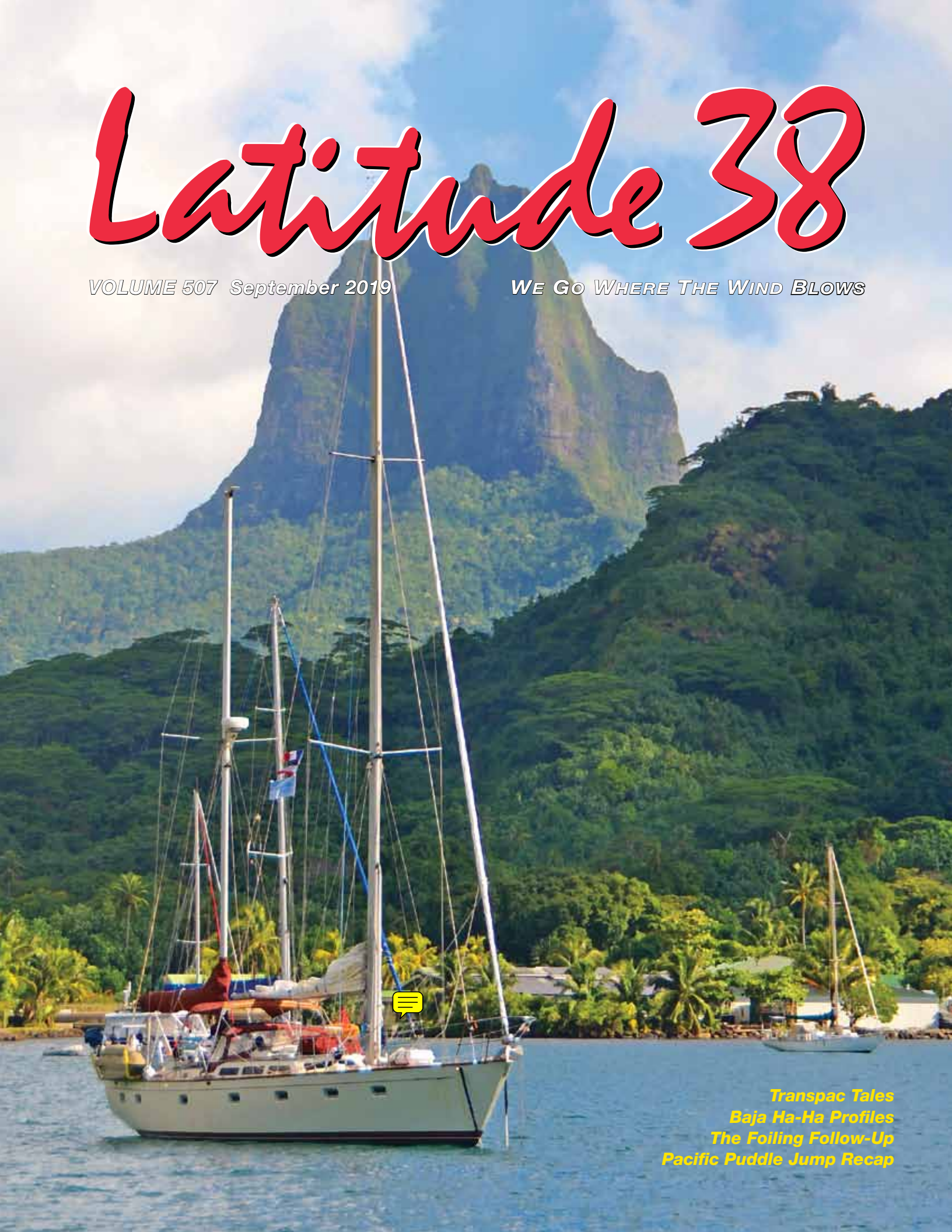


Latitude 38

VOLUME 507 September 2019

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Transpac Tales
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Pacific Puddle Jump Recap

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Alegre: Happy, Joyful (with boats in your wake)

PHOTO BY KRISTEN SOETEBIER



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If your sailing is predominantly in Latitude 38 and Longitude 122, you are familiar with the Santana 22, designed in 1966 by Oakland naval architect Gary Mull. For many Bay sailors, this was their first boat; for some it is their only boat.

This July, the Santana 22 class held its 54th Nationals. 15 boats sailing out of Richmond Yacht Club. And this year's "happy" champion is Chris Klein's *Alegre*, racing with a 4-year-old Pineapple jib and a 7-year-old Pineapple main.

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Cover:

The Redwood City-based Tatoosh 50 *Endeavour* lies peacefully at anchor in a Moorea lagoon. Like many other passage-makers, her owners recently sailed roughly 4,000 miles from the West Coast to arrive in French Polynesia.

Photo: *Latitude/Andy*

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



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Latitude 38

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Founded 1976. Published from 1977-2016 by Richard Spindler.

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CALENDAR

Non-Race

Aug. 31 — Sea Scouts Open House, Aquatic Park, San Francisco, 11 a.m.-3 p.m. Info, www.seascouts.splashthat.com.

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

Aug. 31, Sept. 1, 7, 8, 15, 21, 22, 28 — Afternoon Sailing Adventure on scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. NPS, www.nps.gov/safr.

Sept. 1-29 — 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.

Sept. 2 — Labor Day.

Sept. 2 — BBQ, live jazz with Randy Craig, 2 p.m.; party with Sweet Soul Music, 6:30 p.m. BVBC, www.bvbc.org.

Sept. 3-24 — Live jazz with Don Prell every Tuesday night, BVBC, San Francisco. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.

Sept. 4-25 — Wednesday Yachting Luncheon Series, St-FYC, 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.

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

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

Sept. 7 — Sea Forager Book Talk, Spaulding Marine Center, Sausalito, 5-7 p.m. With author Kirk Lombard and sea chantey sing-along with the Fishwives. Info, www.spauldingcenter.org.

Sept. 7, Oct. 5 — 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.

Sept. 7-28 — 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.

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

Sept. 11 — *Latitude 38's* Fall Crew List Party, Bay Model Visitor's Center, Sausalito, 6-9 p.m. \$10 (cash only); \$5 if you are 25 or under (bring ID). Free for registered 2019 Baja Ha-Ha skippers & first mates only. Info, www.latitude38.com/crew-party.

Sept. 12, Oct. 10 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Sept. 12-15 — Boats Afloat Show, South Lake Union, Seattle. Boat rides, free docking class, kids' toy boatbuilding, seminars, exhibits, boats. Info, www.boatsafloatshow.com.

Sept. 13 — Full moon on a Friday the 13th.

Sept. 14-21 — National Estuaries Week. Celebrations, education, cleanups. Info, www.estuaries.org.

Sept. 15 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.



Partygoers try out an inflatable liferaft at a *Latitude 38's* Crew List Party.

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CALENDAR

Sept. 15-21 — SoCal Ta-Ta cruising rally from Santa Barbara to Two Harbors, Catalina. Info, www.socaltata.com.

Sept. 16, Oct. 7 — Two-part Racing Rules Forum, Berkeley YC, 7 p.m. With Rob Overton. \$30, YRA, www.yra.org.

Sept. 19-22 — L.A. Harbor In-Water Boat Show, Cabrillo Way Marina, San Pedro. Info, www.laharborboatshow.com.

Sept. 21 — California Coastal Cleanup Day, 9 a.m.-noon. Info, www.coastal.ca.gov/publiced/ccd/ccd.html.

Sept. 21 — Delta Waterway Cleanup, 9 a.m.-noon. Info, www.delta.ca.gov/recreation/cleanup.

Sept. 21 — Open House, Maritime Museum, San Francisco, 1-3 p.m. Docents and rangers offer talks and mini-tours. Free. Info, www.nps.gov/safr or (415) 561-7006.

Sept. 21 — Island Fall Fest, Encinal YC, Alameda, noon-4 p.m. Craft beer, wine, music, games. \$50 includes lunch, beer, wine. Presented by Alameda Meals on Wheels, www.alamedamealsonwheels.org.

Sept. 21 — Ghost Fleet documentary film, Spaulding Marine, Sausalito, 7-9 p.m. Info, www.spauldingcenter.org.

Sept. 21 — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, San Francisco, 8-10 p.m. Spitzer and Mareva sing chanteys and ballads. \$10-\$20. Info, (415) 447-5000.

Sept. 21-22 — Women's Sailing Seminar, Island YC, Alameda. Tracks for beginners through advanced. Classroom & on-the-water instruction by women sailors. \$250.75-\$325. IYC, www.iyc.org/womens-sailing-seminar.

Sept. 23 — Autumnal equinox.

Sept. 27 — Live R&B with Tommy D' fourth Friday nights, BVBC, San Francisco. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.

Sept. 28 — Petaluma River Craft Beer Festival, downtown riverfront, 1-5 p.m. \$20-\$50. 23 local breweries, food tastings, live music. Info, www.petalumarivercraftbeerfest.org.

Sept. 28 — Casino Royale, Tiburon YC, 6 p.m. \$150. Benefits the Leukemia Lymphoma Society. Catering donated by Musica Marin. Info, www.sflcr.org/casino-night.

Oct. 4-6 — Yacht Fest, Marina Village, Alameda, 10 a.m.-5 p.m. Power & sailboats, boat rides, food, music, vendors, new products, seminars. Free admission. Info, www.yachtfest.net.

Oct. 5 — Port Fest, Redwood City, 10 a.m.-3 p.m. Live music, maritime heritage, industrial working waterfront tours, carnival games, kids zone, food, drink, vendors, boat rides, live shark and sea life tank. Info, www.rwcpportfest.com.

Oct. 6 — The Heart of San Francisco. The Peace Navy will witness the Love Plane skywriting a heart over the Golden Gate Bridge. Chris, chris@antenna-theater.org.

Oct. 6 — Single Sailors Association Bi-annual Angel Island Picnic. Info, www.singlesailors.org.

Oct. 7-14 — San Francisco Fleet Week. Air shows, parade of ships, ship tours, much more. Info, www.fleetweeksf.org.

Oct. 31 — Halloween.

Nov. 3-16 — Baja Ha-Ha XXVI cruising rally, San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. 9/1: deadline to enter. Info, www.baja-haha.com.

Racing

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. 28 — Intracub Fun Series. RYC, www.richmondyc.org.

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

Aug. 31-Sept. 1 — Labor Day Regatta for Mercurys, Pebble



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CALENDAR

Beach. Stillwater YC, www.sycpb.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.ptsail.org.

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

Sept. 1, 1979 — From *Women* by Dianne Chute in Vol. 28 of *Latitude 38*:

For years, women have been asking for equality. Granted, it takes strength to turn a winch on most boats, as most boats are underwinched for women, but skippering takes a competitive spirit, guts and ability to give orders that will be followed.

Men must stop treating women sailors as if they are fragile, non-decision making girls.

I'll never forget a Tuesday night race, when I skippered a Santana 22 for a friend who was out of town. We had a very bad start . . . one man, one woman as crew and myself on board. We were so far behind the rest of our class, I decided to take a flyer. As the order was given and the helm went hard over, the man on board grabbed the tiller from me. If I had been a man, he wouldn't even have considered it. I'm sure he'll never do it again, as I wasn't kind. We took first, and he ate humble pie for dinner at the club.

Sept. 2 — Labor Day Race & BBQ. BVBC, www.bvbc.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. 6-8 — International 14 Nationals in San Diego. SWYC, www.southwesternyc.org.

Sept. 6-14 — International Knarr Championships. SFYC, www.sfyyc.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 — 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, Oct. 5 — Fall Races #1 & 2 in Stockton. SSC, www.stocktonsc.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. 7-8 — Olympic Classes Regatta in San Diego. SDYC, www.sdyc.org.

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

Sept. 8 — Women Skippers' Race. Presidio YC, www.presidioryachtclub.org.

Sept. 8, 15, 22, 29 — Governor's Cup Series on Folsom Lake. FLYC, www.flyc.org.

Sept. 8, 22, Oct. 13 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

Sept. 8, 29 — Fall One Design. MPYC, www.mpyc.org.

Sept. 8, Oct. 6 — Avila Cup Series (PHRF) & Port San Luis Small Boat Series (Portsmouth). San Luis YC, www.slyc.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. 14 — South Bay Interclub Series concludes. Info,

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'01 J Boats J/105 \$74,900



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CALENDAR

www.jibeset.net.

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 — Vanguard 15 and Small Boat Races. BVBC, www.bvbc.org.

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

Sept. 14, Oct. 12 — Buoy Races on Clear Lake. KBSC, www.kbsail.org.

Sept. 14-15 — Melges 24 California Cup in Santa Cruz. SCYC, www.club.scyc.org.

Sept. 14-15 — Islander 36 Coyote Point Rally. Info, www.islander36.org.

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

Sept. 21 — Fall One Design #2. SCYC, www.scyc.org.

Sept. 21 — S.F. Pelican races in Alameda. Fleet 1, www.sfpelicanfleet1.com.

Sept. 21 — Joe Logan Regatta for Mercurys. StFYC, www.stfyc.com.

Sept. 21 — Shorthanded Races. TYC, www.tyc.org.

Sept. 21 — Wosser Cup. SFYC, www.sfy.org.

Sept. 21-22 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 21-22 — Beneteau Cup. SDYC, www.sdy.org.

Sept. 21-22 — Laser Open PCCs. Bellingham YC, www.regattanetwork.com/event/19445.

Sept. 22 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 22 — Fannette Island Race. SLTWYC, www.sltwyc.com.

Sept. 22, Oct. 6 — Fall PHRF. MPYC, www.mpyc.org.

Sept. 27-29 — Pac52 Cup. StFYC, www.stfyc.com.

Sept. 27-Oct. 4 — Optimist North Americans in the Bahamas, hosted by Nassau YC. Info, www.optiworld.org.

Sept. 28 — CBRA Series #5. YRA, www.yra.org.

Sept. 28 — Jack & Jill/Doublehanded and Family Regatta. SCYC, www.scyc.org.

Sept. 28 — Singlehand Race. KBSC, www.kbsail.org.

Sept. 28 — Champion of Champions Race. BenYC, www.beniciayachtclub.org.

Sept. 28 — Auxiliary Cup. SFYC, www.sfy.org.

Sept. 28 — Barth Race. CPYC/SeqYC, www.cpyc.com.

Sept. 28-29 — YRA Corinthian Regatta/Season Closer. YRA, www.yra.org.

Sept. 28-29 — J/Fest. SDYC, www.sdy.org.

Sept. 28-29 — Multihull Regatta. SFYC, www.sfy.org.

Sept. 29-Oct. 4 — Nordic Folkboat International Regatta. CYC, www.cyc.org.

Oct. 4-5 — Little Ensenada Race, San Diego to Ensenada. SWYC, www.southwesternyc.org.

Oct. 4-6 — USMRC Finals. StFYC, www.stfyc.com.

Oct. 4-6 — Express 37 National Championship. BYC, www.berkeleyyc.org.

Oct. 4-6 — Express 27 Nationals. EYC, www.encinal.org.

Oct. 5 — Twin Island #3. SYC, www.sausalitoyachtclub.org.

Oct. 5 — Jill & Jack + 1 coed triplehanded women skipper race on the Estuary. IYC, www.iyc.org.

Oct. 5 — Vice Commodore's Cup Regatta. HMBYC, www.hmbyc.org.

Oct. 5 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Oct. 5-6 — Fall Classic/Easom Founders. SFYC, www.sfy.org.

Oct. 5-6 — Multihull Regatta. RYC, www.richmondyc.org.

Oct. 5-6 — West Marine Fun Regatta in Santa Cruz. SCYC, www.club.scyc.org.

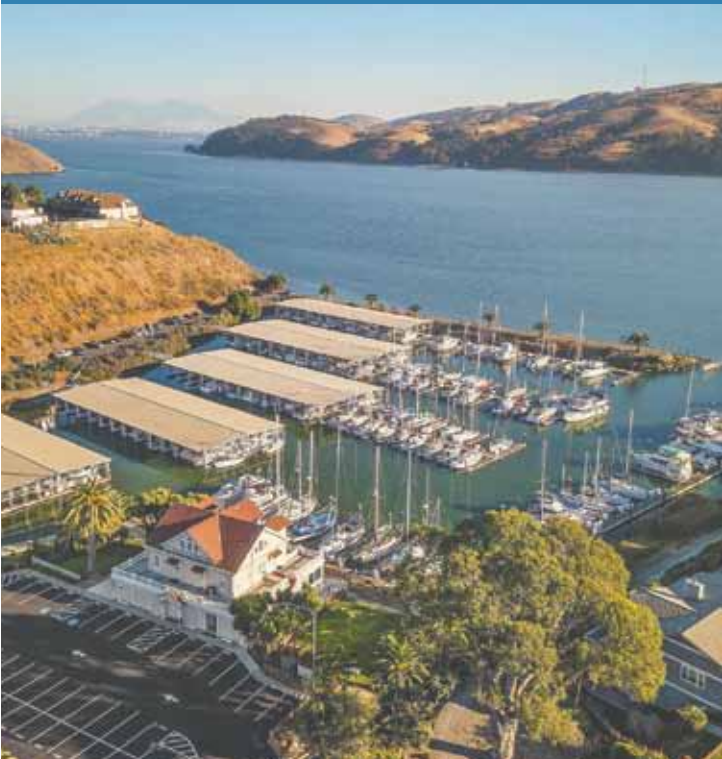
Oct. 5-6 — California Dreamin' Match Race Stop #2. SDYC,

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CALENDAR

www.sdy.org.

Oct. 6 — Islander 36 Nationals, hosted by GGYC. Info, www.islander36.org.

Oct. 6, 13 — Chowder Races. BYC, www.berkeleyyc.org.

Oct. 12 — Joan Storer Women's Regatta. Skipper + crew must be made up of at least 50% women. TYC, www.tyc.org.

Oct. 12 — Round the Island Race. SFYC, www.sfy.org.

Oct. 12 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 12 — Champion of Champions Race. BVBC, www.bvbc.org.

Oct. 12 — S.F. Pelican races in Half Moon Bay. Fleet 1, www.sfpelicanfleet1.com.

Oct. 12 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.

Oct. 12-13 — Vanguard 15 Fleet 53 Championships hosted by Inverness YC on Tomales Bay. Info, www.vanguard15.org.

Oct. 12-13 — Kettensburg Pacific Class (PC) Nationals. SDYC, www.sdy.org.

Oct. 12-13 — Fall 505 Regatta. SCYC, www.club.scyc.org.

Oct. 19 — Perkins Cup Corporate Challenge, a Leukemia Cup event, hosted by StFYC in J/22s. Info, www.sflcr.org.

Oct. 20 — Leukemia Cup Regatta, hosted by CYC. Info, www.sflcr.org.

Beer Can Series

ALAMEDA COMMUNITY SC — Laser racing every Thursday night through 9/19. Mike, mjpbishop@gmail.com or www.sailalameda.org.

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

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

BENICIA YC — Every Thursday night through 9/26. Dan, (707) 319-5706 or www.benicia-yachtclub.org.

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

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

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

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

ENCINAL YC — Summer Twilight Series, Friday nights: 9/6. Info, www.encinal.org.

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

HALF MOON BAY YC — Friday nights: 9/6, 9/20, 10/4. Info, www.hmbyc.org.

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

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/2. Info, www.sltwyc.com.

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

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

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.sfmcy.org.

ST. FRANCIS YC — Thursday Kite Series: 9/5, 9/19, 9/26 (reserve). Info, www.stfy.com.

SANTA CRUZ YC — Beer Can racing every Wednesday night



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through 10/30. Info, (831) 425-0690 or www.club.scyc.org.

SAUSALITO YC — Summer Sunset Series, Tuesday nights: 9/3. Info, www.sausalitoyachtclub.org.

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

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.

September Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
8/31Sat	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
	LOW	HIGH	LOW	HIGH
9/07Sat	0117/0.5	0832/4.6	1314/3.0	1913/5.7
9/08Sun	0221/0.3	0936/4.8	1422/3.0	2014/5.7
9/14Sat	0612/0.5	1254/5.2	1825/1.7	
	HIGH	LOW	HIGH	LOW
9/15Sun	0037/5.4	0640/0.8	1318/5.3	1858/1.5
9/21Sat	0615/4.1	1037/3.2	1656/5.5	
	LOW	HIGH	LOW	HIGH
9/22Sun	0000/0.7	0742/4.2	1159/3.3	1803/5.5
9/28Sat	0523/-0.2	1207/6.0	1746/0.6	
	HIGH	LOW	HIGH	LOW
9/29Sun	0012/6.2	0606/0.2	1244/6.2	1836/0.2

September Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
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			
9/07Sat	0342	0612/1.9F	0912	1148/1.8E
	1500	1718/1.4F	1936	
9/08Sun		0018/2.8E	0448	0730/2.2F
	1024	1300/2.0E	1618	1824/1.3F
	2054			
9/14Sat	0118	0448/3.4E	0842	1112/2.8F
	1412	1712/3.0E	2054	2324/2.2F
9/15Sun	0154	0524/3.3E	0906	1148/2.7F
	1430	1742/3.1E	2136	
9/21Sat	0130	0418/1.4F	0730	1012/1.3E
	1306	1542/1.2F	1736	2130/3.0E
9/22Sun	0248	0530/1.4F	0900	1130/1.3E
	1424	1648/1.1F	1836	2242/2.9E
9/28Sat	0030	0348/4.1E	0742	1024/3.4F
	1312	1618/3.7E	2006	2248/3.2F
9/29Sun	0130	0436/3.9E	0818	1100/3.4F
	1342	1700/4.0E	2054	2336/3.2F



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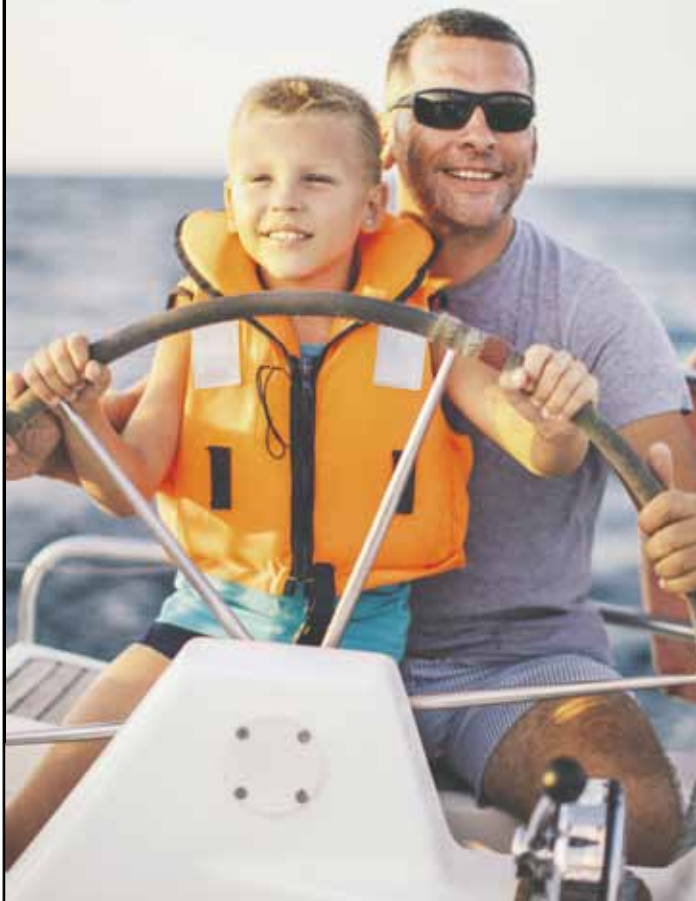
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LETTERS

↑↓ THE PLASTIC PLAGUE

During the 2014 Pacific Cup, I crewed on a boat that sailed for many days through an incredible amount of plastic garbage. It left an indelible mark on my memory. Since then I have read about efforts to clean it up.

I recently retired and want to find a way to contribute to this effort. I believe we need to provide a comprehensive plan to prevent plastic from getting into the environment as well as cleaning it up, similar to the largely successful effort to clean up the massive smog problem in the L.A. basin that began in the early '70s.

John Dolan
Annapolis, MD

↑↓ PLASTIC NOT SO FANTASTIC

It's no joke. It's a huge problem threatening life as we know it and requires drastic measures to solve immediately. For starters, consumers have little choice now as most everything sold is packaged in plastic. There have to be disincentives to produce and market plastic packaging. Unfortunately that is only the plastic we can see.

Tom Van Dyke
ex-En Pointe, Searunner 31
Brannan Island



NATURE AND SCIENCE

This image made the rounds on social media — including our Facebook page — and evoked a range of reactions from our readership.

↑↓ CLEAN UP YOUR OWN BACKYARD

1) Don't walk into disgusting pollution. 2) how about an "after" shot where you've simply cleaned up your own backyard?

Alex Kent
San Carlos

↑↓ CLEANING UP VS. COMPLAINING

How about a picture of them cleaning it up instead? Everyone wants to complain. I have never once seen a human at the beach with a trash bag, and I've been all over the world. I'm not sure what's worse, the people doing nothing but complaining or the plastic just lying there.

Michael Tieman



Photograph by Max Roth

Congratulations

To Michael Morazadeh, David Ritchie, and the **Oaxaca** crew on an outstanding performance in the 2019 Transpac!



Photograph by Max Roth

Oaxaca placed first in its class of 11 other Santa Cruz 50/52s, by a margin of over 11 minutes. Oaxaca's recent upgrade was completed by Svendsen's Bay Marine in 2018, and included opening the cockpit, the addition of a transom scoop, and relocation of the rudder.



We are proud to have been a part of this effort, and to support so many of today's talented sailors!



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LETTERS

I live on the beach and see people picking up trash all the time. Hard to believe you've never seen this.

Marlene Dempster

WE SHOULD ALL ACT AND ADVOCATE

Thanks so much for publishing these articles on plastic! All of us who cruise have seen the problem firsthand — on the beaches, in and on the water, and sometimes entangled with sea life. While I applaud the cleanup efforts underway, I totally agree with your stance that the primary emphasis should be to curb plastic use and prevent plastic from reaching the oceans in the first place; otherwise any cleanup efforts will be a losing battle.

Whatever the solution to the existing plastic that plagues our environs, we should all act and advocate to reduce or eliminate the plastic we consume to stop the cycle. Mother Earth was doing just fine before the advent of plastic, and it's hard to believe plastic will help her remain healthy. She's the only planet we have right now. Take care of her!

Tom Wordell
Eagle, Cal 35 MkIII
Bandon, OR

WE SHOULD STOP TRYING TO MAKE IT MY PROBLEM

The real polluters need to be held accountable: Nuke builders, users and investors, banks funding huge oil refineries, corporate giants (too big to fail) and the military-industrial complex are the best targets for the ocean cleanup and recovery. Individual consumers will always opt for convenience and availability. Stop trying to make it my problem!

Malama Robinson
Mother Ocean Ministries, Cal 29
Koloa, Kauai, HI

Malama — We'd agree that plastic shouldn't be entirely your problem. Those who manufacture the plastic should have the primary responsibility for its disposal/recycling. A recent story in the New York Times about Shell's plastics manufacturing facility in Pennsylvania demonstrates the colossal disconnect in these corporations. Their spokesperson laughably said, "The problem with plastic is not its production, but when it is improperly disposed. We passionately believe in recycling." The spokesperson added that they've donated money to the local recycling center so they could extend working hours.

Huh!? You have to be a moral contortionist to say that with a straight face. What will a few hours at a single, local recycling center to collect more plastic do? Where will this plastic get sent? (As we reported in an August 9 *Lectronic Latitude*, countries are starting to reject plastic bales bound for recycling.)

Clearly Shell is making it your (and our) problem. However, Dee Caffari's aptly named Volvo Ocean racer Turn the Tide on Plastics suggests we're all in this together.

AMONG THE MOST IMPORTANT GLOBAL ISSUES

Plastic pollution is one of the three to four most important issues in today's world, along with global warming. The best place to start is not consuming plastic. The second most important is cleaning it up.

On this note, there is something about 4ocean that lowers trust [4ocean was discussed in a July 10 *Lectronic Latitude*]. Clues are: 1) If you send them money they send you up to 12 plastic wristbands per year, which is the ultimate oxymoron. 2) 4ocean is a for-profit entity — wait, what? Wouldn't anyone donate more if it were a nonprofit organization, instead of giving you plastic wristbands? 3) They claim approvals from Global

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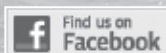
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LETTERS

Recycle Standard and GreenCircle, yet they link to neither.

Tim Dick
Malolo, Lagoon 42
Puerto Vallarta, Mexico

Tim — We appreciate your skepticism toward 4ocean, but we don't think that their non-nonprofit status automatically means they're a shady organization. According to WUSA in Washington, DC, the news station "reached out to the Better Business Bureau in Boca Raton, FL, where 4ocean is based. They told us 4ocean completed their accreditation in May. They have an A rating and 0 complaints. They also said that the company has submitted documentation to substantiate all of its ocean cleanup events and the money invested in these efforts. So we can verify 4ocean is a legitimate company that makes sure its funding goes to their claim of cleaning trash from oceans." We don't think that the BBB is necessarily the be-all and end-all when it comes to confirming a business's corporate stewardship, but they're certainly a start.

We agree that the whole bracelet idea is a little weird, and certainly not our cup of tea (if we were going to decorate our wrists, it would be with old Spectra and Turk's-head bracelets). The quality of 4ocean's bracelets has received mostly (but not entirely) positive reviews on various Internet threads.

We think the bottom line is that 4ocean is at least doing something. One of the central theses of our Plastic Plague series was that, even though there's increasing money, political will and individual interest for ocean cleanups, we think it is equally if not dramatically more important to greatly reduce our plastic consumption and prevent plastic from getting into the ocean in the first place.

We'll repeat a quote from Nikolai Maximenko, an oceanographer and senior researcher at the University of Hawaii's International Pacific Research Center: "I like cleanups as an idea, as a way to develop new technology, and as a unifying activity that raises people's awareness and brings them together. This includes cleanups of shorelines and land."

Granted, the scope of cleanups — which is to say the scope of humanity's plague upon the sea — is monumental. But if we created the problem through our indifference and shortsightedness, imagine what we can do with our respect and ingenuity.

↑↓ PLEASE PICK UP YOUR F*CKING TRASH

Just caught one of three carefully bagged bundles of plastic trash floating downstream from the fishing village we are tied up near in Thailand. Two others floated out to sea. It's no lie to say the locals have absolutely no problem throwing their trash into the water. They don't think twice.

Tom Van Dyke

Never can say that enough. My parents taught me to pack it in and pack it out. Leave no trace. I just keep picking up litter wherever I go. Guess they used to call me a neat freak. Still do.

Mary Westlake

When you can convince me that every cent of my donation or tax *actually* cleans up a beach or ocean or street instead of paying pork barrels and PACs, I'll join this fight.

Ken Miller

How do you say "Clean up your trash" in Chinese or Vietnamese?

Michael Kennedy



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HUMANS AT SEA

How about mentioning the fact that the US is *not* the primary problem, nor number two or three.

Riki Garbanzo

Readers — The immediately previous comments were in reaction to the meme seen above.

Michael — It's true that the member states of the Association of Southeast Asian Nations, or ASEAN, are among the world's biggest sources of plastic pollution. According to the World Economic Forum, "More than half of the plastic waste in the ocean comes from just five Asian countries: China, Indonesia, the Philippines, Vietnam and Thailand, according to a 2017 report by the Ocean Conservancy and the McKinsey Center for Business and Environment."

But again (and as we said in an August 10 'Lectronic Latitude) we feel the need to remind our readers that it's both misguided and dangerous to think the blame lies in any one place. We have seen firsthand the attitude toward trash in Southeast Asia, and watched in mild horror as people chucked their plastic bottles into beautiful turquoise lagoons. It's easy to feel righteous outrage, but keep in mind that just a few decades ago, Americans had a similar ethos. There's a scene from the TV show Mad Men — a show set in the '60s that depicted a range of cringe-worthy societal anachronisms — where the Draper family is finishing a picnic and casually shakes the trash off their blanket onto the grass and drives away. We used to have the same out-of-sight-out-of-mind attitude that much of the developing world is now struggling with.

Or rather, our out-of-sight-out-of-mind attitude has evolved. We fool ourselves into thinking that we're responsible stewards of the environment because we no longer shake out our picnic blankets in the park and most of our waste makes it into the bin — be it trash or recycling. But we still produce plenty of trash.

Here's an excerpt from a list of countries that produce the most plastic waste, according to www.street.com: 1) China; 2) the United States; 3) Germany; 4) Brazil; 5) Japan. Street.com went on to say that "The US produces more than 275,000 tons of plastic litter at risk of entering rivers and oceans annually." As most of you likely know, the US produces so much plastic waste that we actually export it to other countries and have

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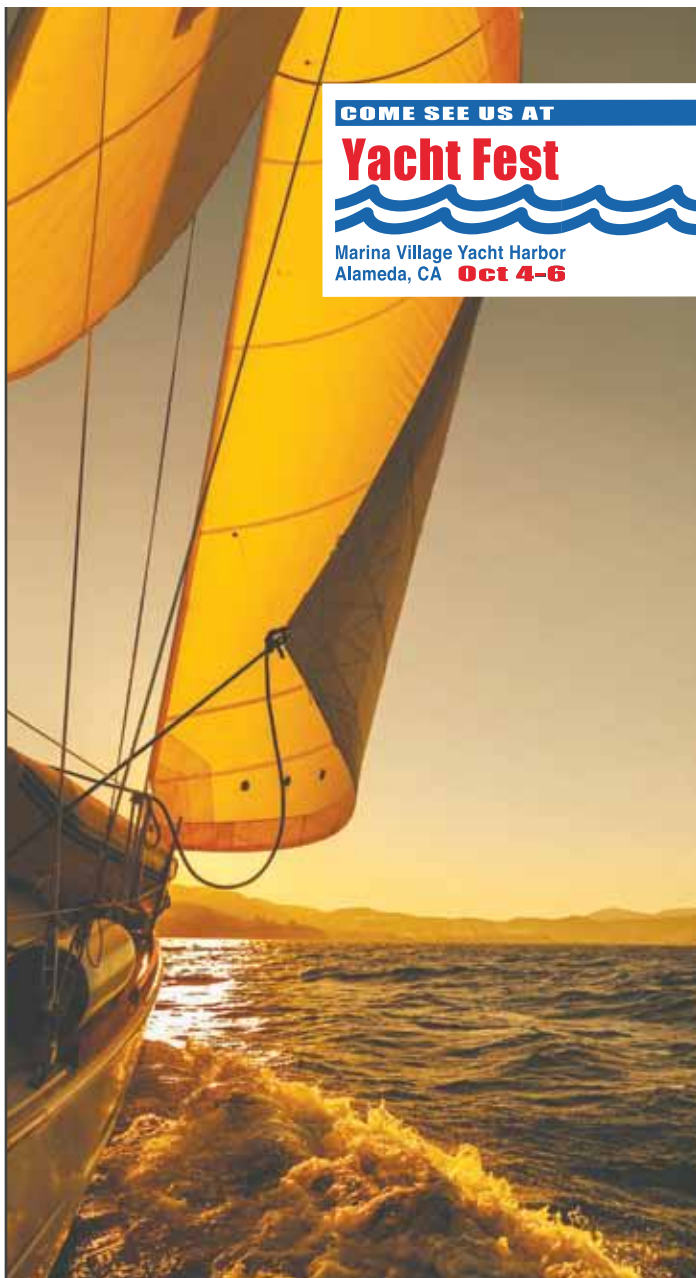
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created entire economies in developing nations around our trash — especially (and not unironically) in ASEAN countries. A piece on The Daily Show showed an interview with an Indonesian man who said that his village was very poor before trash from Western countries was brought there to be recycled. "With this trash, I can put my three children through school," the man said. "My oldest is getting a Ph.D."

Ken — Good news, you don't necessarily have to donate money to anyone to join this fight, you just have to do your part. Wear yourself off single-use plastics. Get a thermos instead of buying disposable coffee cups. Use canvas bags at the grocery store instead of plastic (or even paper) bags. Get a reusable water bottle. Then be that annoying guy and lecture all of your friends who are still using plastic.

Granted, these measures are mere drops in the bucket — the bare minimum that we can do, really — when we consider the size and scope of the plastic plague. But because all of humanity is responsible for this modern environmental epidemic, we're all responsible to be part of the solution.

↑↓ CRAVING A SAILING ADVENTURE

I am currently landbound after decades at sea, and while this malaise is temporary, I depend on those out there doing it to keep me hydrated. I own no TV, or Netflix, or any of that. I pick and choose from YouTube. I follow many, but the one that stands out at the top for me is *Sailing Uma*. Second in line is *White Spot Pirates*. The only downside is that they are living it now, while I sit here waiting patiently for my turn.

Christine Watson
(Unnamed) Cal 36
Wickford, RI

↑↓ JEANNE IS MY GO-TO CYBER VICARIOUS ADVENTURE



JEANNE SOCRATES

I enjoy following Jeanne Socrates and *Nereida*. She will soon be completing her solo, nonstop circumnavigation as the oldest person to do so.

I no longer have a sailor to sail the seas with. My travels were not extensive, but were filled with adventures.

Jeanne Socrates, living the dream.

Being very new to sailing, I not only learned valuable lessons, but grew to truly love every aspect of the fun but also the work involved. So now I enjoy reading of those with the ocean in their veins and the horizon in their eyes!

Sheila Mckinnon

↑↓ CYBER-SAILOR SYNDROME

Cyber-sailor syndrome . . . ? I have it! I also have a 37-ft Gulfstar that my wife and I sail on the Bay (and sometimes out) on a regular basis. I suppose I can't get enough of the water, whether palpable or virtual.

These two different experiences merged for me earlier this year when I joined one of my favorite virtual skippers for a real-life passage of the Pacific from Panama City to Hiva Oa. We have viewed *Knot Vikings* on YouTube for a couple of years,

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and I responded to an email that they were looking for crew. When 2019 started I had no thoughts of an ocean passage, but in mid-April I was on a flight from SFO to Panama City. A few days later, SV *Yemaya* began her 39-day passage! I even celebrated my 70th birthday about 10 days into the voyage.

Robert Larson
Wanderlust, 1978 Gulfstar
Pier 39, San Francisco

↑↓ **PRINT-SAILOR SYNDROME?**

These days, most sailors who do any reading tend to have at least some amount of cyber-sailor syndrome. (Before the Internet, I guess it would have been called print-sailor syndrome.) It's much like the reading of mysteries and/or adventure stories, be they fiction or real. A good thing that comes from reading the nonfiction stories is that one often can learn something helpful that applies, whether to daysailing or long-distance sailing.

PJ Landresse
La Cuna, Hunter Passage 42
San Pedro

↑↓ **LOOK FORWARD TO EACH POST**

I enjoyed 12 years living aboard and sailing the west coast of Mexico with my husband, who wrote *Living, Really Living*. I sold our *Secondwind*, but still enjoy the sea and all nature. Others' blogs are like reading a good literary series. I look forward to each post.

Susan Grover

↑↓ **TRACY EDWARDS AND THE MOVIE MAIDEN**

I had the pleasure of meeting Tracy Edwards and the director of *Maiden* [Alex Holmes] at a special preview at St. Francis YC. Tracy is an amazing lady. *Maiden* has received many kudos from film critics who say



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A young, fierce Tracy Edwards.

it's one of the best documentaries out this summer. We are going for sure. [We reviewed *Maiden* on August 2 for the *Latitude Movie Club*.]

Chuck Cunningham
San Saggio, Catalina 400
Brisbane Marina

↑↓ **A MIND-BOGGLING ACHIEVEMENT**

There've been some great sailing stories, including *The Weekend Sailor*, a 2016 documentary about a Mexican family winning the Whitbread with the Swan *Sayula* [please see page 58 in *Sightings*]. But in the context of where sailing was at the time, *Maiden* is among the best movies.

First, sailing wasn't super-safe in 1989 — or ever! The movie glosses over Tracy's lack of a racing or sailing résumé. Her achievement to put it together was mind-boggling considering the climate. Even today, it would not be easy. Having sailed on *America True* with Dawn Riley, I can really appreciate both her and Tracy's war to get acceptance. *Maiden* shows how great sailing in that era was just prior to the pro sailing

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era. Ocean races are now 8-15 days, and not 100-plus days per leg. I hope they release the movie in its pre-edit form; the director said it was four hours!

Looking at this achievement today, Tracy and Dawn and the whole team should all be in the Sailing Hall of Fame. (Also, I always thought *Maiden* was a maxi, not 58 feet. Wow!)

John Sweeney
Point Buckler Island, the Delta

↑↓ CONTINUED PLEASURE

I had the pleasure of seeing *Maiden* here in San Diego. It's excellent — better than I had hoped. Not only is it an amazing story, but the film does a great job of capturing all the challenges, personalities and raw drama of the race.

Bill Meanley
Dolphin, Pacific Seacraft 37
San Diego YC

↑↓ IT MIGHT BE THE BEST

Maiden is the best sailing movie I have seen in a long time. In fact, it might be the best. The drama of the all-women team really brings into focus how far women sailors have come. It is worth reading about Tracy Edwards on *Wikipedia* — you'll find a long article in the British *Daily Telegraph*. Looking forward to seeing the boat when it arrives in San Francisco.

Robby Robinson
Dolores E, converted commercial fishing boat
Bay Area

↑↓ SAILING IS CHANGING FOR THE BETTER FOR WOMEN

Sailing is changing. Women are now being asked to race based on their knowledge and love of sailing. Too late for me to still be seriously racing, but I can still participate by being a PRO or judge. I may even turn to radio-control racing.

Vickie Gilmour
Blood Vessel, El Toro
Point Richmond

↑↓ SOME RANDOM THOUGHTS (AND GEEKING OUT) ABOUT THE MOVIE WIND


I worked on the movie *Wind* for a very short stint in summer 1991 as a sailing crew extra back when they moved the whole production to Hawaii to get more "wind" shots.

They were way over budget at that point, and extras got



JOHN HOPPER

A bunch of extras paint sails in Hawaii for the movie 'Wind'.



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nothing. Here is a shot of us painting one of the Geronimo symbols on a regular spinnaker. We painted the whomper once as well! The boys in yellow are all in their *Platypus* uniforms.

John Hopper
Rush Creek Yacht Club
Heath, TX

The soundtrack for *Wind* was created by a talented team at the Saul Zaentz Film Center in Berkeley.

Doug Ford
Sausalito YC

John — So cool! Thanks for sharing that picture. It's good to know that so many sailors were involved in making the movie, even if they weren't getting paid. (Hope you're on IMDB, man.)

Doug — The original score to Wind is, in our cinephileist opinion, highly underrated. It was composed by the late, legendary Basil Poledouris, who also scored such '80s classics as Blue Lagoon, The Hunt for Red October, Conan the Barbarian, and the greatest Western of all time: Lonesome Dove (the miniseries).

↑↓ A QUESTION TO THE NATION ABOUT TRUCKING

I'm looking for advice from *Latitude 38* readers — that learned, well-informed, enlightened and competent community — about trucking boats. Specifically, I'm looking to truck a 15,000-lb, 35-ft Hallberg-Rassy from Annapolis to San Francisco sometime next year. If you've done this before, what advice do you have? Who did you use and would you recommend them? What pitfalls should I be aware of? Yes, I know sailboats are meant to be sailed. And believe me, I'd much prefer to sail her around. But unfortunately, that's not an option. So I welcome thoughts and advice.

Benjamin Shaw
Out the Gate Sailing



WEBB CHILES

Sometimes you just have to say, "Truck it." (We're so proud of ourselves for that joke.) Webb Chiles had to truck his Moore 24 'Gannet' across the Isthmus of Panama earlier this year.

↑↓ HUNDREDS OF BOATS

Previously as commercial product specialist for Jeanneau America, based in Annapolis, Maryland, I have shipped hundreds of boats around North America.

Here is my two cents' worth: To get the best price be flexible with your shipping date(s). This is to avoid the additional cost of a trucker having to move your boat and either return empty, having to wait for their next return load, or deadhead



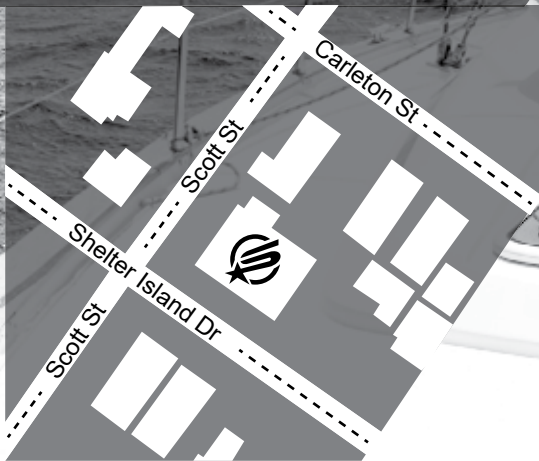
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to the next pick-up location empty. Make sure your trucker is *fully* insured for the value of the vessel you are entrusting them to move. For bigger boats, bargain truckers often forgo required permits and/or lead and lag vehicles that might be required. If stopped and caught without these, your delivery may be greatly delayed and/or you may be hit up for additional costs. Handling the rig is also important, not just how it may be prepared for shipping but how it will be handled during loading and offloading by the trucker as well as cradling during the move. Get references for similar size and distance moves. One trucker of 60-plus-ft boats I often used even went out of his way to find protected parking between other trucks for the boat during wind- and sandstorms.

Jeffrey Jorgensen

↑↓ **THREE TIMES**

We have trucked our cold-molded Frers 33 three times now: from Richmond to Anacortes and the return trip in 2017 and more recently from San Carlos, Mexico, to Richmond in June this year. We have used Associated Boat Transport for all three US transits and Marina Seca, San Carlos, to get from San Carlos up to Tucson, Arizona.

Associated uses very good equipment and has been a good carrier with no boat or mast damage and mostly on-time scheduling. Note that our sailboat, *Pinocchio*, does not require a lead or trail car when trucking, which greatly reduces the shipping cost and complications. We are DIYers and carefully do all packing and preparation for trucking. We stow the boat as if heading offshore and carefully pad and secure all loose gear, as vibration and bouncing definitely occurs. Must say, going uphill at 55 mph beats the alternative.

David Pressley
Pinocchio, Frers 33
Richmond

↑↓ **BE AWARE**

I have also used Associated Boat Transport of Marysville, WA. They are very professional in all respects: firm, fair quotes, excellent, experienced drivers, and good equipment. Be aware that every state has different regulations, so the more states you cross, the more expensive it gets. Pack the boat yourself as much as possible, and especially cushion anything that might 'rub' — highway vibration is the big enemy.

Mike Bennett
Cupertino



LATITUDE / MITCH

Manhoff Miztree, hailing from New Zealand, makes needed dodger repairs in the shade and tranquility of the Manele Bay Harbor park.

↑↓ **A VISIT TO MANELE SMALL BOAT HARBOR**

I spent a week at Manele Harbor in 1978; it was then under

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control of a pineapple company that owned it. We hitchhiked to an older, smaller hotel in the main town so we could rent a rusted-out WWII Jeep to tour the island for \$30 a day.

Manele Bay was undisturbed by any development and had the most beautiful, pristine beach and snorkeling grounds we had ever laid eyes on. Manta rays came into the harbor every evening to feed, and we would sit on our boat and watch. Only one boat came in each day for lunch, loaded with tourists. The tour boat would give cruisers leftover BBQ and cake.

Linda Newland
Port Hadlock, WA

Thanks for that report Linda; it must have been exceptional in 1978. It's still a beautiful Hawaiian bay with relatively few boats, but it speaks to the point that if you want to see the world before it spins further toward the over-populated and over-developed, go cruising now. We found Lanai to be uncrowded and wide-open. We cruised thousands of unfenced acres on ATVs and snorkeled in pristine water. Good times.

THANKS FOR THE ARTICLES ON THE GIDLEYS

Your Gidleys of Sausalito *Sightings* over the last three issues have been great. You brought to life the fascinating story of Mary Gidley and some of the many things she has done. The Gidley family's contribution to Sausalito's waterfront is legendary.

I'm writing because Mary's quote that "We are shovel-ready" [referring to the Cass Gidley Marina] should have an update. We broke ground, and have started construction of the abutment on shore to attach an extra-wide ADA access ramp to our docks. We also have our donated operations container on site as we start setting up facilities.

As the fleet manager for Sausalito Community Boating Center I would like to clarify a small error. We have a small fleet of old wooden boats and are the caretakers of the *Charlie Merrill*, a beautiful Swampscott dory built by local boat builder Anton Hottner for, and owned by, the Richardson Bay Maritime Association. These vessels will all be available for use when the SCBC is operational. We are working diligently toward this goal of operation for summer 2020. We are hopeful for the grant requests that have been made and welcome volunteers and donations.

After years of work, we are now very close to being an asset on the waterfront. Our new president, John Scopazzi, and his crew are doing a terrific job on the real work making Sausalito Community Boating Center come to life. Thank you so much. Please keep up all of the generous support.

John Shuey
Sausalito



A MOTORBOAT RAMMED A JETTY IN THE CARQUINEZ STRAIT, AND IT'S NOT THE FIRST TIME

This is the third accident at this location I am aware of in the past 18 months [as reported in a July 29 *'Lectronic Latitude*]. Unfortunately, a passenger in one of

A motorboat rammed into the jetty near the Carquinez Bridge in late July.



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LETTERS

the incidents lost his life. When leaving the Napa River and making a course for the Carquinez Strait, the jetty is not very visible. It seems that once the Carquinez Bridge is in sight, some people make the mistake of heading for it and end up on the jetty.

Tim Rose

↑↓ THE WRECK IS GONE, BUT THE PROBLEM REMAINS

I'm a regular paraglider flying the bluff north of Cal Maritime. I observed the boat a quarter over the jetty with the radar still rotating. Two days later, the boat had slipped off the jetty, lying on her side in the silt. Two days after that, she was gone, presumably salvaged.

That's a long, low jetty — the lights of the C&H factory and Carquinez Bridge surely hinder visibility, especially bow-high at speed. A single red beacon is at the seaward or west end; the channel entrance is marked by red/green lights west of the jetty's end. Concrete at 30 or 40 mph can't be fun.

Joel McMin
North Bay

↑↓ ANOTHER SIDE OF THE MOORING FAILURE THAT LED TO AN ACCIDENT IN BORA BORA

The weather was terrible for most of our stay in Bora Bora in late July, and was predicted to be less than ideal by the three major sources that we use to stay informed — so the bad weather was no surprise.

We were on a mooring two over from *Archer* [the subject of a July 10 *Lectronic*] the night she broke free. The weather that night was predicted to be the worst of the forecast period, with sustained winds above 30 knots; that night, we had a gust recorded at 40. It is unfortunate that *Archer* and the resort she slammed into sustained damage, but great to hear that nobody was hurt.

The point I would like to make is that the mooring failure is Francis's (of Bora Bora Mooring Services) problem, but the damage to *Archer* and the resort was entirely preventable. I truly think that it is the captain's responsibility to monitor conditions that affect the safety of their vessel, crew and the surrounding vessels and property. The weather was predicted to be horrible that evening, their boat is quite large and heavy, and they were on an unknown mooring in a foreign country.

Any captain who is aware of horrible weather, is on a large vessel surrounded by other vessels on a questionable mooring, and disregards their responsibilities in order to go ashore and have dinner is, in my opinion, negligent. Again, the mooring failure was probably due to lack of proper inspection and maintenance by the responsible agency, but the property damage is really due to negligence on the part of the captain.

The next morning, I looked around at the other vessels moored and anchored around us and could not see how *Archer* missed them all as she drifted across the lagoon! The thought of their boat potentially slamming into ours while they were ashore having dinner during predicted bad weather angers me.

Yes, Bora Bora Mooring Services needs to maintain the moorings to proper standards, and maybe limit the weight/size of vessels that can use the moorings, or provide heavier moorings for larger vessels, but the onus is on us captains to be responsible for our vessels, crew and those around us that could be in our path.

Name withheld by request

↑↓ A LAST WORD ON THE COLLISION THAT SANK WANDER BIRD.

I have heard that the captain of the *Wander Bird* was yell-

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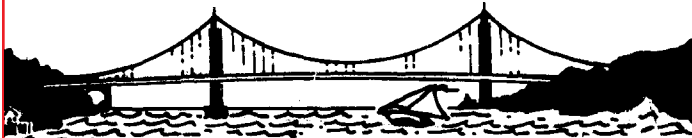


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LETTERS

ing, I assume in German, "Turn to port!" And you can see in the short video that several people are pushing (though lines are attached to the tiller) to port, with the obvious consequences. Curious — through most of the history of *Wander Bird*, the vessel had a wheel. But had she still had the wheel *Wander Bird* would have turned to port!

Steve and Mary Gann
Boomer, Cal 40
Monterey

↑↓ CORRECTING SOME INFORMATION ABOUT A BOAT

The boat pictured in the article [from an August 2 *Lectronic*] is US 36 *Akaba*, which was designed by Clinton Crane for himself and built in 1928 at Henry B. Nevins' yard on City Island, New York. Mr. Crane shipped the boat to Europe that first season and won the Seawanhaka Cup with her in Hanko, Norway.

Briggs Cunningham purchased the boat and renamed her *Lucie* after his new bride, and they both sailed the boat in a series of races on the Mediterranean during their honeymoon. After returning from his honeymoon Mr. Cunningham commissioned Clinton Crane to create US 55 *Lucie* (the boat mentioned in the article), and US 36 was sold in California. As US 36 *Naiad* she sailed out of Los Angeles throughout the '30s. Matthew Cockburn



COURTESY LUCIE

The Six Metre #36 'Naiad', ex-'Lucie', ex-'Akaba' pictured sailing off Santa Barbara in the 1930s. St. Francis YC commodore Cyril Tobin sold her in L.A. in 1933. What became of her after that?

Matthew — Thanks for that. We did notice that in the photo of *Naiad*, the sail number is 36, while *Lucie's* sail number is 55. We wonder where *Naiad/Akaba* is now.

↑↓ THE DEVIL'S IN THE DETAILS

You've let the cat out of the bag! In reporting *Morning Star's* win in Master Mariners Marconi 4 you let slip that she is actually a 1984 Hallberg-Rassy 32 in deep disguise. We have always told MMBA that she is a 1947 Ian McGregor design of 29 feet. Now our Marconi 4 records (boats under 30-ft) will be expunged and we will be drummed out of the Association. How will we ever show our bowsprit on the Bay again?

Gary Costigan
Morning Star, 29-ft Ian McGregor
Alameda

Gary — Thanks for the correction and for having a sense of humor about it! No doubt there is more than one boat named *Morning Star*. For instance, Lee Johnson, a contributor to this



"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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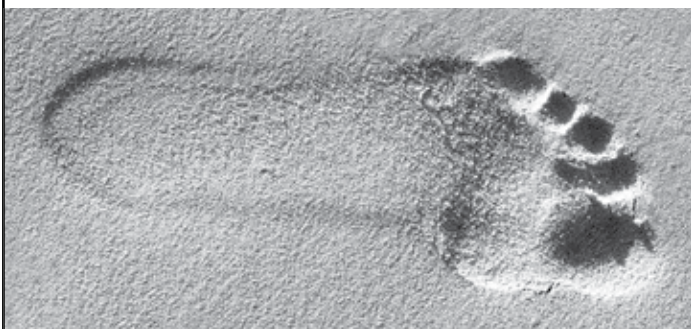
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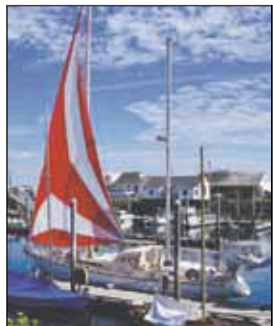
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LETTERS

magazine, sailed his Valiant 32 Morning Star to Kauai in the Singlehanded Transpacific Yacht Race last year.

↑↓ **WHAT IS YOUR FAVORITE PRAM?**

Thanks for your report on the Dutch Shoe Marathon [from a July 22 *Electronic Latitude*]. The yellow "McGregor Sabot" in your story is a modern Australian version. Sabots are a popular junior boat in Oz, with full-batten sails, three shrouds and big decks. They are more like an El Toro (which was developed in "bull sessions" at the Richmond Yacht Club, hence the name) than a Sabot. The original Sabot plans, published in *Rudder* magazine in the 1930s with the advent of plywood boat construction, were similar to the Naples Sabot of today. I believe there is an island called Naples somewhere in La La Land that accounts for the moniker.



TOM BURDEN

The stylish Tim Armstrong sailing a Moore El Toro.

In my humble opinion, and as the owner of an El Toro, the modern Moore El Toro is the finest 8-ft sailboat in the world, the Ferrari of prams! With a carbon mast that has an actual sail track with a halyard, side tanks like a 505, and a dagger-board so it goes the same on both tacks, the Toro is a 3-knot wonder. You can even self-rescue an El Toro after a capsize.

Active in Northern California, Hawaii and elsewhere, the El Toro Class held its Hawaii State Championships (July 27), Bullship Race (July 28) and North American Championships (August 1-4) at the Kaneohe Yacht Club. A container with 17 El Toros from Mainland competitors is landing in Hawaii today [July 22]. Both adults and juniors race.

Tom Burden

Shaman, Cal 40 #66,

El Toros #11627, #11477, #8467

Richmond

↑↓ **THE SABOT-SAVVY SAVANTS**

My favorite 8-ft boats are Sabots, hands down.

Kyle Vanderspek
San Diego

My mom used to beat my ass for being gone all day in my Sabot that my dad built for me. Newport Bay is big when you're 8 years old.

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LETTERS

Sabots all the way!

Piet van Os
Miami, FL

↑↓ THE EL TORO CROWD

The El Toro was my first boat. As a teenager, I had lessons on Lafayette Reservoir. Since then, I've sailed the world and am currently living on a ketch in the Caribbean. But I yearn for the fun I had with that El Toro. Unbeatable.

Brian Hamel
St. John's, Antigua and Barbuda

There is a fairly active fleet on the San Francisco Bay. Adults and juniors. You have to do the Bullship once in your life.

David Maggart
Benicia



LATITUDE / ARCHIVES

Great boat.
Lovely pic [to
the left]. The
slanted ho-
rizon makes
me seasick,
though.

Marissa Jane
Miller
Belvedere

I've been
thinking of
buying an El
Toro, but us-
ing it on San

Francisco Bay scares the hell out of me — and I grew up sailing in the Great Lakes.

Joe Phillips

My first boat was an El Toro at Hawaii Yacht Club's junior program in 1956. What a great time!

Lon Woodrum
Frenzy, Moore 24
Tiburon

My El Toro was built by my dad, Harry Jacobs; it must have been about 1955. Number 500. Christened at Pinecrest and sailed in races at the turning basin at the old RYC.

Suzi Jacobs Beatie
Marin County

Suzi, there were lots of boats built that year. Dad and Mom built 666 and 727 about that time, respectively named *Agony* and *Ecstasy*. Gordon took off in 666, so I got 727 to sail in the basin. Jocelyn said I was 4-ish years old. I remember my first sail very well when I filled the boat with water but did not tip over. I think it's why I can teach beginners at RYC's junior program.

Christopher Nash
El Gavilan, Hawkfarm
Richmond

↑↓ PUNNY BOAT NAMES

The facetious definition of a boat is: "A hole in the water that you throw money into." Having lived in Hawaii, I thought a Hawaiian name would be appropriate; therefore, I named



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my Fantasia 35 *Puka Kai*. In the Hawaiian language, *puka* means hole — as in puka shells (shells with holes in them). *Kai* is Hawaiian for sea or ocean. So, *Puka Kai* is loosely interpreted as *Hole in the Ocean*.

Ron Harben
Puka Kai, Fantasia 35
Morro Bay



©VTYACHTSAILES

'Zombies Can't Swim'

I wanted to name our boat *Knotical Pun* but was overruled.
Tommaso Nicholas Boggia
Oakland

I used to see a boat in Southampton, England, that was always very low in the water because the designers had put too much weight in the keel bulb. It was called *Lead Astray*.

David Hume
Scotch Power
Catalina 38
Honokahau, Kona, HI



RICK LEACH

Never Again II.
Jim McCarty

*Jim — Apparently
there are at least a trio of
Never Agains!*

In the late '80s I saw a power boat in the Sea of Cortez named *Grampa's Wet Dream*.

David Wilson
Mermaid
Hunter, Hunter
37 cutter
Sacramento



BRIAN NERTZ

**Our favorite 'punny boat name' entry, as seen at
San Diego Yacht Club.**

My 12-ft aluminum bass boat for lake fishing was christened *Weather Oar Knot*. Being a medical kind of guy, my next two boats (now I'm dreaming) would be a pure sail racer named *Systole* for the working, contractile phase of the cardiac cycle and a comfort cruiser named *Diastole* for the resting, recuperative, repolarizing phase. Not sure enough people would get my joke, though.

Chuck Reynolds

Chuck — Those are some seriously heady names for sure, but we admire your cleverness!

I remember *Leather to Weather* back in Sausalito I think many years ago.

Jim Silver

Contextually punny? My father's prior boat, a Cape Dory 32, was named *Flor de Mayo*, as he is John Alden (the same name as the Pilgrim cooper on the *Mayflower*).

Jack Alden

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kite photography by Cris Benton

LETTERS

When both our boys were grown and gone, we took a deep breath and bought a boat again. We named it *Second Wind*. Wise-ass second son said a couple of old farts like us should have named it *Breaking Wind*.

Jim Sinclair

C'Est la Vie (a sailor stuck in a powerboat)
Portland, OR

Back in the early '60s my dad bought a ski boat, back when a 35-hp 2-stroke was considered a big motor. Still, great fun for all. I can't find a photo, but the name was *NoMoDo*.

Jim Hassberger

Kanga, Valiant 40 #278
Coos Bay, OR

Knot a Clew and *Flotsam* were two of my favorite names of previous vessels.

Mike Harm
Los Angeles

↑↓ MORE SINKING WOES IN THE OAKLAND ESTUARY

These are a few boats that sank in mid-July at the Jack London Aquatic Center on the Oakland Estuary. As is often the case with these derelict anchor-outs, it is the taxpayer who will be faced with the cost of cleanup and salvage.

This is just the latest example of why it is imperative that the Oakland and Alameda marine patrol departments receive



BROCK DE LAPPE

A sad sight to see in Oakland — or anywhere.

the public support necessary to protect the Estuary.

This is an important body of water that is used by many for recreational water sports. It should not be impacted by urban blight.

Brock de Lappe
Oakland Marina Harbor Master/Marina Manager

↑↓ SAUSALITO'S SAFE HARBOR PILOT PROGRAM

Is anyone with a boat really homeless? How much of an actual problem are the anchor-outs? Because if they follow the key rules (I would mostly worry about pollution) then it shouldn't affect anyone, other than perhaps their sense of order, propriety and noise orientation.

Eric Pederson

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LETTERS

↑↓ **FREE RIDER SYNDROME**

Wondering if I can get a free slip if I anchor out longer than XX days. It will create a massive "free rider syndrome" — I suspect the "application list" will be as long as your arm... Where can I apply?

Tim Dick

↑↓ **NOT THAT COMPLICATED**

This is so much nonsense. The anchor-out problem has been going on forever basically because government agencies refuse to enforce local ordinances regarding how long someone can anchor. Back in the '60s it seemed logical to grandfather in those boats permanently anchored out and then enforce the time ordinance on anyone anchoring after that. If that had been done the problem would eventually have gone away. Here we are all these years later and the problem still exists. If you look at places like San Diego and L.A. they have no problem with this kind of thing because they enforce the rules. Not that complicated.

John Foy
Mexico

↑↓ **THIS IS THE SOLUTION?**

The way to solve homelessness is to give everybody a house, condo or apartment?

Steve Hajnal

↑↓ **IF ANYONE CAN DO IT, SAUSALITO CAN**

The article [from a July 29 *Electronic Latitude*] addresses the majority of the people who are anchored who want a slip, so I applaud the kind people who are willing to put their money to help those "living on the fringe." I have chosen to hang on my hook in various parts of my state, and it is very difficult with aging, disabilities and weather conditions to even have a regular shower and good sleep or meal. Even harder is medical treatment because of the uncertainty of the ability to get to appointments that are set many weeks out.

Time is of the essence for this program and others to definitely work outside the box. If anywhere in the world can lead the way to get people housed and into safer places, Sausalito can and should! I remember the early bohemian spirit there and know that there is plenty of room for creativity. Thankful and looking forward to the next step.

Malama Robinson
Kauai, HI

↑↓ **THE OLD ADAGE**

My reaction? I guess the old adage, "If you can't say anything nice, don't say it," applies here. One word comes to mind: "Enabling."

Kirk Denebeim
Mirthmaker, Archambault A35
San Francisco

↑↓ **BUT WHAT ABOUT THE BCDC?**

Are they going to get the BCDC to allow marinas to increase the number of liveaboard slips to accommodate this plan, or are they just going to put these people to the front of the line ahead of those who have been on waiting lists for years for already-scarce liveaboard slips? It seems creating a decent mooring field with reasonable rules and possibly providing mobile pump-out services might be more economically viable than forcing people into marinas where any available slip is at a premium.

Candy



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LETTERS

Readers — We suppose it was inevitable that Sausalito's new pilot program, or Safe Harbor (which we discuss on page 64) was going to be controversial. The anchor-outs on Richardson Bay have been a contentious issue for nearly a century; whatever solution policymakers came up with — from kicking everyone out to giving everyone a home — was bound to stoke ire on at least one side of the issue.

We appreciate that some of you are skeptical about this program. By their own admission, councilmembers for the city of Sausalito have said, "This is something new that no one has tried — it's a little bit outside the normal box." But at what point does skepticism become cynicism? We think it's fair to question if something will work, to expect results, and to expect policymakers to fix a situation that isn't working. But we also think that assuming people are just trying to scam the system takes the conversation to a place where it becomes impossible to ever find a solution.

Anchor-outs who will be considered for the Safe Harbor program are rated by a vulnerability index to determine their level of need. Does anyone want to trade places with these people so you can claim your free slip? Some of you can't stomach the idea that people might need help from public agencies, and some have called this a "lefty" mentality — but it didn't use to be that way. Caring for the poor used to be a tenet of the religious "righty." In that spirit, we'll paraphrase from a fictional, edited speech given by a Christian politician: If we could find compassion, if we could express compassion, if we could just . . . pretend compassion, it would bring us together so much more than cynicism can.

Candy — You're right, though, people in the Safe Harbor program may effectively be "cutting in line" ahead of sailors who have been waiting for a liveaboard slip for years. There's just no polishing that one up — that's just a bummer for those people on the list who have been waiting patiently. And yes, the city of Sausalito has requested that the BCDC raise the liveaboard quota at marinas in order to accommodate the program.

Regarding the cost-effectiveness of the pilot program vs. a mooring field: In 2015, the Sausalito City Council estimated the cost of a mooring field to be approximately \$5 million, of which Sausalito would have funded roughly 27% (that's \$1.35 million). At present, Sausalito is putting up \$25,000 for the pilot program. A city councilmember told us they believe that through the liveaboard program they can improve safety and environmental management at a far lower cost.

Latitude 38 has long advocated for a big, beautiful Bay Area mooring field. Latitude founder Richard Spindler has been talking about this since at least the early '90s, and cites Southern California — like you did, John — as examples of both a successful infrastructure project and a successfully managed waterfront with clear and enforced rules.

We know that something on this scale is going to be expensive and require lots of environmental studies. But, if the rest of California has figured this out, why can't we?

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

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

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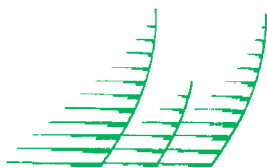
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LOOSE LIPS

To both our pleasant surprise and lasting delight, this month's Caption Contest(!) evoked the movie *Vacation*. We're not sure *why* we were surprised, actually — the resemblance is quite frankly obvious. There were also more than a few "Cat on a hot tin roofs" out there, summoning another work of fiction.

We typically pick the winner of each month's World Famous Caption Contest(!) via our panel of expert judges, but this month, we decided to let the democratic voice of *Latitude Nation* speak in the form of the most Likes on Facebook.

Aaaaaaannnnnnnd that winner is:



THE INTERNET, VIA MONIQUE SELVESTER

Mr. Griswold was pretty sure this Sailing Vacation was going to be the best one yet. — Blake Wiers

"You're really gonna Miss Cindy first time you take a sharp turn." — Peggy Hamm

"Hello Hertz? I'd like to rent a station wagon for a few hours, And I'd like *all* the insurance options." — Adam Kerner

"Keep the windows rolled up when you launch." — Scott Merrill

"When I told you I wanted a land cruiser this wasn't exactly what I had in mind." — Jim Silver Honey

"Have you noticed she just doesn't perform like she used to? Maybe we should have the bottom cleaned." — Larry Jacobson

"Early attempt at hybrid car technology." — Dave Peterson

"Worn bearings on the trailer, not stopping me boating on my day off." — Robert Harbord Hamond

"Who said catamarans can't go upwind?" — Mark Thompson

"I told you honey, we could change neighborhoods any time we wanted to." — Aireus Vicki Westphal

"Noah's wagon." — James Malia

"No caption, but I met the owner of this boat 10-ish years ago in Marina de la Paz," wrote Heather Stapleton Donnell. "He

was sailing down the Mexican coast. Can't remember where he started, but that little boat has a lot of miles under her amas."



HEATHER STAPLETON DONNELL

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SIGHTINGS

sailing in *sayula's* wake?

Purpose-built for Antarctic exploration, the 56-ft aluminum cutter *Aldivi* is not what you'd call a typical cruising boat. But then, the family of five who sail her aren't typical bluewater voyagers either. Having recently cashed out of their comfortable life ashore in Puebla, Mexico, they're now on a mission to become the first Mexican family to circumnavigate the globe — and along the way they intend to spread a message of peace and respect.

According to Captain Alejandro Irigoyen, aka Dad, he's been cultivating the dream of circumnavigating for 25 years — ever since he crewed on his first offshore ocean race, and long before he met his wife, Bernadette Sanchez. "Before we got married he told me very seriously that he intended to circumnavigate at age 45," recalls Bernadette. "Of course, at the time I would have followed him to the moon and back. But then about a year ago I realized it was almost time to actually do this." By then she had fully embraced her husband's dream, and was excited by the hands-on, real-world education that the trip promised to give her kids: daughter Alexa, 9, and sons Diego, 6, and Vital, 4.

Despite some resistance from disapproving family members, Alejandro and Bernadette sold their home and cars, and eased out of their business interests as planned. But when the family moved aboard the spacious 56-footer earlier this year, neither she nor her kids had ever done an open-ocean passage. Nevertheless, we're told they all quickly embraced their new, radically different lifestyle. When we caught up with the family last month in Moorea, they all

continued on outside column of next sightings page

here comes the

This issue of *Latitude 38* comes out on August 30, and registrations for this year's Rolex Big Boat Series close the very next day, on August 31. St. Francis Yacht Club will host the extravaganza on September 12-15.

Featured this year will be a new-and-improved ORR system. "We're excited to announce some important changes to the administration of the ORR rule and scoring," says regatta chair Susan Ruhne. StFYC spent months on an extensive evaluation and improvement process that included working with the ORR rating office, hosting an ORR information session at StFYC with interested owners, and incorporating the feedback they got. "This year, we'll have three course configurations plus two wind ranges, giving us six correction-factor options to apply to each boat's elapsed time in each race."

Three ORR divisions will join one-design classes for Express 37s, J/105s, J/88s and J/70s. J/105s will field the largest division, with 25 boats entered as



rolex big boat series

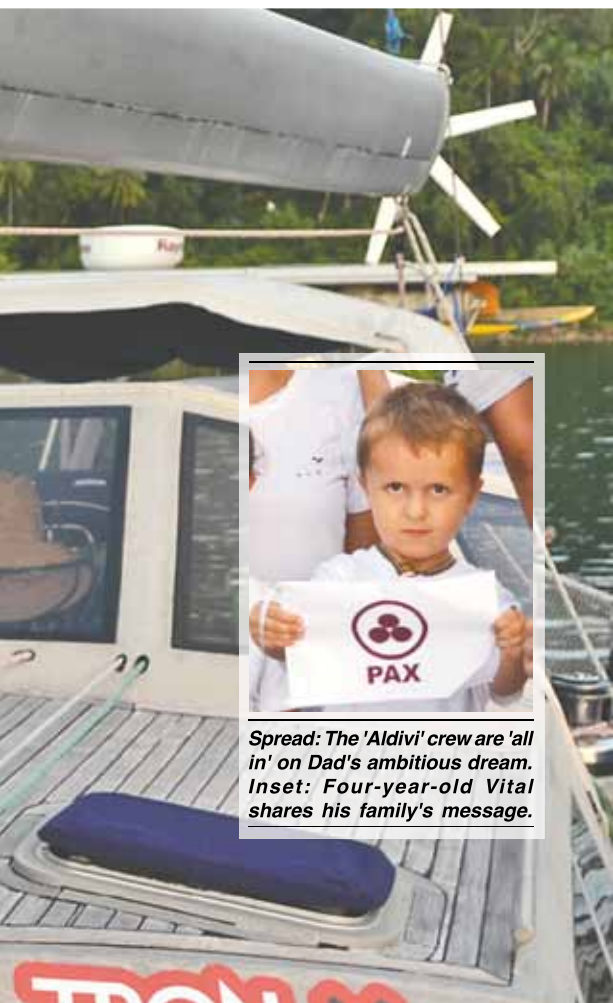
of press time. "It's really loud!" says Tim Russell of Ne*Ne. "Most boats are using new sails for the Rolex Big Boat Series, and 27 new Dacron mainsails luffing on the line before the start is loud and adds to the adrenaline. Typically, the regatta's longer courses provide an escape from a bad start, but there's always a premium on getting off the line cleanly and being able to hold your lane and tack under your terms."

New for 2019 is a Classic Division. Vessels you might more typically expect to see at Master Mariners Regattas have signed up, including *Bounty*, *Brigadoon*, *Makora*, *Mayan* and *Water Witch*. Our shutter fingers are already getting itchy.

The regatta will feature multiple water-bottle-refilling stations aimed at reducing post-race trash. "Non-reusable water bottles aren't fast and the optics are ugly," says Ruhne.

See www.rolexbigboatseries.com. We'll cover the regatta in our October issue.

— chris



Spread: The 'Aldivi' crew are 'all in' on Dad's ambitious dream. **Inset:** Four-year-old Vital shares his family's message.

LATITUDE / ANDY

in sayula's wake? — continued

appeared to be as comfortable aboard *Aldivi* as if she had been their floating home for years. They had set sail for French Polynesia from Puerto Vallarta during a prime weather window, and had made a fast 21-day passage to the Marquesan island of Hiva Oa.

Unlike the rest of the family, Alejandro is a seasoned, long-time sailor. Not only does he have many offshore races and deliveries under his belt, he has some deep personal connections to historical ocean lore that have helped to fuel his dreams of voyaging. When only 7, for example, he claims to have formed a special bond with Spanish sailor and adventurer Vital Alsar, whose résumé includes expanding on Thor Heyerdahl's experimental voyages of migration between Oceania and South America. Alsar was later involved in the construction of a massive caravel, the *Marigalante* — a replica of Columbus' *Santa Maria*, which was sailed across the Atlantic in 1992 with the Columbus 500 fleet, then around the world a time or two promoting a message of world peace. When the two met again many years later, Alejandro was honored by Alsar's request that the family serve as ambassadors for peace during their world cruise, and fly a special burgee recognized internationally as the Flag of Peace.

When Alejandro first went looking for a boat for his project, he had only one brand in mind, Swan, as every Mexican sailor is surely aware of the legendary sailing ability of the Olin Stephens-designed Swan 65 *Sayula II*, which famously won the first Whitbread Round the World Race (1973-74) despite being skippered by owner and "weekend sailor" Ramon Carlin, whose crew was made up of several minimally experienced Mexican sailors, plus six non-Mexican volunteers.

While in Europe scouting for a suitable Swan, Alejandro met Leonardo Ferragamo, multimillionaire president of Nautor's Swan, who implored Alejandro to use his substantial charm and personal influence to convince the Carlin family to take *Sayula II* out of mothballs and bring her to a major Rolex Swan event where international admirers could pay homage. Ferragamo and others had tried to interest the Carlin family in such a project for decades previously with no success, but the instantly likable Alejandro pulled it off.

"I talked with Enrique Carlin, Ramon's son, and said, 'You have a Picasso in your house, and people want to see it. You need to share it. Captain Carlin's grandsons need to know how important that boat is to people all over the world.'" Eventually Enrique gave in. The Carlins had kept *Sayula II* in fine condition for all those years, so after replacing only a few halyards, Alejandro and a crew of friends sailed the famous green ketch from Puerto Vallarta to the British Virgin Islands, via the Panama Canal, in time to serve as a premier attraction at Virgin Gorda's Yacht Club Costa Smeralda during the 50th Anniversary edition of the Rolex Swan Cup. It was a fairy-tale homecoming for the yachting history buffs in attendance, including designers Germán Frers and Juan Kouyoumdjian, as *Sayula II*'s legendary win marked a pivotal point for Swan glory.

Afterward, Ferragamo offered to cover all expenses to upgrade *Sayula II* and circumnavigate aboard her. But Alejandro knew he had to decline the tempting offer, as this famous thoroughbred was definitely the wrong boat for a couple with three little kids to handle.

It was while on a pit stop in Costa Rica during the Caribbean trip that Alejandro found *Aldivi*, and quickly decided she was the right tool for the job. Rather than requiring a crew of eight or 10 accomplished sailors, he could singlehand her if necessary in any weather, with his family safely nestled belowdecks.

Although this handsome family isn't exactly sailing in *Sayula II*'s wake — they'll skip the Southern Ocean — they do seem to have tapped into the indomitable spirit of her history-making crew. We wish them the best of luck on the rest of their lap around the planet. And as for promoting peace and respect along the way, well, this troubled world could never get too much of that.

— andy

SIGHTINGS

randall reeves ices northwest passage

When Randall Reeves stopped in Nova Scotia this summer after eight straight months at sea, he was beginning the process of "staging" his 41-ft sloop *Moli* for an attempt through the Northwest Passage — which is essentially the "westing" leg of his Figure 8 Voyage. Even as ice in the poles is shrinking at an alarming rate, punching through the bending, river-shaped route that snakes across the Canadian Arctic Archipelago is never a given.

For weeks, Reeves had been inching along up the coast of Greenland before crossing Baffin Bay into Nunavut, Canada, and closely watching charts tracking the clogs of ice in the narrow Passage. His tracker lingered at anchorages for what seemed like days, before he bee-lined abruptly south. Suddenly, he posted on his blog:

"*Mo* is through the ice! One big chapter in the Figure 8 is closed. One long chapter, the 4,000-mile slog home, remains."

By contrast to his solitary, 31,000-mile, two-thirds-of-a-year passage from San Francisco, around the Southern Ocean and up the Atlantic to Nova Scotia, Reeves' time in the Arctic has seemed almost landlocked and full of people — namely other cruisers trying the Passage, and congregating around the precious window where various gates open for just a few days or weeks a year. On August 16, Reeves was at anchor at Peel Sound, just inside the "tributary" that shoots well south in one of the main routes through the Northwest Passage.

"I reach[ed] out to the ice guide, Victor Wejer, for a consult on anchorages. *Mo* needs a place to hide if things go badly. I show him the areas I've chosen." Wejer told Reeves that because of the mountains and unpredictable winds in the Canadian Archipelago, most of what look like anchorages on the chart are just not safe. "'Not many have singlehanded the Northwest Passage,' [said] Victor, 'Take your difficult bite; be brave, and exercise your anchor alarm if you do stop,'" Reeves wrote on his blog.

On August 17, Reeves entered the final stretch and the first of three "ice gates." As he inched his way in, the ice was scattered and easily navigable. "Only once do I screw up. I aim to pass between two small floes but fail to see the diagnostic light green between them. They are one floe connected by an underwater bridge. But it is too late. There is a clinking sound much like the jostling of ice cubes in a glass. *Mo* thunks. And the floes drift apart."

As he continued south and slightly west, Reeves eventually saw solid white on the horizon. "The day's mirage picks up this image and makes it look like a tidal wave of white rolling towards us. Now we are in it, solid 5/10ths ice. Still, with care and concentration I am always able to find a lane just when it is needed. We weave back and forth; I am pulling on the tiller as though it were the handle of an oar. It is exhilarating. And still we are at full speed.

"Ice goes thin then thick then thin again. Hours pass and I am still working the tiller. What has been heavy going begins to thin at 11 p.m. The water is clear enough that my course changes are mere nudges of the tiller. I play the dangerous game: How little can you change course; how close to the ice can you get? Only sometimes do I miss, proof being the thud on the hull and a smudge of black on the ice. At 2 a.m. we are below the ice. Yes, there's a bit here and there, but we've got past our first big plug. A sense of satisfaction. New territory, and we have managed. Maybe we can do this after all."

On his blog, Reeves jumped around in the narrative a bit, fast-forwarding to the final gate, where he was part of a flotilla. "We've all been sweating bullets over this last 30 miles of ice, and for four days I've been underway and hand steering for 18 to 20 hours a day through 3 – 5/10ths ice to get here. Only a few hours sleep a night this last week.

"As it turns out, today was a piece of cake. We saw huge ice floes the size of city blocks but with wide lanes in between. [Two boats] sailed downwind without trouble with *Mo* bringing up the rear under

continued on outside column of next sightings page

fall crew list

As you've no doubt already read, *Latitude 38's* Fall Crew List Party will enjoy a new venue at the Bay Model Visitor Center in Sausalito on Wednesday, September 11. The gathering itself will be held from 6-9 p.m., but come early if you can. At 4 p.m. harbor masters Dick Markie of Paradise Village Marina and Geronimo Cevallos of Marina El Cid will host a free seminar about cruising to and in Mexico. Also starting at 4 p.m., you can tour Call of the Sea's new brigantine, the *Matthew Turner*, docked in front of the Bay Model.

Additional experts on hand to answer questions will include representatives of Ullman Sails, Afterguard Sailing Academy, San Francisco Sailing Science Center, Novamar, Spaulding Marine Center, Mariners General In-



ALL PHOTOS RANDALL REEVES / FIGURE 8 VOYAGE

party update

surance, author Garry Domnisse and more.

Some of the details: Admission is \$10 cash, or \$5 if you are 25 or under (bring ID). Registered 2019 Baja Ha-Ha Skipper and First Mates get in free (additional crew pay the usual rates).

Included in the price of admission will be bar snacks; *Latitude 38* logowear door prizes; color-coded, informational name tags; and a sailing slideshow. A no-host beer and wine bar will benefit the non-profit Call of the Sea. Dinner will be available for purchase at an on-site food truck.

Everyone is welcome no matter your level of experience or sailing interests. Visit www.latitude38.com/crew-list for more info.

— chris

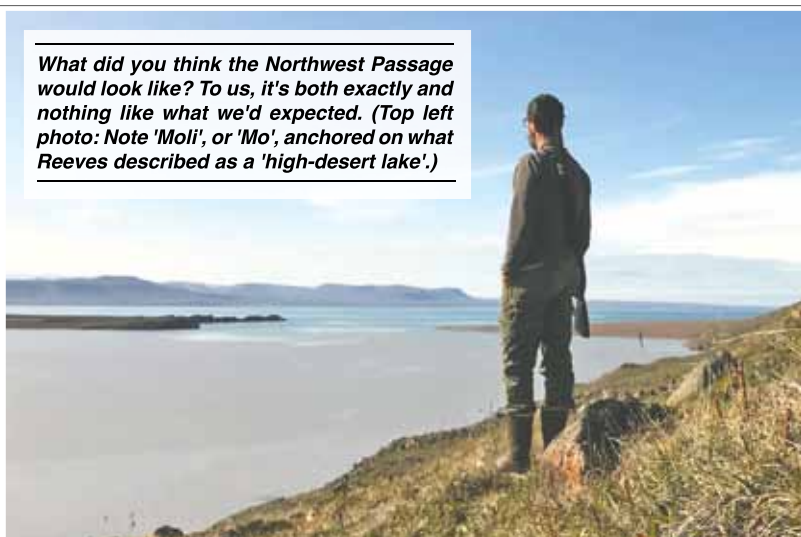
reeves — continued

power just in case. We got underway at 2 p.m., and by 6:30 p.m., we were in open water." Reeves had to tow a boat having engine problems to Cambridge Bay, a "hamlet" of 1,600 people and what passes for a booming metropolis in the Northwest Passage. "Sadly, hamlets in Arctic Canada contain no brew pubs," Reeves reported. In Cambridge, Reeves sat out a gale while at anchor, before getting underway again into stiff contrary winds.

The high-latitude northern leg of Reeves' Figure 8 Voyage was also marked by lots of trips ashore. He refueled whenever possible, but also hiked up whatever peak happened to be nearby, a shotgun on his shoulder as the mandatory defense against polar bears. Many of the anchorages in the Canadian Arctic Archipelago often appeared to be entirely surrounded by land. On August 10, Reeves found himself at an especially tucked-away harbor.

"All is indeed landlocked, profoundly landlocked. Here we feel not the tiniest hint of the rolling chop and crashing breakers outside. And from where *Mo* sits on the hook, I can't see the entrance or even where one might be. It is as if we had been transported in an instant to a high-desert lake."

— tim



What did you think the Northwest Passage would look like? To us, it's both exactly and nothing like what we'd expected. (Top left photo: Note 'Moli', or 'Mo', anchored on what Reeves described as a 'high-desert lake'.)



SIGHTINGS

maiden makes her way to the bay

On September 2, 1989, a 58-ft 1979 Bruce Farr-designed Disque D'Or III set off from England at the start of the 1989-90 Whitbread Round the World Race (WRTWR). The boat was called *Maiden*, and her skipper, Tracy Edwards, was just 26 years old. *Maiden* and her all-female crew broke through some of sailing's long-held gender prejudices and paved the way for women sailors around the world. Thirty years later, *Maiden* is again sailing around the world, still with an all-female crew, and again breaking down barriers and paving the way for women.

Now however, *Maiden's* mission isn't just about sailing. Since November 2018, the storied boat and her crew have been part of The Maiden Factor, which raises awareness and funds for charities dedicated to educating and empowering girls around the world.

continued on outside column of next sightings page

season of

We're hoping that the excitement generated by the documentary *Maiden*, not to mention the visit by the boat herself and her amazing female crew, will spill over into women's sailing at the local level. Those who need someplace to start, or who want to work on their skill set, need look no further than the Women's Sailing Seminar at Island YC in Alameda. The seminar is all about women teaching women how to sail during a fun, relaxing, educational and inspiring weekend on September 21-22.

Clockwise from left: Getting back into the swing, original 'Maiden' crewmember Angela Heath Farrell (wearing hat) helps Sail Sport Talk broadcaster Karen Lile raise the headsail; Matilda (Tilly) Ajanko is also 'Maiden's' onboard rigger, an unofficial role; Winning the 2017-18 Clipper Round the World Race added to Wendy Tuck's long list of 'sailing firsts'; Despite having lost touch with the crew after the Whitbread race, Angela Heath Farrell was clearly in her element as she took a hand in all the crewing jobs and finally got her hands on the helm.



the woman sailor

Women sailors from all along the Pacific Coast volunteer their expertise to provide instruction in workshops in the classroom, on the docks and on the water. Local sponsors (including *Latitude 38*) donate goodies for the seminar's lunchtime and cocktail hour raffles.

On Saturday, participants pick from a variety of tracks ranging from beginner through advanced. Navigation, Racing, Docking and Sailing Singlehanded are among available topics.

continued in middle column of next sightings page



ALL PHOTOS LATITUDE / MONICA

maiden — continued

"There's 130 million girls who don't have access to education," said *Maiden's* guest skipper Wendy Tuck during the boat's stay in San Francisco last month.

Tuck hails from Australia, and is part of the multinational group of women that will take part in sailing *Maiden* throughout her two-and-a-half-year-long journey. Her sailing credentials include skippering two Clipper Round the World Races, the second of which she won, almost a dozen Rolex Sydney Hobart Races, and a list of in-between sailing roles typical of professional yacht skippers.

It was after the second Clipper Race that Tuck got the call from Tracy Edwards asking her to guest-skipper *Maiden*. "I love the ocean anyhow," said Tuck, and after looking into Edwards' plan for The Maiden Factor she thought, "Yeah, that's a really good idea. I like the plan, I like what we're doing." The crew are all passionate and experienced sailors, yet each one we spoke with carried Tuck's sentiment that *Maiden's* mission had been part of their decision to join the team. "Without that I don't think I would have joined," said Finnish sailor Matilda (Tilly) Ajanko, one of four permanent crew.

"I had been sailing professionally on bigger boats already for eight years before I joined *Maiden*, and for any sailor to be able to go around the world is pretty amazing." At 37 years old, Ajanko has been sailing all her life — literally. "I got put on a boat when I was a baby so I didn't really have a choice." Despite this, Ajanko and her fellow crewmembers Belinda Henry, Courtney Koos and Amalia Infante, were put through what Ajanko described as a "very vigorous selection process" before being given the job, including a segment run by what sounded like a squad of special-forces trainers. "Yeah it was pretty intense, so we had a weekend of really getting down and dirty," Ajanko added.

After completing the '89/'90 Whitbread, *Maiden* was bought and sold a number of times, and eventually ended up in the Seychelles in a sorry state. Before scuttling the boat in 2014, a marina called Edwards, who immediately actioned a plan to save her old steed. The refurbishment took four years, during which time Edwards' plans for the boat had changed from operating charters in the Med to supporting charities. *Maiden* was to look just like she did in 1989.

On deck, she looks like the *Maiden* of old, but below is completely altered. "They've two toilets for God's sake!" said original crew member Angel Heath Farrell, who had flown to San Francisco to meet the team and to see the boat for the first time since 1990. "It was very surreal," she said. Farrell wondered why people would be interested in *Maiden* 30 years later, and was astounded at the result. "I had no idea it was going to become what it is. And how could I have ever doubted Tracy Edwards? When she does something, she doesn't do it by halves."

In many sailors' eyes — and since the release of the critically acclaimed and wildly popular documentary of the same name — *Maiden* has acquired legendary status. Once a "wreck with a pedigree," she became a round-the-world-racing celebrity and today is back in the limelight with renewed purpose. "My father would tell me sailing stories as I was growing up," said Amalia Infante, *Maiden's* Spanish-born offshore media producer. Infante is also a lifelong sailor and is thrilled to be aboard one of the legends that were a part of her childhood sailing diet.

"We're doing some nice stuff," said Tuck, "but when you have people say to you, 'No, you are actually making a difference. You're bringing awareness to our charities and to what we're doing,' that sort of hit home big time that it's making a big difference."

After stopping in Los Angeles, *Maiden* will head south to round Cape Horn and continue on her journey to reach 20 countries, with 36 stopovers (including five from the 1989/90 Whitbread). She'll cover more than 60,000 nautical miles and carry guest skippers and crew, all the while, with 50% of all funds raised going directly to The Maiden Factor's six partner charities.

— monica

short sightings

Sausalito Gives Slips to Anchor-Outs — The city of Sausalito has launched a pilot program where long-time anchor-outs can apply for subsidized liveaboard slips at local marinas. The "Safe Harbor" program is a wholistic effort to help at risk people living on the water transition to "self-sufficient" living situations, according to Sausalito city councilmembers. Safe Harbor is also the next step in Sausalito's recent efforts to address long-time anchor-outs in Richardson Bay who were technically in violation of the law, but had been tolerated for decades. "Part of the ethos of Sausalito is liveaboards," councilmember Jill Hoffman told us. "This is something new that no one has tried. If people aren't criminals and have decent boats, they may qualify."

Anchor-outs are being seen as a symptom of the Bay Area's deepening housing crisis, but also the legacy of a legal gray area unique to this swath of the West Coast. While other cities in California, such as San Diego and Monterey, have developed well-regulated mooring fields, the Bay Area still has poor boating infrastructure.

But this is only part of the issue. In Sausalito, many people are living on the fringes.

Hoffman said that Sausalito has already been making use of mobile services, such as trailers with showers, as a way to help the homeless. "This program is just another piece of that." Sausalito is partnering with the Ritter Center, a San Rafael-based nonprofit that works to reduce homelessness, to evaluate some 16 potential applicants currently anchored out in Sausalito, according to councilmembers.

The announcement of the Safe Harbor program has been met with some degree of skepticism from our readership (please see this month's *Letters*). Hoffman said that the Ritter Center has an 85% success rate in rehabilitating the homeless. Part of the strategy is known as the "Whole Person Care" program, a "coordinated system of care across health and social sectors," according to Marin Health and Human Services.

This approach is ultimately cheaper than the homeless going through hospitals and jails — which costs taxpayers about \$65,000 per person, per year, according to Mark Shotwell, executive director of the Ritter Center. "But to serve someone in the Whole Person program is less than \$25,000 a year. That's a \$40,000 savings right off the bat," Shotwell told us.

We will have more on the Safe Harbor program — and the legacy of Richardson Bay's anchor-outs — in the coming months.

Some Random Coast Guard News — Remember when 2019 started with the longest government shutdown in American history, leaving the United States Coast Guard unpaid and in the lurch for nearly 35 days? But as pundits and journalists debated the politics of the shutdown, the Coast Guard never missed a beat.

As we sat down to write this piece, the Coast Guard suspended its search for a missing man in Indian Slough near Discovery Bay in the Delta, where Coast Guard crews had searched approximately 487 square nautical miles. While this particular case had an unfortunate end, the Coast Guard has continued to come to the aid of sailors all over the West Coast — and all over the Seven Seas.

The Coasties were involved in multiple rescues on Tomales Bay, including several FJs that were caught in a gale in early July. On August 20, the Coast Guard rescued two people from a plane that went down off Pillar Point Harbor in Half Moon Bay. "The pilot's quick response to report the downed plane and remain on scene greatly aided the Coast Guard's prompt response and ability to save two lives," Lt. Cmdr. Joshua Murphy, a Dolphin helicopter pilot, said in a press release.

And as long as we're going through the Coast Guard archives, there was another notable Coastie occasion in August. Duke Kahanamoku, who is widely considered the godfather of surfing, was born on August 24, 1890 — the 129th birthday of the Hawaiian legend was noted by

continued on outside column of next sightings page

women's season

On Sunday, participants choose between a real sailboat race on the protected, flat waters of the Oakland Estuary or a cruise on San Francisco Bay. Participants enrolled in two-day tracks continue their practice sessions on the Bay. Go to www.womenssailingseminar.com for more info and to sign up.

The Women's Sailing Seminar is among the events on *Latitude 38's* Unofficial Women's Sailing Circuit. Most events on the list are races, and they seem to cluster in the fall. They include:

September 8: Women Skipper Race, Presidio YC, www.presidioryachtclub.org.

September 21: Sadie Hawkins, KBSC, Clear Lake, www.kbsail.org.

September 28: Jack and Jill Regatta, SCYC, www.club.scyc.org.

October 5: Jill & Jack + 1 triplehand-



LATITUDE / TIM

— continued

ed race, IYC, www.iyc.org.

October 12: Joan Storer Regatta, Tiburon YC, www.tyc.org.

October 19: Red Bra Regatta, SBYC, www.southbeachyachtclub.org.

November 3: Amazing Grace Cheney Cup, RYC, www.richmondyc.org.

They're all different; hopefully there's one or more that meet your interest and geographical convenience. Participate in several events and you could be named Queen of the Women's Circuit (email chris@latitude38.com for details).

What? You're not a woman? Dudes, we're speaking to you too. Maybe you have a female friend, significant other or crewmember who's ready to take the helm. Maybe this is their year to give it a try. Make it so.

— chris

shorties — continued

Chief Petty Officer Sherri Eng. "Happy birthday Duke Kahanamoku!"

Eng wrote on her Facebook page, noting that Duke was also a five-time Olympic medalist in swimming, as well as a life-guard and Coast Guard reservist during World War II.

"He famously helped rescue 12 people from a 40-ft fishing boat off the California coast in 1925. Duke maintained his ties to the Coast Guard after WWII, and in 1966, he was appointed honorary district commodore of the US Coast Guard Auxiliary in Hawaii."

Kahanamoku was also said to be a sailor, though we're not sure to what degree or on what type of craft. In 2015, the *New York Times* wrote, "Although he had suffered several heart attacks and had survived a brain operation, the Duke continued to swim and sail almost to the day of his death."



Duke Kahanamoku circa 1912.

— latitude

Can you feel it in the air? The days are getting just a little bit shorter, the summer sea breezes are mellowing out, there is the occasional nip of cold in the evening, football is suddenly on TV again, and some of us are thinking about buying a season pass to our local mountain. That's right, Latitude Nation, fall is on our doorstep. We hope you had a great summer, and are looking forward to the Bay Area's halcyon days of late September and October as much as we are.

PACIFIC PUDDLE JUMP RECAP —

Sailors all over the world dream of cruising among the ancient, volcano-carved isles of French Polynesia. But the privilege of doing so is a prize that must be earned. Regardless of which port along the west coast of the Americas that Tahiti-bound sailors depart from, they must sail across 3,000 to 4,000 miles of open ocean, nonstop, before reaching the first possible landfall. These days, this legendary trade-wind passage is known as the Pacific Puddle Jump.

Despite the inherent challenges of making such a long, physically demanding trip, hundreds of sailors from many nations complete it each year between March and July. For many of them, finally dropping anchor in the archipelagos of the Marquesas, Tuamotus and Society Islands is the actualization of a goal they've held near the top of their bucket lists for several decades.

As reported earlier, this writer had the opportunity to meet many of these ambitious bluewater voyagers in March at three South Pacific Bon Voyage events in Panama and Puerto Vallarta, put on by the South Pacific Sailing Network (with support from *Latitude 38*). Then in late June, I had the pleasure of catching up with many of them at the annual Tahiti-Moorea Sailing Rendez-vous.

Having finally made the crossing myself this year — after merely reporting

Aboard 'Linda Marie', Linda Landis records the positions of fellow Puddle Jumpers during the daily HF radio net.



KEN LANDIS

on it for 23 years — I can testify that, even though preparing and outfitting your boat for an open-ended South Pacific cruise can require a colossal effort and a truckload of 'boat bucks', the experience will likely leave you with a lasting sense of self-sufficiency and pride of accomplishment like nothing else you've ever done.



Aboard 'Odyle', 7-year-old Saoirse shows off her official PPJ drink cooler.

That said, no two Puddle Jump crossing experiences are ever the same, even among sailors who leave from the same port within a few days of each other. As explained in the comments that follow, whether due to better planning or better luck, some boats experienced excellent sailing conditions most of the way, while others were often frustrated by light air and sloppy seas.

As is typical, no boats were lost or dismantled on the crossing. There were no mid-ocean rescues and no major injuries. (Check out the detailed crossing data on the table that follows.)

Ironically, though, it seems that more mishaps occur near shore than in the middle of the ocean. On a windy night several months after making landfall, the San Francisco-based Outrigger 51 cat *Archer* was seriously damaged in Bora Bora when the rented mooring she was hanging on broke loose. Unbeknownst to the big red cat's owners, who were dining ashore, *Archer* drifted across the lagoon, then slammed into an over-water bungalow where she was holed above the waterline. She's now being repaired at Raiatea.

A few weeks later, the Aussie-flagged Lagoon 400 *Ki* hit a reef on her approach to Niue Island and did very serious damage. During the same week a steel-hulled sailboat was so badly damaged by hitting an unknown object 50 miles from Niue that her crew were forced to abandon ship. They were rescued by cruisers.

The annual Puddle Jump 'migration' is known for being minimally structured and having very few rules. But this year, entrants were strongly encouraged to check in daily to the cruiser tracking website www.CruiserSat.net, giving their lat-long positions and general status by any means of text messaging or offshore email (facilitated via HF radio or satellite communications devices). The site allowed armchair voyagers and family members back home to follow the fleet's westward tracks, while boats in mid-ocean could opt-in or out of receiving their neighbors' progress reports via onboard email — some of which got increasingly descriptive and entertaining as the miles rolled on.

The idea behind adopting the net was to provide an additional measure of safety, while also recapturing some of the much-loved camaraderie that was common among cruising fleets back when most offshore sailors had SSB or Ham radios rather than satellite comms. (For those Puddle Jump boats that are still equipped with HF radios, an SSB net was also conducted by volunteers from within the fleet.)

As in years past, the backgrounds of this year's Puddle Jumpers are as diverse as the boats they sail on. Although some are young, most can only claim to be young at heart. Some have been out cruising for years, while others are rela-

giving their lat-long positions and general status by any means of text messaging or offshore email (facilitated via HF radio or satellite communications devices). The site allowed armchair voyagers and family members back home to follow the fleet's westward tracks, while boats in mid-ocean could opt-in or out of receiving their neighbors' progress reports via onboard email — some of which got increasingly descriptive and entertaining as the miles rolled on.

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Below: Bay Area boats 'Tabu Soro' (R) and 'Little Wing' share Fatu Hiva's Hanavave Bay. Inset: This tiki in a churchyard shows reverence for both ancient and modern beliefs.



LATITUDE / ANDY

THE HIGHS & LOWS OF PASSAGEMAKING

tive novices. In contrast to those who are cruising on a finite timetable, the lucky ones simply plan to keep exploring our watery world under sail "until it's no longer fun."

"We hit a great weather window: two tacks for the entire passage."

A total of 113 boats from 14 nations officially registered with the Pacific Puddle Jump this year. The following are excerpts from their insights and special memories.

How did your passagemaking experiences differ from your pre-trip expectations? Any surprises?

Jacaranda, Beneteau 50 (via Galapagos) — "We were blown away by how much marine life there is in the Pacific," Cecilia Borgia reports. "We saw huge groups of dolphins, several whales, a killer whale, groups of manta rays whirling in circles, and lots of flying fish. One night the boat was invaded by squid, which we collected the next morning and pan-cooked with cherry tomatoes and white wine. Yummy!"

"Another surprise was spotting random objects such as a refrigerator in the

middle of the ocean, on top of which a big seagull was taking a rest."

Pacific Destiny, Valiant 40 (via San Diego) — "We expected more consistent winds, and found ourselves frequently having to adjust the sails to reduce the flogging due to light winds. For us, the winds were so inconsistent that putting up the spinnaker never seemed like a good option."

Nomad, Hallberg-Rassy 46 — The route taken by Tom and Susan Sebring may have been a PPJ first: In 25 days they sailed *Nomad* from Neah Bay, Washington, (on the Strait of Juan de Fuca) nonstop to Nuku Hiva — 3,500 miles.

"We hit a great weather window: two tacks for the entire passage, almost all reaching, some running, then motorsailing last two days. But seas were two-to-three meters almost the entire passage. We had lots of water over the boat most of the time."

Aghavni, Oyster 485 (via Galapagos) — "The southern swell was persistent and uncomfortable. We made 137 sail changes with varying wind conditions. Not the champagne sailing we previously read about," says Sevan Topjian.

Dea Latis, Pearson 424 — "Our sail from Panama to French Polynesia was excellent, so we didn't spend a lot of time trimming sails, managing changes, or repairing things," says David Curtis. "We experienced — literally — five or six minutes of bad weather during the entire



JACARANDA

Aboard 'Jacaranda', Pablo and Cecilia show off their spectacular marlin — no doubt the biggest catch in this year's fleet.

31-day crossing."

Arctic Loon, Jeanneau 45 (via Mexico) — "We had many more maintenance issues to deal with than expected," says watch captain Anne Alberg, "sometimes daily, sometimes multiple times a day, and sometimes caused by us."

"But we especially loved being connected on the *CruiserSat.Net* with daily check-ins to learn about the real-time experiences from other PPJ cruisers!"

Wiz, Knysna 50 cat (via Panama) — "We sailed from Mexico to Nuku Hiva two years ago in a monohull, so we mostly knew what to expect, though this trip was 1,000 miles farther, having started in Panama. Also, we were on a catamaran this time, and it was much more comfortable. This trip honestly didn't seem any longer than our crossing from Mexico in the monohull."

Chanticleer, Valiant 40 (via Galapagos) — Jeff and Molly Bolster say that because they are highly experienced cruisers, there weren't many surprises during their crossing to the Marquesas, except this: "On May 8 our windward rail rolled into a sea and scooped up 42 squid, which we collected and ate!"

A long crossing is often a mix of highs and lows. What were yours?

Easy, Ingrid 38 (via Colombia) — "Highs for me included seeing a lunar eclipse, finding fresh squid on deck, sunrises and sunsets," recalls singlehander Mike Jacoby. Having begun his crossing in December, he was the PPJ's 'early bird'



PACIFIC PUDDLE JUMP RECAP —

this year. Mike's lows included hitting a 55-gallon steel drum in mid-ocean.

Antares, Catalina 36 (via Mexico) — George and Magen are relatively new to offshore sailing, but the crossing enhanced their education — especially get-

and a bit of seasickness. But on day four things settled down and we got into a groove. SSB nets were fun communicating with other local boats and overall a fantastic journey."

Jacaranda — "Our highs included the immense beauty of the light during some early mornings and afternoons. Plus, magic moments having Bloody Marys at sunset while listening to music."

2K — "Low points were days with lots of choppy waves. High points were receiving daily mail via the SSB radio from family and sailing friends who were crossing the Pacific at the same time as us."

Marathon, Beneteau 11.50 (via Mexico) — "Our highs were days of sailing in nearly perfect conditions, when the boat, the sea and the wind were in nearly perfect balance; enjoying the 360°, unfettered view of a perfect ocean; stars and fluorescence at night. Crossing an ocean and the equator is not a trivial undertaking. The sense of satisfaction was enormous," say Nello and Sheridan Angerilli. "For us, lows included the duration of the trip and the constant movement of the boat, sometimes in very uncomfortable ways."

Arctic Loon — "High points included sailing at night, sitting alone watching the stars and the Milky Way, which was more stunning than I had ever seen it in a lifetime of viewing the night sky."

"Low points were the endless maintenance issues, and when a crew member dropped the owner's iPhone overboard — it had all her passcodes, email, vendor/maintenance contacts, trip photos, Navionics software, music playlists, everything!"

Coquette, Jeanneau 45 — "We had a fast crossing, being fortunate to have both good wind and current. We did 170+ miles almost every day of the crossing. That was our high."

Pacific Destiny — "Our highs were always when we saw dolphins and albatrosses. Also, fantastic sunrises, sunsets, moonrises, moonsets and star-



During the crossing, Susan Wells lost her trepidation about spinnaker handling aboard 'Rapture'. It gave them a fast ride to Nuku Hiva.

filled nights were a highlight.

"We enjoyed being at sea, and overall a high was having so few difficulties. We were happy we decided not to take on crew, and really enjoyed the time with just the two of us."

Chanticleer — "Low points on a passage are almost always from lack of sleep or gear failures. We had little of that on this trip."

"The high points were reeling off the miles in the enormity of the sea and sky, and knowing that we were blessed to be sailing in the wake of the great navigators: Magellan, Drake, Cook, Slo-cum and the rest."

Wiz — "Two lows that stand out were the fourth time Bugs (our kitty) peed and pooped on my bed. Then on day 10, our watermaker quit working," says Susan Clark. "We only had 239 liters of water, which we probably could have squeaked by on, but our toilets use



When we caught up with them in Rangiroa, recently, Steve and Mary Protzeller of the Washington-based Passport 42 were all smiles.

ting slammed by a huge squall. "It caught us a bit off guard with plenty of sail out, gobbled us up, and knocked us around real good," recalls George. "It only lasted about an hour or so, but we estimate it had gusts up to 40 knots. Before we got reefed down, we were heeled severely and the situation was quite scary."

"At one point lightning cracked within a mile or two of our position, which felt like right overhead to us. That was a terrifying moment. In the end we rode it out just fine, and nothing broke or was lost. Every other hour of the entire passage was very tame in comparison."

Nomad — "Our lows included trying to cook with the boat rolling badly. Our highs included beam reaching at 8 to 9 knots for days."

Agavni — "Our low point was the first three days [unsettled weather], topped off by an egg/flour explosion all over the galley, plus some salt water intrusion through a forgotten open hatch

Lying near the northwest end of the Marquesas, Nuku Hiva has the most services for cruisers. Seen here is well-protected Taioha'e Bay.



LATITUDE / ANDY

GREG NEWMAN

JULIE TURPIN

THE HIGHS & LOWS OF PASSAGEMAKING

fresh water, and I'd had to clean my bedding so many times.

"The high of the trip came a day later when my genius husband successfully cobbled together a repair for the water-maker using a peanut butter lid and some epoxy! Miraculously, it held together until we could get replacement parts."

DreamCatcher, Roberts 50— "Our highs included recording five 200-nm-days in the first week, night sailing with a sky full of stars, and finishing the crossing with an epic 48-hour spinnaker run — awesome!"

What advice can you give to future Puddle Jumpers?

Dea Latis — "Do it. Sign up with the PPJ; it's fun and helpful."

"The services of Tahiti Crew yacht agency [a PPJ partner] were well worth the cost in our opinion. You can accomplish all they provide on your own if you wish, but they made everything painless and were exceptionally accommodating. They did everything for us, and the savings on duty-free fuel they got us paid for at least half of their fee. They did all the legwork for us at every turn and helped us get parts shipped in from the US. They even

"Our highs included recording five 200-nm-days in the first week."

sent us a reminder that it was getting time for us to check out of FP."

Nomad — "Get a competent boat and prepare it well. Doublehanders, protect your crew from excessive tiredness. Reef down at night a bit to prevent having to wake crew for nighttime sail work, and get extra naps during the day. Use a weather service to identify a good passage window and to provide updates on weather and routing periodically via a satphone data link."

Aghavni — "Prep your boat well and take the trip seriously. File a float plan with someone on shore and have a practiced protocol for MOB and reefing, and establish firm boat rules and strategies for night sailing, watch-standing, etc."

Jacaranda — "Make notes about everyday observations and surprises as

a way to retain memories and feelings, because it is so easy to just let days slip away."

2K — "Take your time, reef down at night, and take it day by day."

Marathon — "Given the number of people we have met for whom the voyage was *not* the destination, I recommend trying this on somebody else's boat before committing to preparing your boat and taking it 'down-hill' to a destination like French Polynesia."

Arctic Loon — "My advice is specifically for women: Buy your

own cruising boat or find a boat owner who shares your dream of bluewater cruising. Don't think you have to have a male captain to do this with. Find a female sailor that you travel well with and start the planning process. Read cruising blogs, attend cruising seminars, prepare the boat, bring spare parts for every single thing, and just know that you will succeed beyond your wildest expectations."

DreamCatcher — "Take three or four crew so you get ample sleep and have enough hands to deal with issues. Then enjoy the ride!"

Coquette — "Daily inspections while underway meant we caught issues before they became big problems. A good spares inventory is important. When it got windier and the waves bigger, we reduced the sail area at night and sailed in a direction more with the predominant swell, but not directly on the rhumbline. This really helped everyone sleep better and made the night watches easier. We also recommend landing in the southern Marquesas. That way, it's a downwind sail to visit the rest of the islands. We spent two months in the Marquesas and were glad we took the time."

Pacific Destiny — "No matter how well you prepare, you're likely to wish you had thought of certain things before you left, and skipped other things that you brought and never used. As I'm sure with most Puddle Jumpers, redundancy was key to us, and that became critical in at least one area."

"Don't rush through the Marquesas, or be afraid to visit the Tuamotus. You will be so thankful you took the time to do so, once you get to the more crowded and regulated areas of the Society Islands."



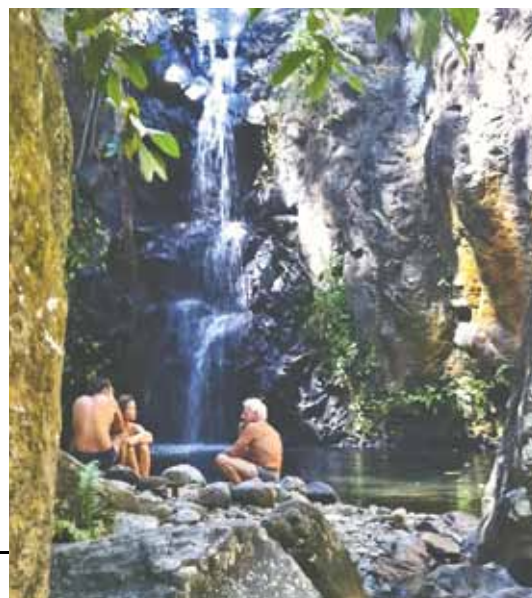
In addition to the usual jumping-off points, this year at least two boats left from Chile and one left from the Strait of Juan de Fuca at the US-Canada border.

Chanticleer — "Don't give chafe a chance. Apply chafe gear, especially on genoa sheets where they bear on the jaws of your pole. Other than that remember the six Ps. Throw in a bit of luck, and Proper Prior Preparation Prevents Poor Performance."

Island Pearl II Amel Maramu 53 — "Prepare your boat and yourselves well. This is a long sail and you need to be sure that everything from the top of your mast to your hull is in good shape and that your safety equipment, communications devices, and safety drills/procedures are checked and familiar to all on board, and that you have plenty of provisions."

"We have done over 30,000 nm at sea

Chillin' with new friends at a famous Marquesan waterfall. Hikes like this help you recapture your 'land legs'.



JULIE TURPIN

PACIFIC PUDDLE JUMP RECAP

now, and crossed all the major oceans and feel that having a well-fed and healthy crew is consistently one of the most important things for an enjoyable and safe crossing."

Linda Marie — "A dream without a plan is just a dream. We had a five-year plan to prepare for our trip, and we followed through on it. We are now in Tonga heading to New Zealand and have never looked back."

"You will never be 100% ready. Just make sure your main systems are good to go, then cast off those dock lines."



Is that King Neptune with his trident? No, just the 'Wild Orchid' crew clowning around during their equator-crossing celebration.

The rigors of long-haul passage-making certainly don't appeal to every sailor. But if you're one of those dreamers who can't seem to get images of lava peaks, coco palms and grass-skirted dancers out of your head, there may be a Puddle Jump in your future.

Online registration for PPJ 2020 is expected to begin on or before October 1 at www.pacificpuddlejumps.com. We hope to see you out there!

— **latitude/andy**

2019 PACIFIC PUDDLE JUMP — PASSAGE DATA

Although only a fifth of the fleet sent us their crossing data, their info gives a representative sampling of passagemaking experience.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Made Landfall	Days of Crossing	Miles of Crossing	Equator X Long.	Engine Hours	% Hand Steered	% Autopilot Used	% Windvane Used	Best 24 Hours	Worst 24 Hours	High Wd Sustained	Highest wind gust	Breakage & Gear Failure
From US, Canadian & Mexican Ports to French Polynesia																	
Antares	Catalina 36	G. Yarzabek & M. Shaughnessy	Seattle, WA	Puerto Vallarta 4/25	Hiva Oa 5/18	23 days	2,700 nm	125°W	12 hrs	1%	2%	97%	160 nm...70 nm	30+...40	none		
Arctic Loon	Jeanneau 45	Diana Trump	Poulsbo, WA	Nuevo Vallarta 3/23	Hiva Oa 4/23	28 days	2,953 nm	125°W	56 hrs	14%	25%	61%	138 nm...67 nm	20 kts...24 kts		Problems with: whisker pole, forward head, aft head, leaky fuel tank, autopilot, spinnaker, watermaker, etc. Favorite quote by Captain 'Mrs. Fix-It' Diana, "If anything breaks today it is not getting fixed!"	
Dawn Treader 2	Magellan 36	Phil Lambkin	AUS	Cabo San Lucas 3/20	Fatu Hiva 4/13	24 days	3,100 nm	u/k	200 hrs	4%	96%	n/a	144 nm...80 nm	35 kts	n/a	Coffee grinder broke.	
Linda Marie	Beneteau 473	Ken & Linda Landis	Marina del Rey, CA	Puerto Vallarta 3/11	Hiva Oa 4/1	21 days	2,775 nm	126°W	33 hrs	2%	98%	n/a	154 nm...85 nm	25 kts...40 kts		Fell against throttle/fuel shifter in a swell and broke off handle. Whisker pole fell off mast while being vertically stored, bounced once on the deck and fell into the ocean. TV antenna broke off and fell to the deck. Freezer stopped working – ran new power line to fix. Lock nut on one steering wheel fell out leaving the wheel free spinning. Radar worked off and on. Fresh water hose came loose, spilling 50 gallons into bilge.	
Little Wing	Cross 42 tri	Andy & Julie Turpin	S. Francisco	S. Benedicto 4/5	Hiva Oa 4/28	23 days	2,900 nm	129°W	48 hrs	2%	23%	75%	165 nm...108 nm	30 kts...35 kts		Elec breaker failed.	
Marathon	Beneteau 11.50	Nello & Sheridan Angerilli	Vancouver, BC	San Jose Cabo 3/25	Nuku Hiva 4/22	29 days	2,743 nm	131°W	19 hrs	1.5%	2.73%	96%	139 nm...48.5 nm	25 kts...30 kts		Fridge controller failed 2 or 3 days before landfall. Contaminated fuel led to an extra day at sea because we had to i.d. the problem, change a filter, bleed the fuel line. Whisker pole topping lift wire bale broke. Vesper Watchmate 650 gave an incorrect "No GPS Signal" warning for about 10 days and then reverted to normal. Main sail clew shackle fell off but did not go overboard.	
Nomad	Halberg Rassy 46	Tom & Susan Sebring	Newport, RI	Neah Bay 5/26	Nuku Hiva 6/25	25 days	3,500 nm	139°W	140 hrs	1%	99%	n/a	185 nm...80 nm	30 kts...40 kts		AIS antenna connection, loose stay (new standing rigging before passage), gas spring in boom kicker failed, autopilot required recalibration owing to software glitch, wind machine mast sensor went wonky, had to sail on masthead fly and sail sounds (night)	
Odyse	53' Schooner	Philips & Flavin family	San Francisco	San Diego 4/1	Nuku Hiva 5/4	34 days	3,500 nm	132°W	250 hrs	50%	50%	n/a	150 nm...50 nm	30...40		Had engine and autopilot failure. Bow pulpit broke. Club foot jib connecting bolt snapped.	
Pacific Destiny	Valiant 40	David & Kathy Bennett	Alameda, CA	San Diego 5/5	Hiva Oa 5/30	25 days	2,970 nm	129°W	8 hrs	5%	85%	10%	169 nm...75 nm	25 kts...40 kts		Garmin GPSMAP 640 chartplotter, boomvang, preventer, ship's clock	
Rapture	Caliber 40	Greg Newman & Susan Wells	Berkeley, CA	Puerto Vallarta 3/20	Nuku Hiva 4/11	22 days	2,874 nm	125°W	24 hrs	1%	99%	n/a	168 nm...96 nm	27 kts...35 kts		Self-inflicted breakage to the head sail furler; was able to repair to a functional state and boom vang mount on the mast failed.	
Silverheels	Norseman 447	George Conner	Ventura, CA	Puerto Vallarta 4/16	Hiva Oa 5/7	18 days	2,650 nm	127°W	96 hrs	0%	100%	n/a	184 nm...120 nm	20 kts...25 kts		Nothing broken	
Wild Orchid	Beneteau 58	Bruce & Audrey Toal	San Diego, CA	Puerto Vallarta 3/16	Nuku Hiva 4/6	21 days	2,834 nm	u/k	40 hrs	1%	99%	0%	187 nm...124 nm	30 kts...35 kts		Whisker Pole broke, Spinnaker shredded	

From Panama (or Galapagos) to French Polynesia

2K	Beneteau 44.7	Kaia Samuelsen & Kjell Dreyer	Stavanger, NOR	Panama 4/13	Hiva Oa 5/10	26 days	4,225 nm	88°W	33 hrs	1%	99%	n/a	187 nm...123 nm	25 kts...44 kts		Ashackles/brokers resulting in genoa going into sea, Watt&Sea mounting bracket failed 2 days before landfall.	
Aghavni	Oyster 485	The Topjian family	Easton, MD	Galapagos 3/26	Fatu Hiva 4/14	19 days	3,001 nm	u/k	8 hrs	1%	99%	n/a	200 nm...112 nm	29 kts...36 kts		Minor issues only.	
Chanticleer	Valiant 40	Jeff & Molly Bolster	Portsmouth, NH	Galapagos 4/29	Hiva Oa 5/19	21 days	3,038 nm	89°W	9 hrs	1%	10%	89%	174 nm...105 nm	25 kts...30 kts		One of the Monitor windvane control lines chafed badly, so we end-for-ended it. Our Raymarine Autopilot was very balky, and thus not reliable.	
Coquette	Jeanneau 45	Cathy Sherwood & Kent Powley	Seattle, WA	Galapagos 4/12	Hiva Oa 4/29	17 days	2,975 nm	88°W	2 hrs	30%	70%	n/a	190 nm...158 nm	25 kts...37 kts		Replaced outhaul, added a shim to the boom gooseneck. Both before any failure occurred.	
Dea Latis	Pearson 424	David Curtis	Wiscasset, MN	Panama 3/26	Hiva Oa 4/26	31 days	4,014 nm	86°W	24 hrs	<1%	99%	n/a	150 nm...80 nm	25 kts...35 kts		Watermaker broke leaving Panama but was able to repair quickly.	
DreamCatcher	Roberts 50	Norm Facey	Vancouver, BC	Galapagos 4/27	Hiva Oa 5/13	17 days	3,090 nm	91°W	8 hrs	5%	95%	n/a	206 nm...136 nm	23 kts...27 kts		Solarpanel wiring broke at connector - reconnected; Spinnaker sleeve strap cut itself on shackle - lashed	
Easy	Ingrid 38	Mike Jacoby	Hood River, OR	Columbia 12/22	Hiva Oa 1/23	32 days	4,400 nm	86°W	10 hrs	<1%	<2%	98%	195 nm...101 nm	20 kts...30 kts		The welded ring that the halyard attaches to on the roller furling broke	
Island Pearl II	Amel Maramu 53	Colin & Lauren Streeter	London, UK	Ecuador 5/28	Hiva Oa 6/20	22 days	3,526 nm	80°W	134 hrs	0	100%	n/a	194 nm...123 nm	27 kts...31 kts			
Jacaranda	Beneteau 50	Pablo di Campello	Delaware, US	Galapagos 4/28	Fatu Hiva 5/15	17 days	3,250 nm	89°W	96 hrs	1%	99%	n/a	197 nm...145 nm	26 kts...38 kts		Genset.	
Wiz	Krynsna 50 cat	Darrell Clark	Somers, MT	Panama 4/24	Nuku Hiva 5/16	22 days	3,961 nm	89°W	u/k	1%	99%	n/a	224 nm...130 nm	30 kts...35 kts		Watermaker, water pressure pump, stove igniters and some shackles	

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THE FOILING FOLLOW-UP —

Will the high-performance, high-dollar and high-tech foiling advances pioneered by the America's Cup "trickle down" to the average sailor? Can everyone realize the magic of these modern underwater wings that lift boats out of the sea and make them fly?

It's a question we first asked in *The Foiling Feature* in January 2018. Around that time, video of the "Foiling Optimist" had gone viral, and perhaps suggested that foiling could be an egalitarian pursuit. While ultimately an experimental novelty boat, the Foiling Opti might have created a buzz around the idea that the average Jane and Joe could get in on the action, instead of just professional sailors in body armor.

In fact, foiling trickled down to smaller craft long ago. The multi-million-dollar research-and-development boon created by the 2013 America's Cup, as well as continued advancement in materials, has created ubiquity in small foils for small vessels, like kite- and windsurfers. The upcoming 2020 Olympics in Tokyo will see the first-ever foiling boats with the Nacra 17, and the number of foiling dinghies and small multihulls continues to grow.

But what about the trickle-down effect to big boats? Could the average Jane and Joe, assuming they had some money to invest, jump on a 30-plus-ft boat with their friends, hoist the sails, lower those mysterious, curved wings, and start to carve out some kind of Corinthian sailing big-boat niche?

Yes.

The 36-ft TF 10 foiling trimaran, a trailerable, coastal and bay racer, and the Beneteau Figaro 3, a foil-assisted monohull designed for offshore racing, both represent dramatically different design choices and aspirations, but are also among the few one-design production vessels that, in accordance

with our theme, are available for average-sailor consumption. "We call the TF 10 the 'gentleman foiler,'" said Gino Morrelli of Morrelli & Melvin Design (M&M) in Newport Beach, California.

"You should probably wear a helmet if you're sailing it, but five guys from New York Yacht Club don't need to wear full body armor." When we spoke to Morrelli in late 2017, the first TF 10 had just been launched in Miami, and the fleet has been slowly building its ranks. Two TF 10s sailed in this year's Great Vallejo

"Don't bother adding weight on the windward side, but rather, push up on the leeward side."



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TF 10 CLASS ASSOCIATION

Top left: The ocean-racing, foil-assisted Beneteau Figaro 3. Bottom: The coastal-sailing, fully-flying TF 10. Right: 'A Fond le Girafon' sails out the Golden Gate in last year's Pacific Cup. Inset: Charles Devanneaux, right, and Matthieu Damerval doublehanded to Hawaii faster than boats twice their size.

Race; there are a total of six boats in the fleet.

The TF 10 was the brainchild of Malcolm Geffer, a Newport, Rhode Island-based sailor who kept his TF 10 *Celeritas* in the Bay last winter. Geffer said he considered several designers before selecting Morrelli & Melvin. "M&M designed the Nacra 17 that had reached

the younger generation, and has opened a window into the class," Geffer said, adding that he was the driving force that conceived of bringing all of the parameters together — namely safety and performance — for the TF 10.

"I was the first guy to ask, 'Can we take all of the things we know so that a good racing sailor can step on to this thing?' We've taken out 25 to 30 people, and if you spend 10 minutes with the average skipper, they can foil. They can't keep flying, but

it's well within the capability of an average racer to foil an entire course."

Geffer, who comes from a club-sailing background, said he's always been interested in high-performance. "I sailed Melges 32s and the Marström cat competitively. I've always tried to stay out in front of the best-performing boats out there, and keep an eye on what's the most updated form of sailing. I crossed over into multihulls when I realized what was going on worldwide. They'd taken over the faster, most daring and extreme parts of sailing."

Geffer said the monohull formula relies too heavily on ballast to create righting moment, both in the keels and a large crew to hike the boat flat. "If you're trying to go fast, why be saddled with monohull configuration?" Geffer asked. "What a multihull does is moves the weight outward — you're not saddled with a lead keel and a million people on the rail." With the TF 10, Geffer said the theory "is basically saying, 'Don't bother adding weight on the windward side, but rather, push up on

THE TRICKLE-DOWN EFFECT



TIM DICK

TIM DICK

the leeward side." Creating leeward lift is something that foils are uniquely capable of offering.

The Figaro 3, which has two U-shaped foils that jut out of the side of the 33-ft boat at roughly midships, creates the same effect of "pushing up on the leeward side" that Geffer described, or flattening the boat without adding weight in ballast. "You push the board [or foil] out by probably three feet — the more you heel, the more you develop a vertical component of the board lift. With an arm of three feet you create a great righting moment; you get your foil pushing up and you sail flatter with this added power, so you can plane earlier," said Fred Courouble, a naval architect and aerospace engineer.

Designed and built in France, Beneteau calls the Figaro 3 the first production foiling one-design monohull; it was created by the designers of the last two boats to win the Vendée Globe. Courouble took the Figaro 3 and helped design a new sail plan with a longer bowsprit, new composite chainplates and other modifications specifically made for Pacific-offshore conditions. Courouble doublehanded aboard the

Figaro 3 *A Fond le Girafon* with owner Charles Devanneaux in this year's Transpac. And in the 2018 Pacific Cup, Devanneaux and fellow Frenchman Matthieu Damerval took first in their class, sailing to Hawaii in just over 11 days and beating much bigger boats.

Courouble said that on the Figaro 3, "You don't need guys to hike. You're still planing at 20 degrees of heel climbing on the foil; that's the main advantage. You have more righting moment without penalty — the same righting moment as water ballast, but without the weight, because weight is the enemy of speed. In other words, it gives you extra power. [The foils] are like a turbocharger, like an extra gear."

It's important to reiterate that foiling is a matter of gradation, and not just "fully-flying mode," where the entirety of the boat leaves the water and sails only on its underwater wings. But don't forget about foil-assist, such as with the Figaro 3, where curved boards provide some degree of lift, thereby reducing wetted surface and drag.

Courouble called the Figaro's foils an excellent offshore system. "Imagine you have a spinnaker up, and you push the helm so you head up. You'll have more power, but you heel too much. But with the foils, you can accelerate because your knuckle [where the vertical bow and the bottom meet] is up." Courouble said that in the right conditions, the foils create a kind of positive feedback loop. "The more power you have, the faster it goes and the more you foil."

Courouble also said *A Fond le Girafon* was at her best off the wind, and that her foils, which are forward of the boat's center of gravity, kept her bow "light" when surfing waves. "You're heeled up, but your bow is still up — you're still accelerating much like a surfboard. You're still planing and having high-end angles."

What about controlling those pecu-

Nothing will bring foiling to the masses quite like trailerability. The TF 10 folds and hits the road.



DNA PERFORMANCE SAILING

THE FOILING FOLLOW-UP



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Two TF 10s, such as this one seen in non-fully-foiling mode, sailed in this year's Great Vallejo Race.

liar boards?

On the Figaro, "It's not that complicated," Courouble said. "You can modify the angle of attack while you're sailing via a line to the board; the angle goes between 0 and 5 degrees, so you have just one angle to modify. It's just like trimming your jib: Once you know it, you don't play it that much. It's an easy adjustment, but you have to pay attention."

By contrast, the TF 10's foils are operated through battery power — there is no grinding to "build up the oil" as with the most recent America's Cup boats, where 90% of the human power is used simply to raise and lower the foils.

"The reason we designed it this way is to make the boat accessible to most sailors," Geffer said. "Suppose you want to change that angle of attack and you're sailing along at 30 knots — the force required to change that angle is a lot, but it became easy to design systems with batteries and electric rams. You just push a button." Geffer said the batteries weigh about 500 pounds; the TF 10 weighs about 2,500 pounds total.

The "flight controls" consist of a simple square box with eight buttons. Geffer said another lesson that trickled down from the America's Cup — and specifically from the victors of the last Match — is that it's essential that helmsmen focus entirely on driving, while someone else focuses on flying the boat. "That's what the AC guys had to learn, and Team New Zealand perfected it. We've had the boat — *Celeritas* — for a year. When the wind shifts, adjusting fast enough to keep the boat flying is a matter of experience and capability. You have to have one guy do flight and one guy do sailing. It's too difficult to multitask."

Geffer said that among the many considerations essential to making the TF 10 safe and accessible for a wider

audience was stability, something that trimarans can offer. "For everyday sailors, the 'tri' configuration imposes the safety factor. You basically have a catamaran," Geffer said, "but in the middle, you have the center hull. It's something that will not dig in on a bear-away, something that's not going to pitchpole, and something that can foil in a wide variety of wind configurations." Geffer said the new America's Cup monohulls are essentially trimarans, with wings and foils jutting off either side of the boat and a center hull in between.

"You have to have one guy do flight and one guy do sailing."

In the search for stability, foil-assist might have broader application simply because it's safer, easier and steadier than the elusive and crash-prone full-foiling mode. Courouble said that foil-assist will likely continue to evolve. "It will be interesting to see if clients are willing to take it in that direction. The key is for people to do the trials." He also admitted the Figaro 3's weaknesses. "Upwind," he laughed. "Upwind is not the ideal solution. Light air is not ideal, either — San Diego would not be great for the boat. But San Francisco would be perfect."

The ideal situation for the average Jane and Joe must surely factor in accessibility, as well. "We designed the boats so you can put the mast up and down on your own," Geffer said. "But to confess, you really don't want to drop the mast. We take it to a boatyard and they lift the mast on the boat with a crane. All spring, we sailed out of Marina Bay, then sailed the boat to the yard

and took the mast out — a day's work. And I personally trailered the boat from Rhode Island to California and back."

Will the future be foiled? We posed this question in early 2018, wondering if all future sailboats will have some kind of foils on them. We also wondered if sailing will somehow be forever changed by this newfangled technology.

The answer is yes. And no.

It's fair to assume that foiling will continue to evolve and slowly — very slowly — trickle down to all us regular folk, even through small innovations such as T-rudders, or elevators, which dampen the effects of pitching.

Will foiling ever be for the masses? Not likely. Keep in mind the divisions in the sport and lifestyle of sailing that already exist: Some people enjoy high performance and speed, but the racing crowd makes up about 10% of the sailing market. Many of those mariners are sailing boats like IODs, Rhodes 19s, Lasers, etc. Faster, more modern sportboats account for a small percentage of the already-small racing niche.

The majority of sailors simply enjoy a nice, leisurely cruise on old boats that plow through the water with glorious inefficiency. Even professional sailors who have access to the fastest, most advanced boats in the world enjoy the kind of slow sailing that many of us have come to love. We spoke to China SailGP skipper Phil Robertson while he was in San Francisco in May, and asked how he liked sailing the F50 catamaran. The New Zealander said something to the effect of, "They're a blast, but an afternoon of spray and wind in your face at 30-plus knots is wearing. Sometimes I'd like to just be relaxing at six knots with a drink in my hand."

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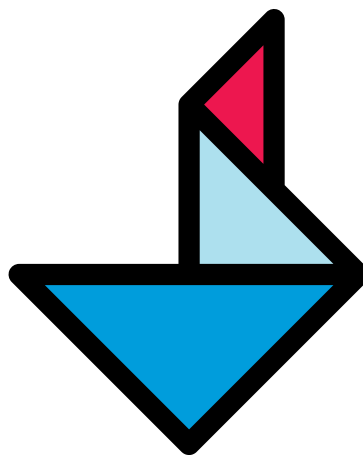
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TRANSPAC PART 2 —

As this issue of *Latitude 38* goes to press, the party has long been over in Honolulu and the bulk of the fleet has successfully returned to the Mainland, bringing this 50th edition of the Transpac well and truly to a close. Last month's race recap went to press just before the awards had been handed out, and while a few boats were still on the course, this month's issue has the benefit of time and distance to help us reflect.

When Jason Seibert set the ambitious goal of competing in the Transpac aboard his Texas-based Schock 40, he knew he had a long road ahead of him and that the end result would be anything but a foregone conclusion. With a small and ultra-light canting-keel boat that has a pretty sketchy reputation for durability and seaworthiness, the boat's name — *Gamble* — seemed quite appropriate. When the race's technical committee balked at the boat from a safety and stability standpoint, a determined Seibert set out to satisfy the requirements and sail his boat to Hawaii.

"We finally got the calculations done and approved, we were fortunate to find a sponsor, and I drove the boat to San Diego," said Seibert. "The keel normally cants to 55 degrees, but the calculations showed we needed to limit this to 37.5° to meet the requirements. So we

The 1937-vintage 'Chubasco' at the finish.



removed the bulb, reset the stops on the keel system, re-attached the bulb, checked the stops, then remeasured the list angle after launching. Everything checked out."

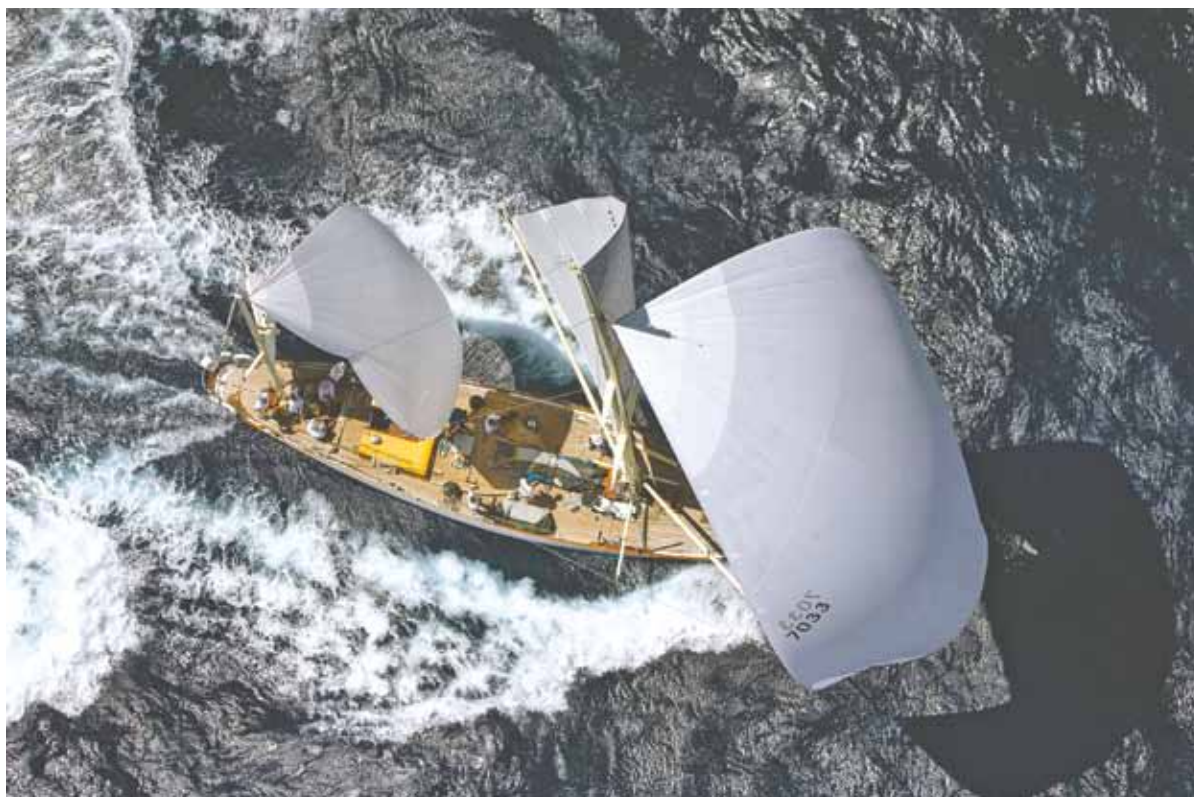
The smallest and slowest boat to start on the last day of starts — which was

The Schock 40 'Gamble' at the finish. — photo by Walter Cooper / www.ultimatesailing.com

by far the slowest starting day — the little canting-keeler from Texas was a smart choice to pick up the Tail-End Charlie award for being last to finish.

With hard reaching in solid breeze in the early stages followed by big conditions going downhill in the trades, the boat proved to be a handful for the admittedly inexperienced crew. "The boat took everything we threw at it," said Seibert. "We just needed to understand better how to handle the conditions. I'm still happy — we set out to get here, and we're here."

Also sailing aboard *Gamble* was onboard media man Justin Richard Edelman, who has been making a name for himself in West Coast sailing



TALES FROM THE 50TH

circles. With a full media kit in some very capable hands onboard an extremely wet, low-freeboard racing yacht, Edelman nevertheless managed to create stunning video and content that has significantly raised the bar for what is possible during a Transpac race on a modest media budget. His much-anticipated full movie should be out on *Gamble's* Facebook page, which can be found by searching "Team Epic Racing" on Facebook.

Finishing just ahead of *Gamble* was Doug Pasnik's Andrews 70 *Trader*, which carried a mostly military-veteran crew onboard. With the vast majority of the crew sailing in their first Transpac race, the military vets showed steady improvement throughout the race and gradually began sailing the boat harder and harder until the finish. "It was really amazing to see the progression among these guys from just a few months ago," said onboard pro and coach Sean Doyle. "A few months ago, these guys were just learning how to sail the boat. We weren't flying a spinnaker in the early stages of the race, especially at night. But by the end, everyone had improved tremendously. These guys are all really stoked, and I think there is a lot of momentum going forward, perhaps for the upcoming Tahiti Race or maybe another Hawaii race." While *Trader* was the second-to-last boat into the barn, they took home plenty of hardware by winning both the Pacific High Trophy for taking the most northerly route to Hawaii and the award for top Hawaii boat on corrected time. The only other two Hawaii boats eligible for the award were Steven Eder's Hobie 33 *Mayhem*, and Roy P. Disney's Andrews 68 *Pyewacket*, neither of which

finished the race.

Speaking of *Mayhem*, the little white ultralight from Honolulu suffered the same unfortunate fate as several others in this race: a broken rudder. Close to 400 miles offshore and battling for position against her rivals in the small but very competitive Division 8, *Mayhem's* race devolved into true mayhem when

Under a rainbow, the tribe gathers at the Hawaii Yacht Club dock.

Lior Elazary's Lagoon 400S2 'Celestra' arrives at Diamond Head in time for a beautiful sunrise.

their rudder broke off at the waterline. "After our emergency rudder broke, we rigged the tiller to the Watt & Sea hydrogenerator using some small-diameter lines and were able to steer the boat perfectly," explains *Mayhem* crew Dillon Rainwater. "With a Code Zero, storm jib, staysail and storm trysail hoisted,



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TRANSPAC PART 2 —

RONNIE SIMPSON



we got the boat back up to 7 knots at times, with a rudder about the size of a skateboard. And it still made electricity — the hydrogenerator was amazing!" With a fast hull, good sails and a lot of kit to go ocean racing, the boat is allegedly for sale in Southern California.

Another Hobie 33 suffered the same fate as *Mayhem*, but a bit closer to land. Kyle Vanderspek's San Diego-based

The crew of Shawn Dougherty and Jason Andrews' Seattle-based J/125 'Hamachi' bested 89 other boats on corrected time.

Left: The crew (Aaron Williams, Steven Eder, Dillon Rainwater and Michael Pacholski) of the Honolulu-based 'Mayhem' safely ashore in San Diego. Right: 'Aloha' gets an assist from 'Happy Days'.

Hobie 33 *Aloha* — a veteran of the 2018 Pacific Cup race — also suffered a rudder failure and retired back to port, though with a slightly more comfortable and quicker return voyage than onboard *Mayhem*. Retiring from the race with a cracked rudder post about 250 miles away from San Diego's Mission Bay, the team was making about 3.5 knots downwind with just a genoa staysail up when their fortunes began to turn.

ALOHA



Several family members came to the rescue on Bob Blair's power yacht, *MV Happy Days*, to motor out to *Aloha's* position and tow her back to port. *Happy Days* reached *Aloha* 160 miles offshore and ferried back warm meals and cocktails before a crew transfer could take place. The boys on *Aloha* were treated to good food and drink and an incredibly memorable and touching family get-together en route back to Mission Bay.

RACHEL ROSARES



Another rudder failure that garnered plenty of attention during the race was the unfortunate incident that resulted in the sinking of the Santa Cruz 70 *OEX*. That story was covered in the last issue, but the tale of *OEX* and her crew's rescuers on board *Pyewacket* still continues.

Immediately after losing the boat at sea, *OEX* skipper/owner and Transpac ambassador John Sangmeister made his

2019 TRANSPAC RESULTS

90 starters, 11 retired, 79 finishers

FL	CL	BOAT NAME	BOAT TYPE	OWNER/SKIPPER	ELAPSED	CORR.
DIVISION 1 (Started July 13)						
9	1	BadPak	Pac52	Tom Holthus	07:09:49:35	08:15:37:48
11	2	Alive	R/P 66	Phillip Turner/Duncan Hine	06:15:30:26	08:17:04:55
18	3	Destroyer	TP52	Jim Bailey/Alisal Bay LLC	08:02:59:11	08:20:06:22
20	4	Peligroso	Kernan 70	Lorenzo Berho	07:13:57:48	08:21:08:01
22	5	Vitesse	So. Cross R/P 52	Thomas Furlong	08:00:21:20	08:22:05:30
67	6	Maverick	Infiniti 46r	Quentin Stewart	07:22:04:23	09:04:18:49
44	7	Rio100	Bakewell White 100	Manouch Moshayed	06:09:08:19	09:07:49:39
47	8	Caro	Botin 65	Maximilian Klink	07:22:04:55	09:08:31:29
50	9	Comanche	Verdier/VPLP 100	Jim Cooney/Samantha Grant	05:11:14:05	09:09:44:13
53	10	Shadow II	TP52	Peter McCarthy	08:19:17:56	09:11:51:53
58	11	Rapid Transit	Antrim 49	James Partridge	08:22:39:19	09:18:12:37
59	12	Medicine Man	Andrews 63	Bob Lane	08:06:51:59	09:18:39:44
67	13	Cal Maritime	Andrews 77	Cal Maritime/Tyler Volk	07:23:36:03	10:00:09:09
69	14	Conviction	TP52	Robert DeLong	09:02:52:52	10:03:48:42
73	15	Gamble	Schock 40	Jason Seibert	10:23:13:00	11:10:08:25
DIVISION 2 (Started July 13)						
23	1	Taxi Dancer	R/P 70	Jim Yabsley/Mary Compton	08:06:43:22	08:23:09:26
24	2	Buona Sera	Santa Cruz 70	Edward Marex	08:10:24:43	08:23:12:16
32	3	Merlin	Bill Lee Custom	Chip Merlin	08:03:32:14	09:01:13:20
33	4	Grand Illusion	SC70	David Clark	08:13:33:50	09:02:33:20
38	5	Bolt	N/M 68	Craig Reynolds	08:16:29:49	09:04:54:09
48	6	Mr. Bill	Andrews 70	David Happ	08:18:58:19	09:08:53:46
72	7	Trader	Andrews 70	Doug Pasnik	10:00:08:25	10:20:20:10
DIVISION 3 (Started July 12)						
1	1	Hamachi	J/125	Shawn Dougherty/Jason Andrews	08:16:21:29	08:00:52:37
2	2	Velvet Hammer	J/125	Zach Anderson/Chris Kramer	08:18:33:39	08:01:36:38
3	3	Bretwalda 3	Rogers 46	Bob Pethick	08:04:02:40	08:02:48:34
4	4	Snoopy	J/125	Mark Surber	08:23:32:08	08:07:11:53
5	5	Reinrag2	J/125	Thomas Garnier	09:02:56:57	08:10:35:37
13	6	Cipango	Andrews 56	Shawn Bennett	09:02:46:14	08:17:52:00
14	7	Fast Exit	Andrews 40	John Raymont	09:15:31:43	08:18:03:57
17	8	t Draconis	Rogers 46	Hiroshige Ikeda	08:19:24:19	08:19:49:41
21	9	Lady Canon	R/P 45	Naomichi Ando	08:15:38:47	08:21:10:11
27	10	Katara	J/145	Roger Gatewood	09:19:43:39	08:23:40:02
34	11	Longboard	Riptide 35 MkII	Peter Salusbury	09:10:37:47	09:02:39:08
39	12	Zero Gravity	Soto 40	Ivan Batanov	09:10:03:22	09:05:06:20
66	13	Cazan	DK46	Paul Martson	10:23:21:06	09:23:35:50
DIVISION 4 (Started July 12)						
6	1	Oaxaca	SC50	Michael Moradzadeh	09:07:43:13	08:14:22:55
7	2	Horizon	SC50	John Shulze	09:06:39:03	08:14:34:32
8	3	Lucky Duck	SC52	Dave MacEwen	09:03:59:17	08:14:47:20
12	4	Triumph	SC52	Steve Sellinger	09:07:01:37	08:17:15:58
15	5	Flyingfiche II	SC50	Robert Zellmer	09:11:09:49	08:18:06:13
28	6	Prevail	SC52	Scott Deardorff/Bill Guilfoyle	09:16:16:22	09:00:00:49
29	7	Vela	SC52	Steven & Clark Davis/Tim Dornberg	09:15:09:25	09:00:53:40
31	8	Blond Fury	SC52	Heather Furey	09:18:16:06	09:01:07:12
36	9	Westerly	SC52	Wayne Zittel	09:13:55:19	09:04:13:09
56	10	Hula Girl	SC50	Patrick Farrell	10:06:38:58	09:16:36:54
DIVISION 5 (Started July 12)						
43	1	Good Call	Swan 60	Tom Barker	09:00:06:16	09:07:45:16
51	2	Kialoa II	S&S 73	Patrick Broughton	10:10:09:37	09:09:52:11
55	3	Runaway	Hylas 70	Lowell Potiker	10:18:14:16	09:15:21:19
DIVISION 6 (Started July 10)						
30	1	BlueFlash	J/121	Scott Grealish	10:13:19:56	09:01:04:49
40	2	Ho'okolohe	Farr 57	Cecil & Alyson Rossi	10:06:45:45	09:05:29:38
45	3	Ohana	Swede 55	Joe Markee	11:06:01:10	09:08:08:35
49	4	A Fond le Girafon	Beneteau Figaro 3	Charles Devanneaux	10:23:19:50	09:09:23:05
52	5	White Cloud	Farr 39	Paul Grossman	11:00:18:23	09:11:40:25
61	6	Brigadoon	Tripp 56	Daniel Gribble	10:05:02:00	09:19:10:59
62	7	Amazing Grace	Farr 57	Marilyn & Jim Puckett	10:15:29:10	09:19:16:38
65	9	Zimmer	Pacer 42CR	Michael & Samantha Gebb	11:16:19:42	09:23:07:12
68	10	Uhambo	Fast 42	David Chase/Carlos Brea	11:19:02:32	10:02:27:14
DIVISION 7 (Started July 10)						
35	1	Chubasco	S&S 67 Yawl	Akin/Baker/Carpenter/Durant	11:01:11:17	09:02:51:35
41	2	Quester	Oyster 56	Michael Yokell	11:14:22:54	09:05:30:30
46	3	Patriot	J/44	Paul Stemier	11:05:43:23	09:08:29:26
60	4	Isla	XC50	Robert Youngjohns	11:14:23:33	09:18:47:46
71	5	Tropic Thunder	Beneteau 46	John Miller	13:12:11:54	10:19:21:31
DIVISION 8 (Started July 10)						
25	1	Sweet Okole	Farr 36	Dean Treadway	11:14:30:08	08:23:16:56
26	2	Dark Star	Hobie 33	Christopher Lemke/Brad Lawson	11:13:21:19	08:23:23:39
70	3	No Compromise	J/105	David Gorney	13:06:04:24	10:05:33:09
DIVISION 9 (Started July 10)						
23	1	Nádelos	Wasa 55	Ian Ferguson	11:17:14:29	08:23:03:55
54	2	Free	Swan 461	Free LLC/Christian Doegl	11:17:17:28	09:13:26:57
57	3	Blue Moon	Jeanneau 52.2	Russ Johnson	12:13:26:01	09:17:34:51
63	4	Traveler	North Wind 47	Michael Lawler	13:04:28:37	09:20:20:42
CAL 40 (Started July 10)						
10	1	Callisto	Cal 40	Eddy Family	12:07:11:33	08:16:59:47
15	2	Azure	Cal 40	Rodney Pimentel	12:09:08:46	08:18:24:33
16	3	Viva	Cal 40	Donald Jesberg	12:08:16:49	08:18:26:52
19	4	Psyche	Cal 40	Steve Calhoun	12:12:45:09	08:20:30:42
42	5	Highlander	Cal 40	Robert Horton	12:23:58:59	09:05:41:43
MULTIHULL DIVISION 0 (Started July 13)						
1	1	Argo	MOD 70	Jason Carroll	04:11:20:32	08:06:34:59
2	2	PowerPlay, Ltd.	MOD 70	Peter Cunningham	04:11:51:50	08:08:24:40
3	3	Maserati	MOD 70	Giovanni Soldini	04:18:26:51	09:12:05:38
4	4	Paradox	Irens 63	Jeff Mearing/Peter Aschenbrenner	06:02:37:48	10:00:45:59
MULTIHULL DIVISION 0A (Started July 10)						
5	1	Celestra	Lagoon 400S2	Lio Elazary	13:20:51:04	13:20:51:04
5	2	Kastor Pollux	43-ft Catamaran	Jerzy Poprawski	13:09:43:42	13:15:50:28

way back to shore and wasted no time making clear his intention to be on the starting line in 2021. Sangmeister is reportedly looking at SC70s and other boats in the region, with prime examples such as *Holua* currently available.

The team was making about 3.5 knots downwind with just a genoa staysail up when their fortunes began to turn.

As for *Pyewacket* and her crew, they have all been awarded US Sailing's Arthur B. Hanson Rescue Medal for their efforts in successfully rescuing the *OEX* crew. *Pyewacket* skipper Roy P. Disney has also been nominated as *Seahorse* (magazine) Sailor of the Month.

Latitude contributor Paul Kamen took home an impressive piece of hardware in his 23rd Hawaii race, winning the Mark S. Rudiger award for demonstrating skill in celestial and traditional



DAVID LIVINGSTON

Paul Kamen, navigator of 'Blue Moon'.

navigation. Sailing on Russ Johnson's Jeanneau 52.2 *Blue Moon*, Kamen obviously impressed the skipper, who was full of praise for his navigator. "He's a super guy, and he's dedicated his life to sailing. He's incredibly knowledgeable and taught us all so much. I truly consider it an honor to sail across an ocean with him."

Easily the quickest sailor to get up out of his seat and run up on stage with a beaming smile, Kamen was awarded the beautiful perpetual trophy, a 114-year-old brass sextant, by renowned navigator John Jourdan.

50TH TRANSPAC PART 2

While the awards ceremony is normally a time when the entire fleet is celebrating their collective and personal accomplishments, the 2019 awards also endured a moment of silence for a sailor who had sailed the race but couldn't make it to the awards. Having just raced to Hawaii on the classic, syndicate-owned Sparkman & Stephens ketch *Chubasco*, crewmember Jim Lincoln was found deceased in his hotel room not long after the race. While this writer is not aware of the causes or circumstances leading to Lincoln's death, there was a general sense of shock and sadness at this seemingly fit, relatively young and well-liked sailor's passing. Lincoln was also slated to sail on the delivery home.

On that note, the deliveries home to the West Coast proved to be nearly as remarkable as the race itself. With the increase in marine flotsam, derelict fishing nets, tsunami debris and other mostly man-made objects floating in the water, several returning yachts reported issues with tangling their propellers with

ghost nets.

This writer's crew wrapped a net on a Santa Cruz 52, and was greeted by a 12- to 15-ft oceanic whitetip shark while trying to cut the tightly wrapped net away from the propeller! After taking turns cutting the net away, we all

decided to call it quits after crewmember Sean Doyle came face-to-face with the toothy predator. This story, and more, will make its way into a future issue and/or *Lectronic Latitude* report.

Transpac 50 out.

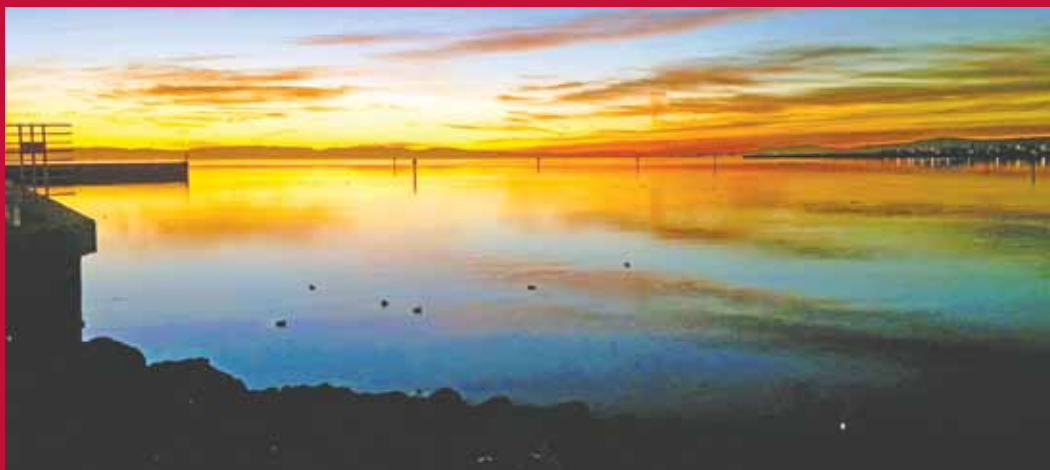
— ronnie simpson

2019 TRANSPAC PERPETUAL TROPHIES

King Kalakaua & Governor of Hawaii Trophy; Overall Corrected	Hamachi
Barn Door Trophy; Overall Elapsed Time, Unlimited	Comanche
Merlin Trophy; Overall Elapsed Time	Rio100
Rudy Choy Trophy; Multihull Elapsed Time	Argo
Mark Rudiger Trophy; Traditional Navigation	Blue Moon
Shortest Elapsed Time under 49 Feet	Maverick
Makani Hula; Shortest Elapsed Time under 60 Feet	BadPak
Don Clothier Trophy; First Racer/Cruise Elapsed Time under 49 Feet ...	Traveler
Nash Family; Corinthian Crew	Reinrag 2
Ronald L. Burla Trophy; Media Excellence	Kialoa II
H.G. Dillingham Trophy; First Hawaii Yacht, Corrected Time	Trader
Jobson Leukemia; First Doublehanded	A Fond le Girafon
Curtis Iaukea Trophy; First Foreign Yacht, Elapsed Time	Comanche
Transpac Yacht Club Trophy; First Foreign Yacht, Corrected Time	Alive
Pacific High Trophy; Farthest North	Trader
Tail-End Charlie Trophy	Tropic Thunder
Oldest Average Age	Ho'okolohe

And that's not all! See <https://2019.transpacyc.com> for much more.

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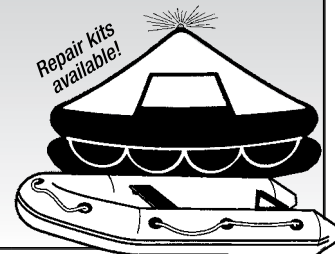
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BAJA HA-HA XXVI PROFILES, PART 1



The sun sets on the Ha-Ha fleet somewhere off Baja California last year.

As we speak, boats all over the West Coast are starting to congregate, as if hearing the siren call of the seasons, in all directions leading south. Preparations are being made, boats are being stocked, costumes are being contemplated, and people are scrambling to find crew (including certain *Latitude* editors hoping to catch a ride).

In San Diego, there will slowly but surely be more cruisers tying up at docks and mooring balls, and dropping their anchors in a harbor near you. In early November, an armada of sailboats will fill San Diego Bay and sail for the horizon toward warmer climes and colder beers.

It's time for the 26th Baja Ha-Ha.

We wanted to introduce you to some of the fleet. This is Part One of sailor profiles that have been selected at random. (Pictures of boat owners do not necessarily correspond with the bios published in this installment.)

If you're interested in doing this year's Ha-Ha, please go to www.baja-haha.com for more information.

latitude / tim

Notes:

* indicates the number of people 18 or under on the boat.

+ indicates the number of times someone on the crew has done a Ha-Ha.

When someone is referred to as a 'wife,' it only suggests an equal partner in a relationship.

(W) indicates that the boat will be sailing using just white sails as opposed to gennakers or spinnakers.

In many cases both the boat hailing port and the owner's city of residence are listed. All bios were written by the Grand Poobah, who both is responsible for and regrets any errors.

Absolute — Islander 36

Tom and Katie Bosch

San Diego

Tom, 36, an engineering tech, and

his wife Katie, a preschool teacher, will be doing the Ha-Ha with two crew who hadn't been determined by press time.

The Bosches only started sailing in July 2017, but having quickly fallen in love with it, have gone 'all in'. They bought *Absolute* in January this year, and had her rigged a few months later.

"This is our first boat, our first Ha-Ha, and it will be by far our longest passage," they report. "We've enjoyed visiting Mexico for many years, and now can't wait to sail down the beautiful coast. After the Ha-Ha, we plan to cruise Mexico, then either head down to Central America or do the Pacific Puddle Jump. Our dream destination is



'Absolute'

French Polynesia."

The Islander 36, one of the most popular one-design classes ever on San Francisco Bay, was designed by Alan Gurney. He also designed the legendary 73-ft *Windward Passage* before souring on the yacht-design business.

While the Islander 36 was not designed specifically for cruising, multiple Ha-Ha vet Andrew Vik has been cruising his Islander 36 *Geja* in the Adriatic for something like the last 10 summers.

*Amazing Grace III — Island Packet 44 (W) Kim and Dona Eddy Seattle, WA

Kim, 66, is a retired service tech, while Dona is a retired teacher. Granddaughter Jordyn, 13, will be along as crew. What a great experience she'll have to share with her friends when she gets home!

The Eddys have been sailing for 30 years and have owned four boats; the most recent, their Island Packet, for just six months. They are veterans of a Vancouver Island circumnavigation, but have no idea what they'll do after the Ha-Ha.

They have yet to determine their dream destination, and are keeping their fingers crossed that their current boat is their dream boat.

Blind Faith — Bruce Roberts 44 Richard Michaelson Bodega Bay

Richard, 72, is an ASA instructor, six-pack captain, and instrument-rated pilot who loves retirement. He'll be sailing south with a big crew: Darrel Dean, 75, a retired geologist; Terry Wasik, 72, a retired contractor; Scott Hayward, 57, a carpenter; Nicky Hayward, Scott's wife; Michelle Bogger, 42, an entrepreneur; and Dawn May, a nanny.

"I've been sailing for 40 years," says Richard, "and own three sailboats: a Capri 14.2, a Catalina 270, and the Bruce Roberts 44. *Blind Faith* has been mine for four years. She was designed as a center-cockpit ketch, but has been modified to have a fishing cockpit aft. I spent decades dreaming of a boat like her, and I found her."

This will be everyone's first Ha-Ha, although Richard and Darrell once spent two weeks sailing toward the Society Islands. Alas, they had to give up in Santa Barbara because of storm damage and fatigue.

'Capt. Rick', as he's sometimes known, is right-handed and loves Key lime pie. He and his wife's dream destinations are Provence, France, and Haifa, Israel. "Perhaps sometime in the future we could alternate between them annually," he muses.

After the Ha-Ha, some of the crew will fly home, while others will continue on up to La Paz. Then, it's back to Bodega Bay.

THE DEFINITIVE CRUISER'S RALLY

Coho II — Spencer 44 **Leigh Hunt** **Sausalito**

Leigh, 45, the CEO of Modern Sailing School in Sausalito, will be sailing south with a crew of three who have yet to be determined.



'Blind Faith'

John, one of the crew, has been sailing for 20 years, during which time he's had the opportunity to sail many boats on San Francisco Bay as well as charter in some of the most beautiful destinations in the world, such as the Caribbean, Med, and South Pacific.

Leigh will be using the fleet's 1976 John Brandlmayr-designed Spencer 44 for the Ha-Ha. She's an oldie but goodie he bought when he purchased the sailing school in 2014.

A vet of a sail to Hawaii in 2011, this will be Leigh's first Ha-Ha. "If all goes well, I hope to make it a regular event for me and my sailing school." The Grand Poobah thinks he'll like the Ha-Ha more than the Hawaii trip for several reasons, not the least of which is stopping every few days for R&R and to socialize with other sailors.

Leigh thinks it would be cool to own an Oyster and sail her to the Marquesas in the manner of fun-loving Jimmy Buffet. And particularly cool if burnt cream was on the menu.

"I have quite a few favorite quotes," he says, "from the likes of Yogi Berra, Groucho Marx, Winston Churchill, and Crash Davis [Kevin Costner's character in the seminal *Bull Durham*]. But if I had to pick one, it would be William Blake's 'The road of excess leads to the palace of wisdom.'"

Elan — Radford 46 Pilothouse (W) **Paul McGarvey** **Vancouver, B.C.**

Paul, 67, is a financial analyst, who will have Ray McCormack, 50, a USCG Master, and Susan Hardin, a nurse, as crew. Unfortunately, Paul will *not* be available for financial consultations during the Ha-Ha.

Having been sailing for 10 years, Paul has owned five boats, his current one for four years. He has two circumnavigations of foggy Vancouver Island to his credit. But those are just warm-ups, for after the Ha-Ha his goal is Northern Europe.

Like many of the Ha-Ha participants, Paul's sailing hero is the legendary Bernard Moitessier. Paul is a lefty who has a thing for cheesecake.

Endearing — Ocean Alex 50 M/V **Dean and Roxane Sutherland ++** **Vancouver, WA 2016, 2018**

Dean, age not revealed, is a Renaissance man. He's been a welder, an electrician, a utility executive and an elected official. Roxane is a retired college professor. The two will doublehand the big Monk design that was built in 2006.

"We've been married for 46 years and have lived aboard our single-engine trawler for four years. For the last three years, we've been cruising between Alaska and Mexico. Prior to that, we cruised the Columbia River system for 20 years.



'Boundless'

"We've enjoyed both the Ha-Has we've done, as we got to meet a lot of other cruisers, got to help some, and felt the safety in numbers. And it was great getting to know the people of Turtle Bay and Bahia Santa Maria. On no-wind days, we were even able to keep up with the sailboats.

"We cruise as a couple, even though having others aboard would make it more relaxing and less stressful.

"With 15,000 miles, we've got our boat pretty well dialed in. But we look forward to meeting more cruisers and again seeing Alicia at her

funky restaurant in Turtle Bay. By the way, we encourage all Ha-Ha participants to stop by and say hello.



'Galene'

"After the Ha-Ha we will do a Copper Canyon land trip, cruise south to Zihuatanejo, and do an inland trip to San Miguel de Allende; then cruise the Baja Coast as far north as Santa Rosalia before returning to San Diego.

"One of *Endearing's* two crewmembers dreams of doing the NW Passage, Galapagos, and Antarctica on a steel, expedition-class trawler. *Endearing's* other crew member envisions continued cruising between San Diego and Barra de Navidad, and making other trips, both on other people's boats and on land. As we all know, Admiral trumps Captain — as it should be. As long as she keeps plenty of vanilla ice cream on board, *Endearing* will keep cruising the west coast of North America."

Feeling Good — Fantasia 35 **Paul Dennis** **San Francisco**

Paul, 74, a retired tech manager, will be doing the Ha-Ha with Candace Radcliff.

"I've been sailing for 61 years," says Paul, "and have owned three boats. But I've owned *Feeling Good* the longest — 41 years.

This will be the first Ha-Ha for Paul and Candace, although Paul did sail from San Diego to Cabo in 1987. His plan is to "follow the sun as long as possible." He hopes to someday make it to Denmark, although there is not much sun up there.

Can you say contentment? The 41-year-old Bruce Bingham design is Paul's dream boat.

BAJA HA-HA XXVI PROFILES, PART 1

Hurrah — Tayana 37 (W)

Richard Eberhart Newport Beach

Richard, who is retired from "technology," will be sailing his wildly popular Bob Perry design south with two crew, still to be determined. To date he's mostly been a "chronic singlehander," but he's looking to meet other cruisers.

'Grasshopper', as he's sometimes called, grew up on Newport Harbor and has been sailing "full-time" for the last five

years. He's owned *Hurrah*, his second boat, for 2.5 years, and has completely refitted her.

'Do the things you fear' is Eberhart's motto. And cheesecake is his thing.

Having done lots of coastal cruising, Richard's dream destination is French Polynesia, which is where he'll head after the Ha-Ha — if he's not thoroughly seduced by the charms of Mexico.

LeeAnn — Beneteau 461 Carson Leasure Seattle, WA

Although just 34, Carson is a journeyman lineman, which is one extremely dangerous job. He'll be sailing south with Jamie Fowler, his girlfriend, who is an executive assistant; Jeff Krause, 40, who is in real estate; and Rachel Krause, who is also into real estate. It's possible that they will be joined by an emergency room doctor and a licensed captain.

Carson, who has a 100-ton license and a towing endorsement, has owned three sailboats, moving up from a 15-footer to a 25-footer, then to his current 46-footer. Certainly comfortable with danger, Carson was a commercial fisherman in the Bering Sea as a young man. More recently he's sailed all around Puget Sound. Jamie, his sweetheart, learned to sail by racing in Puget Sound, where she owned a Newport 30. The couple now live aboard *LeeAnn*.

After the Ha-Ha the couple plan to do the Puddle Jump and continue on, perhaps to their dream destination of Madagascar. Their hero is Bernard Moitessier and their dessert is cheesecake. Carson, who also goes by 'C-note', is a



'Hana'

lefty, and agrees — as many of us do — with Captain Ron. "If anything's gonna happen, it's gonna happen out there."

Lilipad — Island Packet 485

Bruce and Lili Dozier

Fenwick Island, DE

Bruce, 60, is in trade-show management, while his wife Lili is a retired CPA. They will be sailing with two crew who were yet to be determined as of press time.

Bruce started sailing at age 10 and has done many trips between L.A. and Catalina, in addition to a number of bareboat charters with The Moorings. "I've been a learn-by-doing sailor," he says.

Having owned smaller powerboats for years, he bought *Lilipad*, his first cruising boat, 13 months ago. "I still can't believe she's mine," he says. *Lilipad* is the vet of not one, but two circumnavigations. All her systems have been gone over, and she's gotten new standing rigging.

Bruce's sailing hero is his wife, because she agreed to join him for the trip to the boat's post-Ha-Ha destination of Lewes, Delaware. As yet, there is no telling if she'll join him for a sail to his dream destination of Europe.

Bruce enjoys vodka and grapefruit, which might be one reason he confesses to "not being able to keep secrets."

Matilda — Hylas 46 (W)

Fiona and Matt Harwich Marina del Rey

Fiona is an office manager, while Matt, 57, is an electrician. They plan on doublehanding the Ha-Ha.

"We have both been sailing for 40 years, during which time we've owned three boats. We bought our current boat, no doubt the only one in the Ha-Ha fleet with kangaroos on the topsides, earlier this year."

Matt's longest passage was from Los Angeles to Hawaii and back — singlehanded. Respect. Fiona's most memorable passage was from Malta to the Aeolian Islands of Italy. After the Ha-Ha, the couple plan to continue cruising in Mexico.

Fiona's dream destination is "the port nearest the best golf course," while Matt's isn't a destination at all, but rather to "perpetually be at sea."

Mermaid Magnet — Jeanneau 54

Mark Balent + Denver, CO 2018

Mark, 65, is retired from the HVAC industry, and is a vet of the 2018 Ha-Ha with his three-year-old boat. He will be going south on the big boat with just two crew, yet to be determined. Large modern boats have become so easy to shorthand.

Mark, who sometimes goes by 'Shark Bite', started sailing rather late in life, at age 4. Over the years he's owned five boats, his current one for three years.

"The name and graphics on my boat are unique, and there is art down below to match," he says.

After last year's Ha-Ha, Mark and crew headed home. Not this time. "After the Ha-Ha, my plan is to sail up to La Paz, then over to Banderas Bay, and then perhaps down to Costa Rica."



'Kalewa'

Mark's dream destination is the fabulous cruising ground of Croatia. He claims his sailing hero is Davey Jones, which is rather confusing, as Davey Jones' Locker refers not to an individual but to the bottom of the ocean. But maybe he meant the late Davy Jones of 'Hey, hey we're the Monkees'?

A right-hander, Mark says he looks forward to another great Ha-Ha adventure, particularly if there will be some lemon meringue pie involved.

— richard spindler

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IMPORTANT DATES

September 1, 5 p.m. Sunday – Deadline
for all entries and information to be
received by Baja Ha-Ha, LLC.

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
Marine, 1250 Rosecrans.

November 3, 1 p.m. – The Annual Ha-Ha
Halloween Costume Party and BBQ.
West Marine, 1250 Rosecrans.

November 4, 10 a.m. – Baja Ha-Ha Kick-
Off Parade.

November 4, 11 a.m. – Start of Leg One
to Bahia Tortugas.

November 7, 3 p.m. – Daytime – BHH
baseball game at Turtle Bay.

November 9, 9 a.m. – Start of Leg Two
to Bahia Santa Maria.

November 11 – Bahia Santa Maria Day;
a layday for relaxing and exploring.

November 14 – Start of Leg Three to Cabo.

November 15 – Dance Party at Squid Roe.

November 16 – 6 p.m. – Awards
presentations hosted by Cabo Marina.

November 24, 4-7 p.m. – La Paz Beach
Party at La Costa Restaurant.

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"What a beautiful old boat!" remarked one of the regulars at the bar. He had once been a brilliant racing skipper, or so I had been led to believe, but in recent years he was seen far more often holding down the yacht club bar than sailing out on the Bay.

I was back early with my crew that day. The wind had been up, the course was not too long, and we had finished the day of racing with hours to spare for post-race socializing. And the classic yacht sailing into the harbor was pretty enough to catch our eyes and quickly turn the conversation.

"Yawl rig," I noted. "Very pretty. I don't think anyone is building divided rigs these days."

"Like, I go by the rudder-stock location," Lee Helm corrected me. I had persuaded Lee, a naval architecture grad student, to call tactics for me that day. "The mizzen is aft of the helm, but it's forward of the rudder stock. So I call it a ketch."

"I don't know what's so pretty about all that extra rigging," said another one of my crew. "The mizzen mast on a yawl is just an artifact of the handicap rule of the day." He was another grad student whom Lee had brought along to do foredeck. But he was not very good at foredeck, actually. I think he had a problem with attention to detail. But he was an engineering major and knew his aerodynamics.

"Divided rigs are inherently inefficient," he insisted. "The mizzen is always

in the downwash from the main, in a permanent header. The mizzen only exists because under the older measurement rules there was almost no penalty for a mizzen spinnaker. Free sail area! So of course all the race boats from the '30s were yawls."

"Maybe, but you know, divided rigs are good on their own merits, even on cruising boats," replied the old-timer.

"The mizzen lets the boat ride much better at anchor: no wandering around, like with a sloop anchored under bare poles. You know, this has actually gotten much worse

now that every cruiser thinks they need roller-furling, 'cause the rolled-up jib puts that much more windage forward, almost as much as another mast, and that makes the boat sail around the anchor even more. The mizzen is a perfect weather vane."

"For sure," said the young aerodynamics student, "but notice how any serious race boat with a mizzen usually has it furled for sailing upwind. Even restored boats like the old yawls *Dorade* and *Chubasco* have gone to those vestigial undersize full-batten mizzens."

"The Marine Photographers Association should never have allowed those sails," suggested my jib trimmer. "The sail plans don't look anything like the originals in the photos."

"Must be the same organization that's trying to change the rules for the J Class, to require that they fly only white sails," said another one of my cockpit crew. "Those black sails look very wrong on a

fleet of throwback 130-ft megayachts."

"The other great thing about divided rigs," said the older barfly, not finished with his defense of ketches and yawls, "is that it's really easy to sail in and out of a harbor when you have a mizzen. You can't appreciate this till you try it, but with a working jib and a mizzen, and the main down, you can balance the boat to keep control even at very low speed. No worries about the bow being blown off before you get steerageway after a slow tack."

"You also need the huge, long keel to come out of a slow tack without stalling," added the engineering grad student. "Anyway, modern marinas are packed too tight for a boat that size to sail in and out of their slip. I think the handling advantages of the yawl or ketch mostly went away now that boats are mostly berthed in slips in crowded marinas instead of at moorings."

Meanwhile the pretty old ketch was proving him wrong, as it dropped its main and sailed farther up into the harbor, then jibed over to sail up one of the narrower fairways to its berth.

"The mizzen has many other uses," said the old-timer. "Flag halyards, support for the radar, dinghy handling . . ."

"And the mizzen shrouds are great to lean against while taking a celestial observation with a sextant," added one of my cockpit crew with detectable sarcasm.

"Okay, the mizzen can earn its place on a cruising boat," admitted Lee. "But when I look at the hull shape on that so-called classic design, even just the parts that show above the waterline, I see a heavy old slug that will never sail faster than hull speed, even on the perfect wave. Plus it's a design that's been totally distorted by the rating rules of the day. Short waterline, long overhangs, and a stern that will pull half the ocean along with it if there's a good breeze on an offwind leg."

"Wait," I said. "Doesn't the waterline get longer when the boat heels? I always thought that was a good design feature, a way to keep wetted surface area low for light air, but also allow the waterline to get longer for a faster hull speed when the wind is up."

"Mostly myth," said Lee. "Only scows actually make the waterline longer when they heel, and we don't have them on the Bay. For most hull shapes, it's all about the way the boat sinks down into the trough between the bow and stern waves, and the stern wave coming up to add buoyancy under the stern overhang. And like, this is important because the buoyancy from the stern wave is pushing

Consensus was that two of the windows on that boat were just plain wrong.

Three pretty sterns, according to Lee Helm's eyeballs, from three different designers. They all provide a lot of buoyancy well aft for a faster hull speed, and the clean run lets the water leave the hull without a lot of turbulence.



IN THE EYE OF THE BEHOLDER



In Lee's eyes, these sterns are ugly. Too narrow or too high to take advantage of the push from the stern wave, and they don't let the water separate cleanly from the hull when the boat is pushing against the hull-speed limit.

slightly forward, not just up."

That provoked some confused looks from most of Lee's audience.

"Well, think about it," she explained. "Local gravity — that's the vector sum of earth gravity plus the centrifugal force from the circular motion of the water in the wave — has to be at right angles to the free surface. It's like, a necessary boundary condition. So if the water feels apparent gravity aimed down at an angle that's tipped aft a little from vertical, buoyancy will be opposite that angle, tipped forward a little, also at a right angle to the stern-wave surface. The stern overhang pushes the boat forward when the stern wave is around it, and allows the boat to go that much faster before running into the hull-speed resistance hump."

"Then stern overhangs make perfect sense," I suggested. "Don't you think they look pretty?"

"Not when the stern is too narrow, like on those old designs. There's not enough buoyancy in the overhang to make any real difference. It's not just waterline length, it's distribution of buoyancy at speed. But I really have a hard time looking at those sterns where the buttock angle is so steep that they drag half the ocean along with them, and the water can't leave the hull without a huge amount of turbulence."

"She means, 'not having a clean run aft,'" volunteered the old-timer before explaining to some novice sailors down at the other end of the bar what a "steep buttock angle" means. "I gotta agree with some of that," he continued. "Round sterns are the worst. My first race to Hawaii was on a double-ender, and even though the boat was light enough, that stern pulled so much water along behind it, it was so noisy with the chute up, it was like camping next to a roaring waterfall for two weeks."

"Now be fair," I said. "Not all double-enders are noisy at speed. 'A long, drawn-out canoe stern can move along without much fuss, in my experience. Looks beautiful, too.'"

"I'm still a 'form follows function' kind of guy," insisted my engineering-student/foredeck crew. "Any boat distorted by a rating rule is ugly in my eyes. I'm with Lee on being down on the narrow sterns."

"Do you like those square-meter boats from Europe?" Lee asked. "For those classes, the only rule is a limit on sail area, and like, the hull size and shape is wide open."

"It's still a distortion of good design," he replied. "But not nearly as bad as the rules that only limit length. For example, the mini-transatlantic boats where anything goes as long as the LOA is 6.5 meters or less."

The next boat to sail into view was a big old ferro-cement ketch, a cruiser from the keel up. No one had anything bad to say about the overall lines — it

was a boat built for a purpose and on a budget. But one detail stuck out badly.

"Look at those middle windows," said Lee. "They follow the sheer line instead of the cabin top."

"That does look wrong," I agreed.

"It's those do-it-yourself home-builders," the old-timer scoffed. "No sense of aesthetics at all."

"The builder probably couldn't step back to get a good look at how he laid out the window cutouts from inside the building shed," suggested the aerodynamics major. "But really it's just a matter of opinion whether the windows should line up with the sheer line or the coach roof."

He was outvoted six barstools to one. Consensus was that two of the windows on that boat were just plain wrong.

"If you think those are bad, you'll like this one," said the old-timer as he walked over to the telescope that lives on a tripod by the windows. "I'll aim it for you; take a look and tell me what you see. It's in the boatyard across the channel. Looks like a Pearson Vanguard or something

Something about placing a cabin window right under a break in the cabin top, as is the case on this Pearson Vanguard, looks wrong.





When the size of the lettering is almost as big as the available freeboard, the alignment should consider both the sheer line and the waterline.

very similar."

"Those old Pearsons are still very pretty boats," I said as I put my eye to the scope. "Traditional lines, but nothing too . . . oh, I see what you mean! That window is all wrong."

We all took turns, and almost all agreed. The owner of the Vanguard, or someone previous, had customized the cabin windows. Nothing wrong with that, except that one of them was located right under a break in the cabin-top profile.

Again, the "form-follows-function" student couldn't see what was wrong. But to everyone else, it was absolutely the wrong place for the extra window.

Our debate, however, was cut short by another boat sailing into the marina, this one a racing trimaran.

"Now there's a pretty boat," said the aerodynamics student. "Pure speed and pure function."

"But like, with another unfortunate cosmetic error," Lee had to conclude. "The name on the side of the ama follows the sheer line. Usually that's the

right way to do it, but in this case the lettering is so big that the bottom makes a visible angle with the waterline. They should have, like, averaged between the sheer line and waterline for aligning the name when it's that tall compared to the available freeboard."

"Subtle," I said. "But I think you're right."

Glasses were empty, and this time the old barfly bought my crew the next round while I pulled some more truffle cookies out of the race snacks box. We watched a Cal 25 tacking up the channel, evidently on their way out for a sunset cruise.

"Notice that since we've been here," Lee pointed out, "every boat with a roller-furled jib has motored out of the harbor, while every boat without roller furling has sailed out."

"Isn't that just because bigger boats are more likely to have furling?" I asked.

"No, you can correct for boat size and

still get a strong correlation," Lee asserted. "Boats with roller furling almost always have the wrong jib on the roller. That 'all-purpose' furling jib has to be big enough for light air, but built strong enough for heavy air, so they end up with a sail that's too big to handle easily in a typical summer afternoon sea breeze, but too heavy, too flat and too short on the hoist to be an efficient sail in light air. And hard to tack, too, because of the overlap. And like, changing a sail that's already on the furler is way too much work for the average recreational sailor, so they start the motor instead till they can find a comfortable wind speed and an easy point of sail."

Lee and I had had this debate before. It usually ends when everyone at the table finally agrees that for recreational sailing, self-tacking makes far more sense than roller furling, considering the number of tacks compared to the number of jib hoists in the average daysail.

"The Cal 25 was a great boat back in the day," I said.

"But it's one of the ugly ducklings of the Cal line from that era," opined Lee. "It wouldn't be so bad if it didn't have that phony conventional sheer stripe."

"Can't agree more," said the aerodynamics student. "The straight sheer looks fine. Why do they have to pretend it has a traditional sheer line?"

"Jensen designed some beautiful boats before the Cal line," I added. "Look at the Lapworth 36, for example. And even the Cal 40 has a nice traditional look compared to today's boats."

"How soon we forget," said the old-timer. "There were terrible things said about the ugly Cal 40 when it first hit the racing scene. But the designer had a great comeback: 'They get prettier every time they win.'"

max ebb

The Cal 25, a great boat in its day, but the conventional faux sheer line hides the good looks of a straight sheer.



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THE RACING

Within these pages we bring you *International 110*, *El Toro* and *Santana 22 Championships*, the *YRA Encinal Regatta*, *SFYC's Midnight Moonlight Maritime Marathon*, *SSC's Founding Fathers Regatta*, *BAMA's Jack Reacher Race*, and *OYC's inaugural Tuna Fest. Box Scores and Race Notes* pack in much, much more — it's been a busy summer.

International 110 Nationals

Tucked beside the Point Reyes National Seashore and at the southern end of Tomales Bay is the Inverness Yacht Club, established 1912. The club hosted a field of 18 crews for the International 110 Nationals on July 29 to August 2. After four days of racing, it took a tie-breaker to determine first and second place: Bill Barton and Chris Raney on *Smart Shoes* (4-2-1-[6]-4-3-2) edged out Joe Berkley and Linda Epstein on *Blue Moon* ([7]-3-2-3-2-2-4).

Barton asserts, "Tomales Bay is very tricky to sail, with frequent 25- to 30-degree shifts that are hard to read. Many puffs jump over the Point Reyes ridge and have the effect of downward blasts of unexpected pressure. You have to keep your hand on the mainsheet at all times or risk being swamped in a heartbeat. There is little to no local advantage. We won by a hair over the champions of the last two years — Berkley and Epstein from Hull YC in Massachusetts." Barton, who's been told he is the oldest to win the Nationals at age 73, pairs with 60-something-ish San Francisco YC mate Chris Raney.

Berkley notes that this was an extremely competitive event, one in which he and Epstein were pleased to be in the hunt going into the last race. "Four boats had a shot at winning it all. During the last race there were numerous lead changes. At times, we were winning the race, and the regatta. At other times, we were not," he shares. "When that tie breaker goes your way, you think, 'Hey, this is one heck of a well-thought-out rule; much respect to the rule book.' But we tip our cap to Bill; his record speaks for itself."

Local father-daughter crew Chris Longaker and Kathy Scheir-Longaker on *Unbeatable Harold* sailed to a 14th place. In his first year of owning and campaigning a 110, Chris Longaker remarks that small-boat one design is much more rewarding versus efforts spent racing his old boat, an Express 34. "I wish there were more salts out there willing to give it a try — the 110 is a very fun boat. It has a bit of

a learning curve — each race we learned, we had fast moments and slow, but we always had a blast."

"The 110 fleet is flat-out special," says Hugh McCarthy with a smile. He treks up each year from Mexico City. "The boats are great, don't get me wrong, but it's the people who make this fleet unique. I have sailed in many places and in many fleets, but nowhere are the people as warm, embracing, welcoming, helpful, curious, intelligent, well-read and thoughtful as with this fleet." Hugh sailed with Will Laidlaw; the duo placed 10th.

"Milly Biller has made Inverness the 110 Mecca of the world," says Berkley. "Without her, there would be no class, no Nationals. What she has done with the Inverness fleet is nothing shy of spectacular. We have considered kidnapping her and holding her hostage on the East Coast until she has worked her magic



Chris Raney, left, and Bill Barton, both of West Marin.

on our fleet."

Barton adds, "The class is filled with great people who worship the boat, coast to coast. We have a fleet of 20 vessels, thanks to the endless efforts of the class president and bandleader." Estimates

stand that roughly 300 I-110 boats are scattered across the US. In 2020, the Nationals move to Hull, MA.

For more photos, check out August 9's 'Lectronic Latitude at www.latitude38.com.

— martha blanchfield

I-110 NATIONALS, INVYC, 7/29-8/2 (7r, 1t)

1) **Smart Shoes**, Bill Barton/Chris Raney, 16 points; 2) **Blue Moon**, Joe Berkley/Linda Epstein, 16; 3) **Gunsmoke**, David West/Attila Pasch, 17; 4) **No Name**, Stewart & Tom Craig, 20. (18 boats)

Full results at www.110class.com

YRA Encinal Regatta

The YRA's Encinal Regatta (ex-2nd Half Opener) on July 27 had a little of everything. The jaunt out the Golden Gate from Treasure Island to Point Bonita had a lot of low fog, good breeze in the teens, favorable ebb current and relatively smooth seas. The fog obscured the Golden Gate Bridge, making it very loud to sail beneath, as the foghorns sounded above sailors' heads. A pair of outbound ships materialized out of the murk, and it helped to listen to Vessel Traffic Service on VHF 14 and/or check AIS.

As it often does, the breeze died right at the Point Bonita Buoy, but the ebb carried racers past it easily enough, and spinnakers popped immediately. Also as it often does, the breeze built to the mid-20s for the exciting round-up — er, jibe — right at the South Tower. The wind held for the run down the Cityfront. Once at the Bay Bridge, the fleet found warm sunshine and softening wind. Layers peeled. Sunscreen and hydration became factors for a healthy crew.

It's a tight fit to sail down the Estuary to the finish line off Encinal YC in Alameda, particularly for bigger boats and asymmetricals, opening up chances to pass the competition.

Overall winner was Daniel Thielman's Tiburon-based Melges 32 *Kuai*. A couple of key tactical decisions gave them a decisive advantage. "On the upwind leg, we sailed south after the Golden Gate Bridge for current relief while many went north," he explained. "When we rounded





MARTHA BLANCHFIELD

Point Bonita within five minutes of the fastest boats, I knew the race was won. Downwind, many of the leading boats went south while our team went for the current relief on the north/Marin side, which allowed us to pull ahead even farther."

There were a lot of moments when they might have wanted to change sails, "But a Melges 32 moves so quickly around the racecourse that conditions are constantly transforming, and the fastest maneuver is to sail with what you got and focus on getting to the next wind line."

The leg down the Estuary is mostly dead-downwind and quite narrow. *Kuai's* spinnaker is asymmetrical. "A Melges 32 has a huge kite that allows us to sail deep and is super-slippery in the light breeze. However, there was still a moment where we sailed into a giant hole in the Estuary and the boat just stopped. All I could think at that moment was that everything smart we had done around the racecourse was wasted and we were going to lose to the boats behind us. Luckily we made it through the wind hole, and boats behind us also encountered that same hole."

He added: "It's great to win all these races with my wife, Rayleen, trimming main and all my best friends on board: Auric Horneman, Jen Canestra, Dan Lee, Jason Canter, Michael Wallace and David Lee."

The fleet rafted up at EYC's guest

This is the first year that Christopher Longaker has owned and campaigned a 110 (the red boat pictured above). In the only father-daughter combo to compete, he paired with Kathy Scheir-Longaker, who he says, "became an instant champ on the trap."

docks, but the competition wasn't over yet. EYC ran three additional challenges: the Spinnaker Hoist, the SUP Race, and the Kayak Tug of War.

In the Spinnaker Hoist, two four-person teams squared off on opposite sides of the club's flagpole. Their mission: to unpack, unknot, repack, and hoist giant spinnakers. All did not go smoothly (see photos next page). Team "Russian Croquette" (as the announcer insisted on calling the crew of the J/105 *Russian Roulette*) won in the final round.

An unusually lively turning mark hampered the SUP Race. Not a buoy with sea lions sunbathing on its base, this mark was a large inflated rainbow unicorn pool float, adorned by rascally EYC Juniors who attempted to splash, distract, and even push away the racers. All the SUPpers kept their footing, however, with Eric Holmes of the Sydney 36 CR *Encore* scoring the best time.

After their embarrassing defeat in the Spinnaker Hoist, Team *Rufless* tried again in fielding a two-man crew for the Kayak Tug of War. A blue L.A. Dodgers cap elicited boos from the watching crowd. The two Ethans from the Olson 30 WYSIWYG emerged victorious after several rounds. Winners were treated to prizes donated by sponsors.

On Sunday, EYC offered two buoy races on the Estuary. A much smaller fleet

took advantage of the sunny weather and moderate breeze.

Sailing in her first regatta under new ownership, Rufus Sjöberg's latest *Rufless* is a J/125 that arrived from Europe last year. "I decided to partner with my brother in a new adventure and bring hull #14 back from the Netherlands," he said.

"Fortunately, #14 had hardly ever been sailed," added Rufus. "Yet I intended to rebuild and trick it out at my shop to *Rufless* standards. It was quite a task to get it to the Bay Area. The boat began its extensive refit in October 2018, and the Encinal Regatta was its first race."

J/Boats only built 16 J/125s. Because of the cost to manufacture them,

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

August's racing stories included:

- Six Metre Racing on *Lucie*
- *Onde Amo's* Sad Transpac Story
- *Maiden* • SailGP in the UK
 - Rolex Fastnet Record
- Chubb US Junior Championships
 - J/70 Corinthian Nationals
- Women's Match Racing Worlds
 - Delta Dinghy Ditch
- More I-110s • Previews of Labor Day Weekend, September races, and more.



they were never big sellers. The J/125 is a lightweight carbon/Kevlar ocean racer that has gained a cult following. The Seattle-based *Hamachi* just won the Transpac overall. Zach Anderson also bought one last year, named it *Velvet Hammer*, and has been racing locally and offshore, including in the Transpac and winning this year's California Offshore Race Week.

"We plan to keep the boat long-term and do a lot of ocean racing, including Pac Cup 2020," says Rufus. "As for my good friends on the *Hammer*, they know I'm gonna be hard to beat and we're all gonna have a lot of fun competing on these rocket-ships."

— latitude / chris & ncs

YRA ENCINAL REGATTA SATURDAY, 7/27

PHRF 1 — 1) **Twisted**, Farr 40, Michael Pohl; 2) **Rufless**, J/125, Rufus Sjöberg; 3) **Favonius**, Dehler 46, Gregory Dorn. (4 boats)

PHRF 2 — 1) **Kuai**, Melges 32, Daniel Thielman; 2) **JetStream**, J/9000, Daniel Alvarez; 3) **Bad Dog**, J/111, Dick Swanson. (4 boats)

PHRF 3 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Invictus**, Jeanneau SF3600, Nicolas Popp; 3) **Jeannette**, Frers 40, Bob Novy. (5 boats)

PHRF 4 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3)

Top row from left: Ruju Sjöberg's new ride, a J/125, emerges from the fog; Daniel Thielman's 'Kuai' won Saturday's race overall. Bottom row, from left: In the Spinnaker Hoist competition, Team Rufless lost the halyard up the flagpole and attempted to form a human tower to reach it; Sjöberg took a flying leap and fell to Earth — to add insult to ankle injury he missed the halyard.

Kuda Wuda, SR33, Craig Page. (5 boats)

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

PHRF 5 — 1) **Story Maker**, Tartan 101, Mike & Sean Mahoney; 2) **VuJa Star**, J/105, Chris Kim; 3) **Rabian**, J/88, Steve Gordon. (8 boats)

PHRF 6 — 1) **Bloom County**, Mancebo 31, Elliott James; 2) **Hoot**, Olson 30, Andy Macfie; 3) **WYSIWYG**, Olson 30, Hendrik Bruhns. (4 boats)

PHRF 7 — 1) **Boomer**, Melges 20, Marcus Canestra; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Minimax**, Melges 20, Lance Kim. (3 boats)

PHRF 8 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Ahi**, Santana 35, Andy Newell. (6 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Salty Hotel**, John Kearney; 3) **Peaches**, John Rivlin. (7 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson; 2) **Synchronicity**, Steve Smith; 3) **Shark on Bluegrass**, Falk Meissner. (5 boats)

PHRF 9 — 1) **Allegro Non Troppo**, Alerion 28, Bill Claussen; 2) **Chesapeake**, Merit 25, James Fair; 3) **Neja**, Dasher 28, Jim Borger. (7 boats)

OVERALL — 1) **Kuai**; 2) **Wile E Coyote**; 3)

Salty Hotel; 4) **Arcadia**; 5) **Bloom County**; 6) **JetStream**; 7) **Peaches**; 8) **Hoot**; 9) **Abigail Morgan**, Express 27, Ron Kell; 10) **Shadowfax**. (64 boats)

YRA ENCINAL REGATTA, SUNDAY RACE I, 7/28

PHRF 2 — 1) **Jeannette**; 2) **VuJa Star**; 3)

Snowy Owl, Express 37, Jens Jensen. (5 boats)

PHRF 3 — 1) **Minimax**; 2) **Red Cloud**; 3)

Boomer. (3 boats)

PHRF 4 — 1) **Arcadia**; 2) **Hard N Fast**, Merit 25, Tim Harden; 3) **Ahi**. (7 boats)

YRA ENCINAL REGATTA, RACE II, 7/28

PHRF 2 — 1) **Jeannette**; 2) **VuJa Star**; 3) **Nice Rack**, Martin 243, Zhenya Kirueshkin-Stepanoff. (5 boats)

PHRF 3 — 1) **Minimax**; 2) **Boomer**; 2) **Red Cloud**. (3 boats)

PHRF 4 — 1) **Arcadia**; 2) **Hard N Fast**; 3)

Heart of Gold. (7 boats)

Full results at www.jibeset.net

The Bullship Island-Style

Kaneohe YC, on Oahu's Windward Shore, and Richmond YC, on San Francisco Bay, are sister organizations. They share sponsorship of the Pacific Cup, and also happen to be two hot spots for racing devotees of the 8-ft El Toro pram.



GUY FLEMING



PHOTOS KENNETH FITZGERALD-CASE EXCEPT AS NOTED

The last weekend of July represented a gathering of the El Toro faithful — Hawaiians and Mainlanders — with Saturday's Hawaii State Championships, and Sunday's 69th running of the Hawaii Bullship Race. California sailors shipped a Matson container full of 17 El Toros from Oakland for a week of racing including the North Americans on August 1-4.

The Bullship Race included a Junior Division for ages 18 and under, which blasted off at 10 a.m., and a Senior fleet for age 19 and up starting at 1:30. This allowed the lighter-weight Juniors to escape the full trade-wind blast of the afternoon, and allowed kids and adults to share boats. With the El Toro being a true lifetime race boat, ages among Bullshippers ranged from 11 to 74 years.

A downwind, in-the-harbor start provided great spectating for parents watching from the KYC pool and clubhouse. The fleet of 32 youngsters exited the harbor packed rail to rail. Threading an obstacle course of coral heads, the Toros headed downwind for a rounding of Moku-o-loe (Coconut) Island, including a terrifying jibe in 20-knot gusts, followed by a full-hiking upwind slog back to KYC.

Budding rock star Makani Andrews (age 11) set a blistering pace, planing into the lead to finish 50 yards in front

Clockwise from top left: Starting the Hawaii Bullship, the Junior fleet exits the KYC harbor with Tamzen Lim in the lead; Manihi'i Pahuatin pitchpoles; RYC's Chase, Miles and Jenna Englehart (the last time a mainlander won at Kaneohe was Tim Burden Armstrong in a homemade wood/epoxy boat in 1997); l-r: Michael Pacholski, Morgan Vodzak, Kui Lim and Jesse Andrews.

of Tamzen Lim at the KYC bulkhead, and earning an invitation to join the adults and try for a Bullship sweep.

The Senior Division start was staggered by weight with the heaviest 'Clydesdale' skippers (over 210 pounds) starting at the harbor entrance. Next, 20 yards back, followed the Heavyweights (180-209), behind them the Middleweights (150-179), and finally the Lightweight (under 150) in front of the bulkhead.

El Toro sailors in almost all weight ranges can compete fairly equally, which is remarkable for a tiny pram. Lightweight run flexible carbon masts, and bigger folks can use fuller sails and stiff spars. Interior seats, flotation tanks and decking can also be customized. Hawaii boats, built by the Lim brothers, feature seat tanks, while Ron Moore Toros have rolled tanks like a 505, and Gordie Nash boats have big, open cockpits and an extended deck. The exterior hull design, tweaked long ago by naval architect Gary Mull, is identical for Moore and Lim boats. This makes for extremely close,

tactical racing.

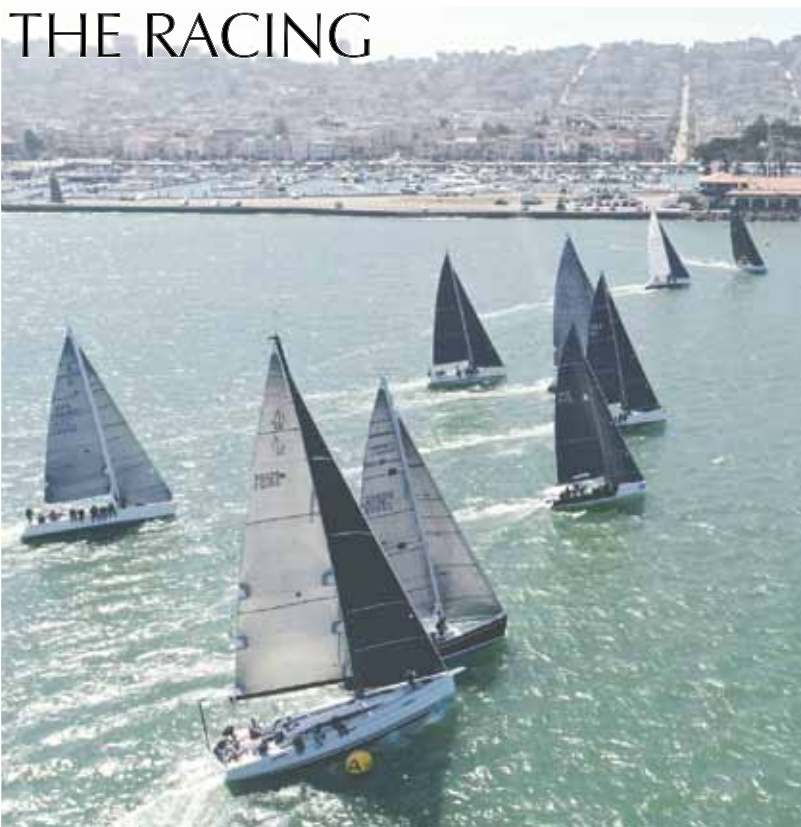
This writer missed the Heavyweight cutoff by less than a pound (179.2 pounds), so started back in the third row. Ahead were Heavies Vaughn Seifers and Fred Paxton, past North American champions and my Mainland arch-rivals. In my start were reigning NA champ Patrick Tara, boatbuilder Yal Lim, and Jesse Andrews (Makani's dad and KYC sailing director).

A lumpy reach followed our crowded start and exit from the coral head channel. Makani Andrews sailed up my wake, planing right over me, and was soon hundreds of yards ahead. Kui Lim, who has nine NA titles, followed. I waved "buh-bye" as he passed, streaking through the fleet in pursuit of the kid (179-pound Toro sailors like me do not plane, ever).

Although we were allowed to round the island in either direction, the majority of the fleet rounded to port, which proved faster. We sailed as close as possible to the coral head behind Coconut Island, periodically ducking starboard

THE RACING

LEFT: CHRIS RAY / WWW.CRATV.P.COM RIGHT: ERIK SIMONSON / WWW.PRESSURE-DROP.US



Left: The start of the Aldo Alessio ocean race off StFYC on Friday, August 16. **Right:** The Phyllis Kleinman Swiftsure Regatta on Saturday, August 17. "It got gnarly, even in the South Bay," reports photographer Erik Simonson. **Top:** Mark Kennedy and Pearl Prisco's Melges 32 'Nuckelavee', ex-'Rufless' (a Nuckelavee is a Scottish horse-like demon); **bottom:** Paul Dorsey's Soto 30 'Gentoo'.

tackers going the other way. Hawaii racing is remarkably polite.

The one-leg beat to the KYC harbor was full-hike, hit-the-straps with lots of kinetics to get through the chop. Tough work! Those boats that stayed high did

not need to make an extra tack, which made the difference. Kui Lim outsailed Makani Andrews inside the harbor, passing him close to the finish to steal the victory.

Back on shore, Yal Lim handed out

many awards. These included perpetual trophies with bulls' horns for the victors, a bull's tail for Tail-End Charlie, awards for top doublehanded teams, most hulis (capsizes) and others.

— tom burden

SENIOR BULLSHIP, KYC, 7/28

210 AND UP — 1) Guy Fleming; 2) David Notage; 3) Scott Melander.

LASER MASTERS NATIONALS, MPYC, 7/19-21 (8r, 1t)

STANDARD — 1) Doug Hart, 24 points; 2) Tracy Usher, 24; 3) Bill Symes, 27; 4) Peter Vessella, 33; 5) Emilio Castelli, 67; 6) Will Benedict, 68. (29 boats)

RADIAL — 1) Toshi Takayanagi, 20 points; 2) Walt Spevak, 23; 3) Laird Henkel, 40. (12 boats)

Full results at www.regattanetwork.com

SYC J/105 INVITATIONAL REGATTA, 7/20-21 (6r, 0t)

1) **Ne*Ne**, Tim Russell, 17 points; 2) **Godot**, Phillip Laby, 17; 3) **Maverick**, Ian Charles, 26; 4) **Blackhawk**, Ryan Simmons, 27. (19 boats)

Full results at www.sausalito yachtclub.org

FYC HIGH SIERRA REGATTA II, 7/20-21 (5r, 0t)

VIPER 640 — 1) **#hmb**, James Baurley, 7 points; 2) **300**, Tim Carter, 13; 3) **Boiling Point**, Daniel Milefchik, 16. (5 boats)

VICTORY 21 — 1) **Red Eye Special**, Scooter Holmes, 8 points; 2) **No Name**, John Killiam, 10; 3) **Mr. Goodwrench**, Donald Bonander, 15. (12 boats)

SPORTBOAT — 1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg, 6 points; 2) **Mach Schnell Kleiner Hase**, Wylie Wabbit, Erik Menzel, 9; 3) **24k**, Wylie Wabbit, Greg Byrne, 16. (6 boats)

BOX SCORES

PHRF — 1) **Fastlane**, Olson 25, Ken Nelson, 7 points; 2) **Slo Mo**, Catalina 22, David Samson, 14; 3) **Hot Betty**, Olson 30, John Scarborough, 18. (9 boats)

Full results at www.regattanetwork.com

CGR C-GOD, 7/26-28 (10r, 1t)

MELGES 24 — 1) **Mikey**, Kevin Welch, 10 points; 2) **Sunnyvale**, Fraser McMillan, 24; 3) **Square One**, Matt Pistay, 36. (11 boats)

I-14 — 1) **Shilshole**, Kris Henderson/Jamie Hanseler, 8 points; 2) **Pros and Cons**, John Clark/Michael Lazzaro, 8; 3) **Woody**, Michael Leitch/Elizabeth Campbell, 13. (4 boats)

505 — 1) Mike Martin/Adam Lowry, 11 points; 2) Howie Hamlin/Jeff Nelson, 15; 3) Mike Holt/Ke-ahi Ho, 38; 4) Douglas Hagan/Paul Von Grey, 41. (19 boats)

LASER RADIAL — 1) Bill Symes, 17 points; 2) Christopher Stoll, 21; 3) John Sturman, 23; 4) Andrew Holdsworth, 37. (18 boats)

Full results at www.cgra.org

FYC MILE HIGH HOBIE REGATTA, 8/3-4 (7r, 1t)

H20 — 1) Mark & Kim Zimmer, 8 points; 2)

Mark & Tiffany Lewis, 10; 3) George Pedrick/ Gene Harris, 18. (11 boats)

H18 — 1) David Peltier/Sarah Driscoll, 6 points; 2) Stephen Murray/Alec Liguori, 14; 3) Denny & Susan Osburn, 20. (5 boats)

H16-A — 1) Nate Brown/Rue Holden, 8 points; 2) Patrick & Kat Porter, 10; 3) Ben Brown/Casey Astiz, 29; 4) Jeffrey Perlmutter/Susan Stockdale, 30; 5) Adam Borcharding/Julianne Jones, 31. (20 boats)

H16-B — 1) Dennis & Matisse Swanson, 8 points; 2) Carl Delfino/Talia Mickelsen, 18; 3) Steven Fair/Todd King, 21. (7 boats)

F18 — 1) Troy & Hanna Szabo, 7 points; 2) Brett & Christine Peterson, 10. (2 boats)

Full results at www.regattanetwork.com

CHUBB US JUNIOR CHAMPIONSHIPS, PYSE, 8/7-11 (9r, 1t)

SEARS/OPEN 5.70 — 1) David Wood/Daniel Pegg/Kenny Sherb, Balboa YC, 15.5 points; 2) Owen Lahr/Connell Philipps/Wesley Seifers, RYC, 19; 3) Jack Baldwin/Emmett Nevel/Chapman Petersen, Chicago YC, 23. (11 boats)

BEMIS/C420 — 1) Morgan Pinckney/Nathan Sih, NHYC, 12 points; 2) Jack Egan/Jack Plavan, SDYC, 20; 3) Michael Kirkman/Zach Rockwell, Grosse Pointe YC, 38; 4) Lucy Brock/Julius Heitkoetter, Austin YC, 38; 5) Jessica Smith/Will Mur-



ROXANNE FAIRBAIN / WWW.ROXSHOTS.SMUGMUG.COM

Express 27s start the Midnight Moonlight Maritime Marathon in Raccoon Strait on July 20.

180-209 POUNDS — 1) Vaughn Seifers; 2) Fred Paxton; 3) Yal Lim.

150-179 POUNDS — 1) Jesse Andrews; 2) Jeff Cruise; 3) Michael Pacholski.

149 AND UNDER — 1) Kui Lim; 2) Makani Andrews; 3) Tori Thompson.

FASTEST MALIHINI — Vaughn Seifers.

FASTEST WAHINE — Tori Thompson.

FASTEST DOUBLEHANDED — Matthew Butler/Brittani Kuncle.

FASTEST OVER 50 — Kui Lim.

MOST HULI — Keith Vodzak.

HALF FAST — Aaron Tsuchitori.

OLDEST — David Nottage.

TAIL-END CHARLIE — Keith Vodzak.

HAWAII JUNIOR BULLSHIP, KYC, 7/28

AGE 16 AND UP — 1) Morgan Vodzak; 2) Marcy Lowthien; 3) Genevieve Mumma.

AGE 14-15 — 1) Tamzen Lim; 2) Chase Englehardt; 3) Noah Jost.

AGE 12-13 — 1) Kiley Fietas; 2) Cameron

Barra; 3) Sage Andrews.

UNDER 12 — 1) Makani Andrews; 2) Michael Hochart; 3) Charlie Parsons.

FASTEST MALIHINI — Evan Sullivan.

FASTEST WAHINE JR. — Tamzen Lim.

FASTEST DOUBLEHANDED — Bryce Hunt-oon/Jonathan Orebaugh.

MOST HULI — Chase Englehardt.

HALF FAST — Michael Quinn.

YOUNGEST — Landon Yielding.

TAIL-END CHARLIE — Neff Guerrero.

El Toro North Americans

By the time we boarded our airliner for the return to Northern California, we'd enjoyed 11 to 25 knots of extremely intense El Toro action, plenty of hulis (capsizes) and a total of 13 races.

In the Junior fleet, the big winner was RYC Junior sailor Chase Englehardt, the new Junior North American Champion.

Chase and KYC's Makani Andrews were clearly the fastest youth sailors all week. These two battled down to the final race, which Chase won to become the first Mainlander (and RYC Junior) in 22 years to defeat the Hawaiians on Kaneohe Bay.

The battle for supremacy in the Senior fleet (age 15 and above) was an all-Hawaiian showdown between Kui Lim and Jesse Andrews, with Kui prevailing for his 10th title. The Senior talent level was formidable, with Olympians, college sailors, sailing instructors and athletic, well-coached teenagers making a top-10 finish a real accomplishment. Seniors Vaughn Seifers, who placed seventh in the 28-boat fleet, led the Seniors from the Mainland. Buzz Blackett overcame a first-race turtle to finish ninth.

— tom burden

EL TORO NA, KYC, 8/2-4 (6r, 1t)

SENIOR — 1) Lui Lim, 9 points; 2) Jesse Andrews, 11; 3) Maxwell Roth, 19; 4) Michael Pacholski, 19; 5) Morgan Vodzak, 33; 6) Patrick Tara, 33; 7) Vaughn Seifers, 37. (28 boats)

JUNIOR GOLD — 1) Chase Englehardt, 9 points; 2) Makani Andrews, 10; 3) Zachary Severson, 17. (15 boats)

JUNIOR SILVER — 1) Noah Jost, 5 points; 2) Torik Stokka, 10; 3) Zachary Brennan, 14. (5 boats)

Full results at www.kaneoheyachtclub.com

Midnight Moonlight

SFYC held the Midnight Moonlight Maritime Marathon on July 20, during

ray, Sarasota Youth Sailing, 44. (20 boats)

SMYTHE/LASER RADIAL — 1) Will Foox, SFYC, 18 points; 2) Daniel Escudero, Atlanta YC, 19; 3) Caleb Yoslov, SFYC, 20; 4) Spencer Barnes, Cleveland YC, 43. (20 boats)

Full results at www.ussailing.org

SFYC SUMMER KEEL, 8/10-11 (5r, 0t)

J/105 — 1) **Ne*Ne**, Tim Russell, 10 points; 2) **Blackhawk**, Ryan Simmons, 26; 3) **Jam Session**, Adam Spiegel, 30; 4) **Donkey Jack**, Rolf Kaiser, 32; 5) **Godot**, Phillip Laby, 44. (21 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 2 points; 2) **Wile E Coyote**, Dan Pruzan, 5; 3) **Peaches**, John Rivlin, 7. (6 boats)

J/24 — 1) **Downtown Upoar**, Darren Cumming, 8 points; 2) **Evil Octopus**, Jasper Van Vliet, 11; 3) **Shut Up and Drive**, Val Lulevich, 15. (5 boats)

J/70 — 1) **1FA**, Harrison Turner/Geoff McDonauld, 8 points; 2) **Kangaroo Jockey**, Peter Cameron/Norman Davant, 9; 3) **Rampage**, Tom Thayer, 16. (4 boats)

Full results at www.sfyf.org

MOORE 24 NATIONALS, CYC SEATTLE, 8/9-11 (10r, 0t)

1) **Bruzer**, Erik Hauge/Mark Harang, HRYC, 39 points; 2) **Space Toaster**, David Gee, HRYC,

44; 3) **Immortal**, Dan Kaseler, PMYC, 54. (14 boats)

Full results at www.racing.cycseattle.org

SCYC DAY ON MONTEREY BAY, 8/11

DIVISION 1 — 1) **Animal**, Sydney 38, Matt Lezin; 2) **Octavia**, SC50, Shep Kett; 3) **Hijinx**, J/120, Brad Sampson. (5 boats)

DIVISION 2 — 1) **Pegasus**, Moore 24, Philippe Kahn; 2) **Amor Fati**, Tartan 101, Geoff Boraston; 3) **Kasatka**, SC27, Rachel Cherry. (15 boats)

JIB & MAIN — 1) **The Perfect Thirty-Six**, Catalina 36, Steve Niemann; 2) **Makani**, Catalina 34, Stuart Pearce; 3) **Sanctuaire**, Jeanneau 42DS, Vance Landis-Carey. (10 boats)

Full results at www.regattanetwork.com

MELGES 24 WEST COAST CHAMPIONSHIP, SFYC, 8/16-18 (7r, 1t)

1) **Looper**, Duane Yoslov, SFYC, 7 points; 2) **Average White Boat**, Kent Pierce, Santa Barbara YC, 18; 3) **Distraction**, Tom Greetham, STYC, 21. (9 boats)

Full results at www.sfyf.org

BOX SCORES

SiFYC ALDO ALESSIO, 8/16

ORR — 1) **Kuai**, Melges 32, Daniel Thielman; 2) **Blue**, Swan 53-2, Ray Paul; 3) **Swift Ness**, Reuben Rocci. (10 boats)

SiFYC PHYLLIS KLEINMAN SWIFTSURE CUP, 8/27-18 (3r, 0t)

ORR A — 1) **Kuai**, Melges 32, Daniel Thielman, 2 points; 2) **Gentoo**, Soto 30, Paul Dorsey, 4; 3) **Swift Ness**, J/111, Reuben Rocci, 6. (5 boats)

ORR B — 1) **Peregrine**, J/120, David Halliwill, 3 points; 2) **Chance**, J/120, Barry Lewis, 7; 3) **Encore**, Sydney 36 CR, Wayne Koide, 9. (7 boats)

ORR C — 1) **Maverick**, J/105, Ian Charles, 6 points; 2) **Courageous**, J/88, Gary Panariello, 6; 3) **Russian Roulette**, J/105, Sergey Lubarsky, 9. (3 boats)

Full results at www.stfyf.com

SCYC LASER NORCALS, 8/17-18 (6r, 1t)

LASER — 1) **Wave Goodbye**, Ali Fuat Yuvali, 10 points; 2) **No Name**, Peter Phelan, 13; 3) **Seaweed Magnet**, Emilio Castelli, 14. (15 boats)

RADIAL — 1) **Voyager 1**, Toshinari Takayanagi, 8 points; 2) **Lifestyles of the Poor & Unknown**, Jon Andron, 12; 3) **No Name**, Walt Spevak, 13. (11 boats)

Full results at www.regattanetwork.com

THE RACING

a third-quarter moon. The winner of the pursuit race, Cal 20 sailor Richard von-Ehrenkrook thinks that moon phase benefits the slow boats. "If they start you early you're going to have to push water at the Carquinez. If they start you really late then you're probably going to push a little water at the end and the fast boats are going to catch up. It's usually all good unless it goes light. There were Express 27s and the Mancebo *Bloom County* out there. Both those kinds of boats can go upwind like bats out of hell in light air."

Two other Cal 20 owners, Chris Cassell, who also crews with Richard on the Farallon Clipper *Mistress II*, and Ryan Jameson crewed on Richard's *Can O'Whoopass*. "We had good breeze," reported vonEhrenkrook. "We started about two and a half hours after max flood, so we were basically chasing the pulse." The little Cal rounded the turning mark, the Carquinez Bridge, about 15 minutes ahead of the current shift. They "pushed water" at the very beginning of the return leg, but about a mile west they suddenly got favorable current.

"It seemed like we could do no wrong. Every time it looked like we were going to have to do something impressive like turn 90 degrees to the rhumbline — take a hitch — the wind would shift and it would be like, no you don't have to do that. We had another Cal 20 come out; Paul Sutcheck brought *Slainte*, and they were looking for a real race. I think we finished 26 minutes ahead of them." Ron Kell's Express 27 *Abigail Morgan* was third. "They were the boats I was really worried about, because if it had gone light on the way back up, we were easy pickin's. We weren't moving at hull speed.

"Ron said they made up just a little more than half of their time. They were pushing water from just east of Point Pinole all the way to the Carquinez Bridge. Once it shifted, it shifted. All the fast boats were basically sailing a longer course. Sometimes it works out for fast boats, and sometimes it works well for the slow boats."

The *Can* finished at about 10:30, with moonlight for the last bit of their race. "It was just rising as we were coming across between Red Rock and the finish line. Third quarter — you're not going to get it until late."

Richard explained his strategy at the finish off the tip of the Tiburon Peninsula at the entrance to Raccoon Strait: "You set yourself up-current from where the breeze is, and you make sure you're not going to get set around Point Blunt instead of to the finish line. The finish line was between the Bluff Point

stanchion (the green flasher) and the committee boat, anchored out probably in 150 feet of water a kilometer off Bluff. They were cool because they had some flashing lights. Kind of looked like Christmas. You could see the committee boat from the Richmond Bridge, so it was pretty easy to home in on it."

Back at the clubhouse in Belvedere, SFYC welcomed the finishers, warming them with bowls of chowder.

— latitude / chris

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/20

1) **Can O'Whoopass**, Cal 20, Richard von Ehrenkrook; 2) **Slainte**, Cal 20, Paul Sutcheck; 3) **Abigail Morgan**, Express 27, Ron Kell. (14 boats)
Full results at www.sfy.com

SSC Founding Fathers Regatta

On July 13-14, a fabulous weekend was had by all, both on the water for the racing and at the after-race party at the Stockton Sailing Club. On Saturday, the wind started out light and built to 8 knots with gusts up to 10 knots for the final race of the day. Since it is always hot in the summer on the Delta, water fights naturally ensued, which made the three (short) courses a breeze to sail.

For the Founding Fathers Regatta, SSC used their original race platform, last used in 1967 but rebuilt by members in 2014. The windward mark was approximately three-quarters of a mile down the San Joaquin River, and the leeward gate was placed in front of the clubhouse to enable spectating. Dinner and a band followed in the comfortably cool evening.

Sunday had similar conditions for the two final races of the regatta. Boats that participated ranged from a Laser to a 40-ft Hunter. Skills of those who competed ranged from Junior sailors to veteran ocean racers.

— jillian humphreys

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

PHRFA — 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)

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



JEREMY BOYETTE

Twenty-seven hulls rafted up in Clipper Cove after the Jack Reacher Race.

13. (5 boats)

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

Full results at www.stocktonsc.org

BAMA Jack Reacher Race & Raft-Up

The Bay Area Multihull Association held its annual Jack Reacher Race and Raft-Up on Saturday, August 3. The family-friendly event features an all-reaching fun race starting and finishing at the entrance to Clipper Cove, followed by a potluck raft-up inside the cove. We had great conditions for the race, and everybody really enjoyed socializing at the big raft-up afterwards.

The fast Diam 24 *Ocealys 3* was the overall winner. The F-24 *Wings* won a double award for best food and drink at the raft-up, and the F-27 *Wingit* won the award for most kids under 18, with three crewmembers not just under 18, but under 9!

— truls myklebust

BAMA JACK REACHER RACE, 8/3

SLOW >30 — 1) **Greyhound**, F-22, Evan McDonald; 2) **Wind Traveler**, Corsair 28, Frank Ferree; 3) **Bird of Prey**, F-27, Glen Murray. (7 boats)

FAST <30 — 1) **Ocealys 3**, Diam 24, Fred Bouju; 2) **LookinGood II**, Corsair 31, Rafi Yahalom. (2 boats)

Full results at www.jibeset.net

Santana 22 Nationals

The 53rd Santana 22 National Championship took place July 19-21 at Richmond YC. Fifteen 'Tunas' proved the over half-century old Gary Mull design still represents on San Francisco Bay. Three boats from Monterey Bay waters made the trip up, including Stefan and Mary Larkin Berlinski's *Hamachi* sailing in from Santa Cruz YC, and two trailers: Phil Vandenberg's *Maybe* and the 2018 defending champion Zachary Grover on *Windsong*, though a repeat was not to be had for the Monterey Peninsula YC sailor. Even the weather mark boat held three past S22 national champions.

Racers were treated to consistent

summer conditions with westerlies ranging from 12 to 18 knots on a Central Bay course tucked east of the Southampton channel and just slightly in the lee of Angel Island. There were no equipment failures or persons overboard, just fun windward/leeward sailing, each race lasting roughly an hour. Boats traded positions frequently during the five races over two days.

Jim Dewitt original prints were awarded to the top five. First place went to veteran Bay sailor Chris Klein and his crew, Scott Rovanpera and John Paulling, on *Alegre*, despite a sixth-place finish in Race 2. The racers held an annual fleet meeting and were treated to dinner at RYC and a safety presentation by Craig Perez.

Nationals return to Monterey Bay in 2020. SCYC will host. For information on the fleet, visit www.santana22.org.

— kristen soetebier

SANTANA 22 NATIONALS, RYC, 7/19-21 (5r, 0t)

1) **Alegre**, Chris Klein, 12 points; 2) **Albacore**, Michael Quinn/Frank Van Kirk, 17; 3) **Maybe**, Phil Vandenberg, 18. (15 boats)

Full results at www.richmondyc.org

Inaugural Tuna Fest

The first Oakland YC Tuna Fest Regatta took place on August 3-4. Tuna Fest? What's a Tuna Fest? It's a one-design and level-rated regatta for small keelboats held on the Estuary. The regatta drew 14 boats in three fleets: six 5.5-Meters; five boats, including four Santana 525s, in a level-rated fleet with a PHRF rating of 189; and three Santana 22s. Two of the 189-rated boats sailed over from Coyote Point to Alameda for the event, which provided a full weekend of one-design racing for only \$25 on windward/leeward courses, using a committee boat anchored near OYC for square lines. Starting the faster boats ahead of the slower ones kept the fleets from tangling with one another.

The conditions were ideal, the winds were light and constant with no real dead spots, the sunshine brilliant, the temperatures mild, the water flat, and the currents both mild and predictable, although Mother Nature did throw in a challenge: The wind displayed a disconcerting tendency to oscillate between WSW and SW, especially on Sunday, lousing up one start and one of the windward legs.

The closest racing was in the 5.5-Meter fleet, where a different boat won each of the five races. The level-189 fleet

produced only one winner of all five races.

Mike Jackson's 5.5-Meter *Wings* managed to take a brief pause late on Saturday to check out the depth contour on the Oakland side of the Estuary. His crew jumped over to push off, but found the water thinner than anticipated. The tide was falling, but luckily Bob Nelson was nearby with his dinghy and pulled *Wings* off. The boat seems fine; Mike and Murk won the finale on Sunday.

— debby ratto

OYC TUNA FEST, 8/3-4 (5r, 1t)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 8 points; 2) **Sonic Death Monkey**, Dominic Marchal, 10; 3) **Maverick**, Ken Bodiley, 11. (6 boats)

LEVEL 189 — 1) **Ursa Minor**, Santana 525, Ted Keech, 4 points; 2) **Smooth**, Santana 525, Tom Fedyna, 9; 3) **Catch 22**, Zenrich 20, Roger Anderson, 10. (5 boats)

SANTANA 22 — 1) **Brandy**, Billy Cook, 5 points; 2) **Fun**, Chris Nicholas, 7; 3) **Island Girl**, Paul Mueller, 10. (3 boats)

Full results at www.jibeset.net

Race Notes

World-class sailor Katie Pettibone's presentation highlighted the Hot Ticket **Farr 40 and PHRF Leukemia Cup Regatta** held at the Bahia Corinthian Yacht Club in Corona del Mar on August 9-11. Wolfgang Schaefer's *Struntje Light* won the Farr 40 races, but all were sailing in support of one of their own, Ray Godwin, who skippers *Temptress*, but was unable to race due to treatment for acute myelogenous leukemia. Ted and Connie O'Connor of *Tenacious* received the Hero's Award in recognition of their long-time support of the Leukemia Cup. See www.bcyrcracing.org. CYC will host the Bay Area Leukemia Cup on October 19-20. Learn more at <https://sflcr.org>.

Team USA sailors won seven medals at the **Pan American Games** in Lima, Peru, in early August. Californians among them included Riley Gibbs, Long Beach, sailing with Anna Weis, Nacra 17, Gold; and Charlie Buckingham, Newport Beach, Laser, Bronze. See www.lima2019.pe.

Ring the bell eight bell times, as Washington's **Whidbey Island Race**



KRISTEN SOETEBIER

Sailing in the Santana 22 Nationals, the crew of 'Tataki' demonstrate that a cockpit is overrated.

Week has reached its end of watch. The Overall Winner (for a second year in a row) was David Jackson from the Dash 34 *MadDash*. JJ Hoag of the S2 7.9 *Shrek Juniors Chinook* was awarded the Molly Kool Cup Award, and Maureen Batterberry and crew on the Hanse 455 *Bribery* received the Philip Wise Sportsmanship Award. Next year, the event will move from Oak Harbor to Point Roberts and be called Point Roberts Race Week. Dates are set for July 13-17, 2020.

Hood River YC's **Double Damned Race** on the Columbia River Gorge August 3 was abandoned for lack of wind.

STFYC team captain Michael Menninger and a roster that included nine returning sailors from last year's winning team successfully defended their **Morgan Cup** championship in Newport, RI. New York YC hosted the Invitational Team Race Regatta on August 9-11.

Allie Blecher of Long Beach won the Allegra Knapp Mertz Trophy for the US **Women's Match Racing Championship** on August 16-18 in Detroit, MI. Blecher topped the final match 2-0 over Giselle Camet Nyenhuis of San Diego. Blecher won for the first time in her second attempt. Her crew included main trimmer/tactician Beka Schiff of Los Angeles; trimmer Krysia Pohl, San Francisco; and bowgal Ali Blumenthal, New York.

A dozen doublehanded coed teams in Encinal YC's **Gracie & George** encountered light air on August 18. The lack of wind plus a strong flood prompted a

THE RACING SHEET

one-hour postponement of the South Bay start. Some boats were then unable to make start within the 15-minute deadline and were scored DNS. EYC extended the finish time, and all those who started completed the course down the Estuary. Mary McGrath and Rich Pipkin on the J/22 *Blue Jay* beat Rebecca Hinden and Tom Paulling on the Express 27 *Bombora* by less than two minutes on corrected time. See www.encinal.org.

Tim Russell and his *Ne*Ne* crew, Chance Portillo, Brent Draney, John Claude and Jessica Chase, will compete in the **J/105 North Americans** on September 4-8. Corinthian YC in Marblehead, MA, will host. *Ne*Ne* herself will not make the journey back East (she'll stay home at SFYC and be ready to race in the Rolex Big Boat Series in San Francisco on September 12-15). Rather, Russell has chartered *Heart Throb*.

"In late September my son is off to the Bahamas for the **Optimist North Americans**," writes Sean Svendsen. "It is an IODA event and the culmination of his qualifying at the US Team Trials at Cal YC," in early May. "It's been a few years since the Bay Area had anyone make it



Toshi Takayanagi (left, with SCYC's PRO Christina Shaw) and Ali Fuat Yuvali won the Santa Cruz Laser NorCals.

this far in the international Opti world. It will be his last Opti regatta, as he's aging out at the end of this year and sorting out his next racing platform." Tor is 15. As of mid-August, 167 kids had entered the regatta. See www.2019northamericans.optiworld.org.

"This year's **Zongo Race** from Morro Bay to Avila Beach went from no wind (causing most boats to drop out) to almost too much wind," reports Roger Briggs of San Luis YC. Read all about



JB DULER & TOSHI TAKAYANAGI

the Central Coast race/cruise, hosted by Morro Bay YC on August 9, at www.bigbigslo.com/zongo-cup-2019. "We also have our SLYC ocean PHRF series, seven race days from May through October. We usually get in about 20 to 26 races for the series." See www.slyc.org.

When is a Beaver not a Duck? "I have been corrected: Andrew Wilkinson went to Oregon State University, not the University of Oregon," writes Patti Mangan, who contributed a tale last month about San Francisco sailors, including the Wilkinsons, at **Kiel Week** in Germany.

— latitude / chris

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*In keeping with our Polynesian cover shot, we report this month on the experiences of a **huge flotilla of Bay Area sailors**, plus **Charter Notes**.*

Long-Awaited Return to the Polynesian Paradise

I last visited Tahiti 32 years ago while leading an OCSC Sailing flotilla, and the idea of returning has long been on my mind.

That trip featured Bora Bora, which has one of the most iconic mountains in the Pacific, if not the world, and a broad lagoon that's encircled by coral reefs. The lagoon has clear, azure waters with 60-ft visibility, and coral and reef fish in abundance. All that, combined with the magic of the French Polynesian culture drew us back for a return trip in July.

At the first Tahiti Flotilla Planning Party at OCSC we were overwhelmed by the response! Almost immediately we had commitments for eight boats, and that number eventually grew into an 11-boat flotilla with 70 avid adventurers participating!

Preparations went smoothly, especially due to OCSC member Dave Russell's wonderful presentation on what to expect in Tahiti's Îles Sous-le-Vent — the Leeward Islands: Bora Bora, Huahine, Taha'a and Raiatea. Dave has been to Tahiti multiple times, including last year, so he had a wealth of up-to-date information to share. He also joined us as a skipper, which made everyone's experience much better.

Of the 11 boats, three had skippers who were newcomers to international chartering, four boats had skippers with more than five charters to their credit, and four other boats had at least one

Tahiti and her sister islands all feature verdant, mountainous landscapes adjacent to tranquil lagoons that are ringed by coral reefs.

prior charter.

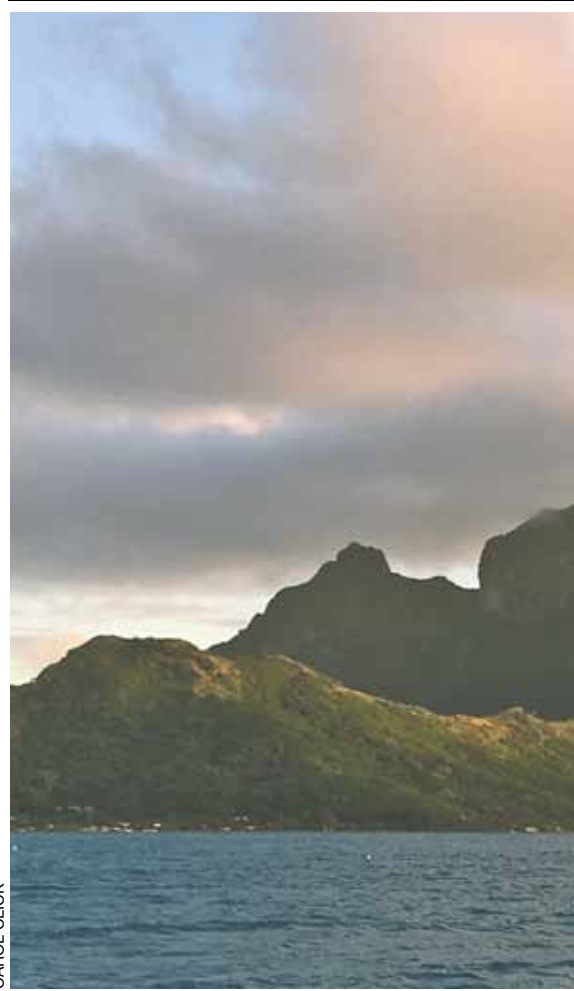
Because our trip took place during Tahiti's 'winter' — the archipelago lies at roughly 16°S — we had great weather. Air temps were in the high 70s, with 'fun breeze', and only the occasional tropical shower. In fact, we seemed to see more rainbows than rain drops. We once saw 26 knots true, but mainly winds were 15-22 knots and swells were about 4 to 6 feet. Mostly clear skies allowed us to ogle the Southern Cross almost every night. And the Milky Way appeared to be so close that you could reach out and touch it. There's nothing like a tropical anchorage to make the sky come alive.

The food was 'French-wonderful'. The mix of Polynesian fish dishes and French culinary rubrics combined to make dinners aboard and ashore memorable. Drinks with mango, coconut, pineapple, papaya, vanilla and rum, and dishes with coconut, curry and pineapple were simply magical.

We spent so much time snorkeling! Although we were in the middle of the Pacific with deep water all around, the water temperature was mild, allowing snorkeling to continue until we were tired, without anyone getting chilled. The only real issue was protecting our backsides from the sun!

I will spare you the blow-by-blow account, but share some of the highlights:

- Sunsets — whether over water or over a part of an island, the tropical clouds created colorful displays.
- Rainbows — We saw at least one every day, and double rainbows were common also.
- Coral and Reef Fish — There were



CAROL CLICK

the standard corals — brain, staghorn, fan, etc. — but we also saw some intriguing species that we couldn't easily identify. We viewed an abundance of beautiful reef fish including clownfish, surgeonfish, angelfish, parrotfish, trumpetfish, puffers.

- We had several spectacular snorkeling experiences, mainly by listening to those who knew better than we did where to go. Dave Russell advised, "Go to the south edge of the *motu* (coral island) in front of the entrance to the large bay.

Anchor out near the barrier reef and dinghy in." We followed his advice and were rewarded with an explosion of fish, coral and even a huge moray eel. Incredible!

At Bora Bora, we headed to the mooring field between the barrier reef and Bora Bora's largest *motu*. After getting secured to a mooring ball, we swam out to a couple of tour boats near the barrier reef, and found ourselves



GAIL DRAKE

OF CHARTERING



Above: Bora Bora's distinctive profile was formed by the remains of an ancient volcanic caldera. Inset: Outrigger canoe racing is French Polynesia's favorite sport, so you'll often encounter paddlers practicing in the lagoons.

surrounded by small black-tipped reef sharks and sting rays, as well as 'reef jacks' and remoras who'd adapted to congregating at this spot because local tour guides feed them. We couldn't help enjoying the unique experience of black-tipped reef sharks cruising near us, rays nudging us for food, and jacks swooping in to steal morsels meant for the rays and sharks.

I ran into an OCSC graduate, Greg Newman, in the Bora Bora Yacht Club, of all places. He is cruising with his wife, Susan, on *Rapture*, a Caliber 40 that he purchased after several years of sailing at OCSC. What were the odds? Greg advised me that the Coral Gardens, on the west side of Taha'a, was spectacular, so we headed straight there from Bora Bora on our penultimate day. At the Gardens we were rewarded with shallow, warm water, a heavily populated coral field with coral heads elbow-to-elbow and thousands of colorful fish, plus another

moray eel . . . and even an octopus! Wonderful.

- Yes, Tahiti is the home of the black pearl, and businesses hawking pearls were everywhere. However, even this cynical traveler was impressed with a Taha'a pearl farm. There we learned all about the cultivation process, including the challenges and the right way to determine value. (Yes . . . We ended up buying some!)

- Finally, Cecilia and I spent three nights on Mo'orea, labeled by many magazines as more beautiful than our favorite island, Bora Bora, which is saying something. After our driving and boat tours of the island, we reluctantly concluded that Mo'orea may be the most beauti-

ful island we have ever visited. Dramatic peaks and sawtooth ridges rose above steep slopes covered by lush vegetation. The lagoon below has the clearest water in French Polynesia. Here's something I learned about Mo'orea: Mo'o is the word for gecko in Polynesian. So, the most beautiful island, possibly in the world, is Gecko Island! We will be sure to return very soon!

We think OCSC Sailing flotillas offer a perfect blend of support, social construct and independence. We have leaders who support the flotilla, but skippers and crews are welcome to decide on their own itineraries as they feel comfortable.

— rich jepsen

Rich — Many thanks for your report. We love Tahiti, too! Cruiser Greg

Newman's story serves as a great example of how sailing schools can begin the learning process that eventually allows would-be cruisers to realize their dreams.

Readers — OCSC Sailing is a club that features 50 charter boats from 24 to 45 feet. According to Rich, the organization

Rainbow without the rain? Is this a Photoshop creation? Nope, it's real, as is the color of the shallow water in the foreground.



WORLD OF CHARTERING

LATITUDE / ANDY



has "a robust social culture and a rigorous school that not only prepares skippers for San Francisco Bay sailing, but for chartering and cruising adventures all around the world."

Their flotillas in foreign waters are open to non-members also. Their upcoming trips include the British Virgin Islands in spring 2020 and Greece in fall 2020.

Sandy Cay, in the BVI. Imagine spending the winter holidays swimming, sailing, and snorkeling in the islands of the Eastern Caribbean.

Charter Notes

Many of us have experienced a classic 'white Christmas'. But what about a 'white-sand Christmas'? We're referring, of course, to chartering a boat for the Christmas and/or New Year's holidays

with your family or close friends aboard as crew.

Instead of shivering by the fire, you could be lying on a sandy beach **working on your tan**. Instead of skiing and sledding, you might be **snorkeling** over coral reefs or **sailing** from one gin-clear anchorage to the next. And instead of toasting the occasion with eggnog, you might be raising frosty glasses of rum punch.

If this variation on the theme sounds enticing, we'd recommend researching charter destinations in the **Eastern Caribbean** right now. The weather is usually

ideal there during the holidays, but as a consequence it's also the busiest time of year for charter outfits, so you'll want to reserve your favorite boat type as soon as possible. And to simplify the logistics, why not agree to forgo exchanging dozens of gifts, and regard the trip itself as one big gift for the whole family?

— andy

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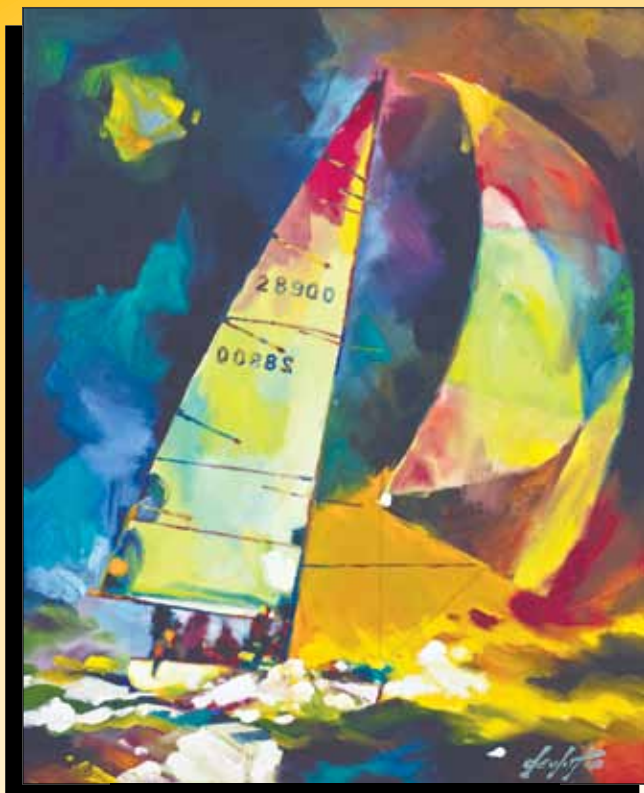
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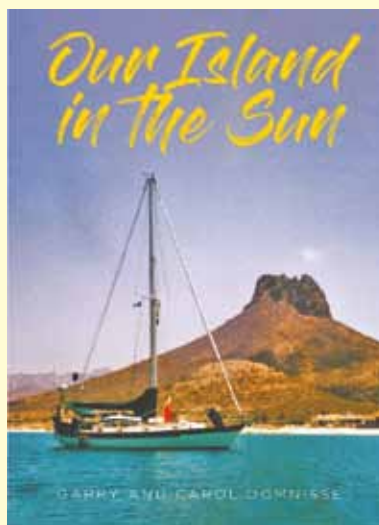


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See Garry and Carol Domnisie at the Latitude 38
Crew Party in Sausalito on Sept. 11.

CHANGES

With reports this month from **Exit Strategy's** eight-years-and-counting circumnavigation; the trials, tribulations and rewards of **Birdsong's** Pacific Puddle Jump; a clipper route sail home — singlehanded — aboard **Tabu Soro**; riding out hurricane season on **Tish**; and a full provisioning of tasty and nourishing **Cruise Notes**.

Exit Strategy — Wauquiez PS40 Tom Christensen and Kim Maclean Extraordinary Experiences Victoria, BC

Tom dreamed about sailing around the world ever since he was a kid. The thought hadn't occurred to me until we met. And as we set off in fall 2011, he



EXIT STRATEGY

Tom and Kim are closing in on a circumnavigation.

was just as excited as I was petrified. Eight years later we're still at it. We've crossed the Pacific, the Atlantic, and the Indian oceans, and have been to 26 countries so far. Some situations have tested our grit (and my fear), but the challenges have been overshadowed by some extraordinary experiences that neither of us would trade for anything. Here are a few highlights of our adventures so far:

St. Elmo's Fire — On our easy, fast Pacific crossing (19 days) from Puerto Vallarta to Hiva Oa, our crossing of the ITCZ (Intertropical Convergence Zone) was so flat and calm that we had to motor for three days. And while we didn't experience any squalls, the electricity in the air was so palpable I had the distinct sensation of my hair standing on end. In the middle of the second day, a glowing ball of light appeared out of nowhere. It hovered near the port side of the boat, rose up slightly, then slowly floated over to the starboard side before rising farther and fi-

St. Elmo's fire, while not common, is a real phenomenon. Even Christopher Columbus reported seeing it on his voyage to the new world.

nally 'evaporating'. At first I thought I was hallucinating due to lack of sleep, but after doing a bit of research, I'm convinced that what I saw was St. Elmo's Fire — a once-in-a-lifetime experience for sure. That white, glowing orb will remain in my memory forever.

Drift Diving — After tens of thousands of nautical miles travelled, the atolls of the Tuamotus in French Polynesia remain among our favorites. Their remoteness has protected their unspoiled beauty; not only for the laid-back, happy people and pristine beaches, but for the unique adventure of drift diving off Fakarava. The current flows so strongly into and out of the narrow atoll entrance that you can drift effortlessly through the water along a wall of spectacular coral and tropical fish. It's like flying underwater. And it's completely free. All you have to do is get there in your yacht!

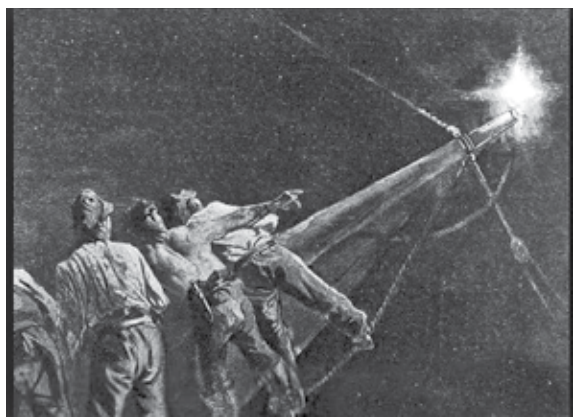
Adult Summer Camp — The best way to describe our experience at Suvarow, in the Cook Islands, was like being at Adult Summer Camp. As we dropped anchor we were swarmed by a most unusual welcoming committee — 10 to 15 black-tipped reef sharks circled our boat, entertaining us until the island rangers arrived. The two rangers (and sole inhabitants) fend for themselves for six months at a time, overseeing both the island and the small group of cruisers entering their waters. They made the check-in process a breeze and organized beach parties and BBQs, and one of them even took us on an excursion to tiny Bird Island, home to thousands of seabirds that — due to limited human contact — were completely unafraid of us. Most mornings began with group yoga on the beach under the shade of palm trees, followed by snorkeling with large manta rays, reef sharks and brilliant tropical fish of every kind imaginable.

Off the Grid in Minerva Reef — There are two tiny submerged atolls in the middle of the South Pacific that are so obscure they're only visible at low tide. They're located between Tonga and New Zealand, which can make the area a handy place to wait out a blow. That passage generally takes a week, and a comfortable breeze can turn into a gale-force blow right in the middle



of it. That happened to us after four days, and we were able to make it to the protection of the North Minerva Reef before it got really nasty. The wind howled, but the waters in the anchorage remained calm. We were stuck in this little haven for a week and a half, seriously depleting our fresh provisions. But we made the best of our time there exploring the reef at low tide and sharing happy hours (and freshly caught fish) together with other cruisers in the same situation. A total of 17 boats congregated, and they all left within two hours when the weather window opened.

A Storm Down Under — We consider New Zealand to be one of the most beautiful countries in the world. We rounded out several months of cruising the Bay of Islands with a sail to Great Barrier Island, 60 miles northeast of Auckland. While we were there, the marine weather forecast predicted high winds and steep seas. We hunkered down in the protection of the narrow inlet off Port Fitzroy rather than head back to our home base near Auck-



IN LATITUDES



Whale sharks are scary-big — and curious. Lower left: drift-diving Fakarava reef. Left center: 'Exit Strategy' at anchor. Above left and center: Friendly locals included a wild cockatoo and this group of Muslim women. Above: Exploring Minerva Reef.

ALL PHOTOS EXIT STRATEGY

land. By evening, the wind was screaming. Tom somehow managed to sleep (he has great confidence in our anchor), while I stayed up in the center cabin, white-knuckled, watching the frothy white surface of the sea swirl up into little water-spouts spinning around our boat. One particularly nasty gust reached 65 knots (Force 12!). Fortunately, the only damage to *Exit Strategy* was the loss of our bimini — the frame twisted like a pretzel and the canvas ripped to shreds.

A Taste of Volcanism — On the island of Tanna, Vanuatu, we met villagers who were recovering from a recent, devastating cyclone (Pam). Aid often doesn't reach small, remote villages on remote islands, and it certainly hadn't reached Tanna. In spite of losing their homes and nearly everything they owned, they remained positive and determined to help each other recover. We shared as many items as we could spare to help out — everything from housewares and clothing to tools. As thanks, we were guided to the top of an active volcano just before sunset to watch

the eruptions from the rim of the gigantic cauldron. We listened to it rumble and belch smelly sulfuric gas into the air until BOOM! Our hearts skipped a beat at the power of the eruption. Black, grainy ash shuddered visibly in the air before it blew fiercely toward us. We squinted and coughed in the dusty air as molten lava spewed 500 meters into the darkening sky. This was a once-in-a-lifetime experience, too, and once was enough!

Flotsam and Jetsam — In Cape Town, we discovered that one of our bow thruster blades was missing. It reminded me of how much flotsam and jetsam we'd dodged, particularly since leaving Australia. Without a doubt, the most challenging waters to navigate in this regard were in the Malacca Strait. Avoiding fishing nets and bamboo platforms in Indonesia was like trying to sail through an unmarked obstacle course. And sailing after dark was like trying to complete the course blindfolded. The sheer volume of floating trash was shocking, although I suppose we shouldn't have been too sur-

prised. Three-hundred million people live in Indonesia and Malaysia, and very few areas have the infrastructure to handle the garbage. So most of it ends up in the sea. Even along the shore of an expensive resort on Bali, we watched as staff went about their early morning task of digging holes in the sand and burying the accumulated garbage brought in by the tide the previous evening.

Temporarily Marooned at St. Helena — The island of St. Helena is a very special place because of its location — 2,000 miles west of Namibia and 2,500 miles east of Brazil; and its fascinating history, which includes Napoleon spending the last years of his life in exile there. While we were there, conditions got so rough that the Coast Guard closed the port for a couple of days. Without the little water taxi to transport us to shore, we were essentially marooned on the boat until conditions abated. Fortunately, the weather improved enough for us to get to shore and do some sightseeing. We had a guided tour of the island from the back of an open pick-up truck driven by an 82-year-old local with cataracts (making it even more memorable), we climbed 699 steps to the top of Jacob's Ladder for a stunning view of the Atlantic, and even swam with whale sharks at least seven meters long, who had mouths big enough for a human to fit inside. Our guide reminded us to keep a safe distance and avoid touching them, which, given the sharks' curious nature, was difficult to do!

— Kim 6/10/19

Readers — Look for more of Tom and Kim's extraordinary experiences next month. *Exit Strategy* is currently in Grenada. As for completing their circumnavigation, Tom figures it might happen in two years; maybe three. "What's the rush?"

Birdsong — Golden Wave 42
Michael and Cybele Thirkill
Soloing the Clipper Route
Brookings, OR

After traveling south on the 2014 Baja Ha-Ha and spending the winter in coastal

The adventure begins — heading out the Golden Gate in 2014.



BIRDSONG

CHANGES

Mexico, the crew of *Birdsong*, Cybele Abbett and I, provisioned and planned to sail north in the Sea of Cortez through the end of April and well into May. We planned to leave our Golden Wave 42 on the hard in San Carlos. But when Cybele had to re-

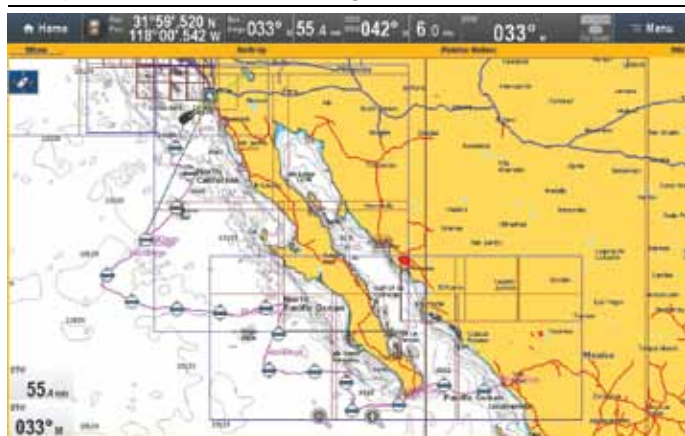


Cybele and Michael contemplate the pros and cons of a solo clipper route. (Or maybe they're just chillin'.)

turn on short notice to the US to tend to a family emergency, I was left to ponder singlehanded up through the Sea, then tending to the many tasks of leaving the boat for the summer and making my way home alone. My mind began spinning in another direction: singlehanded the clipper route back to Southern California. I'd read Gary Albers' account of going offshore (www.ishipaco.com/docs/cruise/bajabash.php). Compared to the more traditional Baja Bash, this option offered a lot of advantages in my mind: more consistent winds and seas without the effects of land and continental shelf; more sea room without a close lee shore in the event of bigger winds; less traffic; and, for me, the lure of doing a long solo voyage.

I checked out of Mexico and set off from Mazatlan on April 13, intending a nonstop voyage to San Diego. Two days out, I lost a retaining ring on the winch controlling my main halyard, so I put in at Cabo San Lucas for two nights to repair the winch. I made a quick trip to the port captain's office to clarify my presence in Cabo. He had me write him a short let-

'Birdsong's track to San Diego. The term 'clipper route' derives from the old days when sailing ships favored this same tactic to get north.



ter, in the best Spanish I could muster, explaining the situation. After editing my letter for grammar and poorly conjugated verbs, he sent me on my way.

Setting out from Cabo, I followed Albers' advice to set the sails close-hauled on a starboard tack and sail offshore for several days. Eventually, the wind can be expected to clock around to the north and you can expect to parallel the coast of Baja far offshore where the winds are more consistent and the seas less heaped. That's the theory, anyway. The winds were more westerly than I would have liked, and although Albers says not to expect to do better than WSW for the first few days, I decided I was being driven too far south, so after my second night at sea I tacked and began heading north only 150nm west of Cabo. I sailed north for a day, but the winds began to clock to the north so I tacked again to starboard and headed west for two more days.

Two-hundred miles west of Magdalena Bay, the winds clocked to the west. I tacked again and made good northerly progress for another 36 hours. The two-day forecast was for 20-25kts and I considered heading straight north to Turtle Bay, but the winds clocked around again and I tacked when my northerly progress turned to northeast. Moreover, Turtle Bay's forecast for the same period was winds in the bay at 17-20. I'd rather be at sea in 25kts than at anchor in 17, so I continued west, this time for five days in good NNW winds, making 100 miles daily and gaining some northing as the winds began moving north.

These were effortless days of sailing. I tucked in or shook out a reef here and there depending on wind speed, but *Birdsong* balances well close-hauled. I lashed down the helm and she sailed herself hard on the wind without autopilot or windvane. I had to make minor adjustments when the wind changed velocity, but mostly I spent long hours reading and watching the boat sail herself. The sea motion was kindly since I wasn't powering directly into the wind and swell, and I wondered how other cruisers we'd met were faring on the traditional Baja Bash. I was grateful for sea room and communing with albatross.

On my 12th morning at sea, the trusty Perkins 4-108 failed to start when I tried to turn it over for the morning battery charge. After some trouble-



shooting I found it hopelessly seized. I had limited solar capacity, so I reduced all power to ensure I had power for lights and radar at night. My biggest power hog was the fridge, so off that went, and with it a limited amount of provisions that needed to be kept cold. I had plenty of provisions that didn't need refrigeration, so I wasn't worried. In hindsight, maybe I should have spent more time troubleshooting the engine to bring it back to life. Instead, I channeled Larry and Lin Pardey: I had a sound sailboat that was sailing well to its destination. The wind forecast was favorable — in velocity if not direction — and I'd planned to actually sail the voyage anyway. I always knew it was going to be a beat, and nothing had changed except I had limited battery-charging ability. But I had plenty of food and water. Even if the winds died, I could spend many more days at sea than my expected timetable, and figured I could tackle the engine if it became necessary.

The biggest problem was I'd been getting weather forecasts and GRIB files on our SSB. But that took far too much power to use with my limited solar panels.

IN LATITUDES



Above: Cybele and Michael sail the 2014 Ha-Ha. Left: Michael has been sailing his Golden Wave 42 since purchasing her in the Bay in 2003. Above center: black-footed Albatross. Above right: 'Birdsong' (then named 'Quest') at anchor.

Fortunately, a friend had loaned me his Garmin inReach with an active subscription, so I was able to text Cybele and advise her of my situation and location. She in turn checked the weather forecasts and texted me daily sea state and wind forecasts for my course.

I continued to tack to port when the wind felt favorable, but time and again I had to return to a starboard tack and put distance between me and the coast. I later corresponded with Gary Albers who confirmed what I'd suspected: I'd tacked too soon and too often. Gary later sent me a composite illustration of the many clipper route tracks he's sailed, and even though he held his initial starboard tack for many days out of Cabo, I didn't save any distance by tacking too soon and too often. Next time I'll be more patient.

Finally, on the morning of the 15th day, the wind did begin to clock around to the WNW, and I tacked again to port and

was able to make 020 through the day and night. After my 16th night at sea, the wind filled in well from the west and I was able to stay close on the wind and make some westing on my rhumbline for San Diego. I wanted to stay well west until I closed the coast, in case the wind clocked around to the NNW, as was predicted. But it continued to build from the west and even WSW, and I made the last 50 miles on a broad reach in 15kts of wind, averaging better than 6 kts.

With the boat sailing fast to the barn, I pondered maneuvering to the police dock. Point Loma often sends the prevailing winds straight down the channel, and tacking through that traffic, then sailing the narrow entrance at Shelter Island and up to the dock in fading daylight was my second choice. Instead, I eyed our dinghy motor on its mounting plate on the stern pulpit and our swim ladder on the stern. The diameter of the ladder and pulpit was the same, so I moved the mounting plate to the swim ladder about a foot above the waterline.

When I was abeam of Point Loma, I sailed east of the channel, hove to, and

jury-rigged the dinghy motor to *Birdsong's* swim ladder. It fired up on the first pull, and to my surprise, I was soon motoring up the channel at better than 4 kts.

About that time my cell phone rang. It was Cybele, who had been monitoring my progress on the inReach from our home in Oregon. When I told her I was 30 minutes from the police dock with the dinghy outboard pushing me in, she said, "Great. I'll catch your dock lines." She'd booked a flight to San Diego when I was a couple days out, and I've never been so happy to see anyone on a dock in my life.

— Michael 6/10/19

Michael decided Cybele was a keeper. They were married in October.

Tabu Soro — Hans Christian 38T John Dinwiddie and Diane Brown PPJ and Beyond San Francisco

Deciding when to "jump" is stressful. We felt we were already late, as we had to wait in La Cruz for some items being shipped, and a couple of weather windows had already passed while we waited for the packages. By late April, the La Cruz net weather guru was saying it might be too late already, and we still had not jumped through the hoops for the exit *zarpe*.

By May 4, everything had arrived, we had paperwork in order, and they tossed us our lines from the port captain's dock.

The first two weeks at sea were gorgeous, and fishing and animal watching were exciting. About the third week the lack of sleep and wet, gnarly conditions had us wondering when it would end. The

The 'Q' (quarantine) flag goes up on 'Tabu Soro' upon arrival in the South Seas.



ALL PHOTOS BIRDSONG

TABU SORO

CHANGES

equator celebration picked up our spirits, and soon after, we finally found the fabled trade winds, so the homestretch into the



TABU SORO

John and Diane — like all good cruisers, they're adults but hope never to grow up.

The Marquesas island scenery is like something right out of *Jurassic Park*. We spent almost four weeks visiting the major islands only, and could have spent another month. Each island was practicing for the Tahiti Heiva Festival (which took place through much of July), so we heard many of the drum and dance arrangements nightly, either from our anchorage or when invited to their community-center practice areas.

Having only the standard 90-day French Polynesia visa forced us to push across to the Tuamotus Group. Everywhere you look here are postcard-perfect beaches and palm trees — once you get inside the atoll pass, that is. We decided to work our way from south to north. Our first entry at Makemo was scary and humbling. Clinging to the forestay as multitudes of rip currents and vortices shot us back and forth in the small, reef-rimmed channel, I heard John groan as a quartering wave dumped water down the companionway as we shot through the pass at 8 knots. Initially we thought all

When 'Tabu Soro' arrived in primeval-looking Fatu Hiva, John asked, "Where's King Kong?"



TABU SORO

we had lost was a chart and the Charlie's Guide, but soon realized the inverter was also a goner.

A seasoned Swiss boat came in right behind us and said that was the worst they'd seen at slack tide due to waves coming over the east reef. Our new Swiss friends Franz and his daughter Sandra have been on *Kyory* for four years now and they shared the "Tuamotus Tide Estimator," a spreadsheet downloaded from *Soggy Paws* that runs the offset for slack tide from Rangiroa to each atoll — without the need for Wi-Fi! Much easier to just enter your pass and date and know the right slack time and amount of current you will face in "normal" weather conditions.

John has enjoyed critiquing the many boats cruising out here. We thought it would be mainly Americans but it is a very European crowd with vessels and equipment we don't see normally. Many more catamarans and some amazing cruising trimarans, too. Also a lot of aluminum boats, most hard-chined monohulls.

Coming from the Bay Area, we found ourselves anchoring in much deeper water than on our normal trips. Very often in 50 feet or more, also needing to use fenders to hold the chain up off the coral heads and rocks.

Finding fresh produce is like a treasure hunt out here. I will never take a Safeway for granted again! The supply ships come in at all times of day or night and when they do, the town springs to life. Sometimes they sell vegetables straight off the ship; otherwise you wait in a queue at the store as they put out the new haul. We bought oranges from California and apples from Australia, but anything locally grown has intense flavor compared to the cold-storage items.

After leaving the swell and chaos of Traitor Bay, Hiva Oa, we headed over to the neighboring island of Tahuata, Baie Vaitahu, where John set out on a special mission. John's mom and dad had come here twice in the past couple of decades on the supply ship *Arenui*, and both times picked up some amazing artifacts from the bone carver Teiki Barsinas. One was a little turtle pendant that has served as inspiration for John for the last 20 years for this very cruise we were now on. And it had broken



during the trip.

And after all these years, we found Teiki!! He is a large guy with a personality to match. He works in a tiny, dark shop way up in the hills. His wife speaks English well and said Teiki was truly touched to see John's turtle return to the island after all this time. He took us on a tour of the church grounds and showed us his wood fascia and door carving in several places where the ancient symbols were quietly incorporated into the church design. He also shared his photo albums, and ancestral artifacts that give him inspiration. We were amazed to learn he has done pieces for museums around the world. Teiki put a new head on the turtle and polished it up for John. We couldn't thank him enough.

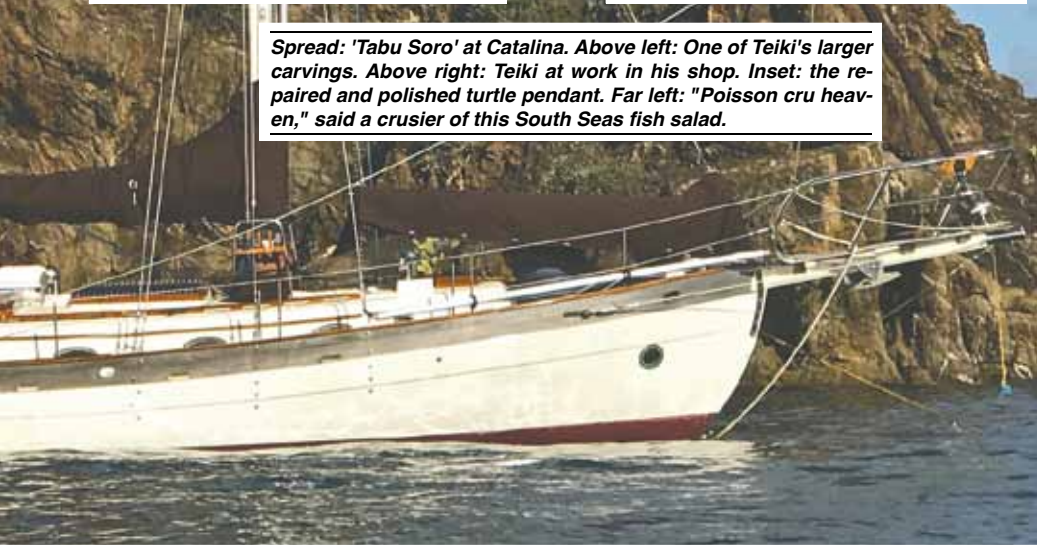
After Tahiti, we have a lot of decisions to make. Up to now it has all been about enjoying each moment in French Polynesia, then possibly New Zealand next year for the America's Cup. Whether to go north or south, or dig in at a cyclone hole somewhere for the winter, we are thankful to just be out here.

Some days we miss the security of our

IN LATITUDES



Spread: 'Tabu Soro' at Catalina. Above left: One of Teiki's larger carvings. Above right: Teiki at work in his shop. Inset: the repaired and polished turtle pendant. Far left: "Poisson cru heaven," said a crusier of this South Seas fish salad.



ALL PHOTOS TABU SORO

RYC friends and club, especially Friday afternoons, but we have grown exponentially out here. Each day is different and your body and mind are stretched in good and humbling ways. It's a bit like being a child again, learning how people and things work and adapting constantly. We hope to never completely grow up.

— Diane 6/3/19

Tish — Bayfield 25

Josh Longbottom and Christina Jeschke

The Waiting Game
Midwest/Germany

Confucius said, "When there is no direction forward, the superior man turns inward and cultivates his inner being."

It's the first of August, and Christina and I are back aboard *Tish* after a month in the US and a month in Europe. The Bahamas are great, really great, but it's hurricane season now, the islands are nearly deserted, and the storms are starting their summer march from Africa to us. And — not as we planned — now that we are back to the boat, it's too late to go anywhere.

The safest place would be the Dominican Republic, or Guatemala. Guatemala is a long-ass ways away. And Luperon, in the D.R., is a safe place, but packed with a thousand boaters, many drunk, waiting for the storms to pass. We could be one of those drunks, but that's not our gig, at least not right now. And there is no way the beaches are as good in Luperon as they are in the Bahamas.

We're stuck, yeah, but let's say, it's probably the best thing that could have happened to us. The northeast Bahamas, Green Turtle Cay, in a town called New Plymouth — where we are now — is a place that is not all that likely to be hit. But you never know(?) It has happened before.

And when they do come here, they come in doubles. Dennis then Floyd. Jeanne then Francis. Sandy started near here, but they aren't bad where they start.

The storms out here are driven by the heat of the water, which is getting warmer every year.

I talked to a fisherman about heading from here to the Dominican and he said, "That water out there is already hot. Best to take to the water once it cools down again." That's November.

So we met Donnie. Donnie is a recovering alcoholic in his late 50s, who's been sober eight years now. His family goes back 13-ish generations to the original British loyalists who colonized the northern Bahamas when the American Revolution started. He has a specialized marina, with mooring balls (with permanent anchors), in a small protected bay on our favorite island. He said, "You can stay here for \$200 a month, free showers and water. But we are going to need to bond, in case we're holding hands, sitting in a circle, when the big one comes."

At this very moment, we have one tropical depression making its way up the Bahamian chain that will stall and dissipate over us. Nothing but rain and gusts. And another, out in the Atlantic, midway between the lesser Antilles and the west coast of Africa; 70% chance it will turn into a proper tropical storm or hurricane, and head who-knows-where? The feeling is like being a bowling pin just before the pros set up.

This season's adventure will be watching the weather come to us. We're not sailing the boat; we're sailing an island, through the biggest storms of the year. It's gonna be one of the coolest things I do in my life. Watching weather, it's why I sail. At the mercy of the majesty and glory of the stormy sea.

The other side of the coin is the time spent waiting. What do we do with that?

Christina and Josh are taking more spiritual voyages than sailing ones these days.



TISH

CHANGES

What would you do — sit around and worry?

When there is little to do, as Confu-

you is a creek that has risen too much to cross. What do you do? Sit down under a tree, and penetrate the heavens with your breath.

Dream Journal. Stretches. Breath work. Meditation. Chanting. Singing. Staying informed. Learning German. Studying climate change. Making music. Listening to ragas for evening entertainment (Netflix totally messes

up dream recollection). That's the list of spiritual activities I've listed out, for the waiting time I have ahead of me.

I've been in this situation before, kinda. It was in Louisiana. At the end of the

river. On an uninhabited island the size of a football field. A sand spoil. For 60 days. No hurricanes, but it was winter — hypothermic waters and heating the boat with rocks on a cast-iron stove. God, I hope never to do that again. But also, it was the most spiritually productive time of my life. And people think waiting is bad . . .

— Josh 8/2/19

Cruise Notes

• "Alene and I are having a fantastic time in the Sea this summer," writes Bruce Balan from the couple's Cross 31 **Migration**. You may remember the Balans from a *Changes* piece last year mentioning the 12-year, 60,000-mile Pacific Rim circumnavigation that they completed in December 2017. They returned to the Bay Area, but only for a little while. After a refit and a few months of catching up with friends, they took off south once again. The plan was to head back to the South Seas this past spring, but like so many cruisers with similar plans, they decided to stay in Mexico for another year. And they couldn't be happier with that decision.



'Tish' at anchor. Not often seen in far-flung cruising grounds, the jaunty little Bayfield 25s are '70s-built Canadian pocket cruisers featuring shoal draft (3 feet) full keels and 6 feet of interior headroom.

cious says, it's time to cultivate your inner being. This quote is from the *I Ching*, and comes with an archetypal image from nature. You've descended a mountainside too steep to climb back up, and in front of

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Bruce and Alene are happily rediscovering the many charms of Mexico.

"In my 20s, on my first trip to Mexico in 1984, I met a couple who had just completed a circumnavigation. They said that one of their favorite places was the Sea. That always stuck with me, and now, returning after 60,000 miles in the Pacific, I truly understand what they were talking about," says Bruce. Look for a feature from the Balans on the enduring magic of Mexico next month.

• After Robert and Dianne Bergstrom of the Washington-based Cabo Rico 42 **Valkyrie** signed up for last year's Ha-Ha, they were perusing the roster when they came upon the name Mike French, of the Ericson 30+ **Peregrine Heart**. In 1980, while serving in the US Air Force as a pararescueman, Robert was assigned to the 304th Aerospace Rescue and Recovery Squadron where his boss was... Mike French. Could it be the same guy he hadn't seen in almost 40 years? At the

packet pickup at West Marine in San Diego, he found out it was — "The look on his face was priceless," says Robert.

During the Ha-Ha, the two boats spent a lot of time together as Mike and Robert caught up and reminisced. "I learned lessons from Mike in the early days that kept me alive in my rescue career and taught me valuable skills that I keep to this day, and which enhanced my professional career as a (now retired) fireboat skipper for 30 years," says Robert. "I also have many years of experience sailing the Pacific Northwest. Mike is relatively new to sailing. It was a joy and an honor to be able to give back knowledge and experience to someone who helped me so much."

• For his part, after the 2018 Ha-Ha, Mike headed **Peregrine Heart** from Cabo to La Paz in company with **Valkyrie**, although the two boats diverged from there.

Mike used that popular stop as a base for the next four months as he made a number of week-or-longer trips exploring the



Left, Mike (second from left, standing) and Robert (kneeling, left) first met in the Air Force in Oregon. Right, 30-some years later, they reunited in the Baja Ha-Ha: (l to r) Robert, Dianne, Mike.

many islands and anchorages nearby.

In March, he and two crew made the Baja Bash back to his homeport of Oceanside. He's since made several trips up and down the coast and to Catalina and the Channel Islands so far this summer.

• Michael and Lisa Britt have put some 2,000 nm and six countries under the twin hulls of their Catana 47 **Foot-**



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CHANGES

loose since the 2016 Baja Ha-Ha. And as Lisa writes,

there have been "many great adventures, many laughs, a few lessons, and above all breathtaking vistas."

Like most cruisers, the Britts planned most of their hops south during the daylight hours, but off Costa Rica this spring, "seriously overdone by the sun and humidity," they decided to do an overnighter from Ballena to Bahia Drake, situated in the lush Osa Peninsula. It was a calm and cool passage, with *Footloose* arriving at dawn to a quiet anchorage. There they reunited with buddy boats **Paradisea** and **Sonamara**, and lingered a couple of weeks, enjoying walks around the small town, and taking tours to Corcovado Park and Isla del Caño — the latter having the ominous distinction of having more light-



'Footloose's spinny art was among our favorites from Ha-Ha's past. Inset, Mike and Lisa.'

fall for more adventures. In the near future, that includes transiting the Canal, making stops at the San Blas Islands, Bocas del Toro, and possibly Cartagena on the way to the East Coast.

ning strikes occur annually than anywhere else in the world. All in all, Bahia Drake turned out to be their favorite stop in Costa Rica. *Footloose* is currently at Vista Mar Marina in Panama. Mike and Lisa are home in New Mexico for the summer. They'll be heading back to the boat this

• Myron and Marina Eisenzimmer are heading their Swan 44 **Mykonos** out the Golden Gate later this month, bound for San Diego and their 10th Baja Ha-Ha. Their first was in 2002, four years after they bought the boat new (and even flew to Finland to watch her being built). They've taken part pretty much every other year since then. "We had just retired in early 1998 and were looking for sailing adventure," says Marina, "and it was like the Baja Ha-Ha was calling us." She says they keep returning for the great anchorages and cruising friends they meet along the way. As with past rallies, they'll head a bit farther south in Mexico after the rally before bashing back to San Diego.

You would think everything would just fall into place after nine Baja Ha-Ha's, but that's not so, says Marina.



Myron and Marina are heading south for their 10th Ha-Ha.

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Better late than never — Damien, Beth (and boat MVP 'Brizo') are finally headed south.

"For each Baja Ha-Ha, we check engine performance, plumbing, electrical systems, sails, electronics and anything else that moves and keeps the rig up." They use the trip to San Diego as a shakedown cruise, and plan their arrival for September, which gives them plenty of time to make any final repairs or adjustments before the start of the rally (November 4 this year).

• Damien and Beth Campbell had been dreaming and working toward cruising for years, and last year they signed their Emeryville-based Catana 431 **Brizo** up for the Ha-Ha to kick off that new life. "But it's a boat," says Elizabeth, "and boat plans have a way of blowing up and then laughing in your face." Long story short, the project list got longer, the house wasn't getting the offers they expected, and they finally threw in the towel for a 2018 departure. (They weren't alone; typically, 15-18% of the sign-ups

— or about 20 boats — don't make the Ha-Ha start for various reasons.) But they turned their feelings of defeat into action: checking those projects off one by one, becoming full-time liveaboards in January, and finally throwing off the docklines on May 8 and taking a left out the Gate. They have been leisurely cruising down the California coast since. "A fun new way to explore California for us," says Beth. They will continue to "happily drift south" until November and then, finally, cross into Mexico.

• Three amigos Marshall Peabody, Rick Bailey and Randy Jensen sailed the Washington-based **Tenacity** on last year's Ha-Ha — to their complete surprise earning a coveted green shirt for finishing first in their division. "Big surprise for a short, heavy, full-keel Roughwater 33," says owner Marshall.

Rick flew home from Cabo and the now Dos Amigos continued on to La Paz

where, he says, "We experienced the rumored Velcro effect — great cruising community, new friends, and the music scene made it hard to move on." Three months later, the guys finally made their escape to head over to Banderas Bay (via Mazatlan), and spend a month enjoying all the PV area has to offer, including the Banderas Bay Regatta and a land trip to Chiapas. Returning to the Sea of Cortez, the two friends



'Tenacity's three amigos (l to r) — Marshall, Rick and Randy.

spent a few weeks poking farther up into the Sea, experiencing the awe and wonder all first-timers do. "Isla San Francisco was beautiful, if a bit crowded. Punta Salinas and Mangle Solo were great, deserted anchorages. Puerto Los Gatos was gorgeous, and San Evaristo was an unexpected delight!" is how Marshall sums it up. The boat is currently on the hard in La Paz. Marshall will return in the fall to con-

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CHANGES IN LATITUDES

tinue the adventure.

• After the 2016 Baja Ha-Ha, Clayton and Jill Corbin continued south on their Coronado-based Catalina 42 **Me Too**, as far as Barra Navidad before crossing to the Marquesas at the end of March 2017. They continued westward, celebrating the end of 2017 with their arrival in the Bay of Islands, New Zealand. **Me Too** completed her crossing of the Pacific in Brisbane on December 7, 2018, and spent the holidays anchored in Sydney Harbor.

In January, the couple decided to do some landbound adventuring for a while. They sold the boat and are currently hiking the Pacific Crest Trail. Later this year, or early next, they're looking to buy another boat on the East Coast and do some cruising in the Atlantic by fall 2020.

• It was yachties to the rescue after the 50-ft Danish ketch **Gwendoline M** hit a submerged object and started sinking



Clayton and Jill are currently hiking the Pacific Crest Trail. They'll return to waterborne cruising sometime later this year or next.

extent or location of the damage to the steel-hulled boat was unclear, although a translation of their Facebook post notes that they "lost the helm," which may indicate rudder damage. At any rate, the couple, who were apparently in the last stages of a four-year cruise, reported that water was coming in faster than they could pump it out. They put out the Mayday about 6:15 and said they were going to launch their liferaft and abandon ship.

The Greek yacht **Filizi** and the New Zealand yacht **Inspire** (no sizes, types or crew details known at this writing) were both about 10 miles away, and both responded to the Mayday and rushed to the scene. **Filizi** apparently arrived first,

in the South Pacific on August 6. The two people on board, owners Kim and Lene Egtved, put out a 'Mayday' after hitting the unidentified object 50 miles west of Niue Island about 5 p.m. local time. The

picking Lene and Kim out of their liferaft about 8:45 p.m. **Inspire**, acting as the radio link, advised Rescue Coordi-



Yachts from Greece and New Zealand coordinated to rescue two people from the sinking 'Gwendoline M', which was holed off Niue.

nation Centre New Zealand (RCCNZ) that at that time, **Gwendoline M** was still afloat but settling low in the water.

Once the Egtveds were safely aboard **Filizi**, the two yachts proceeded to Tonga (about 375 miles southwest of Niue) in company with each other.

• Dates for the 2020 **Zihuatanejo Sail fest** have been announced: February 3-9. See www.porlosninos.com for more.

• There is still time to sign up for the 2019 **Baja Ha-Ha Cruisers Rally XXVI**. Find out how at www.baja-haha.com.

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new wiring/lights, permanent tags, spare
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10-FT AVON DINGHY, 1997. Richmond.
\$300/obo. Avon Rover 10.5-ft dinghy
takes up to 10hp OB. Has wheels, 2
seats and oars. Good condition. Ready
for Mexico. Contact (510) 734-0492 or
vverling@hotmail.com.



8-FT PORTLAND PUDGY DINGHY.
2016. Sausalito. \$2,000. Clean Portland
Pudgy dinghy. Oars, factory cover, an-
chor, rows and tows great (motor not
included). Contact (708) 218-4208 or
eddie@jumpstars.com.

24 FEET & UNDER



23-FT WESTERLY TWIN KEEL, 1972.
Alameda. \$5,000/obo. Solidly built to
Lloyd's of London specs. Owned since
'76, 5'10" below, sleeps 5, full galley,
enclosed head. New running rigging,
9hp Mercury starter/alt (just serviced)
new battery. Contact (510) 604-6518 or
squeaks47@earthlink.net.

22-FT MERIT, 1984. Merced. \$3,495/obo.
REDUCED. Has 8hp Honda 4-stroke, runs
great. 2 spinnakers, mains, genoas, new
centerboard bolts, new bottom paint, new
tires and many extras. (209) 576-5591 or
(209) 602-0916 or lrodheim@yahoo.com.

23-FT BEAR BOAT, #54, 1952. Rich-
mond. \$2,300/obo. Replaced rigging,
keel bolts, fiberglass decks, new cockpit
floor. Good condition overall. Nice bright
cockpit! Leave message. (916) 783-3150
or stefroche916@gmail.com.

18-FT HERRESHOFF AMERICA. Cat-
boat, 1972. Middletown, CA. \$6,750.
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new folding aluminum mast by Marshall,
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surge brakes w/LED lights, 5 new tires,
lazy jacks. 2 anchors in deck chocks,
fenders, life jackets, cushions for below-
and above-deck, counter top, opening
forward ventilation port and jiffy reefing.
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23-FT J/70, 2016. Alameda. \$44,500.
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Micronet speed & depth, Quantum sails
(race and practice), Honda 2.3 4-stroke
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(you need these for trailering). Velocitek,
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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.



20-FT SANTANA, 1977. Folsom Lake Marina. \$2,950. Previously owned and re-rigged by the Doyle Sails rep. Low friction with 2 winches eliminated. Has trailer and will include the use of the slip for the rest of the season. (916) 709-9039.

25 TO 28 FEET



27-FT NOR'SEA. Optional 3-axle trailer, Sausalito. \$42,500. Legendary pocket cruiser. Proven circumnavigator, can be trailered anywhere (highway legal). Extraordinarily engineered, outfitted, maintained. Ha-Ha vet. Ultraleather interior, Yanmar, Furuno radar, refrigeration, TV, long-range masthead Wi-Fi, autopilot, awesome! Optional trailer, \$5,000. 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.

25-FT PACIFIC SEACRAFT, 1978. Morro Bay. \$15,000. Super-seaworthy, stout, well maintained, sought-after pocket cruiser. Full keel double-ender with outboard-hung rudder. One-cylinder inboard Yanmar diesel, genoa tanbark main and jib. Contact 1stpo1nt.ps@gmsil.com or (805) 459-4659.



26-FT SCHUMACHER 1/4 TON, 1979. Alameda Marina. \$7,000. Selling 1979 classic 1/4 ton boat, *Summertime Dream*. This 26-ft custom sloop was designed by Carl Schumacher and built by Choate. Exceptional race record including 2 North American 1/4 Ton Championships. Fully restored in 2011 and still wins races! Also works well as a fun San Francisco Bay daysailer. New Micron 66 bottom paint Feb 2018. Set up for shorthanded sailing. (510) 846-2670 or seowens4@gmail.com.

26-FT CUSTOM FLUSH DECK SLOOP. 1978. Richmond. \$10,500/obo. Great cruiser or racer. 2000 lb. Easy to sail in all weather. Jake van Heeckeren design. Built by Hank Jotz. Bruynzeel plywood and epoxy. Always drysailed, garaged. Nearly new condition. Comfy varnished interior, gimbale stove top, double bunk under cockpit. Outfitted with 2hp Honda, SS rod rigging, Barient winches, solar panel, VHF, depth, compass, 10-ft Avon dinghy. Trailer. Phone, text or email Hank for photos. Contact (530) 623-7830 or hankjotz@gmail.com.



26-FT EXTREME CROTCH ISLAND. Pinkie, 1999. Noyo Harbor, Fort Bragg. \$21,000/obo. *Roy Fox* is a very well built traditional wooden boat. A seaworthy coastal and Delta cruiser. 26' LOA, 8' Beam, Draft 2'5" board down. Douglas fir planking, white oak frames. Copper rivets, silicon bronze. Decking is teak on plywood. 18hp Yanmar diesel. Spars and sails for junk rig, gaff sloop and sprit cat ketch. EZ Loader trailer. (707) 321-2959 or (707) 882-3248 or billyrio@yahoo.com.

26-FT J/80, 2001. Coyote Point, CA. \$22,500. J/80 #384 for sale. Sails (2 mains, 2 jibs, 3 kites) good for practice. 2015 Nissan 3.5hp engine. Bottom done in Dec. '18. See http://tinyurl.com/yyly7emn. Contact (650) 200-3510 or rnocalifornia@gmail.com.



29 TO 31 FEET



30-FT CAL 2-30, 1970. Pelican Yacht Harbor, Sausalito. \$15,000. Extensive restoration efforts completed by current owner. Includes multiple hank-on headsails, a self-tacking jib and spinnaker. New bottom, topside and interior paint. Very dry cabin, perfect Bay sloop for a traditional sailor, school or club. Only for sale due to inheriting another vessel. Potentially transferable slip. See http://bit.ly/2Hfmrh1. Email JL4E84@hotmail.com.

30-FT SANTANA 30/30 GP, 1984. Stockton. \$10,500. Sharp price reduction due to family emergency. WD Schock design. PHRF is 120. New spinnaker, new mainsail, new head and holding tank. Newly replaced mast and boom. Boat has updated design rudder and keel. Yanmar diesel inboard. Jib roller reefing by Harken, Martec folding prop and new prop shaft lock system. 3 spinnakers, 3 genoas, Navtec hydraulic backstay, and more. Contact (209) 772-9695 or bonnielopezunr@gmail.com.



31-FT PACIFIC SEACRAFT MARIAH. 1977. Friday Harbor, San Juan Island. \$49,900. Beautiful bluewater ocean cruiser. Easy liveaboard yet ready to explore the San Juans, then the world! Custom-built, Henry Mohrschladt design, 36' LOA, 6'5" of cabin headroom, sleeps 6. Full keel, deep draft, double-ender, safe, comfortable, proven ocean-worthy, Westerbeke 4 108, new Lucas starter and solenoid, many spare parts, Trimble GPS, Furuno radar, Quad Cycle, North Sails main, New yankee furling jib, storm trysail, North Sails drifter w/sock, staysail, genoa, over-sized standing rigging and Norseman fittings, Barlow winches, Harken traveler, 4 anchors, Tigerhorse windlass, 90gal fuel, 150gal water, wind generator, solar, self-steering, Sigmar and Red Dot heaters, new head. Great condition, dinghy, much more! (619) 971-5065 or jessicalundie@msn.com.



30-FT WYLIECAT, 1996. Stockton Sailing Club, CA. \$85,000/obo. Rare opportunity to own one of the best equipped and innovative singlehand racing sailboats ever. *Silkye* has always been known as a fast boat with a strong winning history. Recently, state of the art modern upgrades were completed to make her even more formidable and capable. Highlights: Electric inboard motor with fully retractable saildrive. Fully integrated B&G instrumentation, navigation, displays and autopilot systems. Two all-lithium ion battery banks: 48v, 100Ah drive bank and a 200Ah, 24V house bank. North Sails custom-made square-top 3DL mainsail. PHRF 123. See webpage for videos, photos, and specifications: http://wyliecat30-silkye.com or (916) 541-5445.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$10,500. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haulout. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.



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 Marina 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.

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31-FT SEA EAGLE, 1979. Long Beach, CA. \$55,000/obo. Less than 10 built, very rare. Perfect couple's cruiser, Long Beach sister ship circumnavigated singlehanded. 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. (323) 656-5176 or hhhholmes323@gmail.com.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



30-FT NONSUCH, 1982. Alameda. \$15,900. Buy this well-equipped, quality vessel. Pine-apple, 10 hrs. radio, wind, depth, water, stove, gas. What a maintenance, nothing major, but age and medical issues prevent me from finishing maintenance. Pay pros \$10,000 or DIY for under \$4,000.



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, 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 vrhantz@me.com.



30-FT NONSUCH ULTRA, 1988. Balena Bay, Alameda CA. \$49,850. New upholstery. New stainless steel exhaust, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout/painted. (510) 206-0286 or (510) 531-3674 or rosari.balogh@gmail.com.



30-FT CAPE DORY, 1980. Benicia Marina. \$15,000. Cutter rig, tiller steering, Beta 20 inboard diesel. No spinnaker, but otherwise complete and functional, just worn. Dodger canvas needs replacement. Email szervas@earthlink.net.



30-FT SCAMPI 30, 1972. Emery Cove Yacht Harbor. \$15,000. The Scampi 30 a Swedish design that won the Half-Tonner Worlds twice in the seventies. Easy to singlehand, ST winches, all lines led to cockpit. New standing rigging, Harken furler and deck paint. Yanmar diesel, 10 North sails - spinnakers, Martec prop, autopilot, dodger full instruments and many extras. (925) 376-1081 or (925) 212-6080, zedaker5@hotmail.com.



29-FT KINGS CRUISER, 1973. Hidden Harbor Marina, Walnut Grove. \$9,500. Swedish-built boat by Turun Veneveistamo Oy and Ab Abo Batvarf. Glass on glass, Volvo Penta inboard. Solar, GPS, depthsounder, Autohelm, TV, DVD, VHF, BBQ, 1000-watt inverter. Much more. Willing to trade for BMW motorcycle. Text or email. Contact (916) 934-3247 or cwgrove101@gmail.com.

32 TO 35 FEET



33-FT HOBIE, 1984. San Diego. \$18,500/obo. Clean 1984 fixed-keel Hobie 33 with dual-axle road trailer and 4-stroke 8hp Honda OB. Quantum main and genoa, Ullman asymmetrical spin. Great around the buoys and unbeatable offshore surfing. Contact kylewanderspek@gmail.com or (619) 379-4550.



32-FT ALDEN, 1968. Alameda, CA. \$28,500. Alden Pilothouse 32. Built by Cheoy Lee. Designed by John Alden. For more information please visit website: <http://Aldenpilothouse32.com>.

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 maintained and in good working condition, Autohelm, propane 3-burner stove with oven, icebox and electric head. Bottom in good condition (no blisters) painted 2014 and 2017 and cleaned regularly. Sleeps 6-7. Headroom for 6'2"+. See photos on website: <http://tinyurl.com/y3bmw7ug>. Contact chris.mcguinness@gmail.com or (818) 216-9099.



34-FT CAL, 1975. Pt. Richmond. \$14,500. Great Bay and coastal performer. Strong diesel, rebuilt alternator. Fresh main and genoa, spinnaker. Selden rigid vang, oversized winches. New head and holding tank. New AC/DC refrigeration. Owned last 20 years by marine professional. Awlgrip topsides and mast within last 5 years. Contact (510) 599-1216 or kpmcmu1958@gmail.com.



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. Great coastal cruiser. (925) 577-0239 or ghall4135@gmail.com.



33-FT NOR'WEST 33, 1979. Pier 39, San Francisco. \$22,000. Catbird is a full-keel ocean cruiser designed by Chuck Burns. Solid construction, reliable Yanmar, solar, roller furling, autopilot, GPS. See website for more info: <http://catbird09.com>. (415) 735-8167 or kris@konawalik.com.



32-FT DOWNEASTER, 1978. Sausalito. \$22,000/obo. Roomy bluewater cruiser. All lines led aft. Sleeps 6. Too many upgrades to list. See <http://michellereese70.wixsite.com/website>. (831) 435-6903 or autendavid@gmail.com.



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34-FT IOD. International One Design, 1947. SF Small Craft Harbor, Ft. Mason. \$6,000/obo. *Ariel* #85 competes in the SF Bay IOD Class and has earned competition rights in the IOD World Class. She is a fast boat and handles with nimbleness and fitness, is in good shape and comes equipped with solid running/standing rigging and core equipment. Built in 1947 in Norway, she is a rare woodie breed and treasure. See <http://ariel85iod.tumblr.com>. Contact (925) 200-3181 or vellingier@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.



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>. (415) 717-4726 or murdad@comcast.net.



33-FT YORKTOWN, 1977. Stockton. \$18,500. A cruising sailboat or liveaboard. Sloop rig, LOA 34'4", LWL 32'6", Beam 11'6", Draft 6'6", Displacement 11 tons, 6'3" headroom below for tall sailors. Email for more information and pictures: kimberlyadawson@gmail.com.



35-FT 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.



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 Atomic 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.



RANGER 33, 1974. San Diego. \$26,000. Sleek and race-ready 1974 Jensen Ranger 33 sailboat. Includes Beta Marine 20hp, 3 cyl. diesel engine, newer Harken winches (6) and Harken jib leads and tracks. Sails include new cruising Dacron main and furling genoa 7.4oz w/ UV cover. Racing sails include MXL racing main, 155 carbon genoa and AIX 700 0.5oz spinnaker. Also included is Achilles dinghy and Nissan 6hp motor. \$26,000 includes buyer's sales tax. (858) 774-4180 or tomfisc@cox.net.



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.



CATALINA 34, 1987. Brisbane, CA. \$30,000. 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.



ERICSON 34 MK II, 1989. Long Beach. \$41,000. 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. See <http://tinyurl.com/y6kf9vw8>. Contact (559) 630-5916 or (559) 930-8119.



35-FT ERICSON, 1974. Alameda Marina. \$10,000/obo. 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 andgunnyberg@aol.com.



32-FT WEATHERLY GILMER SLOOP. 1983. Vallejo Marina. \$42,500. Excellent condition. Well-equipped and ready to cruise. Not a project boat! See equipment list at website: <http://bit.ly/2tGxn1Q>, or call for details, (360) 316-1421.

35-FT IRWIN 34, 1986. Alameda. \$26,000. Bay cruiser fitted for sail/live-aboard. Rigged for shorthanded crew. Lines led aft. Furler, Yanmar, 110 jib, dodger, chartplotter, refrigeration, Vacu-Flush, stove. Spacious saloon, opening port lights. See <http://sailgrigris.com>. (510) 864-1373 or chris@sailgrigris.com.

36 TO 39 FEET

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.



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. Contact (405) 706-5520, (405) 834-7259 or kgaretson@gmail.com.

38-FT HINTERHOLLER NIAGARA-35. 1980. Grand Marina, Alameda, CA. \$42,000. S/V *Gambit*. Equipped for offshore. Volvo, Saildrive, nav computer, lazy jacks, solar panel, watermaker, composting head, refrigerator and more. For sale "as is". Contact (925) 202-9092 or schoonerbk@gmail.com.



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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.



FAST PASSAGE 39, 1979. Seattle. \$82,000. *Pax Vobiscum* is a Fast Passage 39 built in 1979 at Philbrook's 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.



38-FT HANS CHRISTIAN, 1977. Alameda. \$84,000. This 38T is as beautiful as it is seaworthy. Stable and confident in any SF Bay wind. Gorgeous teak inside and out; classic lines and warm, cozy feel. Reasonable offers. Email for photos: appmatrix2007@gmail.com.



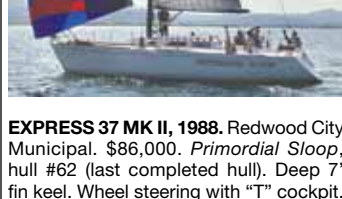
48-FT TAYANA DS, 2002. Puerto Vallarta, Mexico. \$319,000. The nicest Tayana 48 DS on the market. Priced below recent survey value. Highly maintained. Many upgrades and cruise-loaded. Turnkey ready. Easily sailed by a couple. Cruise Mexico now and start your adventures. Yanmar 75hp diesel, 1645hrs. Custom hard dodger and full cockpit enclosure w/ window coverings. 2 cabin, 2 head, gen set, air/heat, watermaker, full electronics, AIS, autopilot, boom furling, furling furlers, spinnaker, electric winches. Sails & rigging all inspected, dinghy, davits, OB. ShadeTree awning, lots of spares. Maintenance and meticulous records kept. The boat shows like new. Private dock in Puerto Vallarta, Mexico. Shown by appointment. Orientation of vessel and systems available. Email edebssinger@candeexcavating.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.



36-FT CAPE DORY, 1984. Alameda. \$56,000. Classic cutter, beautiful inside and out, Carl Alberg design. Sleeps 6. Garmin radar & chartplotter, NMEA 2000, windlass, new bottom paint, Lewmar winches, bronze hardware, autopilot, hard dodger, refrigeration, EPIRB, 91gal water (3 tanks), 53gal diesel, 24gal holding tank, 35# CQR, 300' chain, 22-S Danforth, inflatable dinghy, 4-person liferaft, deck wash pump, Halon fire ext, boat cover/awning, solar battery charger. Ample locker space plus canvas stowage bags — great for cruising. Email brillig3@gmail.com.



EXPRESS 37 MK II, 1988. Redwood City Municipal. \$86,000. *Primordial Sloop*, hull #62 (last completed hull). Deep 7' fin keel. Wheel steering with "T" cockpit. Autopilot. Black-anodized mast with Harken jib furler. Lewmar 52, 43, and 30 winches. Navtec hydraulic backstay. Quantum main and jib. UK spinnaker and North gennaker. Spinnaker and whisker poles. Spectra lifelines. Recent bottom paint. Signet instruments, CD player with cockpit speakers. Full galley with range, oven and fridge. Exceptional rift oak interior with aft cabin. Yanmar 27hp 3-cyl with just 880 hrs. Bay Area boat with original owner. (408) 839-1799 or Hot2yot@gmail.com.



CAL 36, 1966. Vashon Island, WA. \$19,900. 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. Email svtaaroa@gmail.com.



CAL 39, 1972. San Rafael. \$25,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinnakers. Has Barient winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166 or olimarii@hotmail.com.

40 TO 50 FEET

44-FT MASON, 1989. San Diego, CA. \$129,500. Blue hulled beauty. Built by Ta Shing. Yanmar 55hp turbo, low hrs, 160gal fuel, and 206gal water. Upgraded electronics, including dual Garmin 5208 chartplotters with integrated radar, sonar, GPS and AIS receiver. New refrigeration. Sails in good condition. Foresails on titanium ProFurl furler, electric main furler, HD rigging. All Lewmar winches: 2 2-speed self-tailing #52; 4 2-speed self-tailing #30; 2 1-speed self-tailing #40. Dual anchors, one all chain. 5 dorades on deck. Maxwell 3500 windlass. Hydrovane steering. Icom IC-M710 single sideband. Cassette. Hailer with fog warning, speaker and intercom systems. (760) 704-9096, (760) 815-3623 or avellinoalan257@gmail.com.



40-FT HANS CHRISTIAN CHRISTINA. 1986. Alameda. \$155,000. 66hp turbo diesel with 2700hrs, Max-Prop, extensive inventory for extended comfortable cruising including solar panels, Cape Horn vane, 2 inverter/chargers, life raft, integrated Raymarine nav network including E-80, AIS, radar, autopilot with remote, depth/wind, water maker, SSB/Ham, Glacier Bay reefer/air conditioner, full-batten North main, genoa, staysail, gennaker, ProFurl jib, standing, running, lifelines replaced 2013. All upholstery replaced, leather nav chair, marble counters, radar arch/davits, new diesel tank, beautiful museum-quality brightwork, entire exhaust system replaced/upgraded. Hookah dive/wetsuit, many spares. Continually upgraded and maintained. 20yr owner. Email litso2084@yahoo.com.

50-FT HUDSON FORCE 50, 1978. Berkeley. \$90,000. Ford Lehman 80hp. (510) 432-8801 or tcparfitt@yahoo.com.



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45-FT ...'s version, 2 ... Bristol ... plotter, fishing ... wind. LaFab ... aglass window ... Teak cockpit ... s, Har- 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.

TAKEN OFF MARKET



40-FT SABRE, 1999. Newport Beach. \$198,000. Cruise-ready. Pristine condition. Cutter rigged. Windvane. Watermaker. Rod rigging. Cruising sails with drifter and genneker. Yanmar diesel with low mileage. Electric main winch. VacuFlush head. And much more. Email 2aquadreamers@gmail.com.



42-FT TARTAN, 1981. Alameda, CA. \$55,000. 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.



42-FT CATALINA, 1990. Hidden Harbor Marina. \$89,500. Reduced! *La Bella Vita* is a 2017 Baja Ha-Ha vet. Lots of updates and improvements over the 7 years of ownership. New chartplotter, radar, wind instruments and belowdeck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213, (916) 685-7737 or drsbakken@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, lcom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.



43-FT BENETEAU IDYLLE 13.50, 1985. San Luis Obispo, CA. \$79,000. *Spirit* is a beautiful German Frers-designed sloop. Well built and well cared-for, she has a new Beta Marine engine 2018 (300 hr) and new standing rigging (2019). New sails, running rigging in 2017. Lifteraft and all safety gear for charter operation included. Custom davit system that really works. Constantly upgraded by knowledgeable professional captain and used for the past 7 years as a 6-pack charter business. If you are a licensed captain and want to work the boat on my operating permit you could earn 50 to 60K next summer. Check out Central Coast Sailing on TripAdvisor. See <http://slosailing.com>. (805) 540-4667 or captmark@slosailing.com.



42-FT 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.



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: johanbfeld@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.



42-FT BENETEAU 423, 2006. Redwood City. \$159,000. Great liveaboard boat located in Redwood City. Yanmar Diesel (4JH4E) 1050 hrs. 2 cabins w/large owner's stbm, two bathrooms w/ showers. 6kW Onan generator, water maker, satellite phone, microwave, propane stove/oven, fridge/freezer, hot/cold pressurized H2O, A/C, heater, autopilot, bow thruster, new TV & DVD player, Raymarine E-80 color radar/chartplotter, speed and depthfinder, fish finder, autopilot w/ remote etc. Cherry interior, new cushions, new batteries, new belts, new Duratouch cushions, \$20k+ put in since purchased. In August 2019: new thru-hull fittings, new bottom paint and new Max-Prop. Maintained immaculately. In excellent condition. Contact (714) 916-2740 or jono4sail@gmail.com.



46-FT CAL 3-46, 1978. Long Beach, CA. \$59,500. Been around the world and ready again! 85hp Perkins (rebuilt), 8kW Onan, oversized refrigerator/freezer, Simrad autopilot, full-batten main with lazy jacks and cradle, ProFurl, self-tailing winches, 26" Gori propeller, windlass with 300' 3/8" chain and Delta anchor, custom stainless railings. Dodger with folding bimini, Furuno radar, chartplotter, VHF, lcom HF, 2500/130 Heart inverter, liferaft, 20gph watermaker (needs repair), new electric bilge pumps, electric heads, Samsung TV with surround, custom teak salon and cockpit tables and cabinets, stereo, built-in icemaker, washer/dryer, new oversized tankage and battery bank, 10' AB RIB with 15hp and 4hp and much more. Motivated seller! (714) 342-2482 or jhaireman@aol.com.

51 FEET & OVER



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 off-shore 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.

CLASSIC BOATS

12-FT BEETLE CAT, 1978. Marin. \$6,500/obo. Beetle Cat 12'4"/6" beam. 1978. Centerboard. One owner. Trailer & new Honda 4-stroke. New cover. Gaff-rigged, 1921 design, cedar over white oak. Contact sandmanscull@gmail.com or (415) 987-4045.

35-FT CHEOY LEE LION, 1958. Bay Area. \$6,000/obo. Late husband's gorgeous-especially on the inside-project boat needs love. Best offer. Please see link: <http://sailboatlistings.com/view/31590> or boat_stuff49@yahoo.com.





18-FT GAFF SLOOP, 1936. SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.



12-FT BEETLE CAT, 1965. San Anselmo. \$7,900. Completely rebuilt by experienced boat builder with Beetle-supplied components. Keel, rigs, planking transom, canvas, c/b box moldings, stem bronze-fastened, includes trailer, sail, floor pads. Contact hawken@aol.com or (415) 302-1637.

MULTIHULLS



44-FT 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 haulout, proven world cruiser and liveaboard. See <http://rwc2.dsandford.com/gallery.html> or Multihuller@yahoo.com.



33-FT FARRIER F-33X AFT COCKPIT. 2014. Santa Cruz. \$170,000 PRICE REDUCED. Hull #7 by Multihulls Direct. Ballenger Spar. North 3DL main, jib, sc-reacher, kite, good condition. 9.9 Tohatsu. Fast and clean. See Youtube clip: <http://tinyurl.com/y88x99fg>. (831) 345-6927, (831) 479-1625 or jsgriff3@gmail.com.



38-FT CUSTOM DESIGN. Cross Tramaran, 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 foy.arts@gmail.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 bssevers@msn.com.

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ALAMEDA SAILING PARTNERSHIP. Family-friendly. Alameda, CA. \$8,000 / \$200 per month. Looking for 2-3 additional folks with sailing experience interested in putting funds together to get a nice family-friendly sailboat and to keep it sailing and well maintained. 27' - 34' range. Alameda berth (ie, Marina Village, etc). Safety and fun and kid-friendly as the goals. Love to get a sense of the interest for something like this. Email augustz@augustz.com.



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, (510) 735-6953 or edcurran5@gmail.com.



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POTTER 15 GEAR. Auburn, CA. Potter 15 mast with all necessary rigging; \$500. Boom; \$200. Tanbark sails; \$400. Potter 15 trailer with wheel jack. New bunks, springs and electrical; \$490. Retractable motor mount; \$65. Call Ralph. (530) 885-0559.



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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.

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CREW

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EXPERIENCED YACHT BROKER. Salesperson needed. Alameda, CA. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. See more at <http://rubiconyachts.com>. Contact owner/broker Mark Miner: mark@rubiconyachts.com.

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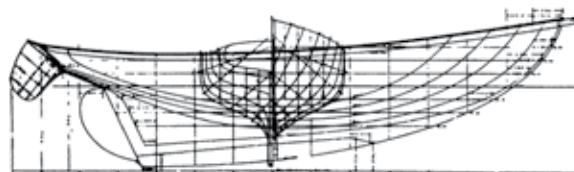
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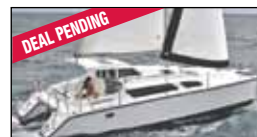
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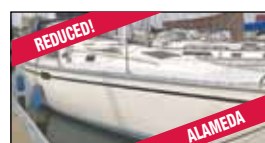
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