. Boat should get a haulout and paint, etc. A bit of woodworking also needs to be done. Contact (415) 755-0925 or Randy_bonney@yahoo.com.



TARTAN S&S 41, 1973. Marina Mazatlan Mexico. \$54,000 USD. If you are looking for a solid, seaworthy, well maintained ocean sailboat that is easy and fun to sail, *Synchrony* is it. She is in a berth at Marina Mazatlan. *Synchrony* is a fully appointed ready-to-cruise boat that is easily handled by a couple or singlehanded. More photos see our Craigslist ad: <http://tinyurl.com/y5bhzaee>. Thanks, Herb & Juliet. (415) 370-1499 or captainherb@gmail.com.

44-FT CATALINA MORGAN 440, 2006. Seattle, WA. \$235,000. Yanmar 75hp, Panda gen, watermaker, 2 air conditioners, bow thruster, anchor wash, freezer, fridge, 3-burner propane stove, asymmetrical sail, LeisureFurl, full canvas, large cockpit, windlass, two anchors/chain, Raymarine chartplotter/radar, bow/stern suites with head, many extras. 100gal fuel and water, 50gal black tank. Like new, no animals, no smoking, shoes off in cockpit! Super-clean. Contact (360) 731-7165 or j_bice@comcast.net.



FUJI 45 MK II KETCH. Alden design, 1983. La Paz, Mexico. \$84,900. Well maintained and upgraded. Hull #23 of 23. Bluewater cruiser/liveaboard, Isuzu 4-cylinder, watermaker, Achilles dinghy with 6hp Yamaha. See <http://tinyurl.com/y57z4qtw>. Contact (774) 325-8165 or markrudenaer@gmail.com.



FREEDOM 40 CAT-KETCH, 1979. Bozeman, Montana. \$35,000/obo. Freedom 40 center cockpit sailboat. Please google to learn more about this outstanding vessel. We returned from a four-year tour bringing the yacht back to Montana for a complete refit. About 80% has been completed at this time (zero time engine, new AC, countless other issues). We know of nothing that will require purchasing to put this boat back to new status, just elbow grease and brightwork. I will gladly talk to anyone about our adventure or what to expect if they were to purchase this boat. Boat is in dry storage Bozeman, Montana. (406) 570-3545, (406) 404-1229 or Pjmsea@hotmail.com.



40-FT SABRE, 1999. Newport Beach. \$220,000. Cruise-ready. Pristine condition. Cutter rigged. Windvane. Watermaker. Rod rigging. Cruising sails with drifter and gennaker. Yanmar diesel with low mileage. Electric main winch. VacuFlush head. And much more. Email 2aquadreamers@gmail.com.



45-FT BRUCE ROBERTS FIBERGLASS. 1979. Guam. \$140,000/obo. Deal of a Lifetime: 2018-2019 completely rebuilt by Indonesian craftsmen with 5/8" teakwood, 1979 fiberglass hull, huge aft cabin, 100% operational Simrad System backbones w/double autopilot, AIS, plotter. Beautiful boat! Teak-carved interior. Must see! Surveyed at 350K. Must sell. Contact (562) 537-5721, (818) 288-4943 or dustygold24k@me.com.



42-FT BENETEAU 423 2-CABIN, 2004. La Paz, BCS, Mexico. \$154,000. Cruise-ready 2004 Beneteau 423. Deep keel, aluminum davits arch with 400w solar panels. In the beautiful Sea of Cortez. For full spec/info please contact Johan: johanbfield@gmail.com.



44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$90,000. PRICE REDUCTION! Donna Rose. 7 sails. Full list of equipment and maintenance records upon request. FREE airfare to Mazatlan, MX to the person who buys this boat. Email captnrick@hotmail.com.

51 FEET & OVER



65-FT MONK SLOOP/CUTTER, 1946. Port Ludlow, WA. \$79,000. Edwin Monk, one of Transpac/Cruisers built for commodore of RVYC. Yellow cedar hull, teak decks, trunk, cabin, etc. GMC 471 diesel. 20-year restoration effort. Approximately 100 new oak frame sections, etc. See recent survey. More photos available. (808) 443-6022 or termiteatlarge@yahoo.com.



58-FT BRUCE FARR CUSTOM, 1986. Southport, North Carolina. \$125,000. *Tribute* is a Farr 58 designed by famed yacht designer, Bruce Farr, to be a fast offshore sailboat. She has circumnavigated the world, crossed many oceans, and is proven by the thousands of sea miles under her keel. She is a Baja Ha-Ha vet. *Tribute* was built to the highest standards of yacht construction by master yacht builders Dencho Marine in Long Beach, CA. She was originally commissioned by a very knowledgeable Olympic medalist sailboat racer. The design called for the combination of speed and comfort that could be easily shorthanded by a couple. Please email me for further details. Email tribute@baymoon.com.

MULTIHULLS

33-FT FARRIER F-33X AFT COCKPIT. 2014. Santa Cruz. \$180,000. Hull #7 by Multihulls Direct. Ballenger Spar. North 3DL main, jib, screecher, kite, good condition. 9.9 Tohatsu. Fast and clean. See Youtube clip: <http://tinyurl.com/y88x99fg>. Contact (831) 345-927, (831) 479-1625 or jsgriff3@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 mjbboat.6.2@gmail.com.



31-FT BROWN SEARUNNER. Sausalito. \$18,000. Boat has recent haulout, sails and rigging, new paint, new sail covers. Self-tailing winches. Has no OB. (415) 755-0925 or Randy_bonney@yahoo.com.



42-FT CROSS TRIMARAN, 1974. San Diego. \$48,000. Mexico and Panama Canal veteran, recently renovated and rerigged. Beautiful interior. Yanmar 40hp, Max-Prop, LP paint. Stable, safe. Owner motivated, offers accepted. Contact (619) 956-6667 or Lballatore@gmail.com.



33-FT SEAWIND 1000, 2001. Morro Bay, CA. Best offer. This catamaran is perfect for sailing along the California coast. It can sleep 5 crew comfortably; has a refrigerator and freezer in the galley. Barbecue on the stern, complete head, ample storage, and is ready for a new skipper and mate. (805) 773-1110, (805) 710-4993 or karen.davidpewett@gmail.com.



MARPLES 44 FAST CRUISER, 1985. Santa Cruz. \$110,000. 44-ft Marples Fast Cruiser trimaran, 1985, offered by builder/owner, circumnavigation 2005-09, recent upgrades/equipment, 46hp Pathfinder diesel, June 2019 haul out, proven world cruiser and liveaboard. Email Multihuller@yahoo.com.



55-FT TRIMARAN. Horstman-inspired, 1989. Panama City, Panama. \$90,000/obo. Must sell majestic, comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kw Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935, (775) 782-7035 or bsseevers@msn.com.



38-FT CUSTOM DESIGN CROSS. Trimaran, 1990. San Rafael. \$48,000. Professionally built by Lost River Marine. All epoxy, composite hulls, 4 sails. A really solid and beautiful all-seas boat. Perkins M30 diesel. Must see. (707) 246-3719 or pfpy.arts@gmail.com.

CLASSIC BOATS



18-FT GAFF SLOOP, 1936. SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized-fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.



35-FT RHODES SLOOP, 1949. St. Thomas, VI. \$22,000. 1949 Rhodes sloop, 35' x 10' x 5.5', lovingly rebuilt and maintained by current owner, a professional boatbuilder. Mahogany, oak, bronze-fastened, bronze straps and knees. Fast and beautiful. Owner age and table saw injury force sale. Contact (340) 998-2740 or yankee_sailor@yahoo.com.



85-FT GAFF-RIGGED KETCH, 1934. Pacific NW. \$160,000. PNW, SV *Ladyhawk*, built in Esbjerg, Denmark, 1934. Accepting résumés for a new owner/caretaker. 85-ft LOA 60' x 16' with a lifting bowsprit. Oak on oak. 100hp 2-cycle Grenaa hot-bulb semi diesel engine, has 52" reversing propeller. Contact (415) 379-4994 or svladyhawk@gmail.com.

POWER & HOUSEBOATS



107-FT ARMY TUGBOAT, 1955. Sausalito Yacht Harbor. \$499,000. Spectacular expanded and converted 4-BR tug in premium downtown slip. Breathtaking 360-degree views. 5-minute walk to cafes, SF ferry. Great office or home and she runs great. Amaze your friends and colleagues. See website for full presentation. Sellers motivated due to family issues. See <http://sausalitotugboat.com>. (707) 307-5476 or info@tugboatwatonna.com.

PARTNERSHIPS

38-FT CUSTOM CATAMARAN, 1993. Clipper Yacht Harbor, Sausalito. Non-equity or equity partnership. Built in Sausalito and is well maintained. Rotating wing mast, Yamaha 9.9, two cabins, spacious interior. Seeking partner to enjoy and maintain her. (415) 331-8730.



30-FT C&C 30, 1980. Clipper Yacht Harbor Marina. \$150/month. Non-equity partnership. Wonderful "party" boat, in excellent condition. Wheel steering, roller-furling jib, refurbished 12hp Yanmar engine. New canvas work: wheel cover, dodger, mainsail cover. Electronics include autopilot, depthfinder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for meltwater. Head with shower. Posh interior. (415) 459-7417 or (510) 735-6953 or edcurran5@gmail.com.



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CHARTER FOR 2020 PACCUP. Wanted. Sausalito. PacCup vets seeking to charter 45 - 50ft boat, suitable for 6-7, with or without captain for 2020 Pacific Cup. Call Pete. (415) 999-2394.



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



ROPE FENDERS-HANDMADE. Tightly knotted. Shell Beach. \$250. Attractive white macramé fenders for a traditional look and feel. Celtic knot on bottom, 24" long, 22" diameter, handle woven in. Each is one-of-a-kind! Four are available. Contact DanaBNelsonRPH@gmail.com or (805) 215-8675.

HOOD FURLING MAST, SAILS, ETC. Brisbane. Best offer. Currently rigged on Sabre 42: Lewmar halyard winches, Antal clutch, headsail furler, whisker pole, backstay adjuster, (2) mainsails, jib. Let's make a deal. See <http://tinyurl.com/y6gct4qc>. Email jon.geary@avisonyoung.com.

12V REFRIGERATION SYSTEM. 14" spinnaker pole. Sunnyvale. OBO. Glacier Bay 12V complete Model Micro HPS with three: coldplates 16x11x3", 11x12x3", 11x12x3"; 12V pumps, solenoids, Zone Controllers; \$500. 14" aluminum, 3" diameter, spinnaker pole 1.25" for T-track; \$100. (408) 732-9236 or delateur@att.net.

CRUISING SPARES. Carson City, NV. \$6,000/obo. Sold our Fairweather Mariner 39 after we offloaded all our cruising spares. Kenwood TS-590 Ham radio, SCS Pactor TNC, 4.0 CFM portable dive compressor with Honda 5.5hp engine, DAN rebreather, 2 dive tanks, Fiorentino Offshore 12' Para-Anchor in deployment bag with 300' of ProSet 3-strand nylon, Fortress FX 55 storm anchor, and 20 large plastic crates of spares including numerous parts for Perkins M-60 engine and Spectra watermaker. Handheld radios, 19 zincs, courtesy flags (many brand new), fabric (Sunbrella, Aqualon, etc.) cruising guides, etc. Can email you a detailed listing. Hope to sell as a package deal. (775) 737-6079.

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.

TRAILERS



SAILBOAT TRAILER. Escondido, CA. \$1,500. Well-built trailer. Rated 6,000lbs capacity. Double axle, good tires, electric brakes. Rigged for Capri 30. Easy conversion for a car hauler. Email barry19872000@yahoo.com.

CLUBS & MEMBERSHIPS

CLUB NAUTIQUE MEMBERSHIP. Sausalito and 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. Boats.network/ClubNautique (510) 865-4700, (707) 287-7071 or epssonoma@gmail.com.

NON-PROFIT

VOLUNTEER OPPORTUNITIES. Jack London Square, Oakland. Volunteers needed for maintenance and docents for ship tours on the *Potomac*, Franklin Roosevelt's presidential yacht. The *Potomac* is a historical landmark, operated by the non-profit Potomac Association. Call Domini Schmid. (510) 627-1667.

BERTHS & SLIPS

D-44 SLIP FOR SALE. Pier 39 Marina, San Francisco, CA. \$1,500. Beautiful, safe location with all the amenities needed for maximum stress-free sailing. But I am moving to Southern CA and need to sell. Please contact me for any questions. (415) 720-2454 or jcambra@ilfo.com.

SLIP AVAILABLE. At South Beach Harbor, San Francisco. \$650. Slip available 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. \$650/month, utilities and parking pass included. Email southbeachslip@gmail.com.

CREW

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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. See www.spinnaker-sailing.com. Please contact Rich or Bob by phone or email. (650) 363-1390 or office@spinnakersailing.com.

CANVAS SEWING FABRICATOR. Sausalito. Seeking experienced marine sewing fabricator for the boating, residential and commercial cover and cushion business. Must have a strong work ethic, be able to visualize in 3-D, a high degree of creativity, work as a team player and be physically able to work on boats. The Canvas Works is a fast-growing small custom shop in Sausalito, California. Offering a unique opportunity to work on the water with an experienced and dynamic group. Contact: mike@thecanvasworks.com.

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