

Latitude 38

VOLUME 509 November 2019

WE GO WHERE THE WIND BLOWS



*Transpac Tahiti 2020
Season Champs Part 1
Berkeley — A Salty City
Why You Should Linger in Mexico
Randall Reeves Closes the Loops*

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They Are All Out There Somewhere

When we asked Falk Meissner for a photo for our *Latitude* ad, he sent a picture of a broom. Sailing his Olson 25, *Shark on Bluegrass*, he made a clean sweep of this summer's Single-handed Sailing Society's Long Pac, so the photo was only fitting. First to finish, first in class and first over-all on corrected time. Not bad for a 25-foot boat!

The Long Pac is a 400 nautical mile singlehanded competition. For some it is the (required) qualifier for the Society's next Single Handed Transpac. For others, a personal challenge.



PHOTO BY FALK MEISSNER

They are all out there somewhere

Testing both sailor and boat, the three days and nights offshore provided a full range of wind and sea conditions. Falk used a 7-year-old Pineapple mainsail and a months-old Carbon jib for most of the race.

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Cover:

A singlehander's work is never done. Randall Reeves attended to some deck work shortly before he sailed under the Golden Gate Bridge on October 19, completing the Figure 8 Voyage. See page 58 for the full story.

Photo: *Latitude/Tim*

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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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New Catalina Yachts (base price)

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42.5' Catalina 425 3-cabin, 2020	290,442
38' Catalina 385, 2020.....	238,000
35' Catalina 355, 2020.....	199,972
31' Catalina 315, 2020.....	141,025

Pre-Owned Catalina Yachts

47' Catalina 470, 2009.....	279,900
47' Catalina, 2000.....	260,000
42' Catalina, 425, 2018.....	410,000
42' Catalina, 2006.....	COMING SOON
42' Catalina 42, 1996.....	109,000
36' Catalina 36, 2000.....	82,900
35' Catalina 355, 2014.....	169,900
34' Catalina 34, 1988	38,900
32' Catalina 320, 1999.....	59,900
30' Catalina, 1985.....	SALE PENDING
28' Catalina, 1991.....	28,900

Pre-Owned Sailing Yachts

37' Pearson, 1989	46,500
20' Schock Harbor 20, 2012	25,900

Pre-Owned Power Yachts

37' Tiara 3700 Open, 1987.....	53,000
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Pre-Owned Ranger Tugs

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29' Ranger Tug 29, 2011	168,000
27' Ranger Tug 27, 2011	109,000
27' Ranger Tug 27, 2013.....	129,000



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CALENDAR

Non-Race

Nov. 1 — Cruising Seminar, Downwind Marine, San Diego, 6 p.m. With Tom Teevin on Maintaining Your Outboard Motor while Cruising in Mexico. \$3/person/seminar. Info, www.downwindmarine.com.

Nov. 2 — Flare Collection Event, Pillar Point Harbor, 8 a.m.-1 p.m.; Oyster Point Marina, 9 a.m.-2 p.m. For residents & berthers of San Mateo County only. Appointments/info: Wesley, (650) 655-6217 or wwon@smcgov.org.

Nov. 2 — Pacific Puddle Jump Seminar, West Marine, San Diego, 5 p.m. Info, www.baja-haha.com.

Nov. 2, Dec. 7 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Nov. 2-3 — Sea Glass & Ocean Art Festival, Cocoonut Grove, Santa Cruz Beach Boardwalk, 10 a.m.-5 p.m. Full bar, food, gift basket drawings, 40 artists. \$5 admission; kids free. Benefits ocean conservation. Info, www.santacruz.org.

Nov. 2-30 — 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.

Nov. 3, 2 a.m. — Fall back one hour to Standard Time.

Nov. 3 — Baja Ha-Ha Kick-Off Costume Party & BBQ, West Marine parking lot, San Diego, 1 p.m. Free for skippers & first mates; \$12 for all others. Info, www.baja-haha.com.

Nov. 3, 10, 17 — Afternoon Sailing Adventure on scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. NPS, www.nps.gov/safr.

Nov. 3-24 — 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.

Nov. 4 — First Mondays, live jazz with Randy Craig, 7:30 p.m. Members of reciprocal YCs welcome. No cover. BVBC, www.bvbc.org.

Nov. 4 — Baja Ha-Ha Kick-Off Parade, Harbor Island, San Diego, 10 a.m. Info, www.baja-haha.com.

Nov. 4-16 — Baja Ha-Ha XXVI cruising rally, San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

Nov. 5-26 — Live jazz with Don Prell every Tuesday night, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.

Nov. 6-27 — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a talk each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Nov. 8-18 — The tall ship *Lady Washington* visits Pillar Point Harbor. Info, www.historicalseaport.org.

Nov. 11 — Veterans Day.

Nov. 12 — Full moon on a Tuesday.

Nov. 13-14 — Regional Training Conference, International Association of Marine Investigators, Fiesta Hotel, Henderson, NV. Topics: Marine Casualty and Accident Investigations, Accident Reconstruction. Info, www.iamimarine.org.

Nov. 14 — Annual Potluck Dinner, Single Sailors Association, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Nov. 16 — Open House, Tradewinds Sailing, Richmond, 10 a.m.-3 p.m. Info, (510) 232-7999 or www.tradewindssailing.com.

Nov. 16 — Open House, Oakland YC, Alameda, 4-6 p.m. Info, (510) 522-6868 or www.oaklandyachtclub.com.

Nov. 16 — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, San Francisco, 8-10 p.m. Brass Farthing, a nine-member singing group. \$10-\$20. Info, (415) 447-5000.

Nov. 17 — YRA Trophy Party, Berkeley YC, 1-3:30 p.m. Info, (415) 771-9500 or www.yra.org.



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Nov. 17 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.

Nov. 21 — Knot Tying Workshop, Half Moon Bay YC, 6-9 p.m. Info, www.hmbyc.org.

Nov. 22 — Live R&B with Tommy D', fourth Friday nights, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.

Nov. 23-24 — Youth Adventure Camp Out, Maritime Museum of San Diego. For ages 10-17; must be accompanied by an adult. Includes a tall ship sail aboard *Californian* and camping on *Star of India*, with stories, knot craft, dinner, movie. \$100/person. Info, www.sdmartime.org.

Nov. 28 — Thanksgiving Day.

Nov. 30 — Santa's Riverboat Arrival, Petaluma River Turning Basin, 11:30 a.m. Info, (707) 769-0429.

Nov. 30, Dec. 28 — Boarded! Pirate Adventure, Maritime Museum of San Diego. Includes a new Little Pirate Costume Contest. \$25-\$40. Info, www.sdmartime.org.

Nov. 30 — Surfin' Santa, Capitola, noon. Gather on the beach to welcome Santa and the reindeer. Refreshments, face painting. Info, (831) 475-6522 or www.capitolachamber.com.

Dec. 5 — Educational Meeting, California Clean Boating Network, Martinez YC, 9:15 a.m.-1 p.m. Free, but RSVP required to Vivian, vmatuk@coastal.ca.gov.

Dec. 6 — Lighted Boat Parade in Benicia. Info, www.beniciayachtclub.org.

Dec. 7 — Lighted Yacht Parade, Oakland-Alameda Estuary. Benefiting Oakland Firefighters & Alameda County Food Bank. Info, www.lightedyachtparade.com.

Dec. 7 — Lighted Boat Parade, Santa Cruz Harbor, 5:30-7:30 p.m. Info, (831) 475-6161 or www.santacruzharbor.org.

Dec. 7 — Lynn Hahn Memorial Delta Reflections Lighted Boat Parade, Stockton YC. \$25 entry fee benefits charity. Roger, (209) 603-7147, www.stocktonlightedboatparade.com.

Dec. 8, 15 — Parade of Lights, San Diego, 5 p.m. Theme: Comic-Con on the Bay. Info, www.sdparadeoflights.org.

Dec. 13 — Decorated Boat Parade, San Francisco, 6 p.m. Anita Rock to Pier 39 to StFYC. Info, www.stfyc.com.

Dec. 14 — Lighted Boat Parade & Fireworks, Sausalito, 6 p.m. SeqYC, www.winterfestsausalito.com.

Dec. 14 — Lighted Boat Parade, Redwood City. SeqYC, www.sequoiayc.org.

Dec. 14 — Holiday Party, Single Sailors Association, Spinaker YC, San Leandro. Info, www.singlesailors.org.

Racing

Nov. 2 — Past Commodores' Regatta in Monterey. MPYC, www.mpyc.org.

Nov. 2 — S.F. Pelican races in Benicia. Fleet 1, www.sfpelicanfleet1.com.

Nov. 2 — Last Gasp Regatta. HMBYC, www.hmbyc.org.

Nov. 2 — Turkey Shoot. LWSC, www.lwsailing.org.

Nov. 2 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 2, Dec. 7 — Fall Races. SSC, www.stocktonsc.org.

Nov. 2-3 — Cal 20 Round Robin. CYC, www.cyc.org.

Nov. 2-3 — BAYS High School NorCal Regatta. EYC, www.encycinal.org.

Nov. 2-3 — California Dreamin' Match Race Stop #3. LBYC, www.lbyc.org.

Nov. 3 — Amazing Grace Cheney Cup for women skippers. RYC, www.richmondyc.org.

Nov. 3 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 3, 10, 17, 24 — J/22 Series. StFYC, www.stfyc.com.

Nov. 9 — Santana 22 Team/Match Racing. SCYC, www.scy.com.

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CALENDAR

club.scyc.org.

Nov. 9 — Harvest Youth Regatta. HMBYC, www.hmbyc.org.

Nov. 9, 23, Dec. 7 — Hot Rum Regatta Series. SDYC, www.sdyc.org.

Nov. 10 — Kelp Cup. MPYC, www.mpyc.org.

Nov. 10, 24, Dec. 8 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

Nov. 10 — Laser/Byte Short Course Regatta. RYC, www.richmondyc.org.

Nov. 16-17 — BAYS Junior Regatta in Santa Cruz. SCYC, www.club.scyc.org.

Nov. 16-17 — Sprague Star Regatta. SDYC, www.sdyc.org.

Nov. 17 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 23 — Turkey Cup on Clear Lake. Winner gets a turkey, 2nd a chicken, 3rd a Cornish hen. KBSC, www.kbsail.org.

Nov. 23-24 — Turkey Day Regatta in Long Beach. ABYC, www.abyc.org.

Nov. 29 — Wild Turkey Race. TYC, www.tyc.org.

Dec. 7 — Die Hard Regatta. HMBYC, www.hmbyc.org.

Dec. 14 — Santana 22 Team Racing & Holiday Party. SCYC, www.club.scyc.org.

Midwinter Series

BENICIA YC — Frostbite Series: 11/2, 12/7, 2020 TBA. Dan, (707) 319-5706 or www.benicia-yachtclub.org.

BERKELEY YC — Midwinters: 11/9-10, 12/14-15, 1/11-12, 2/8-9; Champion of Champions: 2/23. Chowder Series: every Sunday through March except when it conflicts with the above. Info, www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/18-19 and 2/15-16. Info, www.cyc.org.

COYOTE POINT YC — Winter Sails: 1/12, 1/26, 2/9, 2/23, 3/8, 3/22. Info, (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Jack Frost Midwinters: 11/2, 12/7, 1/4, 2/1, 2/29. Info, www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Regatta: 11/2, 12/7, 1/4, 2/1, 3/7. Info, www.ggyc.com.

ISLAND YC — Island Days: 11/10, 12/08, 1/12, 2/9, 3/15. Info, www.iyc.org.

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

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/8, 2020 TBA. Vickie, vickiesail@aol.com.

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 11/2-3, 12/7, 1/4, 2/1. Info, www.mercury-sail.com.

OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/1, 3/15, 3/29. Info, www.oaklandyachtclub.net.

RICHMOND YC — Small Boat Midwinters: 12/1, 1/5, 2/2, 3/1. Info, www.richmondyc.org.

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

SANTA CRUZ YC — Midwinter Series: 11/16, 12/21, 2020 TBA. Info, www.scyc.org.

SAUSALITO YC — Chili Midwinter Series: 11/3, 12/1, 1/5, 2/2, 3/1. RegattaPRO Winter One-Design Invitational: 11/9, 12/7, 2020 TBA. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 11/9, 12/7, 2020 TBA. Redwood Cup: 11/23, 12/14, 2020 TBA. Info, www.sequoiayc.org.

SOUTH BEACH YC — It Ain't Over till It's Over: 11/16, 12/21, 1/18, 2/15, 3/21. Info, www.southbeachyachtclub.org.

TIBURON YC — Bob & Esther Mott Midwinter Series: 12/7, 1/11, 2/8, 3/7. Info, www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinter Series: 11/2,

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CALENDAR

12/7, 1/4, 2/1, 3/7. 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.

November Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/02Sat	0520/4.8	1004/3.3	1540/5.3	2243/0.1
11/03Sun	0529/4.8	1029/3.3	1542/4.9	2247/0.3
	LOW	HIGH	LOW	HIGH
11/09Sat	0247/1.3	0922/5.6	1538/0.9	2156/4.6
11/10Sun	0320/1.5	0947/5.7	1610/0.5	2242/4.7
	HIGH	LOW	HIGH	LOW
11/16Sat	0245/4.6	0702/3.2	1304/5.8	2000/-0.5
11/17Sun	0344/4.6	0801/3.4	1355/5.6	2055/-0.4
	LOW	HIGH	LOW	HIGH
11/23Sat	0149/0.9	0836/6.3	1453/0.2	2120/4.9
11/24Sun	0237/1.2	0914/6.5	1540/-0.4	2221/5.0
	HIGH	LOW	HIGH	LOW
11/28Thu	0108/5.1	0543/2.8	1149/6.4	1838/-1.0
11/29Fri	0201/5.0	0634/3.0	1230/6.1	1923/-0.8
11/30Sat	0255/4.9	0730/3.2	1313/5.7	2010/-0.5
12/01Sun	0349/4.9	0835/3.3	1401/5.3	2100/-0.1

November Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
11/02Sat	0024	0306/2.5F	0618	0900/2.1E
	1206	1424/1.5F	1624	2024/3.0E
11/03Sun	0100	0306/2.2F	0624	0900/2.0E
	1224	1424/1.1F	1618	2036/2.6E
11/09Sat		0130/2.7E	0506	0742/2.5F
	1036	1348/3.2E	1806	2018/1.9F
	2312			
11/10Sun		0206/2.6E	0536	0812/2.5F
	1054	1418/3.5E	1836	2100/2.2F
	2354			
11/16Sat		0042/2.5F	0354	0630/1.8E
	0930	1206/1.7F	1406	1748/4.0E
	2224			
11/17Sun		0130/2.4F	0448	0724/1.7E
	1024	1300/1.5F	1454	1842/3.8E
	2318			
11/23Sat		0030/3.1E	0400	0648/2.9F
	0936	1300/3.8E	1712	1942/2.7F
	2236			
11/24Sun		0124/3.1E	0448	0730/3.0F
	1012	1342/4.2E	1800	2036/3.1F
	2236			
11/28Thu	0224	0454/2.6E	0800	1030/2.5F
	1254	1636/4.1E	2118	
11/29Fri		0000/3.2F	0312	0548/2.4E
	0854	1124/2.1F	1336	1724/3.8E
	2212			
11/30Sat		0048/2.9F	0406	0642/2.3E
	0954	1212/1.8F	1418	1812/3.4E
	2300			
12/01Sun		0142/2.7F	0500	0736/2.2E
	1054	1306/1.4F	1506	1906/3.0E
	2354			



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LETTERS

⇕ **COMMODORE TOMPKINS' PHILOSOPHY AND UNABASHEDLY METICULOUS SEAMANSHIP**

Cheers to Commodore [whose philosophy was extolled in a September 23 *'Lectronic Latitude'*! I have shared many a watch with this great man. I will leave all of his shoreside philosophical musings for another time. However, his contributions to anyone who sails with or is mentored by him (if so willing) are a gift from the sea gods. Seamanship skills and the decorum of oceanic sanctity are part and parcel of this great



THE TOMPKINS ARCHIVES

The indefatigable Commodore Warwick Tompkins, whose philosophy and seamanship were the subject of a September 23 'Lectronic Latitude'.

man's legacy and routine: helm balanced, reef tucked in, all gear sorted, not a drop of water below, warm and dry, with a cup of hot chocolate, wind at 90° apparent, vang eased, 12 knots and ripping, discussing relationship nuances and/or a Patrick O'Brian book where Lucky Jack box-hauls the brig.

I remember Commodore driving along at high speed, kite up, rooster tail erupting and a happy owner down below practicing his conducting for *La Traviata* after arriving at the finish. I watched him build his boat — it took years — and every detail was treated like tasting fine wine. I asked, "When are you going to be done?" He said, "It does not matter; I get great satisfaction out of doing the job right." That sort of sums it up!

Balance the helm, pay attention, be prepared, know how to manage yourself or your boat in any weather, and whatever it is you do, be proud of your work and do it like Myron Spaulding would have done it. Oh, and no duct tape or Styrofoam cups on any of his voyages or vessels under his command.

Jonathan 'Birdman' Livingston
Punk Dolphin, Wylie 39
Point Richmond / Lahaina, Maui

⇕ **THE CUNNINGNESS OF THE CUNNINGHAM**



THE INTERNET

The dashing Briggs Cunningham was kind of like Tom Blackaller. Both of them enjoyed racing cars and sailboats in equal measure.

Since you asked [in a September 9 *'Lectronic Latitude'*] about the origins of the luff-tightening line commonly referred to as the Cunningham, the earliest specific reference I can find is in the 1952 edition of Artie Knapp's *Race Your Boat Right*. He says, "Ratsey and Laphorn work a reinforced hole into the bolt rope (which they call a 'Cunningham Hole' — after Briggs Cunningham of six-metre fame)." I only know this because my dad crewed for Artie Knapp in Stars back in the '30s.

Ratsey and Laphorn were big sailmakers on Long Island

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LETTERS

Sound. Most racing sailors know this, but every year LBYC gives a copy of *Race Your Boat Right* to the last-place finisher in the Congressional Cup.

David James
Leda II, L-36
San Francisco

THE CUNNINGHAM CLAN

Being a fourth generation native Californian, I grew up with a complete awareness of Briggs Cunningham and all of his exploits and contributions to sports, especially sports cars and sailing. When I was young, I did not know anyone named Cunningham other than my family, so I related to the legends created by Briggs. Long live the Cunningham clan.

Charles Cunningham
St. Francis YC

MORE BULLETS ON DUKE KAHANAMOKU'S ALREADY IMPRESSIVE RÉSUMÉ

"Duke was a class act. Surfer, sailor, actor, statesman, he truly was an inspiration." — Chris Prescott. "Duke's powerboat is still used by WYC." — Rich Jones. "Truly a remarkable man. I do so envy my dad and my cousin; they both got to meet him. I have a postage stamp with his image in my collection." — Mary Westlake.

"Duke was an avid sailor, a Transpac sailor and a founding member of Waikiki Yacht Club. He lived on his boat, called the *NaDu K2* (Nadine, Duke, Kahanamoku 2), at the club. The boat is back at the club as our MCB and flagship. In those days, the popular boats were S class, Star Boats, 110s and Moon class boats. Duke's contributions are documented in our history and can be found at www.waikikiyachtclub.com/About-WYC/History.aspx" — Michael Roth.



That's David Kahanamoku on the left, with Pete and Laura in the middle, flanked by Duke on the right.

WHAT'S NEXT FOR BERKELEY MARINA?

Good on *Latitude* for writing about the Berkeley Marina [in last month's issue]. In a word, it has turned into a shithole. And that is, indeed, sad.

I am a captain with the Pegasus Project, which is berthed at K Dock. We took a majority of Berkeley city councilmembers out for a sail, starting with a walking tour of the marina, followed by motoring around the marina so that the councilmembers could get a water view. Then we went for a short sail so they could see what we do with kids. We also talked about the other nonprofits that work out of the marina.

In short, they were appalled by the conditions. Only one of



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Schooner "Valor"

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LETTERS

them, Rashi Kesarwani, whose district is north of University and includes the southern marina, even goes down there — and she is doing her best (the northern section is Cheryl Davila's area). Prior to the sail, one councilman was even confronted by a homeless person in the bathroom. Another was less than amused by the bird shit that covers every inch of K Dock.

Our dock has had to be covered with boards to keep us from falling through, and the end is off limits because of lack of structural integrity. It is also developing a starboard list.

I know that they have received funding to replace the worst of the worst, most of which don't have boats attached; then they can replace the second-priority docks, including ours, so there is some good news.

Mark Caplin
Berkeley

Readers — Please see page 78 for the next article in our series about Berkeley Marina.

⇅ **FIND LATITUDE'S EDITOR AND WIN A . . . STORY?**

I really regret having to miss the Crew Party, but the SSS Half Moon Bay Race skippers' meeting is the same night. Since I can't be there, maybe *Latitude's* newest editor would be interested in hearing about *Kynntana* racing in the Pac Cup next year with a crew of three women. Other than the skipper, none of my crew has done an offshore passage except for short coastal hops. Would *Lat 38* be interested in reporting on what it takes to bring a crew up to speed to meet all the race requirements for the MOB/COB drills, qualifying sail, etc.? Thank you for making the Crew List Party happen.

Carlaine Johnson
Kyntanna, Freedom 38
Alameda

Carlaine — Yes, we're interested! Readers, please look for this in the months to come.

⇅ **HOW DO YOU PUT THE WEATHER TOGETHER?**

I hope that *Latitude 38 Nation* can provide a simple, accurate weather forecast methodology for the diverse sailing areas of the Bay. I find that available forecasts for a specific area of the Bay are widely inconsistent. We sail mostly in San Pablo Bay down to Angel Island and Raccoon Strait, and there doesn't seem to be any consistency among: San Francisco Sailing Weather, the general S.F. Bay forecast, the Weather Channel's single numeric hourly wind forecast "trending conditions" in a metro locale, SailFlow's free forecast, and point forecasts such as NOAA's National Weather Forecast, Tabular Weather Forecast, and NOAA's Marine Map Point Forecast.

However, for our Marin Yacht Club Laser Regatta on September 8, the NOAA forecast was for 8 knots from the east-northeast at 4 p.m. and 16 knots north-northwest at 5 p.m., which proved to be quite accurate. (I'm hoping those skilled NOAA forecasters don't get fired for telling the public that Hurricane Dorian wasn't going to hit Alabama . . .)

Ron Witzel
Harpoon, Tripp-designed Javelin 38
Novato

⇅ **HEY MAN — WE HEARD IT MIGHT BE WINDY TODAY. WHAT DO YOU THINK?**

Hey Kris — Just wondering if you're seeing the forecast we are for this evening [on Thursday, October 3. We were thinking about, ahem, leaving work early to go windsurfing]. Looks like

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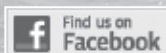
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LETTERS

it might get windy? What data are you looking at?

I see the National Weather Service is calling for west winds gusting to 25 knots — the direction (west) generally means that I'd consider Berkeley over Point Isabel [or PI], which seems to be best when there's a little south component. I don't care about tide as much as others, so Berkeley is high on my list. The Wunderground forecast for El Cerrito (10-day forecast) is calling for peak 17 mph at or around 4 p.m.

I check the free sensors at www.wx.ikitesurf.com/search/94530, where I also pay attention to the wind direction of the 'for-pay' sensors — so I check whether Point Blunt reads more westerly (favoring the Racetrack [in Albany] or Berkeley) or more southeasterly, favoring PI. Of course, the Point Potrero sensor and the other two around the Richmond Marina are interesting, as is the Oakland Harbor one and the free one on Treasure Island (although with that one you should disregard the direction).

And there's webcams. The one at www.sfbayospreys.org and the Cal Sailing Club one offer shots of water texture. The 'View from NHS' cam [the EarthCam Live: San Francisco Bay-front Cam] gives a good indication of 'fog finger' development. It will point either more toward Berkeley or PI (and wherever it points is where I'll go). I do check the sensors around San Pablo Bay for shifts and giggles since I am interested in sailing there again (also because it doesn't involve bridges).

Kris Urban
Windsurfer



LATITUDE / TIM

Kris Urban enjoys the fruits of his weather-forecasting labor.

Kris — Thanks for such a thorough breakdown of how you put the weather together. It shows how deeply personal and idiosyncratic the process can be.

Because windsurfing needs a healthy minimum windspeed (we'll say 18 knots for your average sailor), properly accessing the conditions is absolutely paramount to pulling the trigger. We have found that it's usually a combination of technology, such as websites and sensors, and firsthand observations. But nothing — absolutely nothing — beats looking at the water and sky and feeling the wind on your face. Putting the weather together also reflects even more personal factors, such as what you're willing to pay for. Sailing, some could argue, already comes at a high price between boats, boards and miscellaneous gear, as well as the time (and in some cases relationships) sacrificed to be out on the water.

Because sailboats have a much larger wind range — from glassy to gales — such precise measurements are not as important. As we've said before, we're more than happy to cut



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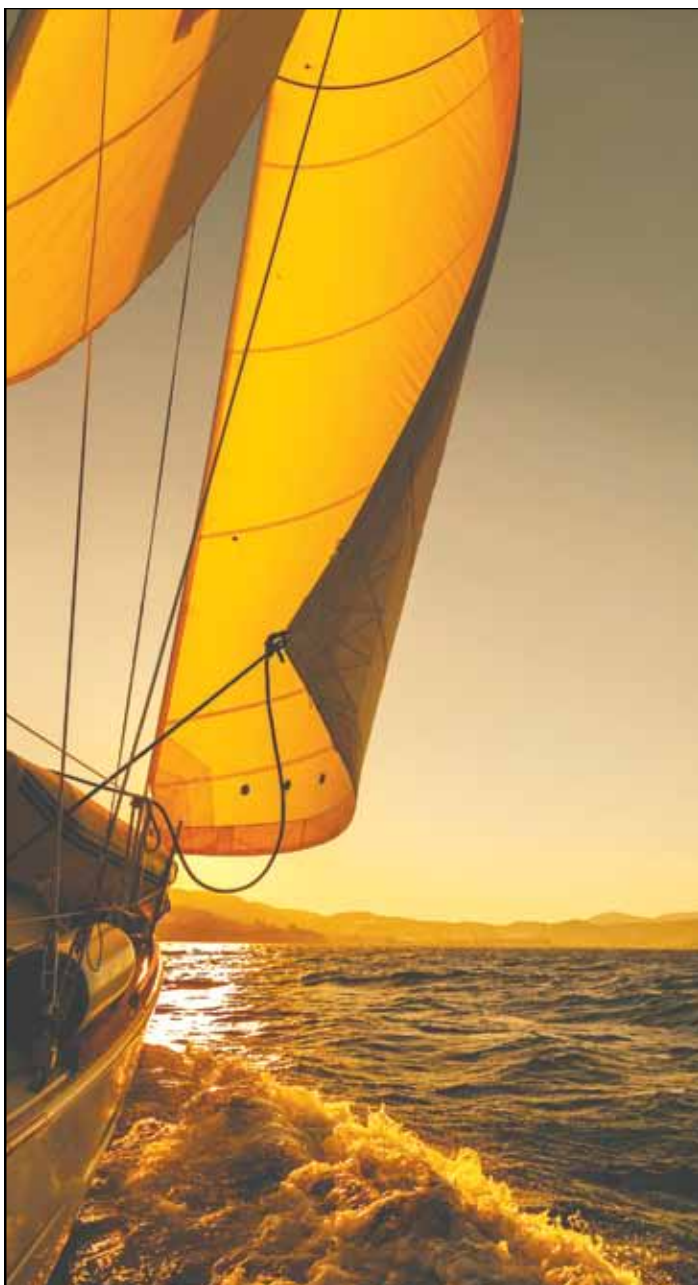
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LETTERS

the motor and drift on San Pablo Bay; these have been some of our favorite moments on the water. That said, nothing beats a good breeze. But for some of our staff, once the wind creates that magic windsurfing window, boats are usually abandoned for boards.

⇅ **THE POST-DORIAN IMMIGRATION DILEMMA**

While *Latitude 38* has always steered clear of politics in general, and rightly so, the fact that the United States Immigration Service has denied emergency visas to the refugees getting off rescue ships and refuses to allow families entry into the US on the instructions of the Trump administration is in my opinion an abomination and contrary to all international norms. In addition to showing our support for the victims financially, I also feel we should support them politically and morally by speaking out on this issue and calling attention to their situation.

Bill O'Connor
Vandal, Mercury
Sonoma

⇅ **WHY NO DORIAN REPORTING?**

Why do you not report on the Bahamas disaster? *Lat 38* has unfortunately changed to a local sailing rag. I do realize it is hard to follow up on Richard's incredible reporting, but maybe you could have correspondents outside of the Bay Area.

John Sprouse
Beach Party
Berkeley

John — We did do a story about Hurricane Dorian and the Bahamas in a September 6 *'Electronic*, about a week before you sent this letter. You're right though, what happened in the Bahamas was horrific, and inspired us to follow up on September 11.



NASA

Hurricane Dorian over the Abaco Islands in the Bahamas on September 4.

It's also true that we do consider ourselves a local rag, and always have — we don't think this has changed at all, even as a new skipper has taken the helm of the magazine.

It's also true that Richard was out sailing the world more than the current staff, many of whom have difficulty finding the time to properly cover even local happenings. Richard was able to see things first-hand, but also had contacts all over the world by virtue of his exten-

sive and regular cruising.

We would love more "correspondents." If you happen to know of anyone (or if you are an internationally based freelancer and reading this), please drop us a line!

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LETTERS

↑↓ FROM ONE PRINT VETERAN TO ANOTHER, IT'S GOOD TO SEE THAT *LATITUDE* IS STILL OUT THERE

In 1977, when you started your fine magazine, I was starting my career as a writer and editor for *City Sports Magazine*, a little publication whose offices were on Pier 3 in San Francisco. I remember reading and admiring your publication back then because both *Latitude* and *City Sports* were free — a novel concept for magazines at the time.

Now *City Sports* is gone, long gone, as are so many print publications of those days — and more of recent days. But I happened to be at the Vallejo Marina over the weekend, and I was thrilled to see *Latitude 38* on a newsstand there. (I'm a bit of a landlubber, spending lots of time in the mountains, so I don't spend nearly enough time around bays and oceans. My bad.)

It's great to see that you are still in business after all these years and still coming out with an honest-to-God actual paper, and still such a vibrant part of the community you serve. Sail on!

Kevin Helso (not entirely sure of the last name)
Benicia

↑↓ I STOPPED SAILING, SO I STOPPED READING

I have decided not to renew. Love the magazine — I've enjoyed it for years — but my sailing days are over.

Eugene Cote
Bainbridge Island, WA

↑↓ PLASTIC NOT SO FANTASTIC

Plastic boats on the water. Plastic boats with plastic sails. Plastic running rigging and plastic foul weather gear. Poison plastic bottom paint.

Victor Segal
Berkeley

Victor — It's true, plastic is in every part of our lives, even the clean and emissions-free sport and lifestyle of sailing. There is simply no getting away from it.

But here's one of the most shocking parts about the plastic plague that humanity is starting to reckon with: Plastic is an important, even amazing material. An oceanographer in Hawaii, who studies marine debris and often enlists sailors as citizen scientists, said one study he read stated that if glass suddenly replaced plastic, the cost of shipping — and the carbon pollution associated with it — would skyrocket because of the dramatic increase in weight.

So we're stuck with plastic, to some degree.

But we think it's safe to say that the single-use ethos is finally being challenged and slowly being rejected — though admittedly, we have a long way to go to wean ourselves from the seduction of convenience. We hope that we can find the appropriate balance with the right materials, and that the damage done to the ocean by humanity's shortsightedness can one day be reversed.

↑↓ SLOW SAILING

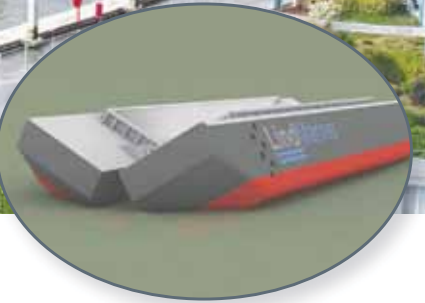
Epic achievement from Ben [Lecomte] and his crew [at the conclusion of the Vortex Swim through the Great Pacific Garbage Patch, which concluded with a swim under the Golden Gate in late August].

But more than that, I think they show us a different way to sail. As sailors, we're naturally eager to tune our boats to go as fast as possible and find the optimal route between two points. But by slowing down to a crawl, this crew experienced a completely different passage. Their stories and footage from

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LETTERS

swimming with albatross, whales and dolphins in the wide blue ocean were magical.

Maybe we need a slow-sailing movement as well as the slow-food movement?

I was also struck by how enthusiastic the crew was about all the life they saw in just the last two days as they approached the coast. We have an aquatic wonderland right on our doorstep.

James Dilworth
Pip, Santana 22
Sausalito



MONIQUE SELVESTER

'I Am Ocean', a Challenge 67 cutter-rigged sloop and the support boat for Ben Lecomte and the Vortex Swim, sails under the Golden Gate Bridge in late August. Lecomte swam 350 miles through the Great Pacific Garbage patch to raise awareness about marine pollution.

↑↓ THREE CHEERS FOR TOR SVENDSEN

Tor is a relative of mine, and his grandfather tried to teach me to sail, but I almost ran us into the dock. This is an exciting race [the Optimist North American Championships, as mentioned in a September 20 *'Lectronic Latitude'*]. Kudos to all you who have entered. It will not be an easy one due to the weather. Be safe!

Sue Cole
Latitude Nation

↑↓ ACTUAL LETTER LETTERS

Readers — Each month at the conclusion of this section, we solicit your letters, electronic and otherwise. Well, for some time a good many of you have been sending the 'otherwise' letters, which we've been dutifully collecting. Because it's somewhat labor-intensive to translate those letters into type (both in terms

of transcribing and deciphering people's handwriting), and because we have such an abundance of letters from email and social media . . . well . . . some of what you're about to read is a tad dated —

from a few months to a few years. Given a little time, many of these letters are like messages in glass bottles that have been adrift at sea, floating into and out of context. For your reading pleasure, Nation, please enjoy. We'll have more next month.



LATITUDE /TIM

↑↓ THANKS FOR THE SHOT

Thank you for putting our picture in your fine publication, the 2018 YRA Race Calendar. The boat is *Dianne*. Her sail number is 0. Her hull and deck are wood. She's the first Express 27 built. Members of her crew are: Steve Katzman, owner, helm; Elton Cassels, spinnaker, trim; Lisa Wilson and



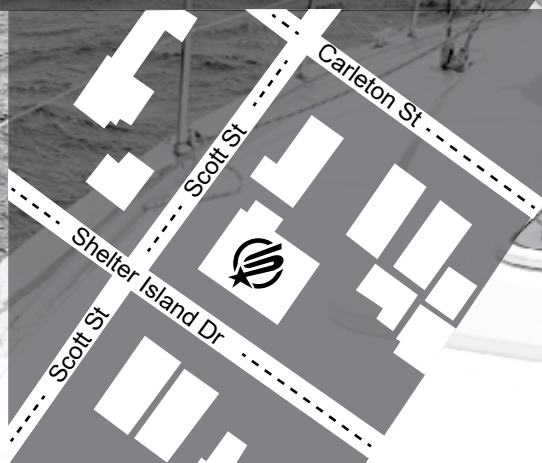
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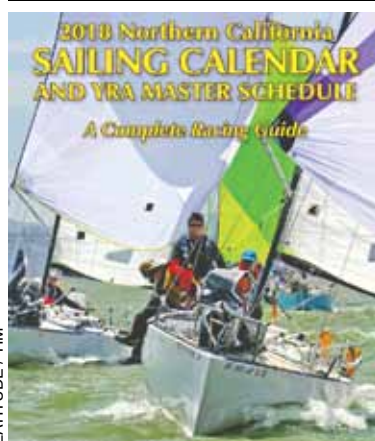


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LETTERS



Steve Katzman's Express 27 'Dianne' was the YRA cover girl in 2018.

John Diederich, star-board rail meat. Autographed copies are available upon request — ha!

Love and Light,
John Diederich

⇕ MUSINGS ON THE BOAT OF MY YOUTH

My childhood dinghy was a 27-ft Soling. That Olympic-class sloop is a wonderfully technical and sleek boat that can move in the lightest air.

That cockpit and those sealable bulkheads gave this sailor in his youth plenty of busy work, even places to rest my neck.

As a little guy I learned through osmosis the Soling's style and grace — even while in a semi-narcoleptic coma that only sailing can bring on. Hanging half in and half out of a gear hammock, nursing great dreams as my father taught, morning, noon and night, the art of a sailor's life.

Night courses were for advanced believers. Pictures with the air of disapproval were taken from the crow's nest vantage point of a Coast Guard shack or the cutter herself — or some seriously Bohemian rascals sailing backward down the inbound power lane, past the shack with the spinnaker flying bald of the main halyard. Yes, copies were forwarded to the sailing academy. Our employers couldn't do much considering the student and community reviews were always stellar and a perfect system of child labor was in play.

Anything my father broke I had to fix, and since a Soling mast can and should only be climbed by a child, the make and model kid was perfect for the boat.

D. Eann
A Grateful Wayward Sailor

⇕ THE SAILFISH OF MY YOUTH, AND A CORRECTION

Thanks for once again issuing the best sailing magazine on the market. I very much enjoyed the *Sightings: Tiny Boats, Big Dreams*.

In 1971, as a 15-year-old, I sailed my wooden first-generation Sailfish all over the San Juan Islands — for three months I sailed and I camped. I paid \$75 for her, and put about 5,000 miles under her daggerboard over the years. I then sold her to 'upgrade' to a Coronado 15. I now regard that sale as one of my bigger mistakes.

I do see an error in the second paragraph of *Tiny Boats*: Kenichi Horie sailed *Mermaid* from San Francisco to Yokohama, not the reverse. Thirty years earlier, he sailed a 19-ft plywood Kingfisher he built from Yokohama to San Francisco. That Kingfisher is (or was) on the second floor of the San Francisco Maritime Museum. As a 19-year-old, Horie snuck out of Japan without a passport and singlehanded to San Francisco with less gear than Joshua Slocum had — and much less experience. (Then, 30 years after his triumphant landfall in San Francisco, he made the sail in *Mermaid* back to Yokohama.)

By the time Horie had gotten to the Hawaiian Islands, he had consumed his principal cargo: 30 cases of Budweiser beer. Not wanting to break what was planned as his second nonstop crossing, he radioed a friend in Hawaii who then sailed out to meet Horie mid-ocean and transhipped another

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LETTERS

30 cases of Bud. There's not much room (any room) on a 19-ft boat filled with 30 cases of beer! Where was Horie?

Peter Dunlap
Chowchilla
October 4, 2019

Peter — You are absolutely correct about the error we made regarding Kenichi Horie's comings and goings. We will dissect the Royal We here, and say that is was not the fault of Tiny Boats' author JR, but rather, a strange mistake committed by the editing staff. We apologize for the error, but if it inspired you to write us with tales of your epic San Juan Sailfish cruising, then it was a mistake worth making.



We imagine that Peter Dunlap's days of cruising his Sailfish through the San Juan Islands looked something like this.

↑↓ TWO THINGS:

First, in the June

Changes' beautiful article by Sally-Christine Rodgers of *Convergence* regarding fecal contamination from salmon farms around Nova Scotia. I can only hope the folks involved will apply hydroponic aquaculture or harvesting for the sake of both product and the environment.

Second, from an article in a previous issue regarding sail-power/alternative boats and ships [*Windships* — *Will There Be a New Age of Sail?* from the April issue]: Ferries seem ideal to me for electric generation and propulsion, including a solar upper deck, wind (or hard-foil sail) and turbines combined with shorepower and steerable electric drives.

And finally, I have a "wing-it" speed-purposed concept. I'm willing to share it, if it's in good hands.

John Larson
Los Angeles
July 13, 2019

↑↓ AN UNEXPECTED SUMMER RAIN

Last week, my wife and I sailed from our berth in Sausalito Yacht Harbor over to South Beach Harbor in our Pearson 36 to see a Giants game and spend the night. After a day of sailing then sitting in the sun at the game, I was tired by 10 p.m. and fell sound asleep.

Sometime in the middle of the night, still in a half-coma sleep, I heard an incredible rainfall hitting the boat. I mean, a lot of water. The boat was getting drenched. I didn't even get up. I heard my wife, Kathleen, get up, and knew she would alert me if there was any trouble. I figured the boat was fine and could withstand this intense rainstorm.

After waking up and having coffee, Kathleen and I talked about what seemed to have been a Caribbean-like squall. We were both incredulous at the amount of rain during a Northern California summer. During a couple of morning calls to friends, we asked if they'd experienced the rain as well. They responded with disbelief — like we were idiots.

After coffee, I ventured outside. That's when I saw a big, yellow box at the head of the slip next to mine facedown on

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LETTERS

the dock. The box housed the fire hydrant and a long fire hose. The guy in the boat next to ours said, "Man, I can't believe you didn't wake up last night. That hydrant broke at 12:30 a.m., shot a geyser as tall as your mast, and socked your boat for 30 minutes before it shut off. I couldn't believe you didn't stick your head out."

Why would I have? It was just an intense rainstorm in the middle of the summer in San Francisco.

Art Ewart
Dream Catcher, Pearson 36
San Francisco
July 8, 2017

↑↓ A HANDWRITTEN (AND SERENDIPITOUS) SUBMISSION TO CHANGES IN LATITUDES

After a nice, slow passage of 40 days from Catalina Harbor to Christmas Island, I'm now anchored at Fanning Atoll. The passage of 2,885 miles was with little wind and almost all of it forward of the beam. Still, I only burned two gallons of fuel. One gallon was because the Navy came by and made me motor 8 miles to the west so I would be out of the live-firing range they were using off San Clemente Island. The other gallon was to motor out of Catalina Harbor and into the anchorage at Christmas.

My wife Tammie crewed with me from Shoreline Yacht Club to Catalina Island in a five-week honeymoon (we've been married 32 years). The club was good to us while my daughter Tiffani gave me a new grandson who was named after me. (Proud Gramps.)

The anchorage at Fanning Atoll is just a few hundred yards inside the pass in front of the village. I got permission to stay for 30 days. I spend my days reading and doing maintenance on the boat, and I've made friends on the beach whom I chat with.

But all is not perfect in paradise!

In the first week or so, I came down with traveler's diarrhea and a staph infection in my left arm. They were taken care of with medication I brought with me — but not without some apprehension. The infection moved very fast.

It is 78 to 88 degrees with a 10- to 15-knot wind all the time. Sometime around December 18, I watched the most spectacular meteor shower I've ever seen. It's crazy to come on deck at 3 a.m. in just shorts and be comfortable. Single-handing does have its downside: There is no one to share it with! I'm headed out of here on January 10. I'm not sure if I'm going to Palmyra or Pago Pago.

Dale Jennings
Penelope, 37-ft cement cutter
Vallejo
January 5, 2018

After a nice 12-day passage, I arrived at Pago Pago Harbor in American Samoa, after 1,070 miles, or about 109 miles a day. I did drag my feet so I could arrive in the morning on January 25. It has been about 22 years since I was here with my wife and our kids, who were 8 and 11. Bus rides were 25¢; now they are \$1. The place has grown by three times. The tsunami [in 2009] wiped out the harbor. Now, it's all new and rebuilt.

It's good to have a US post office and a place to replace my provisions. The boat documentation is in the mail as I write this. *Penelope* has been hiding from Cyclone Gita. I went into the marina and triple-tied her to the docks. The winds in the harbor were never more than 60 knots, but it was still pretty impressive. The wind generator was lashed. I spent the storm at McDonald's until they lost power. By then it was light,

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LETTERS

DALE JENNINGS



Pago Pago Harbor, circa early 2018.

and the cyclone was 50 miles south of us and moving away. Hundreds of trees blew down into the power lines, so some people are still without power. Lots of houses lost roofs.

Things I find important are the forward-hatch windscoop and three fans that help me cool off down below. I have an ice box and go through about 7 pounds of ice a day at \$1 per bag. I still haven't figured out where I'm going in April when the cyclone season ends. Tonga, Fiji or Kanton?

P.S.: My wife (Tammie) is home feeding the cat and playing with the grandkids — and missing me!

Dale
February 28, 2018

↑↓ A CONTRAST IN CONTRASTS

This photo was taken on the Vallejo Yacht Club docks in July 2019, and is a perfect embodiment of the pride we all take in our boats, no matter what their intrinsic value or outward appearance.

Jack Vetter
Nota Bene, Vallejo
Sent by email, October 9, 2019

JACK VETTER



Readers — Please note that this boat, which, to be fair, is probably in need of some paint, has perfectly coiled docklines.

Jack — Thanks for this. Is your boat's name Nota Bene? If so, can you tell us what make? Do you keep it at VYC?

Please! That is NOT *Nota Bene* . . . *Nota Bene* is a Beneteau 411. Ummmm, my docklines never look like that.

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LETTERS

I can find out the name and type of the boat pretty easily, though, and the owner — although I do not know him.

[Two days later:] Actually, the backstory is kind of cool. That is Dale Jennings' *Penelope*. It recently returned from a long solo cruise of the Pacific. It's a ferrocement boat that he built over many years since his youth. He's been refinishing the interior since his return. It's currently on the hard for a bottom job and, I think, hull painting.

Jack

Jack — What?! *That is totally amazing, as we dug up a few old letters from Dale just days before you sent us this photo. Our minds are a little blown, though they shouldn't be. We all know how small and circular the sailing world is.*

Readers — We had originally put the photo of *Penelope*, as well as Jack's original caption, on our Facebook page, but a few people started to get a little . . . particular. The *Latitude Nation* is, as a general rule, remarkably troll-free, but people get pretty finicky when it comes to shipshapeness. One commenter said: "Why don't you cut those docklines down to the right size so the excess isn't getting worn in the sun?" Another commenter pointed out what they felt was a suspicious power cord (not visible in the photo we published) dangling over the bow.

Sure, we can all probably find some detail on someone else's boat that we would deal with differently. But hopefully everyone now knows enough about *Penelope* and her skipper to know that the shipshapeness and seaworthiness of the vessel is, quite simply, unimpeachable.

(P.S.: This concludes this month's "letter letters.")

↑↓ THE PROBABILITY OF TRAGEDY

The *Conception* fire and sinking is a huge tragedy, and I acknowledge both the souls lost and those who survived this event. I don't know Truth Aquatics and I have never been aboard any of their vessels.

I am an amateur yachtsman with 55 years experience sailing in a variety of conditions and oceans, so far without capital loss or injury to crew or me (knock on wood three times). I want to address the point you raised about what yachtsmen can do to prevent a similar accident from occurring to them when sailing on the ocean.

All events in our lifetimes have a probability rate. The rate for any hypothetical sequence is the product of the probabilities of each independent event. Luckily the probability mathematics of a result's being the cause of many independent serial events occurring in a specific sequence normally results in a low probability that a bad outcome will occur. The question of what's the normal accident rate is a hugely important one — obviously.

The study that I am aware of on this topic was conducted by Westinghouse Electric Corp. in the late 1950s and continues to be relevant today. Westinghouse's industrial safety division measured the accident rate across all Westinghouse product lines (manufacturing and post-sales warranty losses), personnel workplace accidents, and other economic accidents (losses) occurring within Westinghouse operating divisions. As a result of this empirical accident-rate study, Westinghouse established empirically that a "process" could be compromised 300 times before a specific (independent) compromise would cause an accident.

Essentially, the outcome of an (independent) specific life event, task or work product is equivalent to pulling the trigger on a revolver with a cylinder having 300 chambers and having only one cartridge.

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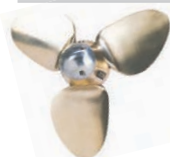
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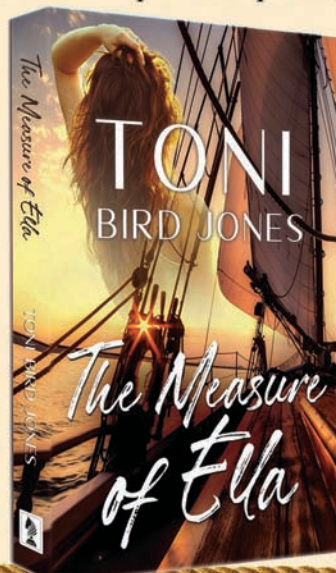
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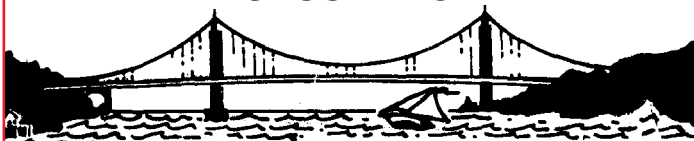
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**Reviewed in this issue
of Latitude**

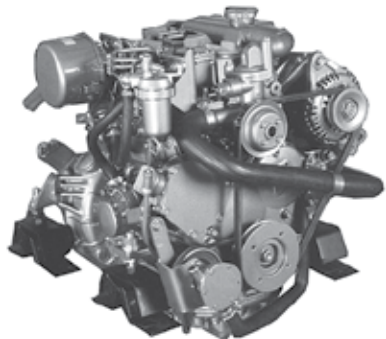
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"Unless you just don't care."

LETTERS

Of course the "300" statistic varied plus or minus in each case, but the outcome of the study was (and is today) 300 independent faults have to combine to result in a "Class A" accident.

What is the take-away message from the Westinghouse Industrial Safety data to us amateur yachtsmen? The answer is just because one "got away" with a shortcut yesterday doesn't mean that one will have the same result tomorrow. The insidious consequence of the 300-to-1 ratio could lure an unthinking person to deduce, "I got away with it once, therefore my behavior was correct forever."

I do not intend to be critical of anyone involved in the *Conception* accident. I hope this information is useful and results in improved yachting safety for all.

Marcus Crahan
Dauntless, Hinckley 52
Newport Beach
SoCal Ta-Ta, 2014

Marcus — We appreciate the analytical example to risk management. What we said last month remains true now: Our hearts are shattered, and it's difficult for us to think straight or know what to do next. And, as we also said last month, there's no way that we can step onto a boat again without rethinking our entire approach to safety.

Getting aboard a boat can present its own unique risks, but statistically speaking, we often feel the drive to the marina to be riskier than sailing. Insurance companies also seem more reluctant to offer insurance between shores, though cruising close to shore is often the bigger danger. The evidence of thousands of boats sailing in the Baja Ha-Ha and the Pacific Puddle Jump demonstrate that well-prepared boats with competent and sensible sailors almost never have a 'Class A' event. (Knock on wood.)

*Your letter reminds us it's often a sequence of events and not a single factor that creates a catastrophe. The pain of the *Conception* tragedy forces us to redouble our focus on safety and seamanship while recognizing all of life is a risk, and all of life is short — far too short not to sail.*

⇓ **BEING A FEMALE SINGLEHANDER**

I think I'm pretty lucky. I get to singlehand across oceans with my pup on a reliable boat. But even I get unlucky sometimes, and that's what happened on my third day after landfall in French Polynesia.



The hill at Semaphore.

After 25 days at sea, the sight of Hiva Oa rising from the ocean was breathtaking. At the southeastern corner of the island, we turned dead downwind, and the foresail began flogging in the rolling swell. I needed to pole out the jib, but

the mid-afternoon sun was beating down, and the still air was stifling. Drenched in sweat, nervous about landfall, and

ELANA CONNOR

LETTERS

dehydrated, I wrestled with the pole and yelled at the ocean. "Do you really need to test me more?!"

We entered the bay and were immediately greeted by a sailor in a dinghy offering to set our stern anchor. Once *Windfolia* was secure, I looked around at the bay full of our bluewater sailing fellows. I grinned, laughed, and sobbed. We'd made it. The ocean always reminds you of your place, and when she allows you a safe arrival it feels like a gift of grace.

In our first days, I cleared in with the gendarmes (both customs and police out here), met other cruisers, went to town, and exclaimed over French cheese, ice cream, cold beer and crispy baguettes. I went to the Semaphore in the afternoon on my third day. It's a 10-minute hike up a dead-end dirt road on a bluff—just a shipping container with a thatch-roof awning over some picnic tables. It's the office for Sandra, an agent cruisers hire to assist with nearly anything they need



ELANA CONNOR

Elana Connor in the South Pacific.

after landfall.

The Semaphore opens for two hours every morning, and cruisers come to buy a "coffee" (instant Nescafé and powdered milk) and get the day's Wi-Fi password. The internet is slow during the morning rush, so people return later for a faster connection. The view is stunning, and there are lights that illuminate the tables after dark. When I arrived, I said hello to my neighbor and initiated a backup of all my photographs from the crossing. I was looking forward to using the time to write and watch the sunset. Cruisers came and went, but by around 9 p.m. I was alone.

A young local man arrived. He was smoking cigarettes, drinking something, and listening to music aloud. Of typical Polynesian build, and therefore much bigger than my petite frame, he lingered at the end of the other side of my table. He spoke to me in French, but I politely feigned ignorance and focused on writing. There was a long stretch of quiet, and then he attempted to communicate in English. I responded, but kept my attention on my computer.

"Where you live?"

"On a boat." I keep writing.

"You English?"

"I'm American." I try to make my body language express disinterest. Ten minutes pass.

"You have boyfriend?"

"I'm married," I say, pointing to a ring on my hand. "My husband is on the boat." I hate myself for saying this. I'm a

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LETTERS

captain; I just crossed an ocean singlehanded, and I'm making up a man for "protection."

The backup is nearly finished, but I'm enjoying writing under the stars. I hate to let this man inhibit my freedom, but I know I should leave. I put most of my things into my bag but keep typing. Suddenly, I hear a noise like velcro.

"Miss, miss, is OK? Is OK, miss?" I look up.

He's moved directly across from me, his boardshorts are open, and he is masturbating, staring at me.

I jump up, throw my computer into my bag, and back away. I'm trying to avoid seeing him without turning my back. I angrily scream over and over, "What the hell is wrong with you, pervert?!" But I back away rather than fighting. I'm petite; he's so much larger than me. He's been drinking. It's dark. No one will be able to hear me scream up here if he attacks, and he could reach me in a split second. I realize that I forgot to bring my pocket knife.

I wish I had laughed at him or told him to beat it, thrown a rock at him, and kept writing, unshaken. I don't want the bad guys to win. But I just run. I turn on my phone's flashlight and run down the steep dirt road in my flip-flops, while I look over my shoulder and listen for any sound of pursuit. Halfway down the hill, I see a parked car. There's nothing else up the road except the Semaphore, so I snap a picture of the license plate. Heart pounding, I begin to run again. I reach the bright lights of the pier, dazed. The next moment I'm in my kayak, paddling home to *Windfolia*. I honestly don't remember anything about the rest of the night, except thinking that this wasn't nearly as bad as I knew it could have been.

The next morning I headed over to get my friend's torn genoa down. It was hot already. I put on sunscreen and my Spectra Watermaker visor, which allows me to clip my hair in a pile on top of my head. I don't have a watermaker and I've never liked visors, but I got it for free at the Richmond boat show and it's easily my favorite hat. I felt nothing and everything during the hours that I climbed the mast and sweated. I clung to the forestay with my legs and lowered myself down slowly, arms wrangling the sail while I cut it away with my knife.

During a break, I told the guys I was a little tired; I glossed over what had happened. One of them told me that maybe I shouldn't go out after dark (sunset is 5:15 p.m. here), or go places alone. I was upset at this response, but I didn't say anything. They are good men, trying to "fix" things and protect me. But telling women to live with less freedom is neither a solution nor protection. My identity and freedom are entwined.

Within a day, the whole anchorage seemed to know and want me to go to the *gendarmerie*. When I saw Sandra, she said, "I think it's important. Will you go? I'll drive you." I was surprised by everyone's reaction. Because there was no physical assault, I thought the gendarmes wouldn't care. In the US, the cops would have been apathetic. On such a small island, I assumed the guy was probably a relative, and they'd protect him. Reluctantly, I agreed to go.

Sandra stayed with me awhile. The district captain was an imposing Polynesian woman with elaborate Marquesan tattoos. For three hours she kindly listened and documented my experience. The translator told me funny stories during breaks. The temporary gendarme from France invited me to go hiking sometime. The captain asked me if I wanted an apology from the man who did this to me, but I never wanted to see him again. She said that they would talk to him, that his behavior was a serious offense. She assured me that I could always see the gendarmes on any island for any issue. It felt good to have authorities take what happened so seriously because sometimes they don't.

LETTERS



ELANA CONNOR

This remote bay was a relief to the author of this letter, both mentally and physically.

The visiting gendarme picked me up that Friday to hike to a remote bay. We drove through a high plateau where wild horses grazed and a village of locals made copra, and past children playing soccer. The hike wound along a barren coastline with wild goats. When I saw the bay, I exclaimed aloud with happiness. In contrast to the unswimmable waters of the entry port, this was picture-postcard gorgeous. White sand, abundant coral and clear turquoise water. I took my first swim since landfall, and I was in heaven.

Since the Semaphore, I feel renewed conviction about the importance of what I am doing by voyaging as a solo woman. I met a little girl whose family had made the passage from California, and when her mother told her I sailed alone, she asked me, "But who was your captain?" I felt sad and glad to tell her that I am my own captain.

I'm loving my journey, but everything isn't paradise out here for women. Preparation for the unexpected is essential for cruisers, and that's why we do our research before we head out. There is consistent, helpful coverage of so many aspects of cruising life, like how-to's, tips on locations, and technical guidance about anchoring in coral. There is plenty of coverage about crime in cruising, but most of it is about piracy, dinghy thefts, vandalism, etc. I have seen no coverage of some of the how-to's, tips and data for women cruisers regarding safety. On the contrary. For example, everyone says French Polynesia is really safe. Why have I never once read a report on sexual misconduct toward young women cruisers, yet I heard three stories, plus mine, during my first month in French Polynesia? Knowledge of women's issues in cruising life is as essential to me as anchoring advice or diesel engine repair.

Elana Connor
Windfolia, Sabre 34
San Francisco

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.

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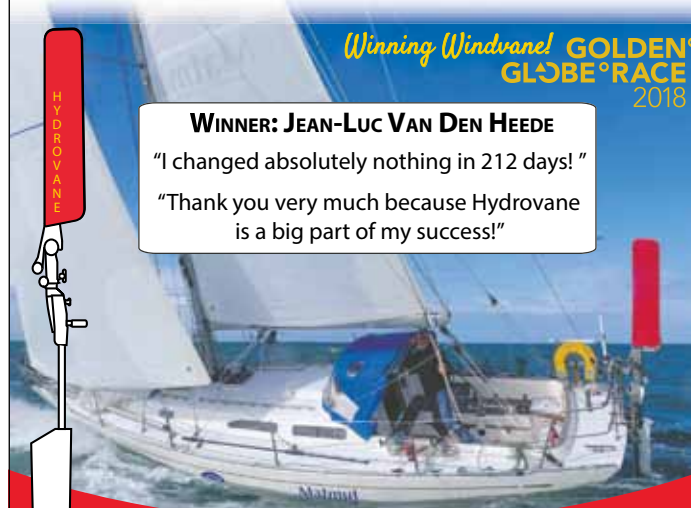
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LOOSE LIPS

"A skipper, yelling 'starboard!' only gets you out of so many situations before you get canned," wrote Blake Wiers. Likewise, yelling "starboard" will only win you so many World Famous *Latitude 38* Caption Contest(!)'s, though it remains the most popular entry, by far. By way far. Perhaps inspired by the impending calamity in this photo, several of you shared stories about close encounters with marks and snagging spinnaker halyards. Without further ado, here are your top 10 entries, and this month's winner. Drumroll, please:



THE INTERNET

I kissed a buoy, and I liked it. — Mike Turner

"You still have some room to come down." — Will Anderson
"Hello 911? We have an accident with airbag deployment at the windward mark!" — Mark Jordan

"When Cheryl decided to take up sailing after doing barrel-racing in Texas for 20 years, her crew was surprised to realize some old habits are hard to break." — Lisa Apostolo

"I thought green meant go!" — David Henry

"Seal: 'Screw the jib, you woke me up!'" — Steve Allen

"Seal: 'You're blocking my sun.'" — Sharon Staggs

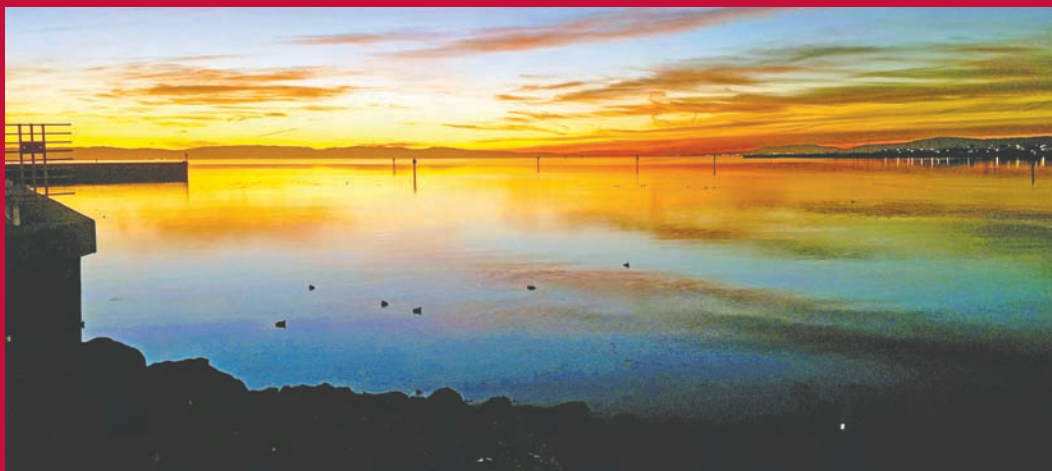
"Let's play a little game called just the tip." — Kristen Hura

"Just a little more to port . . . ahhh, that's the spot." Adam Tischler ("What? I'm scratching an itch." — Dana Dupar)

"That mark is gonna leave an us!" — *Latitude 38* Magazine

"No striking one another onboard, but every man's quarrels to be ended on shore, at sword and pistol, thus: The Quartermaster of the ship, when the parties will not come to any reconciliation, companies them to shore with what assistance he thinks proper, and turns the disputants back to back, at so many paces distant. At word of command, they turn and fire immediately (or else the piece is knocked out of their hands). If both miss, they come to their cutlasses and then he declared victor who draws the first blood." — Pirate Articles (Number VIII) of Captain Roberts, as quoted by *Brevertton's Nautical Curiosities: A Book of the Sea*, by Terry Brevertton.

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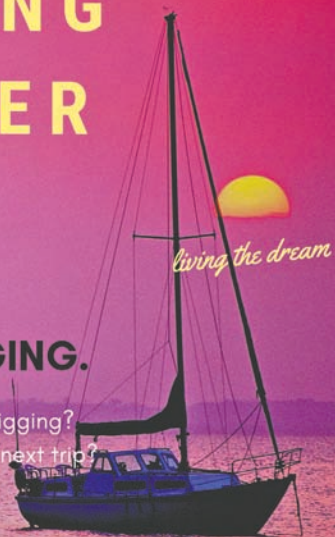
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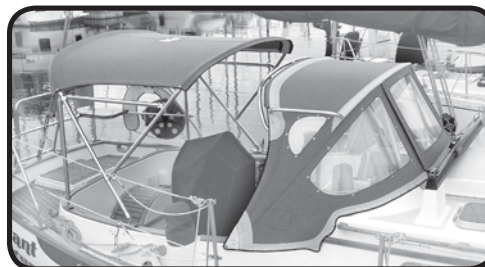
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SIGHTINGS

trying to rescue a classic, *pronto*

After years of sitting at anchor on Richardson Bay and multiple sinkings, the turn-of-the-century Bay Area classic *Pronto II* was dragged out of the water by the Army Corps of Engineers in Sausalito in mid-October, and seemed destined for the crusher. There was an immediate outpouring of support from the *Latitude* community in hopes that the 50-ft 1914 Lester Stone-built sloop, which is said to be the only N-Class yacht left in existence, could be saved.

As of this writing, *Pronto II* is still lying unceremoniously on her side at the Army Corps ramp. Her fate is uncertain, though the community seems to be rallying. *Pronto II* has been in dire straits for some time now, and her current predicament, according to her owner, raises an issue that continues to play out on Bay Area waters: What constitutes marine debris?

Pronto II is currently owned by Alden Bevington, who bought the boat last year. "I purchased her, sunk, to save her from destruction from an old couple who had bought her sunk 30 years prior, and restored her against all the naysayers," Bevington wrote on a

continued on outside column of next sightings page

sailing books

We don't know of any scientific study that confirms it, but we've long believed that most sailors are voracious readers. (Obviously, we're a bit biased in this opinion.) Whether you prefer ink and paper, pixels and eyestrain, or even audio books, books open the mind to as many new worlds as sailing does.

We've split up our reviews into two parts, of which this is the first. We'll finish up with the rest next month, in plenty of time for holiday shopping for the book lovers on your list.

Escape Under Sail (Leonard Skinner and Mary Cooney, \$25) — We've gotten many "how to go cruising" books over the years. This is one of the more 'genuine' — the authors came to the cruising life

'Pronto II' has been at the Army Corps of Engineers' ramp in Sausalito for several weeks now. Bottom right: 'Pronto' was raised from the depths in mid-October, before being dragged up the ramp.



for holiday shopping

with a good bit more determination than experience or money. In other words, like most of us. They stumbled upon a cheap Yorktown 39 project boat (in this case, meaning totally gutted inside) online and spent three years rebuilding the boat in their garden in Ireland. *Faoin Speir* ('under the sky') went into the water in 2014, and the couple have been cruising with Mary's twin teenagers ever since. With only one exception that we could find (they don't care for multihulls), the book covers every aspect of attaining the cruising lifestyle from the perspective of a couple who literally started out with little more than a dream. An added attraction — both Leonard and Mary write

continued in middle column of next sightings page

pronto — continued

GoFundMe page he started to raise money for *Pronto II*'s restoration. "I was not in a strong financial position to purchase such a project, but she would have been salvaged and crushed within a day."

Pronto II sank at anchor in mid-September.

"For some reason, a plank popped out at her transom," Bevington told us. "I spent seven days looking for float bags while she was underwater. We eventually raised her to get her into shallow water to wait for a low tide, find the hole and pump it out, but when she was in the mud, no one could figure out what was wrong." Bevington said he made the decision to take *Pronto II* to the Army Corps in Sausalito, tie her against the wall, and wait for low tide. "We're wooden boat



ALDEN BEVINGTON'S GOFUNDME PAGE

'Pronto II' in better times on Richardson Bay.

people; this is certainly doable. We've basically done everything as a community project. We're as salty as they come. A wooden vessel sinking is far from the end of its life," Bevington added.

There is a dispute among Bevington, the Corps of Engineers, and the Sausalito Police Department about Bevington's attempt to float *Pronto II*. (We reached out to SPD, but did not hear back by press time.) Bevington said he was ready to float the boat, but ultimately had to let the Corps drag it out of the water, which he says caused damage. Bevington also said that he's seen other historical vessels threatened by law enforcement agencies' interpretations of marine debris. Broadly speaking, defining marine debris has been a contentious issue over the past several years.

"The Marine Debris Act really needs clarification," Bevington told us.

When we first wrote about *Pronto II*'s plight in mid-October, Thom Maslow contacted us via Facebook. "I'd be willing to participate in saving her and restoring her. I can begin with a contribution as well as manage crowdfunding if we can find a good surveyor and project manager. She'd make a good addition to a youth program."

Despite any logistical disagreements in getting her out of the water, no one disputes *Pronto II*'s heritage. In December 2018, the National Park Service wrote a letter to "urge support and assistance to the current efforts being mounted to save and restore" *Pronto II*. NPS went on to say that the boat "occupied a central place at a pivotal time in the history of yachting on San Francisco Bay. *Pronto II* is a seminal piece of American sailing history, and deserves every effort to save her for posterity."

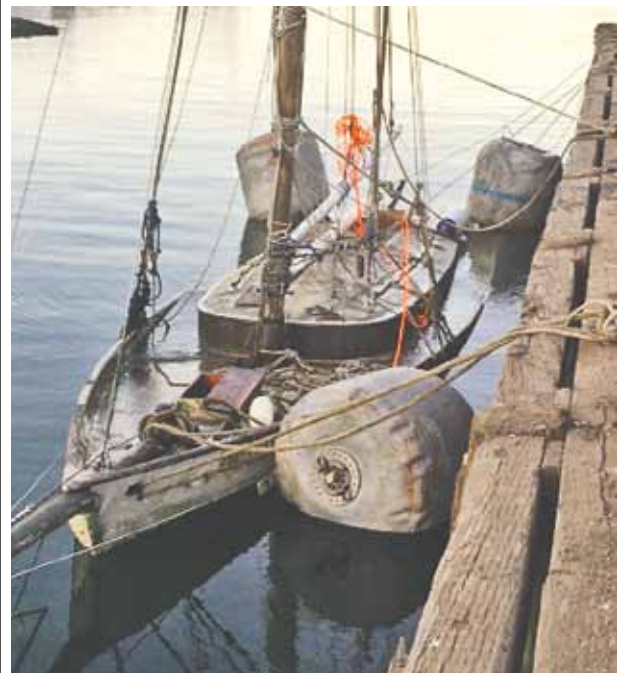
Prior to Bevington's tenure, *Pronto II* was owned and restored over many years by Mike Davis, a Southern California shipwright and boatyard owner who relocated to Sausalito, according to *Latitude*'s roving reporter John "Woody" Skoriak, who said, "Mike and his wife Linda lived on the boat for years."

We will keep you posted on what becomes of *Pronto II*. Bevington wrote on his blog: "I am doing everything I can so that *Pronto II* will be saved, so that this window into a rarefied time in culture, boat building, and the Bay Area's rich maritime history will not be lost to us forever. A story or a picture cannot touch us, or the next generation, in the same way as the actual thing."

— tim

LON WOODRUM

ALDEN BEVINGTON'S GOFUNDME PAGE



SIGHTINGS

baads' herb meyer regatta

September 21 at San Francisco's Pier 40 started still and hot — never a good omen when you're a sailor, especially at the beginning of a two-day regatta. Down by the Giants' ballpark there are only a handful of very hot days, and this one fell on the first day of the Bay Area Association of Disabled Sailors' (BAADS) 10th annual Herb Meyer Regatta.

In 1993, on a beautiful summer afternoon, Herb Meyer was racing on San Francisco Bay. The skipper barked a command that Herb would always remember: "Ease the genoa." As Herb moved to un-
cleat the sheet and release the line, a huge gust hit the boat and he was yanked forward, hitting his head on the bulkhead. He ended up on the floor of the cockpit and couldn't move. Herb instantly became a C5/6 quadriplegic, and his once-independent life completely changed forever.

A year after his accident, Herb was stopped by a stranger who remarked, "Hey, I see the 'Sailors have more fun' sticker on your wheelchair."

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book reviews

parts of every chapter, so you get both the male and female perspectives.

Blue Water Women (Gina De Vere, \$17) — Relationships can be difficult enough on land. When you're thrown into the confines of a sailboat, they can get stretched to the breaking point. That's just one of the subjects tackled in this book. But while the author has obviously gone to a lot of effort to elicit opinions and stories from 40 bluewater women — including Lin Pardey and Amanda Swan Neal — there are only a few subjects specific to women. Most of what you'll find in this nifty little book is good and valuable information for all cruisers — just viewed through the wit and wisdom of female eyes.

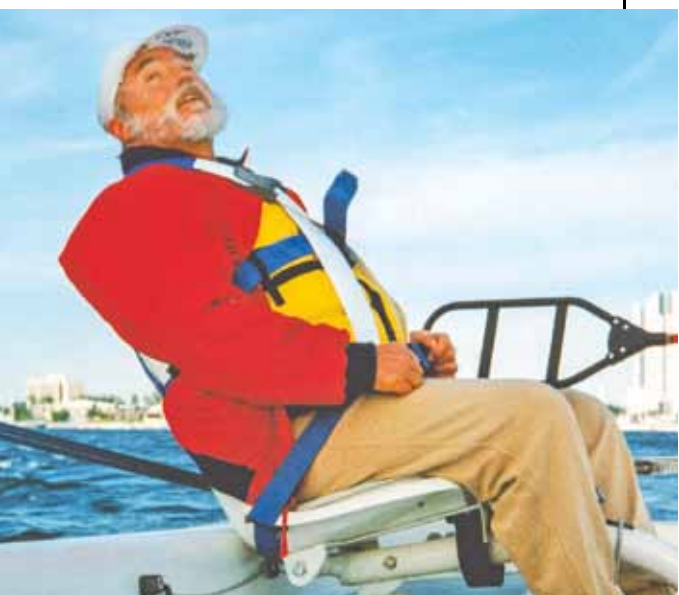


Sailing with BAADS. This page: John Wallace competing in the Herb Meyer Regatta. Opposite, top: Cup winner Chris Childers with BAADS Commodore Kathi Pugh. Bottom: Herb Meyer himself.

— continued

The Measure of Ella (Toni Bird Jones, \$19.50) — Ella Morgan is a sailor crewing on deliveries in the Caribbean. She has a good heart, a dashing boyfriend, and a dream-in-process of owning her own seafood restaurant. It all goes to pieces in a hurry after her father dies and her boyfriend is shot dead in a smuggling scheme gone bad. Against everything she's ever been taught, Ella agrees to do a drug run with a skipper she trusts. Until that goes south, too. For us, the measure of good fiction is how long past our bedtime it keeps us up. On that count, *The Measure of Ella* had us bleary-eyed (in a good way) for several mornings in a row.

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herb meyer regatta — continued

"Well, I used to be a sailor," Herb replied.

The man said the unthinkable to Herb: "Would you want to go sailing again?" It was an invitation that he couldn't resist.

A week later, Herb was introduced to a new world of sailors with disabilities. "I went down to South Beach Harbor, where a BAADS volunteer put me in a sling and hoisted me into a specially fitted boat," he said. "They used Velcro to strap my hand to the tiller so I could steer, and there I was out sailing on San Francisco Bay again."

Herb started racing nationally and even internationally, traveling to Australia, Europe and the Far East. In no time, he was one of the world's premier racers with a disability. Herb served as BAADS commodore from 2002 to 2005 and was instrumental in starting its Small Boat Program. BAADS named its annual small-boat regatta in memory of Herb.

When racing involves sailors with disabilities, ranging from quadriplegics to amputees, special equipment and accommodations are essential — like adaptive seats, servo steering and sheeting systems, and large marks so that sailors with visual disabilities can see where they're headed. All week, volunteers had been feverishly working to get the boats shipshape.

The adult boat classes were made up of Hansa Liberties, Liberty servos and 303s. The Junior division was composed of RS Teras. Hansa dinghies are made for people with disabilities. The boats are safe for the Bay due to a heavily weighted keel. The Liberty servo division included a quadriplegic who used a joystick to control her tiller and her sails, while the two-person 303s had teams that helped to compensate for each other's disabilities.

The 17 racers on the dock were ready to jump (or be lifted) into the boats. The principal race officer, John Super, and the safety boat captain, Ian McClellan, nervously scanned the horizons. The flags on the buildings near Oracle Park just barely started fluttering. The race committee decided to take a chance.

One hour later, with boats bobbing, bouncing and boomeranging off each other, the race committee called it a day. Just a few minutes later, the winds kicked right up. Too late for the day's races, but the sailors were able to at least race back to the dock (while two of the women thought the winner was whoever stayed out on the water the longest). That night, on the warm deck at South Beach Yacht Club, tales were spun and wagers were made as to who would prevail the following day. Luckily, there was a good deal more wind on Sunday for three spirited races.

The overall winner of the Herb Meyer Cup was Chris Childers, with bullets in all of the races. This was just one of two honors Chris recently earned. US Sailing is embarking on a new initiative, funded by the Thomas and Stacey Siebel Foundation, launching this fall in three regions around the country: San Francisco Bay, Chicago and the Mid-Atlantic. The youth sailing programs of Treasure Island Sailing Center, Alameda Community Sailing Center and the Golden Gate Yacht Club Youth Sailing Foundation will be the partner centers in the Bay Area. Each region is receiving 24 hot new youth dinghies to be spread across the community sailing centers. The boats are RS Fevas, a 12-ft rotomolded plastic performance dinghy with an asymmetrical spinnaker, designed to get younger kids into doublehanded sailing sooner than they can in FJs or 420s. Each region will have a coach to help the centers implement new, high-quality programming designed to get diverse communities into sailing and retain kids past the summer-camp drop-off point. Chris is our man here in the Bay Area.

Chris started sailing as a kid and eventually taught at summer camps and community programs in coastal New Jersey. During his senior year of high school, he was in a car accident and lost his leg. After his injury, sailing became his passion, in part because

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SIGHTINGS

herb meyer regatta — continued

it's a sport that one can do while sitting down. According to Chris, "Sailing puts a premium on people who can think about the system as a whole, all the individual variables and how they interact and come together in a symphony of wind, water, materials, hydrodynamics, physics and so much more. It's the only competitive sport I know of where the 'disabled' version is no different from the 'able-bodied' version."

Find full regatta results at www.baads.org.

During the evening's barbecue, Pacific Inter-Club Yacht Association Vice Commodore Larry Mayne and junior staff commodore Winston Bumpus presented the statewide annual Inclusive Sailing Award for Racing and Participation to BAADS commodore Kathi Pugh and South Beach YC's membership officer, Patti Mangan. Since 1991, BAADS has been SBYC's sister organization. They have worked and sailed together since the days when SBYC was housed in a double-wide trailer.

Every weekend (weather permitting), BAADS sailors are on the water. The small boats sail on Saturdays near McCovey Cove, and the keelboats sail on Sundays all over the Bay. With no paid staff, all donations are entirely poured back into the organization.

— kathi pugh

book reviews

Three Sheets to the Wind (Cynthia Barrett, \$17) — Ever wonder where expressions such as "fly by night" and "rummage sale" came from? This book explains those and many more common expressions that trace their roots back to the sailing ships of old. (FYI, "fly by night" referred to a set-it-and-forget-it light-wind sail ships run at night so the crew could rest; and "rummage" was unclaimed cargo sold on the docks.) The explanation for many entries is supplemented by an excerpt from classic sailing literature. Aside from a few entries we wish had been explained better, we learned a few things and got a kick out of it.

The Book of Sailing Knots (Peter Owen, \$15) — Remember that part in *Jaws* when Quint (Robert Shaw) is 'interviewing' Hooper (Richard Dreyfuss)



Women's Sailing Seminar, clockwise from top left: Emily Zugnoni made the day loads of fun; looking up the course for more pressure in the Santana 22 class; instructor Jill Humphreys with Susan Burden; IYC Commodore Chris Nicholas passes around the pineapple cheesecake; Alec Ligouri teaches mainsail trim; Susan helms 'Lelo Too' for the first time.



— continued

and asks him to tie a sheepshank? We've always loved that 'Hollywood' scene because, well, what the hell is a sheepshank, when do you need one, and — here's a biggie — has anyone actually used a sheepshank in the last, oh, 100 years? Anyway, Hooper does it, Quint makes him feel like an idiot but they go out and — well, you know the rest. We used to get a book a year on knots. These days, you can learn any sort of ropework with a quick click of YouTube. That said, we were tickled to get this new knot book, especially when we saw what a nice job Owen does explaining and illustrating the subject matter. You'll be bending a bowline and tying a transom knot in record time. And, yes, he includes the sheepshank. So if you're ever

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MONICA MACCHELLA



SUSAN BURDEN

reflections of a beginning sailor

On September 21, a hot and windless Saturday morning, 60 women gathered at Island Yacht Club. The Northern California Women's Sailing Seminar is entirely taught by women, for women. It provides a place where women don't have to learn from their husbands or partners. My husband strongly encouraged me to go to this seminar. Although Tom is a great instructor, I thought I should fill in the gaps with an official class.

I could feel the collective excitement in the air during our buffet breakfast, as everyone settled in to hear keynote speaker Lucie Mewes regale us with tales of her life as a sailor, from being the one who merely made the sandwiches to winning *Latitude 38's* Unofficial Women's Circuit. Lucie tells it like it really is, with a sharp, witty sense of humor.

Saturday began with basic training. Two teachers and six students dove in with a review of the parts of a boat. We learned where all the lines were and hoisted the jib. I was lucky to have the program manager from the Treasure Island Sailing Center, Alec Liguori, as my lead instructor that day. Alec's sailing buddy Rita Scroggin helped us board and prepare for sail, with the half dozen eager students gathering in the cockpit of the Catalina 38 *Harp*, owned by Mike Mannix. We shared our histories of sailing and our goals for the weekend. The diversity of this group was impressive, from an industrial designer in her 30s to a registered nurse in her 50s.

When the wind came in that afternoon, we were ready to go out onto the Estuary for some practice tacking and jibing. Alec assigned duties: one at the helm, two at the jib sheets and one on the mainsheet. We had an eager foredeck person — she wasn't even the youngest of the bunch, but rather the eldest! She scampered around with the agility of an alley cat chasing a rat.

The wind was light, so we had plenty of time to maneuver past the massive Coast Guard ships and the Park Street Bridge. This was a learn-as-you-go kind of sail, with plenty of time for experimenting with settings. We learned how to luff the sail, then tighten it just enough to power up for speed. As we took turns driving the boat, Alec chimed in with appropriate protocol and procedure, creating an atmosphere that was relaxed and enjoyable.

Sunday held two options for the women sailors. You could go on a Bay cruise or race on the Estuary. Better wind on the second day made the choice easy — racing! With a much smaller crew of three, we boarded *Lelo Too*, a Tartan 30 owned by our onboard instructor, Emily Zugnoni. Most of the boats participating were Santana 22s, so we were in a separate PHRF racing class with two other larger boats. We ran three races, with each of us getting the opportunity to steer for one race.

Emily assigned me to drive the first race. My heart skipped a beat as I realized I was going to pilot the boat myself for the first time without my expert sailing husband by my side. I mustered all the confidence I could and grabbed the tiller, slowly moving off the end-tie dock position toward the starting line. Our race committee stood ready with all the flags we had learned about in the skipper's meeting. The white flag with a red circle meant we would use Course 1 for the first race. We would sail around two marks, figure-8 style, rounding both marks to starboard. We quickly got a feel for *Lelo*, trimming the genoa after each tack.

To my surprise, there was one much smaller boat in the mix: my husband Tom Burden's 8-ft El Toro. Over the VHF radio, we heard the race committee announce, "The little boat is the photographer. You don't have to avoid him; he will yield to you." Tom took more than 300 great shots of the racing, which we posted on our website at www.tom-burden.com.

Our instruction on Saturday gave us the confidence we needed. Rounding a mark for the first time in a boat that was much

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SIGHTINGS

reflections — continued

smaller than the Cal 40 I am used to, I was nervous about hitting the mark and took a too-wide swath to starboard. We gained speed going downwind, with the flood behind us and our sails wing and wing. Aiming for the center of the channel, we rode the flood to second place in our class. There was much celebration.

After each boat docked back at the yacht club that evening, women gathered for the IYC-hosted dinner. We were fed everything from wontons to bananas Foster. The grand finale was the pineapple cheesecake, which made a special entrance with its own theme song blasting on the karaoke speaker.

The best part of the evening was the camaraderie: all women, honoring each other for their efforts, being acknowledged by each other for being strong and independent. One of the instructors, Jillian Humphreys, came up to me and gave me a big hug. She had just figured out who I was. Jillian is a cancer survivor, whose mother used to work with my husband. Although my husband has never met Jillian, he had flown one of her flags on his Cal 40 *Shaman*, inspiring him as another cancer survivor, during his sail to Hawaii in the Singlehanded TransPac. She had tears in her eyes as she shared the details of her hard-won battle with cancer with my new friends and crewmembers. I thanked her for sharing with us, and Jillian said, "If it helps just one person . . ."

— *susan burden*

short sightings

Pacific Puddle Jump Sign-Ups Begin — Even though the last stragglers of the 2019 Pacific Puddle Jump fleet just arrived in Tahiti last month, a new fleet of Pacific passagemakers will soon begin to form in ports from Seattle to Panama.

For the uninitiated, the annual PPJ is unique among international cruising rallies, as its participants leave from a variety of ports along the west coasts of the Americas any time between late February and late May, yet all are bound for the same destination: the idyllic anchorages of French Polynesia. Depending on where they begin, the trade-wind passage is roughly 3,000 to 4,000 miles with no possible pit stops along the way.

Registration begins November 1 at www.pacificpuddlejumps.com, and the entry fee is \$75 per boat (or \$65 if the owner's age or the length of their boat is 35 or less). Entrants' info is included in a master safety database; they are invited to participate in a daily check-in and tracking site (viewable by folks back home); they receive substantial discounts from a variety of sponsors and supporters, including the services of a Tahitian yacht agent that gets you a 40% discount on fuel throughout the islands; plus an official PPJ burgee and other swag; and invitations to several special PPJ events and seminars. So what do you say? Will 2020 be your year to 'jump the puddle'?

KKMI Evolves With the Evolving Waterfront — The Point Richmond Maritime Centre may soon be coming to the East Bay.

In September, KKMI "announced their plans to offer its 5.1-acre waterfront property in Pt. Richmond for sale on a long-term leaseback as part of their plans to redevelop the property," a press release said. "Located on the Santa Fe Channel, this deep-water nautical cul-de-sac will serve to become the Bay's largest and most environmentally advanced marine center in California."

KKMI co-founder Ken Keefe said the strategy was following in the footsteps of Harken, who recently sold and leased back their own manufacturing facility.

The move is yet another sign of the Bay Area's ever-evolving waterfront, as local boatyards and marine businesses continue to adapt to the changing times.

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book reviews

interviewed by a crazed shark hunter, you're a shoo-in.

Reeds Weather Handbook (Frank Singleton, \$14) — When it comes to sailing, we're kind of turnkey meteorologists. Just as we don't have to know how internal combustion works to turn the key and drive a car, we have only a fleeting knowledge of why the weather behaves like it does. Luckily, we can depend on experts to tell us what we can expect, and when 'windows' might appear so we can make transits at the best possible times. But that doesn't mean we're



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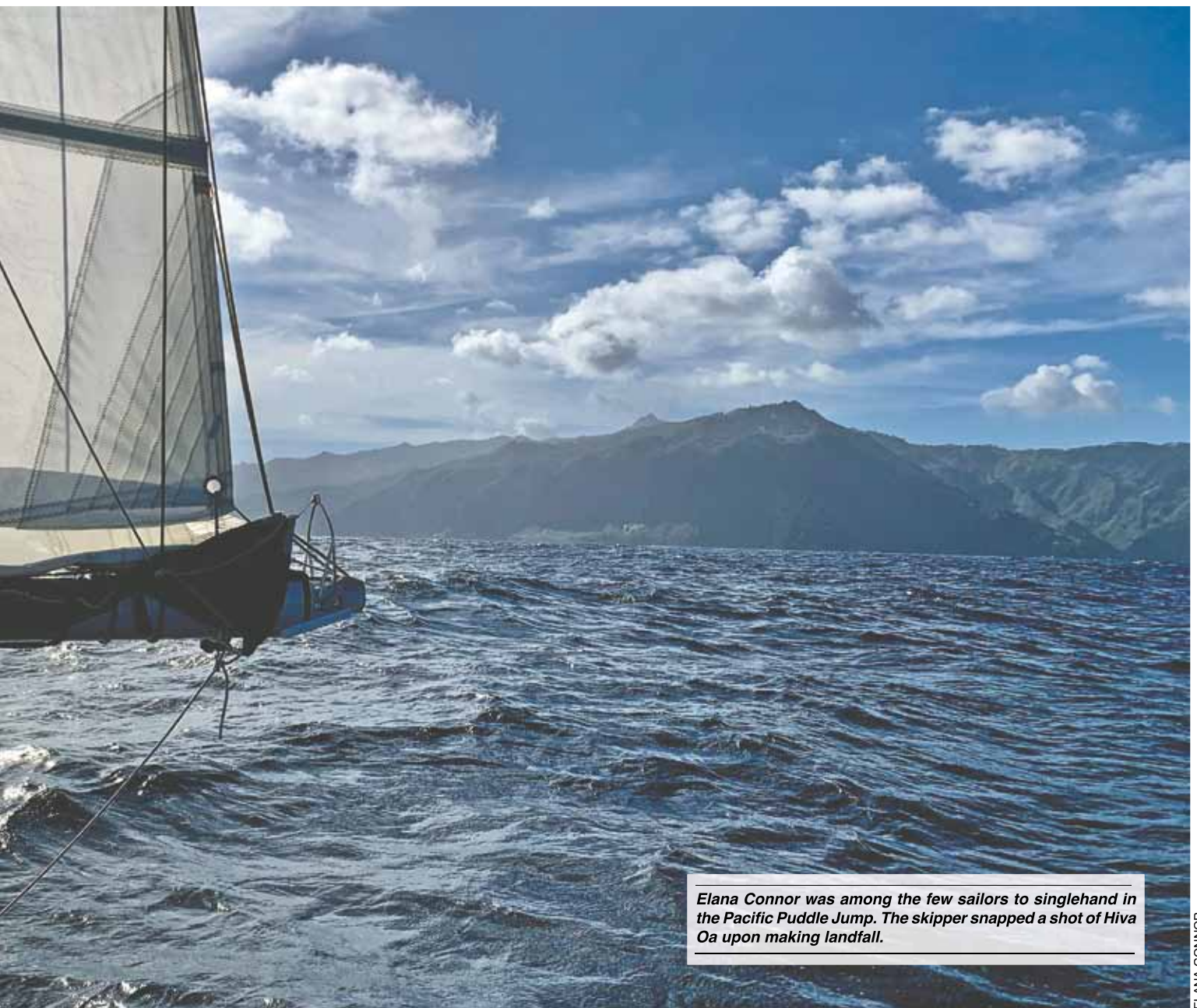
averse to learning more. Which is why we took this little book along on a recent delivery to S.F. Bay from Southern California, in what turned out to be an ideal window — right after two straight days of Santa Anas had knocked the swell down and before the prevailing breezes kicked back in. Alas, we thumbed through the book in vain. Reeds is focused on European wind and sea models — and apparently nothing over there behaves like a Santa Ana. It's still a neat little book that should be in every chart table.

— jr

shorties — continued

Olaf Harken's Life of Having Fun — It's easy to forget that Olaf and Peter Harken started Vanguard sailboats in Pewaukee, Wisconsin, where they manufactured Flying Juniors, 470s, Finns and Flying Dutchmen. At the same time, the brothers had a successful sailboat hardware business, which would go on to become a global brand. The Harken business philosophy was "working hard, delivering excellence, and having fun every day."

Olaf passed away on October 21. He was 80 years old. An engineer by trade, Olaf was ultimately "in charge of the money," according to Peter, who is an economist, and has handled design and production. "My brother did all the hard work so I could have all the fun," Peter said in a remembrance to members of the Harken staff. "His legacy is in this culture. So let's just keep doing what we do. Just keep getting better."



Elana Connor was among the few sailors to singlehand in the Pacific Puddle Jump. The skipper snapped a shot of Hiva Oa upon making landfall.

ELANA CONNOR

why i sail

"Those who dance are thought mad by those who cannot hear the music."

I first came across that expression a few months ago in the opening credits of a movie about mountains and partially about mountain climbing. I have since learned that it is well known and attributed to various sources. The words echo what I have observed in my own life and called the dog-whistle effect. There are those, perhaps many, who simply cannot comprehend my life, just as we cannot hear sounds that dogs can. I have learned that people understand my life and why I sail almost instinctively or they do not and never will, which is one reason I generally deflect the question, "Why do I make my voyages?" Another is that, as a long-ago philosophy major, I came to the conclusion that as a species we have evolved to be fairly good at figuring out "how" — at least some of us have — but not at answering "why?" Western philosophy can be summed up in four words: Good questions. Bad answers.

So when a man in the audience at a recent talk I gave at the Richmond Yacht Club said, "And now for the big question: Why?" I did not attempt to provide an answer. Some, including a *Latitude 38* editor who was in the audience that night, subsequently expressed regret that I did not and offered me the opportunity to do so here. Thus I find myself attempting to answer a question I consider unanswerable. This is partially self-serving. I figure that if I write this out now, after it appears in *Latitude*, I can post it on my website and in the future simply refer anyone who asks the question to the site and never have to answer it again.

The question actually has two components: "Why do I go to the edge of human experience?" and, "Why do I sail?" For I could have gone to the edge in other ways.

The very first words of my first book about my first circumnavigation are: "I was born for this moment and all the days ahead." I believe them to be true, so the most fundamental answer to "why" is that I was born to.

I believe that to survive, our species needs most members to be stable workers and responsible parents, but it also needs to spin off a few who are original experiments destined to explore and expand the edges of human experience. From childhood I have believed I am one of those original experiments, even though aware, as I wrote decades ago, that most original experiments are failures. Whether I have been a successful or failed experiment remains uncertain.

At least partially jokingly, I recently declared myself a success when I learned that one of my aphorisms, "Live passionately even if it kills you, because something is going to kill you anyway," now appears on tea bag labels, joining my better-known, "A sailor is an artist whose medium is the wind," which has been used without royalties on T-shirts, coffee cups, paintings, photographs, and even an ad for women's shoes. What other sailor do you know whose words are so widely stolen? What other writer?

If one accepts that I am an original, and a fair number of people have come to that conclusion over the years, then one could reasonably ask, but why sailing? This is easier to answer.

I was born in Saint Louis, Missouri, and raised in a suburb of that city about as far from the ocean as you can get. I was not close to my mother and stepfather and wanted to be as far away from Saint Louis as I could get, so I was overjoyed when in my early teens my grandparents, my father's mother and her last husband, to whom I was close, retired to a small house three in from the ocean at San Diego's Mission Beach.

I spent my high school summers with them, and those summers probably saved my life. I was over the seawall and on the beach and in the ocean from morning to night. I saw sailboats pass. I had never sailed. I knew no one who sailed. Sitting there I told myself that one day I would, and obviously I have.

Another teenage moment: I am at a movie theater in Kirkwood, Missouri, watching the mostly forgettable *Fire Down Below*, starring Rita Hayworth, Jack Lemmon, and Robert Mitchum. There is a scene in which Hayworth goes to the bow of a sailboat anchored just off a white-sand tropical beach and dives gracefully into blue water to swim ashore. A lonely boy, I told myself that someday I would have a boat like that and sail with a woman like that to an island like that. And I have. Many times. It has not all been an ordeal.

I was an only child and it took. A perfect upbringing for a solo sailor. I am not meant to be a team player. I have almost never sailed with anyone except a few of the women in my life.



by webb chiles

I have written about entering the monastery of the sea, and though I am a much-married monk, I cherish solitude some of the time and sailing is something I can do alone.

Once when asked what sailing means to me, my instant reply was "freedom." Part of that freedom is escape from and part is escape to. Escape from the restrictions, regulations, and banal, ubiquitous ugliness of modern urban life. Beauty can be found in cities, but as isolated oases briefly glimpsed between telephone poles, billboards, and graceless buildings. Escape to a world that is simple, direct, beautiful, uncompromising and unsentimental.

The sea is not cruel or merciless. We are. The sea is insensate and indifferent. It is what you make of it and yourself. If a sailor is an artist whose medium is the wind, the sea is the canvas, a still — with some exceptions — pristine canvas, though perhaps not for much longer.

I love the beauty of the open ocean. I love not hearing news

of greedy billionaires and the stupidity of self-serving politicians. I love that the only sounds I hear at sea are the wind, the water, and the music I choose to play. I love feeling my boat move in perfect balance through waves. I love having the clear-cut responsibility for myself and my actions.

Long ago I wrote, "Define a man, then, by that against which he must strive."

When I was young I looked around and saw that the biggest thing on this planet is the ocean. So it has been that against which I have chosen to strive and be defined.

That is perhaps sailing's greatest freedom of all: the freedom to be myself.

I don't know if I have answered the question "Why?" but I have done my best, and if you don't understand now, you never will.

Take a moment. Listen. Do you hear music?

— webb chiles

Webb Chiles talks about his life at sea at Richmond Yacht Club in late May. "I didn't want to be like the rock star singing his greatest hits," Chiles said at the event. "I wanted to sing a new song, and I think that 'Gannet' and I did."



RANDALL REEVES

If you're like us, you're wondering what you're going to do now that the Figure 8 Voyage is over. What will you read, now that Randall Reeves isn't writing a blog post every day? What will you check obsessively, now that *Moli's* tracker is stationary in San Francisco Bay, her outbound track crossed, the loops closed? What will occupy your imagination? Like a good book, we found ourselves reluctant to reach the end.

It's hard to believe that the Figure 8 is over, but on October 19, Reeves sailed back through the Golden Gate, with nearly 40,000 miles under his keel, having completed the first-ever singlehanded circumnavigation of the planet both latitudinally and longitudinally in just under 13 months. It's hard to believe that someone conceived of the Figure 8 at all. A few months ago, we traced the route across a globe with our finger, going past Cape Horn, circling the Southern Ocean and circumnavigating Antarctica, then past Cape Horn again, up the east coast of the Americas, through the Northwest Passage and back to San Francisco. In theory and on a fractional scale, the voyage

seemed straightforward — just go round and round. But then we consider the oceans it went through, the endless miles, and the wear on boat and skipper. Equally difficult to conceive was the idea of someone actually pulling it off.

We intercepted the 45-ft custom-built *Moli* and Reeves outside the Gate on the 19th, before heading to Sausalito Yacht Club for the official reception. Randall's wife, Joanna Bloor, was MC-ing, and as we were waiting, she said of her husband over the microphone, "Hopefully he hasn't pulled a Moitessier," referring to Bernard's infamous shunning of the Golden Globe Race finish in 1969, when he continued to sail around the world alone. Reeves met and interviewed Moitessier years ago, and has always held him in high esteem. For some reason, the idea that Randall would keep sailing didn't seem that far-fetched. Or rather, it seems likely that he'll go back to sea sooner rather than later.

Writing on his blog about his return, Reeves said, "These will be my last hours alone with *Mo*, and I feel an urge I can't define. Not to be out to sea again,

but an agitation. A thing I have ardently desired is imminent. Do I desire it now? There is a sense of foreboding, not at the idea of being home but rather at the display that will accompany my return. Will I be what people expect? Will I remember my remarks? Will I make a sailing blunder for all to see? Having passed so many difficulties, having relied so often on my own resource and on *Mo's* extraordinary ability — and still to be worried about what others will think. It appears I have not left my faults behind. 'What we have done, we have done,' I say in my own defense."

We should remind everyone that the recently completed Figure 8 was version 2.0. Reeves first set off on his ambitious dual circumnavigations in 2017, but lost both his autopilot and windvane as he was approaching Cape Horn. He was forced to put in at Ushuaia, Argentina, for repairs. Then, in the Southern Ocean, Randall took a vicious knockdown and lost a pilothouse window and some electronics. He sailed on to Hobart, Tasmania, where he made the decision to hit the reset button and start the Figure 8 anew. He would go on to make a solo circumnavigation of some 25,000 miles via the Southern Ocean in three stops. (He put into Hawaii for a few days before returning to the Bay in July 2018.) "Not so remarkable," Reeves joked, "except that it may be the longest shakedown cruise in history." We would contend, if we may, that the story of the Figure 8 is perhaps even more remarkable in that an entire lap of the planet preceded it.

When he embarked on the Figure 8 2.0 on September 30, 2018, Randall Reeves was immediately becalmed, and made for Drake's Bay to wait for wind. "It was an inauspicious start," Reeves said at the Sausalito Yacht Club reception. The time spent waiting, he said, allowed his mind to race and contemplate



'Moli' sailed back under the Golden Gate Bridge in mid-October under gray skies and light wind.



CLOSES THE LOOPS ON THE FIGURE 8



LATITUDE / TIM

Randall Reeves waved at the flotilla as he slowly made his way back into the Bay. After abandoning his first Figure 8 attempt in 2018, Reeves managed to close the loops the following year.

the gargantuan task that lay ahead. "I was not feeling all that hot. I was scared, afraid and timid while sitting there in Drake's Bay." (In an October 4, 2018 blog post from Drake's, Reeves wrote: "This waiting has been unpleasant. Each day on the hook offers the chance to break an essential piece of gear or discover some necessary kit I've failed to put aboard — something that will require a return to San Francisco; each day I eat stores intended for the voyage; each day I miss Jo, who is minding the house 45 minutes south of here by car. I also get to chew my fear. When I departed last year, my fear was based on ignorance. Now I know what I will find down there.")

The key, Randall said at the reception, was to get going, to get on with it. "I'd go from one gale to the next. Then I went through a really bad storm, and I didn't die . . ."

Randall Reeves had been back at his home in Oakland for less than a week when we spoke to him by phone. (We'd also exchanged a few emails the week prior to his arrival through the Gate.) From literally the moment he

stepped onto the dock, Reeves had been doing interview after interview with local media, as well as CNN and a few magazines. But the maelstrom was just about to quiet down. "As you know, I enjoy telling a story," he said, referring to his

blog. But the media attention had "kept me from the rhythm of being at home."

We have heard some sailors say that they have difficulty transitioning back into their shore-based routines. Not Reeves. "I don't have a problem falling back into a normal land life; this may be one of the ways I'm tuned to be a solo sailor," he said, adding that he adapts easily to different rhythms and conditions. He was not automatically waking up every 90 minutes, in other words, to check sail. We asked if his body had changed after being at sea for so long; had all that sailing made him stronger in some ways and weaker in others?

"Yes and yes," he said. "Some muscles that you use become very strong. The thing I do most on a boat is crank the winch, especially in the Southern Ocean. So the arm muscles are great — you're hanging on and balancing. But the leg muscles . . ." Randall said he's gone on a few hikes with his wife, and has had a hard time keeping up. "I have zero aerobic fitness," he said, adding that it's hard to get an aerobic workout on a boat. "But that all comes back." Despite being tired of his own cooking, Randall said he was "now the house chef. I have a social-capital bill to pay," he said, referring to his two-year absence from his wife.

When we interviewed Reeves in September 2018, less than a month before he departed on his second attempt, we asked him what it would mean to successfully complete the voyage. "I can't imagine," he said. "I've been going at this project for five years, and right now all my focus is on the route. I've got no sense of what comes after. If I can complete the

During the last few days at sea, Reeves sailed through a small but intense low-pressure system. It was the final test after a year of circling the globe.



RANDALL REEVES / FIGURE 8 VOYAGE

RANDALL REEVES

THIS ROW: RANDALL REEVES / FIGURE 8 VOYAGE



From left to right: Going through the Figure 8 Voyage in reverse, one dry-erase board at a time: Reeves completes the Northwest Passage in September; Randall makes his second rounding of Cape Horn in March.

Figure 8 as planned this second time, I'll probably be telling you next year that it was easy, anyone could do it."

We asked Randall if he cared to comment on his former self. "I'm surprised that it was possible. I'm surprised I could do it. I'm surprised it was that easy, because it's a [expletive] long way; I really had that profound experience of taking it one day at a time. You just keep going and going, and suddenly you're in front of the Golden Gate Bridge. I have plenty of 'I nearly sank' stories, but they are separated by a vast number of days where nothing special happened. I still feel that way, that anyone can do this. Once you start, you just have to keep going. It's not heroics."

Having been back for less than a week as of this writing, Reeves isn't quite ready to reflect on the totality of the Figure 8. "I'm having a hard time realizing or thinking that I've completed a long voyage, or feeling the rush of great and unheard-of success. From this vantage now, the Figure 8 does not seem monumental. Yes, I can vividly recall the difficult moments and the day-in-day-out weight of such a long and thorough undertaking, and yes, maybe I'm particularly adapted to this kind of endeavor: I can enjoy months alone; I can survive on limited and sporadic sleep; I'm not driven crazy by the constant, wild motion of a small boat at sea. But the biggest requirements of the voyage — thoughtfulness, thoroughness, persistence, luck — these are not unique to me."

Reeves has always struck us as remarkably humble, a kind of reluctant hero. We asked him if he agreed, and if so, if this was a perspective forged by the Figure 8, or perhaps because he was speaking to such a large audience via his blog. (And with that said about humility, we told him that we could only imagine the self-confidence and swagger needed to singlehand around the world.)

"My guess is that what you see as

humble is what I would regard as the attitude of a sailor. Frankly, I feel very aware of what I know and don't know, and there is a tremendous amount that remains in that second bucket. *Mo* is very strong, but I know that the ocean is stronger. I have seen many gales, but I have not seen them all; I do not know the right tactic for every wave. And having gotten this far, I am now even more aware of the importance of luck. I prepared thoroughly, practiced hard, fought through initial failure — but much of my ultimate success depended on things beyond my control. I got lucky, and the lucky do not swagger . . . especially if they intend to return to the field of action."

"A thing I have ardently desired is imminent. Do I desire it now? Will I be what people expect?"

Throughout the Figure 8s, our conception of how an epic voyage would test a sailor has been challenged. We asked Reeves if he was ever in danger of making mistakes out of boredom or monotony, but he disagreed with the premise of the question.

"A mistake due to fatigue and fear, yes, but not boredom or monotony. I'll admit I don't bore easily; though an ocean passage is comprised of just water and sky, I don't find it monotonous. One is inside a perpetual motion machine — the boat, the waves, the clouds, sun, moon, stars, birds — everything around you is moving; the environment is in a constant state of flux, and you, the sailor, beyond simply soaking in the wild beauty, are trying to read all these signs of change for what the night or the

morrow will bring. Even when you are below, even when sleeping, your senses are reaching out for sounds or shifts in the rhythm of the boat that indicate a different approach will soon be necessary. I've often found myself on deck in the night for no reason I can think of and only once there do I see that a squall is approaching or the wind has increased and *Mo* needs a reef."

Speaking of Bernard Moitessier — as one does when talking about circum-navigations — there was a quote from a 1981 *Latitude* interview with Bernard that talked about a singlehander's routine; in his typical and slightly impish fashion, Moitessier called it a "game." He said: "It's so nice to just lay on your bunk with a fantastic book, but you also have to be aware of what must be done on deck. Then it starts to become a dance with life, because there are rhythms. You have to be so aware that everything must work good from beginning to end and stay at a high level of quality. That's what you are looking for, and it is a nice game. You could get very high playing that game, and that is how I could stay at sea that long." It seemed appropriate to see if the quote hit home for Reeves.

"One of the purest joys of bluewater sailing is when the boat is in perfect balance and making way as if without effort or need of correction from you. She moves with intention through the waves like a thing alive and at a gallop; you have the reins, of course, but now only the lightest touches are required, a small tweak to the windvane, one turn or half a turn on the sheet winch. Or maybe nothing is required for hours at a time. And this is intensely beautiful because you feel the boat is embedded in the waves and wind, and you with it. You feel at one with the boat and the infinity of sea."

And speaking of the French and other notable sailing cultures at large, we could not help wondering how the Figure

CLOSES THE LOOPS ON THE FIGURE 8



From Left: Reeves made his first 'proper' rounding of Cape Horn in late November 2018; Sailing back to San Francisco from Hobart, Tasmania, in 2018 to restart the Figure 8; Randall was just a few weeks from Cape Horn in late 2017 before the freak loss of both his self-steering systems.

8 would have been received in Europe. We don't mean to take away from the loyal crowd that went out to meet Randall, or the boisterous reception in Sausalito — to say nothing of the thousands of followers who devoured his Figure 8 blog. But it is a fact that the French and English are far more enthusiastic about sailing than Americans.

"Maybe it's that I'm not a young guy, and so I'm regarded differently; I don't know," Reeves told us. "But I didn't envision the Figure 8 for the party

afterward. That's not what I was shooting for." Referring to his blog, Randall said, "It was great being able to report it as it happened; being able to tell the story was integral to the Figure 8. I was really humbled by the number of people reading. That's just utterly flattering." (Months ago, we asked Reeves if he planned to write a book about the Figure 8. "My pat answer is: If I don't, my wife will kill me, he said.)

Reeves said the differences in sailing cultures run deep. "I was the only

American in the Northwest Passage this year. Apparently, that's common. 'American's don't cruise,' said a Frenchman one night in an arctic anchorage. That does seem to be true. Daysail and race, yes. Cruise, not so much. In France sailing clubs teach sailing to the kids [as they do here] but actively teach cruising skills to the adults. And, of course, they have the summer months off in comparison to our one or two weeks of vacation. Bottom line: Americans are poorly represented in the world's far-flung anchorages."

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RANDALL REEVES

So what's next?

There have been other circumnavigators who, upon the completion of their epic voyages, have been less than enthused at the "What's next" question — and fair enough. If you had been training and preparing for a specific goal for several years with laser focus, then it would only make sense that you'd need some time to consider the next chapter. We had planned to avoid asking Reeves the question altogether, but at some point during the October 19 reception, we heard Randall's wife Joanna say something to the effect of, "Oh he'll probably go off sailing again soon."

The night of his return, Reeves and Joanna invited friends and family to his house in Oakland. Because the question had been broached, we felt that it might be appropriate to ask this man, who'd been gone for nearly two years and only home for a few hours, what sail-



Before his feet hit the dock in Sausalito, Reeves gave thanks to the many people who had made the Figure 8 possible.

ing plans he might have for the future. Reeves laughed. "I am thinking about a slow Southern Ocean cruise," he said. "There are so many islands out there, wild places, that I want to explore."

On his final(ish) Figure 8 blog post, Reeves wrote: "'Home is the sailor, home from the sea' is a haunting line, filled with profound relief and a touch of melancholy."

"For years I have followed the track of the Figure 8, always pressing on and pressing further, and now the double loop is finally closed."

"In it the sailor's deep longing for completion, for return, is fulfilled but not without cost. That other place must be abandoned

— where he has fought and held his own; where the fates have let him see and live; where he has stood in awe of the raw, alien beauty, where he has felt more himself than anywhere — on this he must turn his back.

"Because for all its attraction, the sea is not home. The wind blows. The waves continue their heave and roll. The sea awaits. Always the sea awaits."

latitude / tim

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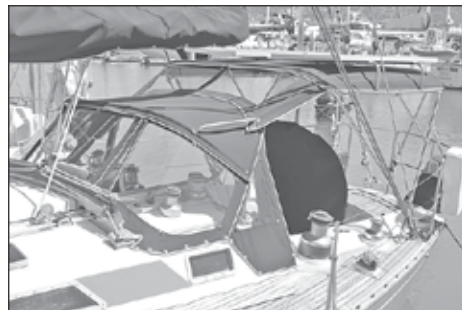
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November 4, 11 a.m. – Start of Leg One
to Bahia Tortugas.

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
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RESURGENCE OF AN OFFSHORE CLASSIC —

Whether your involvement in offshore racing includes eagerly standing watch at all hours in all weather, or is limited to watching transponder tracks move across your computer screen while you're comfortably perched in an easy chair, we think you'll be interested to

though, there's another key factor that sets it apart from its better-known West Coast cousins, the (Hawaii) Transpac, the Pacific Cup and the Vic-Maui. That being that navigators must contend

with the meteorological wild card called the ITCZ (Intertropical Convergence Zone) when choosing where to cross the equator.

At a gathering of potential entrants earlier this year, veteran ocean racer John Jourdane laid out the elements of the course: "It's a harder race than Transpac in a lot of ways. You go around the west end

of Catalina, and instead of being hard on the wind for a day or two or three, you actually put up your kite and start heading southwest. Then you run with your spinnaker all the way down to the equator — to the doldrums.

"The wind comes forward, and instead of running you're reaching. It's often a pretty hard, windy reach until you find your way through the doldrums. You'll work your way through light winds with a lot of thunderstorms. And when you

arriving sailors receive will likely be more lavish and colorful than ever — race organizers at Transpac YC have teamed up with the nautical event specialists of Tahiti-based Archipelagoes.

As racers will learn upon arrival, French Polynesians take great pride in showcasing their cultural heritage through music, dance, sport and cuisine.

To fully appreciate the legacy of this venerable competition, it's helpful

to turn back the clock to the early days of California statehood. As West Coast history buffs know, during the Gold Rush and the years of rapid growth that fol-

lowed, fresh foodstuffs — particularly fruits and vegetables — were in very short supply and commanded sky-high prices.

As a result, entrepreneurial mariners such as Captain Matthew Turner — after whom a Bay Area tall ship was named — proved that making regular produce runs to Hawaii or Papeete and back could be extremely profitable. Turner eventually seg-

ued into shipbuilding, with tremendous success. One of his most famous vessels was the schooner *Papeete*, built for the packet trade. She once recorded a swift passage of 17 days from San Francisco to Papeete.

What's all this got to do with a contemporary ocean race? Those early merchant ships firmly established the California-to-Tahiti trade routes that undoubtedly served as inspiration to gentlemen ocean sailors of the early

LATITUDE / ANDY



"Maeva!" (Welcome!) As arriving racers will quickly learn, Tahitians take great pride in their cultural traditions.

learn about the resurgence of a Pacific Ocean classic: the 3,570-mile Transpac Tahiti race, which is slated to begin May 28 from Long Beach.

When first staged in 1925, this marathon sprint from California to Tahiti's Pointe Venus became the longest non-stop yacht race in the world — 1,350 miles longer than the Hawaii Transpac. Even today, apart from around-the-world races, it is probably still the longest. (The Route du Rhum — from Europe to the Caribbean — is 30 miles shorter.)

In addition to the Transpac Tahiti's jaw-dropping length,

Below: In 1964, the elegant Herreshoff ketch 'Ticonderoga' set a new record that held for 30 years.



DAN NERNEY / ROLEX

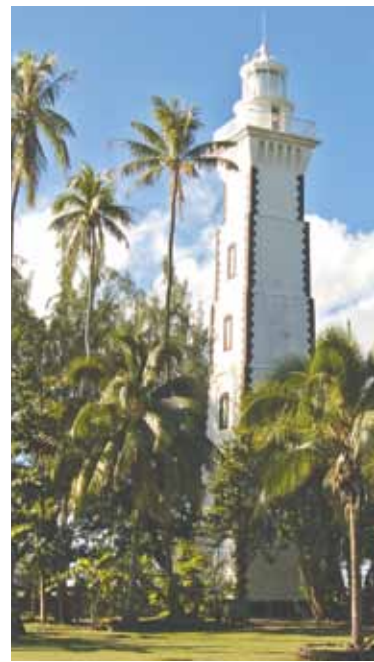


SHARON GREEN / WWW.ULTIMATESAILING.COM

Above: 'Medicine Man' is the only contender that's run this course before. In 2008 she broke the existing record, but 'Magnitude 80' did even better.

come out the other side, it's a hard reach all the way to Tahiti. But once you arrive, it's absolutely wonderful."

In 2020, the traditional Polynesian welcome that



Perched beside Mata-vai Bay, where Capt. Cook's 'Endeavour' once moored, the Pointe Venus light will usher racers toward the finish line.

TRANSPAC TAHITI 2020

1900s, many of whom were colorful characters who owned big schooners.

The winner of the first Tahiti race in 1925 — which started from San Francisco Bay that year — was L.A. Norris of the St. Francis YC. Acclaimed to have been one of the era's leading West Coast yachtsmen, he beat three other competitors to Papeete, setting a benchmark time of 20 days aboard the 107-ft schooner *Mariner*, which was also the Transpac record holder at the time.

Described by club historians as bronzed and weatherbeaten, Norris had circumnavigated in 1910 aboard the 92-ft *Seafarer* "on one of his several

Seen here heading to Oahu during the 2013 Transpac, the vintage S&S yawl 'Dorada' will add an extra measure of class to the Tahiti race.

honeymoons."

Over the years some highly renowned yachts have run the course, and the record has been broken a number of times — perhaps most famously in 1964 when the 72-ft L. Francis Herreshoff ketch *Ticonderoga* completed the passage in 17 days. It was 30 years later (1994) before the record was broken again, this time by the Santa Cruz 70 *Kathmandu*, which brought the benchmark down to 14 days, 21 hours.

There it remained for 14 years until Doug Baker and crew aboard the Andrews 80 *Magnitude 80* shaved it by another 3.5 days, to 11 days, 10 hours in 2008.

Since its debut 94 years ago, the Transpac Tahiti has been run 15 times intermittently, often with very small



'Pyewacket 70', seen here being prepped at KKYC in May, could break the record. But it's a marathon course with a wild card in the middle.

fleets. But this year, thanks to renewed enthusiasm on both sides of the equator, an impressive fleet of 10 boats — as long as 80 feet — has already signed up, and additional contenders are expected to commit soon.

Several, including Roy Pat Disney's modified Volvo 70 *Pyewacket 70*, are definitely gunning for *Mag 80*'s elapsed-time

"When you come out the other side, it's a hard reach all the way to Tahiti."

record. In fact, according to long-time *Pyewacket* team manager Robbie Haines, Disney bought this boat specifically to challenge the record. If you're curious, her modifications include a taller stick and a deeper keel than 'stock' versions.

"Since entering," says Haines, "Roy Pat has gotten more and more excited about the race. We've got a good crew lined up, so we're rarin' to go!" In order to set a new course record, *Pyewacket* — or any other challenger — will have to do better than *Magnitude*'s 13-knot average, and many insiders think that's doable. Adding to the excitement aboard *Pyewacket*, only one crewman has sailed



RESURGENCE OF AN OFFSHORE CLASSIC —

ST FRANCISCO YACHT ARCHIVES



A typical-looking yachtsman of his era, Jim Wilhite of San Francisco skipped 'Athene' to Tahiti in one of the earliest races.

this route before, "and that was 30 or 40 years ago," according to Haines.

For the first time ever, the 2020 edition of the race is open to multihulls — meaning that whichever of them wins will establish the inaugural multihull record. At the moment that honor

"The Tahiti race has always been on my bucket list."

would seem destined to go to John Sangmeister's ORMA 73 *Tritium*, the sole multihull entry, although it's still six months until the May 1 entry deadline. "Tahiti is one of my most favorite places on Earth," says Sangmeister, who anticipates, "The race will be an epic adventure." He's done seven Hawaii races, but this will be his first sprint to Tahiti.

In addition to these and the other big, sexy speed machines — including

The vintage Columbia 57 'Angelique', looking good at the start of the Pacific Cup. Owner Andy Kurtz has been waiting for this "forever."

COURTESY ANGELIQUE



Steve Meheen's Botin 80 *Cabrón*, Bob Lane's Andrews 63 *Medicine Man*, and Damon Guizut's R/P 77 *Zephyrus* — Tahiti-based Frenchman Benoît Parnaudeau has entered his Class 40 *Nacira*, and he encourages other Class 40 owners to follow his lead.

Meanwhile, the *Ia Orana* division (meaning 'hello' in Tahitian) has attracted a disparate fleet of entries, whose skippers had differing motivations for signing up.

The most famous among them is the 1929 S&S wooden classic, *Dorada*. As widely reported here and elsewhere, since she came under the 'stewardship' of Matt Brooks and Pam Rorke Levy



COURTESY NACIRA

Tahiti-based Ben Parnaudeau of 'Nacira' invites other Class 40 owners to come out and play at the end of May.

less than a decade ago, the 52-ft yawl has competed and excelled in many of the long-established offshore races that cemented her fame in the 1930s as a true thoroughbred, and one of the most distinctive boats ever designed by Olin Stephens.

"The Tahiti race has always been

on my bucket list," says Brooks. "It's a very significant race, and I love long, substantial, challenging bluewater races."

Andy Kurtz has entered the Columbia 57 *Angelique*, a design many would consider to be a 'plastic classic.' "I've been twice across the equator," he says, "but I've yet to visit French Polynesia, and I've wanted to go there forever."

"The crew isn't finalized yet," says Andy, "but



COURTESY CABRON

The 80-ft 'Cabrón' also seems capable of breaking the 11-day record. Note her green canting keel (center).

there are both guys and gals going. I think this is a bucket list item for a couple of them."

For Bill Boyd and his longtime sailing buddy Scott Atwood, it's even more than that. Their boat name refers to their shared goal of doing the Transpac Tahiti with their daughters, then cruising through the tropical South Pacific together afterward.

"Scott and I have given great thought to our motivation for doing this race. We both have a love of the sea, have sailed all over the world, hundreds of thousands of miles. But the thrill of sailing with the most precious things in the world to us, our daughters — the dream of making landfall with them; the special bonding under the stars, seeing the Southern Cross together for the first time in their lives; sailing in the southern latitudes; crossing over the equator; and watching water run down the drain in the other direction — that's what *Dad's Dream* is all about."

And we have no doubt that they're

Chris Mellor of the Norseman 447 'Sensei' enjoys racing and chartering on the Bay. But he's now ready for a new offshore challenges.



COURTESY SENSEI

TRANSPAC TAHITI 2020

serious. "When I entered the race, our plan was to sail my Morgan 382, but with all the latest entries, I've decided to get a faster boat. So my Morgan is up for sale and hopefully it will soon be upgraded to an SC40 or a Sydney 41."

Between them, these guys have done 19 Transpacs to Hawaii, and Boyd raced to Tahiti once before.

As with the crews of both *Dad's Dream* and *Angelique*, we expect most of the

racer/cruiser entrants will linger in the South Pacific awhile island-hopping in cruise mode, and perhaps taking part in South Pacific fun fests such as Tonga's Blue Water Festival or Fiji's Musket Cove Regatta (both in September). Some of the top-tier speed machines may head to Australia to do the



Being nearly 100 years old, it's no wonder the Transpac Tahiti trophy is a bit tarnished. Every win recorded on it was hard-won.

AC World Series in October 2020.

Since its inception in 1925, only 72 boats have done the Transpac Tahiti race — more people have climbed Mount Everest than have

Transpac Tahiti 2020 — Entries to Date

<i>Angelique</i>	.....	Columbia 57.....	Andy Kurtz	Sebastopol, CA
<i>Cabrón</i>	.....	Botin 80.....	Steve Meheen.....	Houston, TX
<i>Dad's Dream</i>	.....	Morgan 38.....	Bill Boyd.....	Long Beach, CA
<i>Dorado</i>	.....	S&S 52.....	Matt Brooks.....	Fremont, CA
<i>Medicine Man</i>	.....	Andrews 63.....	Bob Lane	Long Beach, CA
<i>Nacira</i>	.....	Class 40.....	Ben Parnaudeau...	Tahiti, FP
<i>Pyewacket 70</i>	.....	Volvo 70.....	Roy Pat Disney	San Diego, CA
<i>Sensei</i>	.....	Norseman 447	Chris Mellor.....	Pt. Richmond, CA
<i>Tritium</i>	.....	ORMA 73	John Sangmeister	Long Beach, CA
<i>Zephyrus</i>	.....	R/P 77	Damon Guizot.....	San Marino, CA

Rolex Sydney Hobart in December.

The other South Pacific magnet for visiting yachts in the coming months will be the 36th America's Cup in Auckland, New Zealand (March 2021), and the events leading up to it such as the

crewed in it.

Covering a distance 38% longer than the Hawaii Transpac, this legendary contest is sure to be as exhausting as it is fulfilling — especially for those holding down the windward rail on the tight reach to the finish. But as many race veterans will confirm, doing it could be the greatest sailing adventure of your life.

So if you get a chance to sail this time-honored course next spring, we'd highly encourage you to do it.

— latitude/andy

LOCH LOMOND MARINA



NO REGRETS —

I was 24 years old in 1983, and had signed on as crew on a Piver Vic-tress trimaran that was bound for Eng-land from San Diego. That year's El Niño made for a rough passage south. The elderly owner had a heart condi-tion, became very seasick, and nearly died. When we reached Cabo San Lu-cas, he flew to a hospital in the USA. While he recovered, my fellow crew and I hung out boat-sitting. When the owner finally returned, he decided to sell the boat. Our epic voyage was over.

However, those weeks in Cabo changed my life. I fell in love with cruis-ing. Hanging on the hook at what was then just a fishing town and not the tourist mecca it's become, we swam and snorkeled, drank beer and ate lobster on the beach, played music, lay on the nets and watched the night sky, and met cruisers — real cruisers, includ-ing one salty couple who had just com-pleted a circumnavigation. I remember raptly listening to their stories in the salon of their Tayana and marveling at all the little improvements they'd made that had turned their boat into a true cruising home. But mostly, I remem-ber them saying that of all the places they'd visited around the world, the Sea of Cortez was one of their favorites. Though my sailing trip on the Piver was at an end, I knew I'd be back someday.

I did return — on my own trimaran — with the '99 Baja Ha-Ha, and spent a good portion of two years in Mexico. I was back again in 2005, before heading

farther south a year and a half later.

And last year, my wife Alene and I returned to Mexico after a 13-year Pa-cific circuit via Polynesia, New Zealand, Southeast Asia, Japan and Alaska. This time, however, we didn't plan to linger. We hauled the boat and visited a few fa-vorite spots, but spent most of our time preparing to return to the South Pacific.

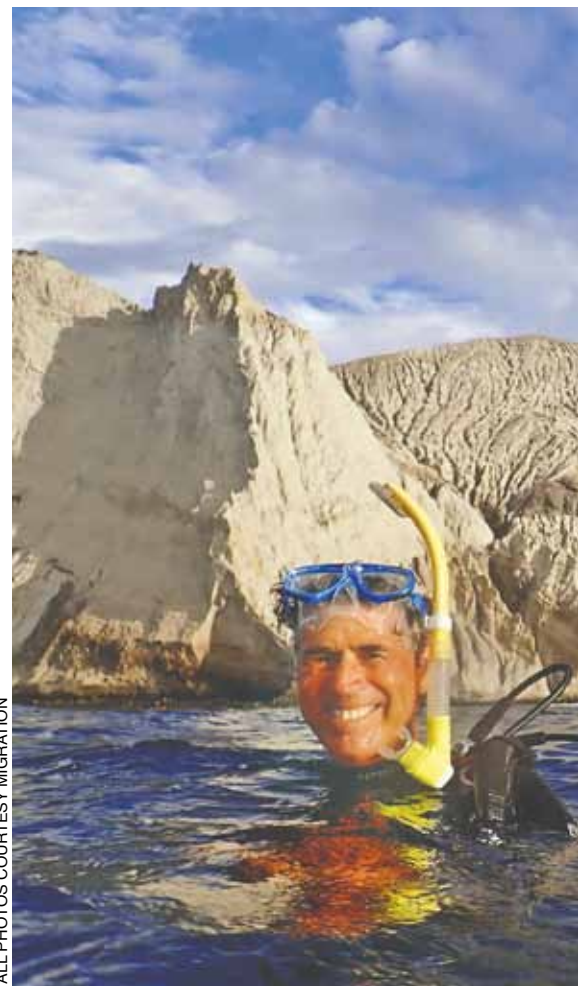
Mexico U-Turn

On May 5, after three weeks of spectacular diving with giant mantas, sharks, dolphins and whales in the Re-villagigedo Islands, we left Isla Socorro bound for the Marquesas. *Migration*, our Cross 46 tri, was heavily loaded with food and booze; we were well aware of how costly provisioning can be in French Polynesia. The sailing was per-fect: sunny skies, gentle breezes, calm seas. After a few hours I turned to Alene and mentioned how sad I was that we probably would never dive the Revilla-gigedos again; by the time we got back to Mexico, I might be too old.

There ensued an hour-long dis-cussion. We made pro and con lists. Flipped a coin. Finally, with Socorro only 20 miles astern, we spun the wheel and headed north. We decided to stay in Mexico, spend the summer in the Sea of Cortez, and then dive the Revillagigedos again next year. At the time it seemed a crazy and rash decision, but with each day that's passed, we've been overjoyed with our about-face.

Returning to Mexico also made clear

'Migration' anchored off the Sierra de la Giganta mountain range in eastern Baja California.



ALL PHOTOS COURTESY MIGRATION

how many boats were gone; moving on to either the South Pacific or Central America. Many of these boats had only arrived a few months earlier. We'd had long discussions with their crews sing-ing the praises of a summer in the Sea, yet it seemed other lands sang louder.

As I write this, *Migration* is making her way slowly northward along the east coast of the Baja peninsula. The standard summer protocol is to hang around B ahia de los Angeles where Puerto Don Juan offers excellent pro-tection from the few hurricanes that curve northward. Each day we marvel at the awesomeness of the Sea and are enthralled by the unique beauty of this part of the world. Instead of empha-sizing that point with the oft-quoted words of Cousteau or Steinbeck, I'll relate a few of our experiences during these past weeks: swimming with 60 dol-phins in 30 feet of crystal-clear water over sparkling white sand; sleeping on deck under a billion stars with a gentle breeze, no mosquitoes, and no other boats; snorkeling through a fever of hundreds of mobula rays; enjoying de-licious raw *chocolata* clams purchased from local divers while enjoying views of

WHY YOU SHOULD LINGER IN MEXICO



Spread: Bruce Balan dives off his Cross 46 trimaran 'Migration' anchored at San Benedicto Island in the Revillagigedos. **Inset:** Bruce and Alene enjoying the good life south of the border.

the majestic Sierra de la Giganta; diving into a school of a thousand juvenile barracuda forming and reforming into fantastic shapes; snorkeling alongside a 30-foot whale shark.

These are all experiences we have had nowhere else but in the Sea of Cortez. That's after 60,000 sea miles and 26 countries. The Gulf of California is a rare place: It offers so many astounding and unique experiences in an area with fairly benign weather (yes, there are northers and occasional summer hurricanes); no fear of piracy; few mosquitoes (however, there are bees and sometimes no-see-ums); and scores of beautiful anchorages with clear, flat sand bottoms making for some of the easiest anchoring ever.

Another of Mexico's crown jewels is just a two-day sail south of the Sea: Isla Isabel. Here you can hike right into a BBC documentary to watch blue-footed boobies perform mating dances. You'll duck beneath tree branches weighed down with magnificent frigates guarding their chicks. There are lounging iguanas around every corner

and humpbacks breaching outside the anchorage. Yet every year, boat after boat passes by "the Galapagos of Mexico" on their way to . . . someplace better?

Every boat has its own time and budget constraints, but why do so many short-change Mexico? Perhaps being so close — like California's Channel Islands — we don't give proper respect to these truly exotic locales. Once you leave Mexico, it's hard to get back: a bash up from the Canal, a long upwind beat against the trades, or a loop through the harsh North Pacific. Why rush away so soon? Mainland Mexico offers excellent cruising with fine sailing, white-sand beaches and palm trees; however, those can be found in many parts of the world. Here are a few places whose delights are unique to Mexico.

The Sea of Cortez

We mean the whole Sea. Not just the islands around La Paz, although sailing (not motoring) up the west side of Espiritu Santo, where the colorful cliffs plunge into bays of turquoise water, is a sight you will never forget. And a stop at Isla San Francisco is also well worthwhile for viewing the hundreds of garden eels in the south end of the east anchorage. The Loreto area, however, is where the Sea really begins to shine; not just because the ever-changing light on the mountains of the Sierra de la Giganta offers inspiration every day. It's probably the easiest area to cruise;

The Revillagigedos are a relatively small archipelago off the tip of Baja California. But up close, their unique beauty — such as San Benedicto's (inset) — is massive.



NO REGRETS —



"Get in the water. It's what you do in Mexico!" wrote the authors. What's underneath the waters in Mexico is often as impressive as what's above.

no La Paz *Coromuel* or severe *elefante* winds, and dozens of glorious anchorages and islands lie within a few miles of each other.

To really get to know the Sea, spend a summer in it. Though *Báhia de los Angeles* is a good ways north, it is worth the trip for its strikingly beautiful mountains and islands, excellent anchorages, sheltered hurricane hole, fantastic fishing, and whale sharks!

Isla Isabel and the Revillagigedos

Many people avoid Isabel because they've heard rumors of difficult anchoring. We've anchored there seven times with no problems and have yet to meet anyone who had real trouble in the east anchorage — which is one of the coolest anchorages in the world because of Las Monas rocks and the whales that frequent the area.

If you are a diver, you must visit the Revillagigedos! They are far out to sea, the anchoring is challenging, and your boat will be covered with volcanic dust. But ask anyone who has been there and they will tell you it is worth it a thousand times over. Giant mantas, dolphins, sharks, whales; some of the best diving in the world in the largest marine protected area of North America. A permit is required.

¡Que Rico!

Once you leave, we guarantee you'll be missing Mexican cuisine. It is some of the finest in the world and far more interesting than much of what you'll find in Central America or the South Pacific.

In Loreto, buy *almejas chocolatas*, the delicious local clams, from the *pangüeros* harvesting them right in front of town. Eat the entire clam raw with a squeeze of lime and a splash of *salsa picante*. In La Paz, sample fish tacos at street stands recommended by locals.

Order a *papa rellena* at Super Burro. Whatever you do, don't leave without savoring a *piñon* (pine nut) *paleta* at La Fuente. Or just go for it and try every one of the dozens of flavors they offer.

Enjoy Cruising

Once you've made it to Mexico, you'll probably have to fix a few things that broke on the way down. But don't forget to enjoy yourself by getting out of the marina and exploring. It's easy to get stuck in project mode, particularly since prices for marine services are often less than in the US. You can sit in a marina anywhere; that's not why you sailed a thousand miles.

After you cast off the docklines, spend time alone. The cruiser community is wonderful, especially in Mexico, but in addition to potlucks and beach parties, take some time for yourself.

Sleep on deck when the weather allows. Count shooting stars and satellites. Life slows down and you'll discover a new appreciation for life aboard.

To help slow down, sail whenever possible, even if it means making only 12 miles in a six-hour sail. If the sails stay full, the boat is moving, and you get in before dark, you'll enjoy your voyage and feel a part of the world instead of just a boat motoring through it. (You'll also be more likely to see wildlife.) Make a resolution to sail even a small part of every passage to remind yourself of the delights of a sailboat.

Though there are excellent cruising guides for Mexico, try using satellite images to find anchorages that aren't listed. You can identify promising sandy areas as well as dangerous rocky terrain. There's genuine satisfaction in finding your own way.

Your classic cactus-y, desert-y Baja California landscape.



WHY YOU SHOULD LINGER IN MEXICO

Once you get to your anchorage, get in the water — it's what you do in Mexico! Especially in the Sea in the summer. You'll cool off and get exercise, and it's the only way to see the incredible life below the surface. If there are dolphins or rays in the anchorage, jump in! They may move on, but they may not. And don't forget to become a star-person by swimming at night in bioluminescence.

Despite what some Americans may think, everyone here is not clamoring to get over a wall into the USA. That's evident as you watch contented families stroll the *malecón* each evening. Mexico has a rich and varied cultural history of music, dance, literature and food. Mexicans are fun, generous and, surprisingly, incredibly welcoming to Americans. Learn Spanish and get to know your hosts.

The South Pacific is a magical place and *Migration* will be sailing that way next spring. But we'll be heading there with no regrets, having given Mexico the attention she deserves. At least until she calls us back again.

— bruce balan and alene d. rice

A Few Tips to Make Your Extended Stay in Mexico *Muy Bueno*

- Watch the weather daily. Though mobile coverage has expanded, there are areas with no signal. Have a non-cellular way of receiving weather, be it SSB or satellite.
- If you have SSB, participate in the nets and tune in to the nightly summertime Chubasco Report.
- When you have internet access, visit www.eebmike.com for an excellent weather summary.
- Plan your destination based on the weather — not the calendar. For example, don't head to Isla Isabel when a strong blow is forecast.
- Stay close to a hurricane hole in the summer.
- Create adequate shade and ventilation; you won't survive a summer without it.
- Avoid using air conditioning on your boat. You will not acclimatize to the normal conditions and will be forced to run a generator, which destroys your tranquility and annoys your neighbors.
- Have mosquito and/or no-see-um screens for all hatches and ports available when necessary.
- In the Sea, don't allow bees to discover fresh water on your boat. If they do, they will come in droves and make your life miserable. Smoldering coffee grounds sometimes helps keep them away.



Migration and her crew have been sailing the Pacific full-time since 2005. They'll be heading to the South Pacific again in 2020 — unless they change their minds again. — migrations.brucebalan.com

Welcome to La Paz

Baja Ha-Ha

Beach Party at La Costa Restaurant

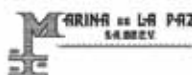
Sunday, November 24

4:00 - 7:00 pm.

Mexican Folk Dancing • Live Music • Food & Drinks

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Door prizes and much more!

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SEASON CHAMPIONS PART 1 —



JIM ERSKINE / CYC

The end-of-year *Season Champions* features have been a long-standing tradition here at *Latitude 38*. How long? We're not sure, but at least three decades. Racing editors have come and gone, each adding their own angle on, rather than taking away from, the celebration of the leaders who show the rest of us the way around our local race courses.

In homage to tradition, we'll lead off the first of three parts with a traditional design, the Nordic Folkboat. First built in Sweden, the Folkboat is a 25-ft full-keel fractional sloop. According to Wikipedia, the design was the result of a competition held by the Scandinavian Yacht Racing Union in 1942. The organization was hoping to create an easily sailed and low-cost boat. Older wooden boats and newer fiberglass boats compete together under class rules administrated by the Folkboat International Association (www.folkboat.com.)

The rig is simple, with no spinnakers, but we're not so sure the boats are all

that "easily sailed" on San Francisco Bay.

Folkboat — Freja Tom Reed, StFYC

The season for the Bay Area Nordic Folkboat fleet consisted of 24 races with four throwouts. Counting regattas were San Francisco Yacht Club's Resin Regatta in April, the YRA's CBRA races in May, June and August, Sausalito YC's Classic Boat Races in June and August and St. Francis YC's Woodies Invitational in June (yep, June was a busy month for



Tom Reed

The Folkboat is not a comfy boat, but a handsome one. This one's the season champ, 'Freja'.

the Folkboaters).

"I think the reason for our success is the fact that we have sailed together for many years," said the 2019 season champion, Tom Reed. "My crew is my son, Tommy Jr., and Dave Kresgi.

"Our favorite regatta this year had to be the International Regatta for Nordic Folkboats, where we came in second. We were able to see our old friends from Europe as well as making new ones." Read about the Folkboat International Regatta and see more photos in this month's *Racing Sheet* on page 89.

"I would like to give a shout-out to the whole Folkboat fleet for being one of the most friendly and competitive one-design fleets in the Bay Area," adds Reed. "Folkboats forever!"

Find the local Folkboat fleet online at www.sfbayfolkboats.org.

1) **Freja**, 20 points; 2) **Thea**, Chris Herrmann, StFYC, 54; 3) **Polruan**, James Vernon, GSC, 56. (8 boats)

A TRADITION OF ONE DESIGNS

ALL PHOTOS COURTESY THE WINNERS
EXCEPT AS NOTED

Melges 24, *Looper* Duane Yoslov, SFYC

"Duane Yoslov and his *Looper* team bested 18 teams participating in the 2019 Melges 24 West Coast Championship Series," writes fleet member Kent Pierce. "The series comprised three separate regattas: CGOD (Columbia Gorge One Design) on July 26-28; the Melges 24 West Coast Championship (SFYC) on August 16-18; and the California Cup (Santa Cruz YC), September 14-15. Teams came from as far north as Seattle and as far south as Santa Barbara to take part in the series.

"All three venues are known for their great breeze, with the San Francisco regatta — held on the Berkeley Circle — reporting breeze in excess of 30 knots. Santa Cruz and the Gorge had their typical high teens to low 20s, but each also had a day of light air to keep things competitive and interesting.

"*Looper* showed speed and smarts in all conditions and captured the title with a fifth-place finish at the Gorge, a dominant victory in San Francisco, and a solid second place in Santa Cruz."

"This year was very special to me, as my son Caleb joined our team as our tactician for the entire season," said *Looper's* skipper, Duane Yoslov.

The *Loopers* were featured in these pages in 2016, 2017 and 2018 as well. Duane said this year was much different than past years.

"We took the program on the road to compete more at a national and international level in the class. That was a humbling experience in many ways, but it also exposed where our team is weakest and where we needed to focus. After traveling to Miami (Bacardi Cup), Charleston Race Week and Fairhope, Alabama (Nationals), we returned to the West for the West Coast Championship Series.

"The Nationals in Fairhope was soul-crushing. Seven races in total and all in 8 knots or less, with an emphasis on less. We struggled mightily and finished the event with our worst performance to date. I was ready to sell the boat after that, but in the end the pain is forgotten and the joy of getting out on the water to race is what you remember.

"Our favorite regatta was the West Coast Championship in San Francisco. After spending the year to that point on the road and struggling in light-air ven-

ues, the Bay delivered with seven races over three days — all of which were sailed in no less than 18 and peaking at sustained winds of 29. What we learned is that all of the discipline and competition against the best in the world had taken our team to a new level. We finished that regatta with a near picket fence and had a blast doing it."

In 2020 the *Looper* team plans to go back on the road to do the Winter Series in Miami, on to Charleston for Race Week and the Melges 24 Worlds in April, then back to the West Coast for the second annual West Coast Championship Series. "We are looking to lock in our crew as we lead up to the 2021 North Americans in San Francisco, followed by the 2022

her season in 2009, 2011, 2012, 2013, 2015, 2016, 2018 and now in 2019.

This year brought some changes to the Express 37 fleet. "A few boats are for sale, and we look forward to attracting new sailors who are interested in one-design racing," says *Golden Moon's* skipper, Kame Richards. "Recently Andy Schwenk bought Larry Wright's *Spindrift V* just in time to race Big Boat Series and the Nationals. Shawn Ivie brought his boat up from SoCal and did a fine job of winning our Nationals."

The years do begin to blend together for Richards, but he says, "A common thread is to be sure the boat shows up for each and every event, and with a clean bottom, a good crew, plenty of sandwiches, and beer for the trip home. Yes, there are throwouts in our season scoring, but if you participate in every race, you will always have a lower score. And every time your competitors race and you



The '*Looper*' crew, left to right: Noah Barrengos, Brian Gravenstine, Duane and Caleb Yoslov, and Ellise Smolenyak.

Worlds at SFYC."

Regular crew this year were Caleb Yoslov (16), tactician; Ellise Smolenyak, spinnaker trim; Brian Gravenstine, bow; and Noah Barrengos, jib/mast.

1) *Looper*, 54 points; 2) *Mikey*, Kevin Welch/Ian Sloan, Anacortes YC, 115; 3) *Distraction*, Tom Greetham, Sloop Tavern YC, 122. (18 boats)

Express 37 — *Golden Moon* Kame Richards, EYC

Golden Moon's string of victories in the Express fleet continues. The boat won

don't, they have had the opportunity to learn something while you have missed out.

"We still work very hard to keep the crew stable and cohesive, and we continue to do a lot of sail-handling drills before the first start on each race day. We do far more jibes in practice than we have ever done during a race.

"Several people in the class are moving their boats very well. Certainly Bartz Schneider is always fast. Jack Peurach has shown signs of great speed and is

SEASON CHAMPIONS PART 1 —

much improved. Bob Harford can be very hard to pass if he gets out in front. The local folks might be pretty lucky that Mark Chaffey keeps his *Loca Motion* down in Monterey. When they come to race they are consistently near the top."

Though not a counting regatta in the season championship, Kame's favorite is the Nationals. "The class schedules them in early October when the winds are far lighter. It is a Friday-Saturday-Sunday event. Berkeley YC has hosted us for the last five years, and the event is just for Express 37s. The entire fleet rafts together at the BYC guest dock, and all the crews spend pre-race mornings and post-race afternoons sharing stories and maybe a beer or two. On Saturday evening we have a crew appreciation dinner that BYC prepares for us. They carefully put together an unbelievable paella meal that is never-ending and delicious. The entire fleet and guests fill the dining room to capacity. Great sailing and great companionship. What could be better?"

Nevertheless, Nationals was *Golden Moon's* toughest regatta of the year. "Out of six races I managed to get us just one good start, and the rest were pretty



Kame Richards

terrible. Six different boats finished in the top three spots over the six-race series. I owe our second-place finish in the regatta to the never-give-up attitude of the crew. Our successes are in the hands, backs, arms and brains of our crew."

The regulars this year were boat partner Bill Bridge; the owners' wives, Sally Richards and Michele Profant; Eliza and Tom Paulling (another couple); Mike Mannix; Rebecca Hinden; John Kelly; Aimee Daniel (Sally's daughter); Nick Schmidt (another Express 37 owner); Jon and Matt Gibbs; Jeff Angermann and Stephanie Wondolleck.

"Racing sailboats is still a ton of fun, and as long as Bill and I can get from one side of the boat to the other, we will keep at it!"

See www.express37.net.

1) **Golden Moon**, 7 points. 2) **Expeditious**,

Bartz Schneider, SFYC, 12; 3) **Stewball**, Bob Harford, RYC, 20. (8 boats)

J/105 — Ne*Ne Tim Russell, SFYC

Almost a quarter century after its birth, the J/105 fleet still fields the most boats of any keelboat class on San Francisco Bay. In only his second full year with the boat, Tim Russell's *Ne*Ne* (hull #3) is a repeat local champion.

"We were more relaxed and had more fun," commented Russell about this year compared to last year. "We sailed better as a team. Every maneuver was so quiet! We could anticipate what needed to be done without even speaking. One of our goals was to get better starts. We worked on a couple of routines that were repeatable, so everyone knew what to expect. This really helped us get off the start line cleanly."

Before Rolex Big Boat Series, Russell and crew went back East to Marblehead, MA, to compete in the North Americans. "We did the Ted Hood Regatta, hosted by Eastern YC, as practice. Both of those regattas were a blast. We had to charter because we wouldn't have had *Ne*Ne* back in time for the Big Boat Series. We chartered a boat that hadn't been raced in 10 years and tuned her up to speed very quickly. Sailing in a completely new area was a nice change. The conditions were very different — light and shifty. It was fun racing against different boats from all over North America. Even though the competition was fierce, I don't recall a single protest."

"Of course the Rolex Big Boat Series is my favorite local regatta because it is the culmination of the season and everyone has become so incredibly good!"

"We did the J Stop regatta down at South Beach YC," in June. "That was very challenging: short courses and lots of races. It was hand-to-hand-combat! I think we were over early three times in one day. The logistics were also challenging, because I live and keep the boat in Marin County. The motor back to SFYC Sunday evening was really wet! But it was a fun regatta to push ourselves and mix it up a little. I'm looking forward to this event next year because I like to improve in these different conditions — windy and flat."

In 2020, Tim plans to compete in all of the J/105 Fleet 1 regattas and go for the three-peat, then go to Annapolis to com-

pete in the North Americans at the end of October. "We are going to try to squeeze in the Canadian Nationals in Toronto right after Big Boat but before the North Americans. It should be fun racing in those venues."

Regular crew on *Ne*Ne* this year were Chance Portillo, Ian Baldwin, Katie Riklin, Alissa Hawkins, John Claude and Ted Wilson, with cameos by Vic Piltch, Jeannette Darroosh, Mathew Sessions and Sammy Steele. The Back East crew also included Jessica Chase, Scott Parker, Matt Clarke and Brent Draney.

See www.sjf105.org.

1) **Ne*Ne**, 58 points; 2) **Blackhawk**, Ryan Simons, SFYC, 81; 3) **Jam Session**, Adam Spiegel, StFYC, 136. (32 boats)

Olson 25 — Synchronicity Steve Smith, HMBYC

The Olson 25 fleet sailed the YRA's CBRA season for their summer championship series. "CBRA scheduled five race days of two races each day," explained fleet captain Steve Smith. "The fleet agreed to not sail the first date, May 18, due to bad weather. So we had an eight-race season with one throwout."

Smith and his wife, Terri Lahey, have been sailing their Olson 25 *Synchronicity* on the Bay for 25 years. So it should come as no surprise that they're the fleet champs this year. (They attribute their success in part to their new Pineapple blade.)

"We most enjoyed the August 24 race day, when we had the best competition between boats. We changed leads with *Shadowfax* multiple times, with *Synchronicity* winning one race and *Shadowfax* winning the other. The racing was mostly very close, although the margin at the end wasn't close in either race due to shifty conditions."

The final race of the final day, September 28, was their toughest one. "Misjudging the current, we got a bad start and then had a hard time with boat speed in



Tim Russell

SHARON GREEN / ROLEX

A TRADITION OF ONE DESIGNS



Steve Smith and Terri Lahey

the big wind and chop, again misjudging the current gradient off the Cityfront."

This season's crew were Tom Markiewicz, who has done bow on *Synchronicity* for all 25 years, Franz Decker, also a 20-plus-year *Synchronicity* veteran,

Chris Mayes and Joe Rockmore.

A boat new to the fleet, *O'Mar* joined the Olson 25 CBRA summer season. "I believe they raced and did well in the Berkeley beer cans last season," said Smith.

1) *Synchronicity*, 13 points; 2) *Shadowfax*, Mark Simpson, SSS, 20; 3) *O'Mar*, David Scott, BYC, 20. (5 boats)

one-design fleets wrap up their 'season counters' with Richmond YC's Great Pumpkin Regatta on the last weekend of the month, others with dinghy regattas on the same weekend.

And several organizations, including the Yacht Racing Association and the Singlehanded Sailing Society, announce their 2019 awards at special events in November. For the SSS, that will be the awards meeting on Wednesday, November 6, 7:30 p.m. at Oakland YC in Alameda. Berkeley YC will host the YRA's Trophy Party on Sunday, November 17, from 1 to 3:30 p.m. We hope to see you at both.

In the meantime, we'll attempt to dig into the dusty newsprint archives of this august publication to learn when the process of honoring season champions in these features began, and which of our esteemed predecessors initiated the tradition.

Look for the second and third installments of *Champs* in the December and January issues of *Latitude 38*.

— **latitude**/chris

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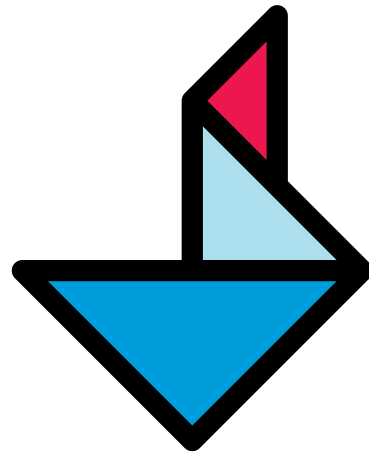
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BERKELEY, CALIFORNIA —

One day this past summer, I was feeling that satisfied glow after a good windsurf at Point Isabel; that elation from vigorous exercise and a feat accomplished. I felt exerted but not fatigued. I felt like I could sail another 20 miles. I drove to Berkeley and stopped on San Pablo Avenue for a beer. When I came back to my car, which was stacked with boards, a well-dressed gentleman asked me, "How was the sailing?" Within two minutes, he told me about growing up in Kenya and learning to sail on a dhow, before he got into windsurfing. The man, Patrick Kennedy, was partially educated in the UK. "That's why I dress so nicely," he joked. Kennedy extolled the virtues of the sport, namely the awesome speed, but also likened it to a vice (not unlike beer). I'd heard the sentiment several times before this summer. "Windsurfing is like an addiction. You do it — you get into the foot straps and harness in — and it feels so good that you just want more and more and more."

This was a quintessential Berkeley experience, and part of what makes it such a unique sailing town.

The city of Berkeley is home to one of the best public universities in the country, which draws a large, scholarly and international population. You'll hear accents from all over the world at Berkeley Marina's trio of sailing schools, which seem packed to the gills with sailors year-round.

Berkeley, or Olympic Circle — the

body of water directly to the north of the ancient two-and-a-half-mile pier — has been called the "best patch of water for championship racing." Wide open, relatively close to most shores in the Central Bay and away from major marine thoroughfares, The Circle is the ideal playing field for fleets big and small.

While there are plenty of experienced East Bay sailors, Berkeley has long been a haven for enthusiastic newbies. This is a very Berkeley thing to say, but the concoction of people brings an undeniable energy to the many corners of the Marina. Sailors always seem eager and stoked.

All the ingredients for a spectacular and salty sailing city are on the table, even as parts of the Marina itself are crumbling. With docks falling apart and roads sinking, and with a growing homeless population, it's not clear what's next for Berkeley Marina.

All stakeholders agree that the Marina is a gem worthy of the time and energy needed to restore it to its former glory. The question now is simply: When?

"As the representative for much of the Marina, I am concerned about the deteriorating infrastructure, which has been neglected over time," city councilmember Rashmi Kesarwani, who represents the district that includes nearly the entirety of the Marina, told me. "I think the Marina is a diamond in the rough."

Meeting and chatting with Patrick Kennedy, a sailor and windsurfer who's originally from Kenya, is an experience not offered in every sailing town. Kennedy poses with my boards in late August.



But there's so much more that we can do as a city."

The Marina's current state is perhaps exemplified by its rutted roads, especially University Avenue, which is the one and only entrance to the Marina. Paul Kamen, a longtime contributor to *Latitude* and vice chair of the Berkeley Parks and Waterfront Commission, joked that the city should market as a tourist attraction the stretch of University as "The World's Bumpiest Street". "That road sits on top of the old pier, and has settled into it," Kesarwani said of the washboard-like University Avenue. "But, through a combination of funds, including the T1 [a \$100 million bond program that was enthusiastically approved by voters in 2016], we're going to be repaving and moving the road so that it's north of where it now sits." Kesarwani said repairs to the road could happen next year.

Along with nearly every city official I spoke with, Kesarwani cited the Berkeley Marina Area Specific Plan, or BMASP, a kind of study now underway. BMASP is considering what the Marina can afford, how to adapt its already stressed infrastructure to rising sea levels, and how to make the Marina — which is currently

A SALTY CITY

FRANCISCO KATTAN



Spread: Sailing dinghies out of Cal Sailing Club is a unique and formative learning experience. **Right:** District 1 Berkeley city councilmember Rashi Kesarwani took a sail with the Pegasus Project this past summer.

funded by taxes on Marina businesses, and currently brings in nearly a million dollars less than it costs to pay staff and operate the facilities — financially sustainable. New and robust revenue is likely integral to any solution for the Berkeley Marina problem.

Kesarwani said she's excited for the prospect of a high-capacity ferry, which will have to include repairs to the closed-since-2015 Berkeley Pier. "If we can bring in a high-capacity ferry and create revenue, then we can restore the pier and bring visitors to the Marina." BMASP is also looking at the feasibility of parking, which is already in short supply at the Marina, for the proposed ferry.

When considering the revenue conundrum, Kamen thinks the city needs to do something bold to fill the Marina's coffers. "With the Hs Lordships restaurant gone, there's room for a new hotel on the footprint of the restaurant and the adjacent parking lot," Kamen wrote in a December 2018 op-ed in *Berkeley-side*. "Hotel rooms with a view of the Golden Gate Bridge will be extremely

lucrative; potential hotel investors have already expressed interest. Finances aside, a new hotel would be an improvement to this part of the waterfront; it would bring legitimate 24-hour activity, making it safe and accessible after hours."

In August, Kesarwani and other councilmembers were given a tour of the Marina's deteriorating facilities by the Pegasus Project, a nonprofit that has taken thousands of youth onto the Bay over the past 25 years. "They had a firsthand inspection, for which there's no substitute," Peter Hayes, the director of the Pegasus Project, told me. "We

showed them what's at stake. We'd say, 'Put your hand on that cleat,' and they would see that it was loose. Those councilmembers were suitably impressed. I did get a sense that they're acutely aware of [the problems], and the contradictory demands on scarce resources."

Hayes said that when he arrived in Berkeley 26 years ago, "Pretty much everything worked. Now, pretty much everything doesn't work in terms of the physical infrastructure — or it works in an ad hoc, improvised manner. Cleats will fly out of rotten wood. Plumbing bursts and a jet of high-pressure water shoots into the air."

Much of the infrastructure, Hayes said, requires replacement and not repair. "It's at a critical point where it could threaten people's safety, and we take junior safety quite seriously; we may suspend operations soon if the situation doesn't improve. But I'm completely confident that things

will improve," Hayes added. "The Marina is a jewel in the crown; it's one of our greatest assets. My sense from the councilmembers is that there are some highly committed players, such as the sailing schools, Marina staff, restaurants and hotels. All of these stakeholders aren't going anywhere — because we don't have any alternative."

There is a larger threat, Hayes said, than just decaying infrastructure. "We now have a situation where we don't know whether it's safe to bring kids down there because of the threats and assaults," Hayes said, referring to some contingents

of the homeless population who are cause for serious concern. "I was threatened with violent assault just a few days ago. There's no question that the homelessness crisis is particularly concentrated at the Marina."

THE PEGASUS PROJECT



BERKELEY, CALIFORNIA —

LATITUDE / TIM



LATITUDE / TIM



From left: Greg MacIver was working on Barry Spanier's 'Rosie G' back in March. MacIver (who has a lot to live up to with his name) was stoked to be learning boatbuilding; Cree Partridge, right, and Spanier talked boats, and what it was like to go to UC Berkeley in the '60s. Paraphrasing, Partridge said, "I worked a full-time job over the summer at minimum wage, and the money I saved was enough to pay for school for the entire year."

What have the Marina's problems been like for the many businesses that operate here?

"It's very easy to bad-mouth any city, particularly Berkeley, which wants to do the best thing it can," Cree Partridge, a legendary boatbuilder and owner of Berkeley Marine Center, told me. "There are tons of warts and pimples on the city of Berkeley, and in the Marina particularly. But if you look beyond that, there's a real jewel there. I've been here 20 years now; there is just not a nicer place on the Bay. How can you possibly think of a better place to work on your boat than in the middle of a park?"

Partridge highlighted Berkeley Marina's appeal to all levels of all activities. "There's a guy that rents and sells bikes to people with disabilities, where they can pedal by hand," Partridge said. "Then you go down to the other side of the Marina, and you'll find 8- to 12-year-olds learning how to sail. Where else are you able to come down and have a place that you can take your whole family no matter what their age or experience level? And you've got hotels, restaurants, recreation, and great walking trails and clear air and no traffic."

Partridge said that when a convoy of RVs flooded the Hs Lordships parking lot in summer 2018, "We started losing stuff left and right, and we noticed some sails in the tent city. There's no question that the homeless people are grabbing what they can, when they can, from the easiest place to grab stuff in the world, which is a vacant marina," Partridge said he met with councilmember Kesarwani when the city was actively considering a permanent RV park in the Marina, to which Partridge — and many others — objected. "It does not make any sense to

put homeless as far away from services as you can put them," he said. "It makes more sense to put the homeless right next to BART and city services."

Kesarwani pointed out the fact that the city of Berkeley does not own the Marina, but rather, has been holding it in trust from the California State Lands Commission since 1913. The agreement essentially mandates that the park be used for mixed recreational activities, with exceptions for restaurants, hotels and other businesses. Kesarwani, who was elected in November 2018, said the city council was looking for an alternative site for the RVs around that time; she was considering the vacant Hs Lordships parking lot. "I wanted to explore the Marina because there was this underutilized parking lot. But when I did outreach, I found that the businesses and liveaboards had really been through a difficult period in an unmanaged and unsafe environment. It wouldn't have been fair to go back to that situation."

An April 2018 Waterfront and Marina Fund update included a few firsthand accounts from liveaboards, or berthers, about their experiences. "A liveaboard customer with a 4-year-old daughter reported that people from the RV encampment 'Have been coming into the parking lot and relieving themselves between the vehicles,'" the report quoted someone as saying. "It's tough to deal with when I have armloads of groceries and am wrangling a 4-year old. Now I carry her across the parking lot so she doesn't step in the mess and track it into my truck, again. Or into the boat, again. Hypodermic needles are an issue. My daughter has been taught that littering is bad, and she likes to pick up garbage and throw it away. Twice I've stopped her from picking

up a needle and have had to tell her that it's not good to pick up trash.' Another liveaboard customer wrote: 'The break-in attempts and homeless people trying to push their way into the bathrooms/showers [are] terrifying and cause us to feel unsafe using the berther bathrooms. And the growing amounts of human feces in our parking lot is disgusting, not to mention a public health risk.'"

When considering where to put the RVs, Kesarwani said another factor was the city's active lease negotiations with multiple businesses. "Locating an RV site at Hs Lordships would have put the tenant negotiations in jeopardy," she said.

Berkeley Police Department's Traffic Bureau, whose lease in another part of the city is expiring, is set to move into the Marina soon. To some stakeholders, this is a start in addressing safety problems. "We've had a bunch of security and safety issues down at the Marina, and [the Traffic Bureau] needed more space. This is a good fit for a variety of reasons," said Scott Ferris, the director of the city's Parks, Recreation & Waterfront Department, which manages the Marina. Kesarwani said that the restaurant Skates on the Bay is currently paying out of pocket for security. "I think some measure of police presence at the Marina is a good thing," she said.

Kamen, of the Berkeley Parks and Waterfront Commission, is skeptical of the Traffic Bureau's supposed benefits to public safety, and believes it might violate the mixed-recreation mandate of the 1913 land trust (it is possible for the city to get an exemption to this clause). He points out that the substation will be located on the south side of the Marina and will have an isolated presence. He also said that in the bubble around the Traffic Bureau's current location on Ashby



From left: Never have I seen so many happy people working on their boats as at Berkeley Marina Center; Cal Sailing Club has taught countless people how to windsurf. "I like to compare the South Basin to a ski resort," said Paul Kamen. "You need to provide for the whole range of skills. Inner areas are the 'bunny slopes' for novice training, outside of the protection from Hs Lordships peninsula for intermediate, farther out in the Bay for expert."

Avenue, statistics show that petty crime remains an issue. "Maybe it will improve security and reduce car break-ins, but that's all conjecture," Kamen said. "It will also cause havoc with the parking situation for liveaboards at L Dock."

As with all municipal decisions, there are trade-offs involved. "We want to be sensitive to loss of parking, and make sure we do this in a way that works for everyone," Kesarwani said.

I spoke with one liveaboard (on condition of anonymity) who told me the potential loss of parking near L Dock, where the majority of berthers live, could affect multiple users such as dragonboaters, paddleboarders and fishing-charter passengers. The liveaboard, who also echoed concerns about decaying docks and car break-ins, said they were uncertain if the Traffic Bureau could offer the kind of security presence necessary to adequately thwart crime.

Berkeley's berther population, which is the primary revenue source for maintaining the entire waterfront, has declined by nearly 10% since 2016, while neighboring local public marinas' occupancy exceeds 90%, according to the 2018 Marina Fund report. "Low occupancy rates make it difficult to raise fees biannually, as the city has historically done. Berth rental fees have not been increased since 2015. The loss of this consistent revenue source is a key driver of the Marina Fund's structural deficit. This is not a trend that can be quickly reversed; when boaters leave, they do not return quickly, instead reestablishing their boats in other marinas."

When I moved to Berkeley in 2005, I was packing the first windsurfing quiver I ever owned, offer-

ing me sailing autonomy for the first time. In retrospect, I kind of regret it. I could have rented gear for cheap at Cal Sailing Club, or CSC, and Cal Adventures, and could have tapped into their happening, energetic atmospheres.

"It's a big social scene; I met my wife there," said Kamen, who first arrived at CSC in 1973. "I continue to tell people that it's the cheapest and best place to learn to sail." The majority of sailing at CSC and Cal Adventures is done in dinghies, though there are a few keelboats docked in the Marina. The small-boat experience in Berkeley's breezy, short-period-wave-filled basin breeds good sailors, according to Kamen. "Small boats in big wind behave like a 40-ft boat

in a storm," he said. "That dinghy experience in a windy part of the Bay is the only way to develop the muscle memory and intuitive understanding, because nobody's going to let a sailing school take a 40-ft boat out in a storm."

It is something of an anomaly that CSC and Cal Adventures exist side by side. "Public policy usually avoids this kind of overlap in services, and gives commercial concessions a protected monopoly," Kamen said. "It happened by accident: In 1979, when Cal Boating helped fund the UC Aquatic Center [which became Cal Adventures], they didn't even know that Cal Sailing Club existed — I was CSC commodore at the time, and it was rolling along just fine

A windy day at Berkeley in September with the Port of Oakland cranes looming, as if they were something out of Star Wars, in the background.



BERKELEY, CALIFORNIA

with no public subsidy. Now, the public has a choice and is much better served by the two facilities side by side — and rescue resources are redundant, another benefit."

Kamen compared Berkeley's two nonprofit sailing schools to two local public radio stations, where Cal Adventures is polished and organized, like KQED. "CSC is more like KPFA, where it's user-operated and a little funky," Kamen said.

"It's probably the only facility of its kind that's run entirely by volunteers."

One day this past summer after windsurfing, I was at the Missouri Lounge, a dive bar on San Pablo Avenue. I found myself at a communal table with a group of people much younger than I am. One young woman was from the East Coast, and within two minutes, she told me that she used to sail back home, and wanted to check out this place at the Marina where you could rent boats



LATITUDE / TIM

The super-chill, always-happening, user-operated Cal Sailing Club.

for cheap. She was talking about Cal Sailing Club, of course. It always feels serendipitous to meet a sailor in such random circumstances, but nothing could be more natural, I'm sure, especially in Berkeley.

Also this summer, I had a lot of conversations with Kris and Richard, windsurfing regulars at Berkeley and Point Isabel. Kris rips — other sailors have called him one of the best guys out there (a title that Kris would ar-

dently reject). He's from Germany and is full of stories and knowledge. He seems to know everyone, a lot of them expats.

Richard, who is Austrian, was some kind of very serious engineer, and has been windsurfing all over the world. Everyone on the Berkeley waterfront is super interesting and has a story to tell, in other words. And everyone — in the small, niche-driven circles that I travel — is super stoked to be on the water.

"You've got this amazing collection of differently aligned but parallel activities," said the Pegasus Project's Peter Hayes of Berkeley Marina as a whole. "If you want community-based sailing where you learn from each other, you go to CSC. If you want a keelboat you go to OCSC. If you want to sail on a full-displacement boat, you charter *Pegasus*. It's just an amazing array."

latitude / tim

This is the second of a three-ish part series on Berkeley Marina.



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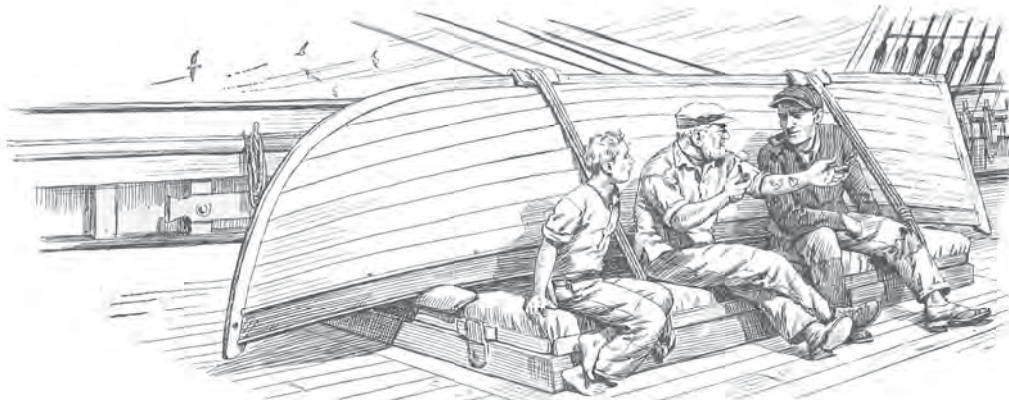
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Ever since the yacht club installed a TV over the bar, there's been a low-level war between the sports fans, the news junkies, and the people who want the thing turned off whenever they are in the room. It's hard to find fault with the third group; TV by design is intrusive and difficult to tune out if you're in the club for some other purpose. But the sports fans insist that "It's a bar! The game should be on!" The politicians in the club, meanwhile, believe that watching Rachel Maddow every night is a group social experience in which all decent club members should be engaged.

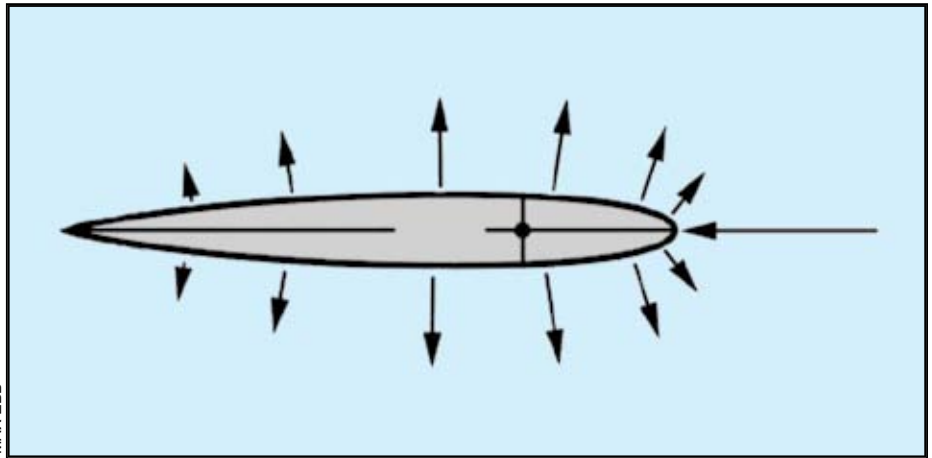
The club manager finally ended the debate by removing the power cord and hiding the remote. Except for sailing. When there's a show featuring an around-the-world race or America's Cup trials, past or present, the hardware magically reappears and the tube runs all afternoon with images of world-class professional sailing.

That's what was on the other day when Lee Helm snuck into the club through one of the back doors to use the shower after windsurfing. We had watched her come blazing into the harbor, fully foil-borne, busting the 5-mph speed limit by about 800%.

"That looks easy!" said one of the couch potatoes in the bar.

"No elevator, no ailerons, no rudder," I

MAX EBB



Pressure around a submerged foil-shaped strut. There's high drag at the forward tip, but after that the water accelerates to the side and around the curve, causing pressure to become negative.

reminded him. "It's all body English and sail trim."

Then we looked back up at the TV screen, where one of the new America's Cup foiling monohulls was showing off for the camera.

"What were they thinking?" said one of the old-timers at the bar, shaking his head in bewilderment. "They promised to bring the racing back to ballasted monohulls, to make the America's Cup more relevant to 99% of us sailors. But look what we got! This is a cruel joke. Sure, they're ballasted monohulls all right, but they're even more removed from the kind of sailing we do than those foiling cats they had last time."

This touched off the usual debate about what would be "best" for the Cup. Some wanted to see more foiling cats, some wanted 12-Meters, some wanted J-Class monsters, and some wanted the Deed of Gift as written, citing 1988 and 2010 as "the best America's Cup matches ever" (but also noting that powered winches should never have been allowed, for which there was total consensus). Then Lee finally came out of the shower and changed the subject.

"Yikes, look at all that spray drag!" she exclaimed as the boat on the screen accelerated to some impossible speed on a downwind course with virtually no wake, nothing in the water except one foil and the rudder, but kicking up a huge cloud of spray from the leeward strut. "The designers could do something about that if the foil struts didn't have to be, like, identical one-design assemblies."

"I don't know how you can avoid the spray," I said, "if a strut has to penetrate the water surface. Besides, it's probably not a big deal compared to other sources of drag."

"Max, I've seen powered hydrofoil configurations where the spray drag was, like, almost 40% of the total," Lee corrected me. "It's huge."

"Why is it any different from the drag on the underwater part of the foil?" I asked, realizing too late that I was probably in for a long and complicated explanation that I wouldn't understand anyway.

"Consider a symmetrical foil in two-D flow," Lee began as she grabbed a bar napkin and the marking pen. The marker was always chained to the bar for the guests who had to fill out name tags. She drew a crude airfoil

An A-Cup boat, 2021 version, sailing in a cloud of spray.



EMIRATES TEAM NEW ZEALAND

section, and arrows around it indicating pressure on the surface.

"But the flow is really three-D," noted one of the other barflies.

"No, on the submerged part of the strut, away from the free surface, the water flow is constrained from significant motion up or down the strut. There's similar flow above and below the section we're looking at. The flow is, like, constrained to be something close to two-dimensional. Here's the pressure map around the object:"

She tried to add contour lines representing the pressure field, but the marking pen ink was too runny on the napkin and we had to settle for the arrows.

"Right on the tip," she continued, "there's stagnation pressure, as we expect. That's drag, pushing aft, as the high-speed flow is forced to stop. But then, the water has nowhere to go except around the curved leading edge on either side of the stagnation point. It accelerates again and the pressure drops, as per Bernoulli, then it has to curve around the foil nose at high speed, where centrifugal force tries to pull the water away from the surface. The result is low pressure over the sides of the foil, even near the leading edge. The high and low pressures almost balance. For sure there's still some drag, because there is friction and not all the energy is recovered in the flow around the aft part of the foil. But the foil shape is, like, very efficient for moving through the water at high speed with totally minimal drag."

"Why is that any different at the surface?" someone asked.

"No more two-D flow!" Lee explained. "The water can go up into the air instead of being forced around the curving nose of the foil. So no low pressure, everything hitting the leading edge, even on the sides, causes drag. Way more drag, and that cloud of spray you see coming from the foil strut is all lost energy."

"OK, what can they do about it?" I asked.

"If the strut has to work at a wide range of immersion depths, not much," she agreed. "But if you know about where the surface will usually be on the strut, you can make the strut thinner and longer where it pierces the surface. You have to set things up so the strut itself is not generating side force, so the angle of attack of the sharp strut entry is close to zero. The foiling kiteboards and windsurfers address this to some degree with the thinnest possible struts and side force generated mostly by the foil, not the strut. But those one-design A-Cup struts



INEOS TEAM UK

Ineos Team UK might appear frozen on the water, if it weren't for that spray coming off the leeward foil.

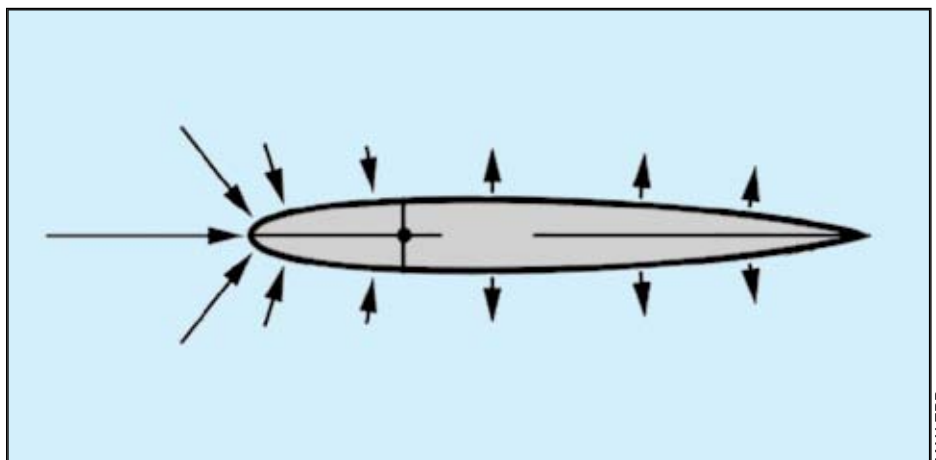
don't let the designers play."

"I dunno," said the old-timer at the bar. "Without all that spray, how could us dumb spectators tell if the boats are going fast? As it is I can't even tell if they're going upwind or down; the sails

are always trimmed in for close-hauled on any point of sail."

"That must be the real reason for the one-design foil struts," added another pundit. "They're thinking one step ahead: Need spray for the spectators."

Pressure around the same strut at the surface. Water is free to fly up into the air, so every part of the strut's nose that faces the flow sees high pressure and contributes to drag.



MAX EBB

MAX EBB

"But then, why the one-design rigs?" I asked. "Seems to me that wing rigs were about to find their way into recreational sailing, so why the step backward for the next generation of AC boats?"

"Some people see wings as a natural progression," said Lee, "from square sails, to gaff rigs, to Marconi rigs with no gaff, to wings. At each step, sail handling becomes less work and the sails become more efficient."

"Hey, I started racing in a gaffer," added the old-timer. "But I'm glad we did away with them."

"How do you figure a wing rig is less work to handle?" several of us asked simultaneously.

"Because you can leave it up," Lee explained. "It never luffs. In the case of the AC cats, the wings had to be built to handle really high apparent wind speeds 'cause of the really high boat speeds. Much higher than a boat in its berth



SAIL-WORLD / RICHARD GLADWELL

Let's not forget that the AC75s rely on 'flying' to realize their true potential. Needless to say, when they crash, so does their speed and efficiency.

normally sees in a season. So just leave the darned thing up and tie the boat down real good."

"Maybe let it feather into the wind, if it's free-standing, and rotate through 360 degrees," suggested a younger sailor. "Or design in some spoilers to cut the high lift of the wing if the wind direction is at the wrong angle."

"Or build the hinges between the wing

elements so the wing can almost fold up," said Lee. "Lots of ways to limit aerodynamic load in anything like normal weather. But yeah, you'd probably have to take the thing down for storms."

"Still, I think they took half the fun out of the whole deal by using one-design rigs," I said. "That could have been such fertile ground for innovation. Maybe require the same rig to be up through

the entire series, so we might get some spin-offs that we could actually use for dealing with wing rigs on our own boats some day."

"Spin-offs? Bah," the old-timer shrugged. "I never did like Tang."

The subject switched abruptly when the club manager walked in with the TV remote. "Was there a request to watch the ball game?" he asked.

We switched to the game. Even at 30 knots, watching other people sail is still like watching grass grow.

max ebb



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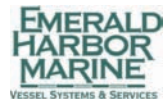
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THE RACING

This month's edition features reports from the *SSS Vallejo 1-2*, the *Folkboat International Regatta*, SYC's *Twin Island Series*, the *Vanguard 15 Fleet Championship* in Inverness, the *International Knarr Championship*, the *Hobie 16 & 20 North Americans* and the *Red Bra Regatta*. Much more is included in copious *Box Scores* and *Race Notes*.

SSS Vallejo 1-2

Two races in two days is what makes the Singlehanded Sailing Society's Vallejo 1-2 look like the YRA's Great Vallejo Race. Adding the shorthanded aspect to the mix makes this regatta a challenge for those not used to it. "There's not a lot of crew on my El Toro, so I've done a bit of singlehanded. But it's a lot different on a 28-ft boat," says Fred Paxton, who raced his new-to-him boat *Zenaida*, an Alerion 28. "It really ups the ante, and I can see how sailors get hooked on it."

Saturday, October 19, was the single-handed day. It started out looking like an easy ride to Vallejo, with a nice 10-knot

pole-forward reach at around Point Pinole. Some struggled in the gusty, tight conditions and others doused the kite in order to maintain control. On a crewed boat, all would be fine and you would keep on flying. But singlehanded makes trimming the kite, working the vang and easing the main a three-handed job.

The wind increased to 17-20 knots at its peak and stayed forward enough to make for some blistering rides in the 20-mile race to Vallejo. Everyone finished before dark and most even before 2 p.m.

Dan Alvarez, on his JS9000 *Jet-Stream*, may have set a new elapsed-time record, taking only 2 hours and 12

"drifting start" in the ebb but it didn't work. A 20-minute postponement followed, after which the boats headed down Mare Island Strait looking for wind. The wind never completely died but was light enough to make it a struggle to keep moving. This is when the crews with San Pablo Bay smarts started to pull ahead, going to one side or the other looking for that wisp of breeze.

It was still ebbing for most of the distance, but a flood loomed just around the corner near the Brothers. The wind died, and the current increased. With a 6 p.m. cutoff time, all looked doomed. But wait! Here comes a northwesterly — just in time to compress the boats for a rousing finish in Potrero Reach. Those who had stayed miles ahead of their competition for hours looked in dismay as the enemy charged toward them.

"This race was harder to finish

than the Three Bridge Fiasco," said SSS race chair Jim Vickers. A two-man team perched on RYC's race platform to record the arrivals. "For the Fiasco, I come prepared with video cameras and an SLR with a 200-mm lens. I take a picture of every boat finishing. Those pictures are time-stamped, so that's my backup. Who knew the fleet would park up in no wind so close to the finish, then have a restart when the wind filled in?"

Although it was a hassle for the race committee, the sailors on the boats cheered for

just the chance to finish after such a long day. Oh, and thank you, race committee.

— ncs



After escaping a parking lot just north of the Richmond-San Rafael Bridge, here they come, all at once.

westerly at the startline next to buoy GOC in what's left of the Berkeley Circle. Forty-four boats headed off toward Red Rock and ultimately Vallejo, most with chutes flying and close competition. Fleet members found a few light spots on the way north, but in a building flood those passed quickly. After a right turn into San Pablo Bay, the real fun began, as the wind increased and turned into a

minutes to complete Saturday's race.

The quick finish left plenty of time for socializing at Vallejo Yacht Club, which hosted the fleet overnight.

Sunday dawned sunny and still. The boats headed to the startline, this time doublehanded, for the race from VYC to Richmond YC. The day looked bleak for the race back.

The race committee attempted a

SSS VALLEJO 1, 10/19

SPINNAKER ≤108 — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Hokulani**, J/120, Tracy Rogers; 3) **Envolée**, Figaro 2, Nathalie Criou. (4 boats)

SPINNAKER 111-159 — 1) **Uno**, Wyliecat 30, Brend Meyer; 2) **Arcadia**, Mod. Santana 27, Gordie Nash; 3) **Joujou**, Capo 30, Tom Boussie. (9



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boats)

SPINNAKER ≥162 — 1) **Slainte**, Cal 20, Paul Sutcheck; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Siento el Viento**, C&C 29-1, Ian Mathew. (9 boats)

SPORTBOAT — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Bad Hare Day**, Wylie Wabbit, Erik Menzel; 3) **Fugu**, Wilderness 30S, Chris Case. (7 boats)

EXPRESS 27 — 1) **The Pork Chop Express**, Chris Jordan; 2) **Archimedes**, Joe Balderrama; 3) **Dianne**, Steven Katzman. (5 boats)

NON-SPINNAKER — 1) **Zenaida**, Alerion 28, Fred Paxton; 2) **Bella**, Alerion 33, Aiden Collins; 3) **Frances**, Alerion 28, Sam Turner. (6 boats)

MULTIHULL — 1) **Rainbow**, Crowther 10M, Cliff Shaw; 2) **Raven**, F-27, Truls Myklebust; 3) **Kokomo**, F-31, Terry Smith. (4 boats)

SSS VALLEJO 2, 10/20

SPINNAKER ≤108 — 1) **Mulan**, Beneteau 10R, Darlene Hull/Aruna Chammout; 2) **Envolée**, Nathalie Criou/Neil Roberts. (3 boats)

SPINNAKER 111-159 — 1) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver; 2) **Nancy**, Wyliecat 30, Pat Broderick/Dan O'Neill; 3) **Arca-dia**, Gordie Nash/Ruth Suzuki. (7 boats)

SPINNAKER ≥162 — 1) **Loki**, Santana 525, Tim Roche/David Ross; 2) **Slainte**; 3) **Siento el Viento**, Ian Mathew/Dave Eichhorn. (8 boats)

SPORTBOAT — 1) **Kwazy**, Wylie Wabbit, Colin Moore/John Groen; 2) **Bad Hare Day**; 3) **Fugu**, Chris & Joan Case. (6 boats)

EXPRESS 27 — 1) **Taz!!**, George Lythcott/Steve Bayles; 2) **Dianne**, Steve Katzman/Andy Schwenk; 3) **Archimedes**. (5 boats)

NON-SPINNAKER — 1) **Zenaida**, Fred Paxton/Arnie Quan; 2) **Frances**. (4 boats)

MULTIHULL — 1) **Raven**; 2) **Wingit**, F-27, Amy Wells. (5 boats)

Full results at www.jibeset.net

Folkboat International Regatta

Fifteen teams from the US, Denmark, Sweden, Germany, Netherlands and Great Britain competed for top honors in the International Folkboat Regatta on October 1-4. Hosted by the San Francisco Bay Folkboat Association and Corinthian YC, this series runs in even years on Knox, Cityfront and Olympic Circle courses, giving the visiting teams a taste of the wide-ranging conditions we experience here on the Bay.

Weather and tides made for a challenging event: With strong flood currents, the European teams had to learn our local tricks of current relief fast, and when the winds went light, current relief became a deciding factor. The visitors quickly picked up on our local knowledge. With already excellent boat-handling, this was a very competitive regatta from day one.

As the wind lightened over the week, concerns arose that there would not be at least 10 races, needed to trigger the second throwout several teams were counting on to erase early setbacks. After bobbing about for several hours on the final day of racing, however, the committee boat dropped anchor between Yellow Bluff and Angel Island in slowly building breezes and called the fleet out for a final race to determine final scores.

At the end of the regatta, Denmark's team led by Soren Kaestel came out on top, followed by locals Tom Reed and Dave Wilson. Germany's Cristoph Nielsen took fourth in a tiebreaker.

"We were able to see old friends and make new ones among the competitors

Dousing the spinnaker singlehanded in windy conditions isn't easy.

from Europe," commented Tom Reed. "This was the 20th running of this biennial event. It's the highlight of the local Folkboat fleet racing, where we get to match our skills against the best Folkboat sailors from around the world. The Folkboat fleet in the Bay Area is small compared to the over 1,000 Folkboats sailing in Europe, but we are able to compete on an equal basis. The US has dominated this event in the past; however we must congratulate the winner this time from Denmark, Soren Kaestel. Soren sailed a mistake-free regatta. Soren and the fourth-place skipper, Christoph Nielsen, are both multiple International and Danish and German National Folkboat champions."

A spirited (and sporadically off-color) night in CYC's grand ballroom capped off the series with awards, songs and a pledge to return in two years for another run. "We are looking forward to hosting this event again in 2021," added Reed.

— michael moradzadeh

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

October's racing stories included:

- Mini Transat • AC75s
- El Toro Stampede • Leukemia Cup
- Express 37 Nationals
- US Sailing Olympic Development
- Masters Regatta • Campbell Cup
- Previews of October and November races, and more.



Corinthian YC and the San Francisco Bay Area Folkboat fleet hosted visiting European sailors for the Folkboat International Regatta on October 1-4.

FOLKBOAT INTERNATIONAL REGATTA, CYC, 10/1-4 (10r, 2l)

1) Soren Kaestel, DEN, 20 points; 2) Tom Reed, USA, 23; 3) Dave Wilson, USA, 26. (15 boats)

Full results at www.sfbayfolkboats.org

SYC Twin Island Series

October 5 was the third and final race of Sausalito YC's Twin Island Series. The series gave racers lots of different weather and tactical choices. With one race each in the spring, summer and fall, there was a good mix of challenging winds to drifters. The course starts in the Knox racing area, then gives skippers the choice of rounding either Alcatraz or Angel Island first, with a finish in front of SYC. Clockwise or counterclockwise is always the debate — do you take the Slot first or go up Raccoon Strait? The wind, the tide, and the best point of sail for your boat all factor into the decision. No two races have the same conditions.

In 2017 the club celebrated its 75th anniversary and honored the founders — all of whom were racing teenagers — by adding the John Williams Award to foster youth participation in the series. This award is for the highest-finishing boat with at least one participating crew 18 years of age or younger.

This year's John Williams Award went to George Perry, sailing on *Escapade* in the Spinnaker Class, and Frances Tarpey-Schwed sailing on *French Kiss* in the Non-Spinnaker Class.

— mark kamen

SYC TWIN ISLAND SERIES (3r, 0l)

SPINNAKER — 1) **Yunona**, J/105, Artem Savinov, 5 points; 2) **Courageous**, J/88, Gary Panariello, 11; 3) **Escapade**, Sabre 40-2, Nick Sands, 14. (10 boats)

NON-SPINNAKER — 1) **Slainte**, Cal 20, Paul Sutchev, 14 points; 2) **French Kiss**, Beneteau 350, David Borton, 15; 3) **La Mer**, Newport 30 MkIII, Randy Grenier, 18. (11 boats)

Full results at www.sausalitoyachtclub.org

Vanguard 15 Fleet Championship

Nine V15s attended the 2019 Fleet Champs regatta at Tomales Bay on October 12-13. After 12 races, first place came down to a single point, decided in the last few minutes of the final race. Skillfully adjusting for low wind and strong ebb by sailing low to keep flow over the blades and sails, Zach Shapiro and Taylor Burfield pulled ahead of Sam Wheeler and Steph Gleason, sealing the regatta for Team 1203 (also including Dan Altreuter, who switched off with Zach). There was close racing all the way

down the standings.

Despite not being able to race due to other commitments, Steve Kleha organized pretty much everything, including booking campsites, delivering two trailers from Redwood City to Treasure Island, driving a keg to Inverness on Saturday, and coming back again on Sunday to drop off the trophies. Eliza White once again hosted the team at her family's house in Inverness Friday night (despite not getting there herself until Saturday) and took the lead on dinner Saturday night. PRO Ian McClelland brought his own kit of marks and signals to run races for us. Rosann Allenbaugh, sidelined from racing by a boat repair setback, assisted with race committee and with dinner. Inverness YC (special credit to Shawn Kelly) hosted us at their spectacular venue as they've done for well over a decade, and the Peninsula Youth Sailing Foundation loaned us two triple trailers. That list only scratches the surface of everyone who deserves credit for this one.

— sam wheeler

V15 FLEET 53 CHAMPS, InvYC, 10/12-13, (12r, 2l)

1) Dan Altreuter/Zach Shapiro/Taylor Burfield, 22 points; 2) Sam Wheeler/Steph Gleason, 23;

3) Kristin Altreuter/Helen & Olivia Lord, 28. (9 boats)

Full results at www.bit.ly/2019-tomales-results

International Knarr Championship

The 51st running of the International Knarr Championship (IKC) returned to its founding venue at San Francisco YC on September 6–14. Twenty-five teams from three countries — the US, Denmark and Norway — battled it out on the Bay in varying conditions for six days of racing.

In addition to this fleet's sharing a long and proud history, and being uniquely tight-knit despite fierce rivalries, there are two aspects that set this regatta apart. First, the organizers place a large emphasis on creating an 'experience' throughout the week, with planned social events nearly every night. All visitors are hosted in locals' homes or on boats. Second, the boats are rotated every race, removing any potential equipment advantage.

The regatta began on the Cityfront on Sunday, September 8, in fairly classic 17–20 knots of breeze and an ebb current. On Day 2, the breeze built to 24 knots and racing was halted after just one race to make sure all of the boats stayed in one piece — there were many

Vanguard 15 Fleet 53 sailors raced out of Inverness YC in sunny mid-October.

SFYC



Knarrly action at the IKCs in mid-September.

races yet to be sailed.

On Tuesday, racing moved to the Berkeley Circle for the remainder of the event. There was a lay day on Wednesday, and then on Thursday, a heat wave came in and parked. Conditions were atypically hot and breezeless, which did not permit racing until well after 2 p.m. for two days. But, in true San Francisco Bay style, the breeze couldn't stay away for long. By the final day of racing on Saturday, September 14, the fog was

back and the breeze was perfect in the 17- to 20-knot range for the final two great races.

— *sfyc*

INTERNATIONAL KNARR CHAMPIONSHIP, SFYC, 9/6-14 (11r, 2t)

1) **Cap**, Lars Gottfredsen, DEN, 20 points; 2) **Niui**, Russ Silvestri, USA, 29; 3) **Aquavit**, Jon Perkins, USA, 44; 4) **Three Boys & a Girl**, Chris Perkins, USA, 45; 5) **No Name**, Anders Myralf, DEN, 49. (25 boats)

Full results at www.sfyc.org

Hobie 16 and 20 North Americans

The Hobie 16 and Hobie 20 North American Championships were held in the small scenic community of Harrison Hot Springs in the mountains of British Columbia. The lake has a thermal wind pattern. It generates a very nice southerly breeze that builds as the day goes on. Throughout the week, sailors raced in a variety of conditions, but in the end both the light-wind and big-wind teams got their day and went to shore happy.

In the Hobie 16 class, Ben Brown and Sarah Isaak established an early lead, with a very strong performance in lighter wind, which they held all week. In recent years the Hobie 16 class has been dominated by past champions. This event broke that cycle with Ben and Sarah winning their first-ever North American Championship. Positions 2 through 10 were closely fought and frequently changed.

In the Hobie 20 class it was a tight battle among the top four boats. After the first two days they were all tied for the lead. The final outcome wasn't decided until the last race. Mark and Tiffany Lewis won the 20 class.

— *rich mcveigh*

HOBIE 16 & 20 NATIONALS, 9/16-20 (14r, 1t)

HOBIE 16 — 1) Ben Brown/Sarah Isaak, CA, 33 points; 2) Herbert & Sharon James, NY, 54; 3) Patrick Porter/Heather Mathews, CA, 96; 4) Rich & Carol McVeigh, MD, 97; 5) Jim Sajdak/Shawn Bates, CA, 100; 6) Paul Carter/Will Nelson, WA, 112; 7) Gregory Raybon/Nancy Komblum, NJ, 116; 8) Peter Nelson/Laura Sullivan, WA, 123. (35 boats)



THE RACING SHEET

HOBIE 20 — 1) Mark & Tiffany Lewis, CA, 23 points; 2) Mark & Kimberly Zimmer, CA, 32; 3) John Holmberg/Faye Ren, NC, 38. (8 boats)
Full results at www.hobiediv4.org

Women's Circuit Update

Clubs in three corners of San Francisco Bay ran three female-centric races with varying degrees of success. The first two didn't fare well. "What a lovely day on the Estuary, but I think we learned why no one schedules a race in early October — sadly, only three boats turned out," wrote David Ross about Island YC's **Jill & Jack + 1** triplehanded women skipper's race on October 5.

The following Saturday, the weather put the kibosh on Tiburon YC's **Joan Storer Regatta** — not too much of it but rather too little. Two knots of wind couldn't overcome two knots of current. Wind lines appeared from the direction of San Quentin, so the race committee attempted a super-short course to the north. Six boats signed up for the race, four attempted to start — only one, the Alerion 33 **Bella**, made it across. All of them drifted backward.

Fast-forward one more week to Oc-



RICH MCVEIGH

At the Hobie 16 NAs in BC on September 16-20, 35 boats made for a colorful start.

tober 19, and South Beach YC's eighth annual **Red Bra Regatta** fared much better — despite being scheduled on a weekend packed with big regattas. Nine-teen boats competed.

"There were enough boats in the spinnaker division to have two divisions," reports Jocelyn Swanson of SBYC. "More than 100 women were out on the water racing in the South Bay in winds of 12-14

knots. Two races were run on windward/leeward courses for both spinnaker and non-spinnaker divisions. The first race saw close finishes: 2 seconds between **Vitamin Sea** and **Zingara**, and finishes one after the other in the spinnaker divisions. As this was an all-women's regatta, the men were on the RC boat calling the courses and finishers.

"Boats from Modern Sailing School and Club, St. Francis, Mariposa, Sequoia, Coyote Point, South Beach,

MELGES 24 CALIFORNIA CUP, SCYC, 9/14-15 (6r, 11)

1) **Average White Boat**, Kent Pierce/Eric Stokke, 10 points; 2) **Looper**, Duane Yoslov, 10; 3) **Brio**, Manfred Schmiedl, 15. (8 boats)

Full results at www.regattanetwork.com

SLTWYC FANETTE ISLAND RACE, 9/22

1) **Eagle**, Express 27, Ross Groelz; 2) **Dianne**, Express 27, Steve Katzman; 3) **Phoenix**, Express 27, Andy Groelz. (10 boats)

Full results at www.sltwyc.com

RYC TOTALLY DINGHY REGATTA, 9/21-22

FLYING DUTCHMAN — 1) Buzz Ballenger, 10 points; 2) Douglas Dommermuth, 15; 3) Zhenya Kiruashkin-Stepanoff, 17; 4) Michael Meszaros, 17. (5 boats)

THISTLE — 1) Haydon Stapleton, 9 points; 2) Brian Bauman, 19; 3) Michael Gillum, 20. (7 boats)

I-14 — 1) John Clark, 2 points; 2) James Clarkson, 4. (2 boats)

MELGES 14 — 1) Daniel Thielman, 12 points; 2) Auric Horneman, 16; 3) Steve Cameron, 17. (4 boats)

LASER — 1) Lance Kim, 25 points; 2) Hendrik Reidel, 28; 3) David LaPier, 30; 4) Marcel Sloane, 38; 5) Sanjai Kohli, 44. (27 boats)

LASER RADIAL — 1) Toshinari Takayanagi, 6 points; 2) Elsa Simenstad, 16; 3) Bob Gunion, 17. (5 boats)

RS AERO — 1) James Baurley, 6 points; 2) Greg Warner, 15; 3) Craig Perez, 17. (5 boats)

BYTE — 1) Michele Logan, 9 points; 2) Ann

BOX SCORES

Lewis, 16; 3) Caryl Woulfe, 29. (5 boats)

EL TORO — 1) Gordie Nash, 9 points; 2) Art Lange, 12; 3) Nick Nash, 16. (14 boats)

KELLER OPEN CLASS — 1) Snipe, Packy Davis, 9 points; 2) Day Sailer, Todd Hansen, 17; 3) Snipe, Tom O'Neill, 18. (6 boats)

Full results at www.richmondyc.org

SWYC LITTLE ENSENADA RACE, 10/4-5

PHRF 2 — 1) **Staghound**, R/P 50, Alec Oberschmidt; 2) **Stark Raving Mad VII**, Swan 601, Jim Madden; 3) **Blue Blazes**, R/P 50, Dennis Pennell. (4 boats)

PHRF 3 — 1) **Snoopy**, J/125, Mark Surber; 2) **Maasai**, DK46, Johannes Neuendorf/Ned Warner; 3) **A4**, Flying Tiger 10, Scot Tempesta. (6 boats)

PHRF 4 — 1) **Aussie Airwaves**, Beneteau IOR 50, Ray Roberts; 2) **Juno**, Express 37, Dan Merino; 3) **Buttercup**, Schock 35, Roderick Messinger. (11 boats)

PHRF 5 — 1) **Spin Dr.**, C&C 34, Paul Farrell; 2) **Cimarron**, Ericson 35-2, David & Robin Basham; 3) **An Dara Claddagh**, C&C 33 MkII, Ken Henehan. (7 boats)

AMSS — 1) **38 Special**, Kettenburg 38, David Gardner; 2) **Sally**, 10-Meter, CF Koehler. (2 boats)

Full results at www.southwesternyc.org

EXPRESS 37 NATIONALS, BYC, 10/4-6 (6r, 0t)

1) **Limitless**, Shawn Ivie, PCYC, 10; 2) **Golden Moon**, Kame Richards, EYC, 13; 3) **Loca Motion**, Mark Chaffey, MPYC, 18. (8 boats)

Full results at www.jibeset.net

ISLANDER 36 NATIONALS, GGYC, 10/6 (1r)

1) **Highlighter**, Bill Hackel; 2) **Cassiopeia**, Kit Wiegman; 3) **Windwalker**, Richard Schoenhair. (9 boats)

Full results at www.jibeset.net

EXPRESS 27 NATIONALS, EYC, 10/11-13 (7r, 0t)

1) **Motorcycle Irene**, Zachery Anderson, 23 points; 2) **Get Happy!!**, Brendan Busch, 24; 3) **Magic Bus**, Paul Deeds, 27; 4) **Light'n Up**, Jason Crowson, 37. (19 boats)

Full results at www.jibeset.net

RYC EL TORO STAMPEDE, 10/13 (5r, 0t)

SENIOR — 1) Nick Nash; 2) John Pacholski; 3) Gordie Nash. (16 boats)

JUNIOR — 1) Evan Sullivan; 2) Jenna Englehardt; 3) Matthew Bilafer. (6 boats)

OYC OKTOBERFEST, 10/19

SPINNAKER <120 — 1) **Harp**, Catalina 38, Mike Mannix; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Gig**, Humboldt 30, Gil Sloan. (6 boats)

SPINNAKER 121-200 — 1) **Bandido**, Merit 25, George Gurrola; 2) **Sonic Death Monkey**, Columbia 5.5, Dominic Marchal; 3) **Nice Turn**, Cal 2-29, Richard Johnson. (6 boats)

SPINNAKER >200 — 1) **Take 5**, Wilderness 21, Steve Anderes; 2) **Dominatrix**, Santana 22,



The Farr 36 'War Pony's final Wednesday night race out of Richmond YC on September 25 went a bit sideways.

Berkeley and Richmond YCs participated in the regatta, so it was a San Francisco Bay Area race.

"This is the only all-women's regatta held on San Francisco Bay. It's specifically designed to provide racing opportunities for women who may not have the opportunity to crew on a regular basis. The origin of the Red Bra Regatta was a race in which a red bra was flown as a



The 2019 Islander 36 National champions on 'Highlighter', left to right: Carmen Bozina, Lisa Donchak, Rachel Porter, Peter Baldwin, Sam Wheeler, Morgan Glier, Danielle Ryan and skipper Bill Hackel. The three-race regatta devolved into just one race (at 3 p.m.) due to lack of wind on October 6.

protest flag. The Red Bra Regatta grew from an initial four boats to 19 boats.

"Inspired by the visit from the crew of *Maiden*, this year SBYC and the Red Bra Regatta supported Girls United (Wasichana Pamoja), an educational program that empowers and supports

female students and young women in rural Kenya to stay in school, stand up for their rights, plan for their future, and become confident agents of change for themselves, their families, community and country. More than \$1,400 was raised through donations and a portion

Ted Crum; 3) **Slice**, Wilderness 21, Christopher Melhuish. (3 boats)

NON-SPINNAKER <199 — 1) **Polecat**, Wylicat 30, Dan Doud; 2) **Edelweiss**, Catalina 380, Len Cardoza. (2 boats)

NON-SPINNAKER >200 — 1) **Brandy**, Santana 22, Billy Cook. (1 boat)

Full results at www.jibeset.net

PERKINS CORPORATE CHALLENGE, SFYC, 10/19 (5r, 0t)

1) **Kilroy**, Liam Kilroy/Steve Hunt/Stephanie Roble/Malcolm Page, 8 points; 2) **Wells Fargo**, Paul Cayard/Molly Carapiet/Maggie Bacon/Jacob Heiw, 11; 3) **Hannig Law**, Bill Melbostad/Ryan Simmons/Tim Russell/Nick Dugdale, 16. (6 boats)

Full results at www.sfyf.org

LEUKEMIA CUP, CYC, 10/20

SUPER YACHT — 1) **My Star**, Custom Dubois 114, Timothy Forderer. (1 boat)

PHRF 1 — 1) **Bad Dog**, J/111, Richard Swanson; 2) **Peregrine**, J/120, David Halliwill; 3) **Nucalavee**, Melges 32, Mark Kennedy. (11 boats)

PHRF 2 — 1) **Wingman Racing**, J/70, Jim Diepenbrock; 2) **Shenanigans**, Express 27, Bill Moore; 3) **Kira**, Cal 33-2, Jim Erskine. (4 boats)

J/105 — 1) **Lulu**, Donald Wieneke; 2) **Ne*Ne**, Tim Russell; 3) **Maverick**, Ian Charles. (10 boats)

KNARR — 1) **Snaps III**, Mike Ratiani; 2) **Kulani**, Timothy Dowling; 3) **Flyer**, Chris Kelly. (13 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Liz Baylis; 2) **TREX**, Beneteau First 40, Phillip Barow; 3) **Good Call**, J/124, Richard Garman. (9

BOX SCORES

boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt; 2) **Surprise**, Catalina 34, Peter Birnbaum; 3) **Abba Zaba**, Tartan Ten, Ross Tibbits. (7 boats)

NON-SPINNAKER 3 — 1) **Just Em**, Cal 20, Sally Clapper; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern; 3) **Phoenix**, Catalina 320, Leigh Hunt. (7 boats)

CLASSIC BOAT — 1) **Kookaburra**, Bird, Martin Koffel; 2) **Mayan**, Alden staysail schooner, Beau Vrolyk; 3) **Copperhead**, Rhodes yawl, Jason Winkel. (4 boats)

Full results at www.regattanetwork.com

INTERCLUB SERIES (6r, 1t)

SPINNAKER <120 — 1) **Vitesse Too**, Hobie 33, Grant Hayes, 6 points; 2) **Traveler**, Express 34, David Ross, 9; 3) **Vita E Bella**, Catalina 42 MkII, Jack Verducci, 14. (4 boats)

SPINNAKER ≥120 — 1) **Double Agent**, Merit 25, Scott Ollivier, 8 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 11; 3) **Double Down**, Schumacher 30, Robert Fairbank, 11. (7 boats)

CATALINA 34 — 1) **Queimada**, David Saner, 10 points; 2) **Crew's Nest**, Ray Irvine, 11; 3) **Amandla**, Kurt Magdanz, 13. (7 boats)

NON-SPINNAKER — 1) **Boogie Woogie**, Ranger 33, John & Debby Ratto, 8 points; 2) **Lioness**, Bermuda 40, Sheldon Haynie, 11; 3) **Platinum**, Morgan 45-4, Mark & Clair Rommell, 14. (4

boats)

MULTIHULL — 1) **Mojo**, F-25c, Christopher Harvey, 8 points; 2) **LookinGood II**, Corsair 31, Rafi Yahalom, 11; 3) **Peregrine Falcon**, F-27, Bill Gardner, 15. (7 boats)

Full results at www.jibeset.net

THE CLUB AT WESTPOINT FRIDAY FUN SERIES, (7r, 2t)

1) **Hijinks**, J/92, Tom Borgstrom, 8 points; 2) **Grunion**, Catalina 425, John Graves, 14; 3) **Thira**, Catalina 38, Ray Torok, 16. (15 boats)

Full results at www.jibeset.net

MPYC SUNSET SERIES (28r, 4t)

PHRF A — 1) **Loca Motion**, Express 37, Mark Chaffey, 40 points; 2) **Ardea**, N/M 50, August Louie, 48. (2 boats)

PHRF B — 1) **Maverick**, J/80, Jean du Prez, 53.5 points; 2) **Soggy Dollar**, Olson 911SE, T. Muck, 72.5; 3) **Calphurnia**, Schumacher 28, Sarah Duncan, 137. (6 boats)

SHIELDS — 1) **Stillwater**, Garth & Ashley Hobson, 90 points; 2) **Yankee**, Michael Polkobia, 100; 3) **Helen**, Gerald Stratton, 128. (15 boats)

SANTANA 22 — 1) **Ecaroh**, Meryle Sachs, 72 points; 2) **Cnidarian**, Mary Conway, 73; 3) **Seabiscuit**, Linda McLennan, 94. (6 boats)

Full results at www.regattanetwork.com

StFYC THURSDAY KITE RACE SERIES (11r, 3t)

1) Kai Calder, 11 points; 2) Gabriel Wicke, 18; 3) Will Morris, 28; 4) Fraser Novakowski, 43; 5) Stefaans Viljoen, 48. (30 boards)

Full results at www.stfyf.com

THE RACING

KATIE TENBOER



Above: The women of Joan Byrne's Olson 911S 'Heart of Gold' celebrate the Red Bra Regatta on October 19. **Right:** Stephanie Sawyer was the + 1 for Kathy Williamson and David Ross in the Jill & Jack + 1 on October 5. Carol Klammer designed the turtle art for the spinnaker on the Merit 25 'Faster Faster!'

of the cost of the regatta shirts sold."

One more event remains on *Latitude 38's* Unofficial Women's Circuit: Richmond YC's Amazing Grace Cheney Cup on Sunday, November 3. A woman must skipper, but men are allowed onboard. We welcome nominations for the Queen of the Women's Circuit through November 12. For more info on the 'circuit' and the 'queen', see www.latitude38.com/issues/2019-sailing-calendar/#62.

— latitude / chris

SBYC RED BRA REGATTA, 10/19 (2r, 0t)

SPINNAKER D — 1) **Aquavit**, J/105, Chloe Lepert, 2 points; 2) **Rhapsody**, J/32, Molly Morris, 5; 3) **Air Jaldi**, J/105, Gene Harris/Sam Clarke, 5. (4 boats)

Sailing super-yachts aren't a super-common sight on San Francisco Bay, so it was fun to see this one out racing in the Leukemia Cup — albeit in a one-boat division — on October 20. She is 'My Star', ex-'Corinthian', a 114-ft Dubois design, built by Alloy Yachts in New Zealand in 1994.



ROXANNE FAIRBAIN / WWW.ROXSHOTSMUG.COM

SPINNAKER E — 1) **Hang 20**, Express 27, Lori Tewksbury, 2.5; 2) **Evil Octopussy**, J/24, Robin Van Vliet, 5; 3) **Friction Loss**, J/30, Jennifer Thompson, 5.5. (6 boats)

NON-SPINNAKER — 1) **Iseult**, Wyliecat 30, Patricia Corcoran, 2 points; 2) **Zingara**, Islander 36, Jocelyn Swanson, 6; 3) **Jabouf**, Catalina 34, Marcia Bever, 7. (9 boats)

Full results at www.southbeachyachtclub.org

Race Notes

Fleet president Lori Tewksbury reports that, at the **Express 27 Nationals** hosted by Encinal YC on October 11-13, "*Motorcycle Irene* came back from behind (after missing an offset mark in the second race on Friday) to win overall. *Magic*



DAVID ROSS

Bus won the Corinthian team trophy (first place for an all-Corinthian/non-pro team). For top results, see Box Scores on page 92.

Sequoia YC successfully defended the **Barth Memorial Regatta** on October 13, sweeping the top four positions of the team race, a challenge between Sequoia and Coyote Point YC in the South Bay. "Thanks to Mother Nature, who gave us beautiful sailing conditions!" commented SeqYC fleet captain Tom Borgstrom.

The **Kilroy Realty US Match Racing Championship**, hosted by StFYC on October 4-6, started with two days of long postponements that yielded what chief umpire Glenn Oliver called "champagne conditions." The scheduled 28 total matches over two round robins went as planned. But no sailable wind permitted the start of semifinal racing, so Sunday turned into a lay day.

Pearson Potts of Boston sailed to a 12-2 record on Friday and Saturday to take first place in the round robin, making him US champion for the third year running. With the victory, he also earns a berth in next April's Ficker Cup at Long Beach YC.

StFYC won the second edition of the **Global Team Racing Regatta**, hosted by the Royal Yacht Squadron on September 26-28 in Cowes, UK. The two-on-two format featured 12 teams in J/70s, with each team having a minimum of three men and three women on its eight-

JOHN LIEBENBERG



Island Sound. They used Bruce Kirby-designed Ideal 18 one-design keelboats.

Vince Brun and Drew Freides, co-owners of the L.A.-based *Far Niente*, and their crew topped the 14-boat **Farr 40 Worlds**, hosted by Long Beach YC on October 2-5.

The following weekend at LBYC, Allie Blecher of California YC eked out a win in the Catalina 37 class of the **Linda Elias Memorial Women's One Design Challenge** by 2 points over Liz Hjorth. In the sophomore

year of the Cal 20 class, LBYC's Satia To took her first opportunity as a new sailor to skipper — and blew away her competitors. See www.lbyc.org.

Daniela Moroz of Lafayette won the gold medal in women's kitefoil racing at the **World Beach Games**. This was the inaugural edition of the multi-sport event held on October 11-16 in Doha, Qatar. Learn more at www.awbgqatar.com.

— latitude / chris

person squad.

Each day's fresh breeze mounted to gale force by early afternoon, with racing abandoned as a result. Early losses for Newport Harbor YC and NYYC saw their winning chances slip away, while the Royal Thames and StFYC moved into the final day with unbeaten records.

With only meters to the finish in the final race, the second Thames boat was penalized; all then rested with the lead

The Express 27 Nationals paraded down the East Bay in the nice weather of mid-October.

Thames boat. Thames incurred another penalty — and that was it. StFYC took home the gold.

Sailing for Seattle YC, Dalton Bergen and Ben Glass won the **US Sailing Championship of Champions** to claim the Jack Brown Trophy. Stamford YC in Connecticut hosted the regatta on October 3-6 in windy conditions on Long

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WORLD

*This month we focus on the **Alluring Isles of the Lesser Antilles**, along with **Charter Notes**.*

Spotlight on the Eastern Carib: Understanding the Options

This month, as wintery weather creeps across much of North America, we shine our spotlight on the sunny isles of the Eastern Caribbean, where the prime sailing season is about to begin.

From Puerto Rico to Grenada, a verdant chain of ancient volcanic islands stretches out in a broad crescent that's more than 500 miles long. Although these sister isles are geographically related, each has its own distinct character and attractions for visiting sailors. So come along as we island-hop from the top to the bottom of the Lesser Antilles island chain.

A couple of decades ago, someone on the American island of Puerto Rico had the clever idea of marketing its territory to sailors as the Spanish Virgin Islands, in order to capitalize on the longtime popularity of the neighboring US and British Virgin Islands. Although technically inaccurate, the catchy moniker Spanish Virgins signaled to potential charterers that the cluster of unspoiled islands that lie between Puerto Rico's

You'll know you're beginning to relax when you decide to perfect your technique for climbing coconut palm trees.



east coast and St. Thomas, USVI, was a sailing destination worth considering — especially for those who'd already thoroughly explored the 'original' Virgin isles, and who didn't require sophisticated shoreside amenities and nightlife.

As discussed last month, the entire Virgin Islands archipelago was given a terrible beating two years ago by Hurricane Irma, and Hurricane Maria pummeled Puerto Rico shortly thereafter. There's no denying that the rebuilding of infrastructure is progressing slowly at best, especially in the outlying islands. The upside, though, is that anchorages and dive spots are less crowded now than they've been in more than 20 years, which is a huge incentive for some veteran charterers to lock in reservations for a cruise this winter.

Less than 100 miles from the Virgins lies the half-Dutch, half-French island of Sint Maarten/St. Martin. With many direct flights arriving from major US and European gateways, both sides of the island bustle with shoreside and on-the-water tourism. From the bareboat charter bases here, a number of day-hop itineraries can be created that expose vacationers to a variety of well-protected anchorages, historic sites, fine dining and nightlife ashore. For example, in a week you could do an invigorating circuit from St. Martin to chic, sophisticated St. Barth (which is French); then on to the formerly British, dual-island nation of St. Kitts and Nevis, once famous for vast sugar plantations; then pay a visit to the unique, toothlike Dutch island of Saba, which is renowned for excellent diving, as well as its inhabitants' allegiance to centuries-old cultural traditions.

A bit farther south lies the formerly British island of Antigua, most famous for its annual Sailing Week, but also home to the impressively well-preserved remains of Nelson's Dockyard, where British naval vessels were careened and repaired during the 1800s — back when French and British warships battled for dominance of the region.

Tourism marketers claim that Antigua has a beautiful beach



ALL PHOTOS LATITUDE / ANDY

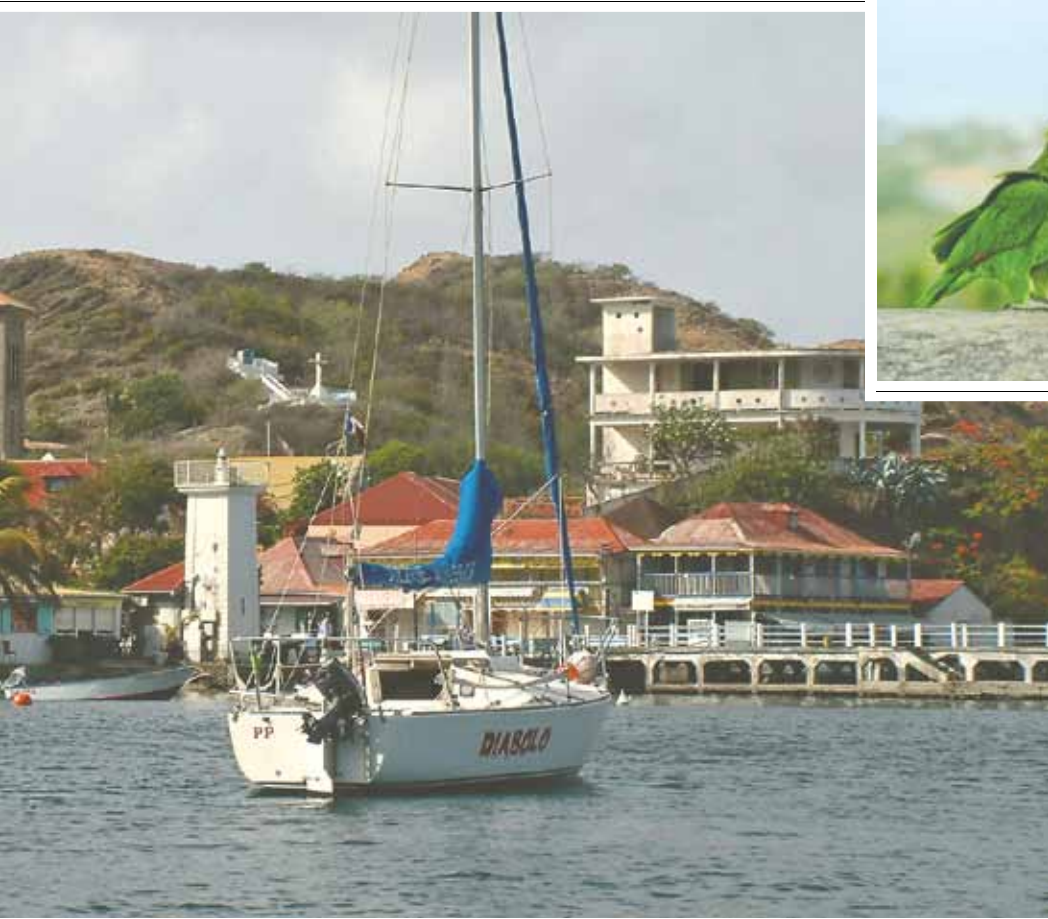
for every day of the year. And while that may be a hyperbolic statement, there's no denying that Antigua's rarely visited sister island, Barbuda — 25 miles to the north — is only minimally developed, and offers excellent snorkeling and diving.

It's not surprising that most Caribbean vacationers who don't speak French would confine their travels to English-speaking islands. But by doing so, they miss out on some of the most worthwhile attractions of the region. Lying near the center of the Leeward Islands crescent, the large French islands of Guadeloupe and Martinique comprise an overseas department of Mother France. And the cultural connections are obvious, from the love of fine food and wine, to the widespread popularity of sailing.

Charter bases are located on both of these large islands, leaving open the possibility of one-directional chartering between the two, perhaps with a visit to the formerly British island of Dominica on the way — it lies between them.

Those three islands, along with their southern neighbors, St. Lucia and St. Vincent, are all tall and mountainous,

OF CHARTERING



Just south of Guadeloupe lies a picturesque cluster of islets called Les Saintes. A stopover there will likely be a cruise highlight.

with natural springs that allow extensive agriculture, unlike some of their scrubby, low-lying neighbors to the north. So when you need a break from sunny days on the water, consider hiking or taxiing to a rainforest waterfall for a change of pace. If you're into diving and snorkeling, you won't want to miss the Pigeon Island Underwater Reserve, less than a mile offshore, which achieved its protected status thanks to the late Jacques Cousteau.

Another 'must' within this region is visiting the charming cluster of French islands called Les Saintes, which lie less than five miles off the south coast of Guadeloupe. When we visit the main island, Terre-de-Haut, highlights always include early morning visits to the open-air fish market — most local men still make their living off the sea — and delightful dinners or lunches at the fine restaurants, which line the back of the bay.

South of Martinique lies the long, tall

island of St. Lucia, which has several charter bases and must-see anchorages, including Soufriere, which lies beneath the island's chief topographical attractions; the twin, toothlike volcanic peaks called the Pitons.

Many charterers stop there while en route to the cluster of small, laid-back islands called the Grenadines. Similar to the Virgins, these sandy, palm-studded isles lie in close proximity to each other, but they see far fewer vacationers. (In addition to the option of starting your Grenadines cruise from St. Lucia, there is at least one base on St. Vincent also.)

Many cruisers who sail the entire length of the Lesser Antilles like the Grenadines best, as the pace of living there is still decidedly slow, the



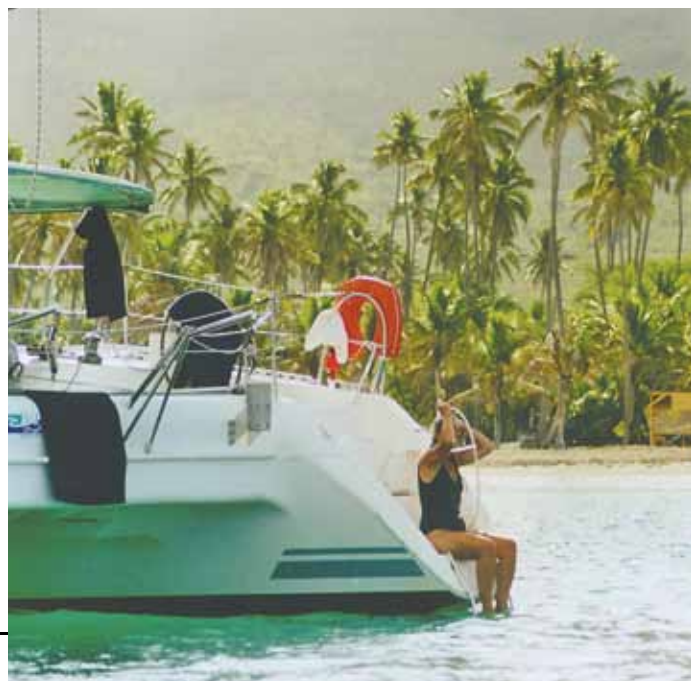
It's always nice to make a new friend. Although rare elsewhere, parrots like this little guy are still found in the forests of Nevis.

islanders are friendly, there are plenty of waterfront eateries where you'll always be greeted with a smile, and no one will care if you're barefoot.

For bareboat charterers, the southernmost island of this vast playground is Grenada, famous even today as the "island of spice" due to its longtime cultivation of nutmeg and mace. Our favorite spot is the main harbor, Georgetown, which is more picturesque than anywhere else in the island chain.

There are so many idyllic spots to visit within the Lesser Antilles that we often recommend setting up your cruise there as a one-directional trip, thereby maximizing the number of islands, anchorages and beach bars that you can

With its backdrop of countless coco palms, the Pinney's Beach anchorage of Nevis is a peaceful place to drop the hook.



WORLD OF CHARTERING

LATITUDE / ANDY



visit. We think the extra cost for doing so will be money well spent.

If you do make it down to the sun-kissed isles of the Eastern Caribbean, please keep in mind that we're always eager to receive brief charter reports and/or updates on specific regions.

Have fun out there!

— andy

Charter Notes

This month marks the theoretical end of the annual Caribbean hurricane season, so very soon residents of the US

Hurricane damage in 2017 was massive in the northern Caribbean, but some businesses are rebuilding bigger and better than ever, such as Saba Rock, in Virgin Gorda's North Sound.

and British Virgin Islands, Puerto Rico and St. Martin might finally be able to breathe a deep sigh of relief that their islands didn't find themselves in the crosshairs of Mother Nature's rage this season, as they were in 2017.

As reported last month, island infrastructure is coming back, albeit slowly. But of course, the local economies of those islands have suffered terribly.

While there in September, we were told that many expats-in-residence felt that they were forced to flee these storm-ravaged islands due to losing the basic necessities of shelter and jobs. But most of the proper West Indian locals seemed to have stayed, no matter how dire their losses. These islands are, after all, their ancestral home and their heritage. Now, during the long recovery, they will be thrilled when the flow of tourism dollars ratchets up to pre-disaster levels. So please keep that in mind when you begin thinking about making your next foray into tropical waters.

As for Hurricane Dorian's devastation of the Bahamas, that jaw-dropping tragedy may be even harder to recover from than Irma or Maria. Yet ultimately, we suspect that most of those displaced Bahamians will eventually rebuild their homes and businesses much stronger and perhaps taller than before. If you know of a legitimate way to help, we encourage you to do so.

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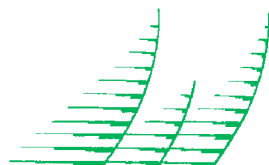


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CHANGES

With reports this month from **Gardylloo's** new-equipment test; **Loco's** trip back home via the Pacific Puddle Jump; **Grateful's** solo-sailed trip through Albania; a preview of our annual **Where Are They Now?** feature, and a sailbag full of **Cruise Notes**.

Gardylloo — Island Packet 420 Harry Chesley and Suzana Seban The Day Everything Went San Diego

People are always asking, "How's it going?" Or, in our case, "How's the cruising life going?" There's never a simple answer to that question, so I thought I'd recount a day recently when everything 'went'.

We'd been at the Police Dock on Shelter Island in San Diego since arriving from Mexico, and it was time

we went elsewhere. You're only allowed two weeks there, and our time was up. It's difficult to find slips in San Diego, but with the help of Diane from *Celtic Song*, whom we'd met on last year's Ha-Ha, we finally found a slip at Harbor Island West.

The second goal of the day was to try out some new equipment. Quite a number of boat bucks went into getting it all installed over the previous two weeks. (A "boat buck" is \$1,000, because nothing you do to a boat seems to cost less than that.) It's always important to try gear locally. Once you go on to another country, it's hard to get the installers to come fix it.

We went through our departure checklist, prepped the new equipment for trial,

Fun with kayaks at Espíritu Santo last January — cruising Mexico is a decidedly preferable way to spend winter than most of us will.

and cast off from the dock. I should mention here that we'd intended to head out early, when the wind was nil. But by 10 a.m., it was blowing 10-12, and we didn't quite make the turn. We did a fairway rotation. The wind pushed us toward the one boat and two concrete pylons on the other side. We managed to miss the boat (whew!), and with some help from a good Samaritan, avoided one of the pylons, but hit the other pylon, making a rather scary scrunching noise.

With some more help from the bystander, we finally managed to get the boat away from the dock, and went on out. Inspecting the damage revealed that the rear pulpit was bent over a couple inches, causing the lifelines to sag in that area. Not good, but not terrible — the boat was still seaworthy and the damage stable.

It's always a good idea to do a post-mortem on any accident, to figure out why it went down the way it did. In this case, we blame two factors: The first was our late departure. The second was that we'd attached the rudder for our new windvane, which reduced our ability to make tight turns. We should have waited until we'd left the dock to attach it.

Once outside the bay, we went about getting the sails up. The wind was still in the 10-knot range, which was enough to keep us going, but not enough to really get *Gardylloo* up to speed. The first piece of new equipment we went to try was the windvane. We already had an electronic autopilot, but wanted a wind-driven one as well. We got a Hydrovane model, which was a good match for our boat. Windvanes require no power and are very reliable. It would provide redundancy to our autopilot, and this model can also act as an emergency rudder should anything

happen to our main rudder. These are especially important considerations if you plan to go far away from civilization, like across the Pacific.

Up went the windvane's vane. A little fiddling and we locked the main rudder in place, leaving all the steering to the Hydrovane. And steer it did, keeping us exactly on course. We adjusted course using it, switching from upwind to downwind.



GARDYLOO

Harry and Suzana at Bahia Santa Maria during the 2018 Ha-Ha.



GARDYLOO



Everything worked as expected on both points of sail. The real test will come on a longer passage, but so far, so good.

The next piece that went under test was the Watt&Sea hydro generator. This is a propeller on a shaft attached to the rear of the boat that you lower into the water. The propeller turns a generator that makes electricity. *Gardylloo* already has solar panels, but they don't generate quite enough power for our needs, so we wanted a supplemental source. We considered more solar (no space), wind (too noisy), or a generator (yuck), but settled on the Watt&Sea. When sailing in areas where we frequent marinas (and shore-power), it's not needed, but it works extremely well for long passages like a Pacific crossing.

The final piece of equipment we went for was the watermaker, or desalinator. We got a small Spectra model (150c) that makes about 6 gallons of fresh water an

IN LATITUDES



Above: 'Gardylloo'. Left: The new windvane ready for testing. Above left: Even the sunsets seem prettier in La Paz. Above center: Harry's inflatable PFD passed its unplanned test. Above right: Suzana shopping at the farmer's market in La Paz.

hour. Again, not so important around marinas, but really nice when crossing oceans or in places where you'd otherwise have to dinghy water out to the boat in jerry cans. We set it to run for an hour, and it did its thing with no further supervision.

Having successfully tested all the new equipment, we decided it was time we went on to the new marina. Back up the channel and down the bay, ready for a fresh encounter with a dock.

We had been assigned a side tie that wasn't in the original marina plan — it was added on later — and thus doesn't show on the map of the marina. It seemed a little strange when we arrived that there were no cleats to tie the boat to. So we temporarily tied onto the cleats for the next slip. As we stood there scratching

our heads, someone popped out from one of the other boats and said, "That's not actually a slip, you know; the slip's on the other side."

"Oh," we cleverly replied.

Try two went a little better, though this time it was on the downwind side, which is a bit more challenging — but there were plenty of cleats. Once attached to the dock, I got off to do some pushing and pulling to adjust the boat's position.

That's when I went overboard.

It turns out the line I was putting all my weight on wasn't actually secured to the cleat on the boat. In retrospect, I recall attaching it temporarily over just one horn of the cleat while I dealt with other matters. Anyway, it gave, I went. I was

happy to see one unplanned equipment test also went well: My PFD auto-inflated like it's supposed to. And Suzana was happy when my head popped back up out of the water, and she didn't have to swim over to help.

So that was the day that everything went. I'll leave it to the reader to decide if things went well, went poorly, or just went sideways. But you have to agree, they went.

— Harry 8/10/19

Loco — Lagoon 380 Ho Family A Retrospection Brisbane, Australia

For most Puddle Jumpers, the Pacific crossing represents an escape. To the Ho family — Michael, Yolanda, 15-year-old Isaac and 13-year-old Elijah — last year's rally was a homecoming.

Their adventure began in 2017 when Michael arranged a two-year sabbatical from his work, and by a convoluted and surreal set of circumstances (in which Hurricane Irma played a large part) ended up buying Loco sight unseen in Prickly Bay, Grenada. The plan was to enjoy the charms of the near-to-each-other islands of the Caribbean and eventually head back home. Exactly how they would do that "seemed like a faraway and irrelevant decision at the time," Michael says.

The islands' proximity to each other was important because, when they bought the boat, the Ho family had zero sailing experience. "I believe in adaptation for survival," says Michael by way of explanation. "And we adapted very quickly."

Four months after the purchase, in the spring of 2018, by now reasonably proficient sailors, they pulled into Crooked Island, Bahamas. That's where they ran into Mark and Teri Helm, avid readers of Latitude 38 and owners of Nalani, a Beneteau 373 berthed in San Diego. The two couples 'clicked instantly', and the Ho family even flew out to Colorado to spend time with the Helms and talk about, among other things, the Puddle Jump. It was the

Yolanda of 'Loco.' An ocean crossing gives sailors plenty of time for reflection.



ALL PHOTOS GARDYLOO

LOCO

CHANGES

first they'd heard of it, and the more they thought about and discussed it, the more appealing it sounded. When they got back to the boat in Fort Lauderdale, they signed up as soon as registration opened. Eleven months later, they were in Panama, ready to take off. . .



Land ho! The Ho family celebrates arrival in French Polynesia.

The Pacific — we'd been waiting for this animal for over a year since we made the decision to cross and head back home to Australia. Now we were ready to go.

On our way to Panama, we had met a couple of hardcore sailors who questioned our decision to cross. Due to our relative inexperience in ocean miles and long passages (the longest we had been at sea was six days at that point), I did consider their opinions, but I was not swayed in the least. Bravado or ignorance, I'm not sure. While it's true our sailing experience was still in the formative stage, in our defense, our family has an affinity with water. We powerboat on the east coast of Queensland, Australia, sometimes in

Once you get to paradise, the trials and tribulations of an ocean crossing tend to fade.



very hairy conditions, and I cut my teeth powerboating in the Torres Strait Islands. By comparison, a sailboat felt like a giant tank. I felt our steep learning curve had served us well, and that we were ready.

We took off on March 20, and after a short leg and stop at Las Perlas, set out across the Pacific two days later. We planned a well-travelled route south of the Galapagos. We were sailing in loose company with two other vessels, *Quo Vadis* and *Mister X*, which we had met in purgatory (Pacific side of Panama). Mark was tracking us from his home in Colorado and sending weather reports to our inReach. (Who needs an Iridium GO!?) He was our personal Chris Parker (*Ed. note — Parker is a popular Caribbean weather router*), a vital source of quick and reliable information.

LOO

The initial fast run south of the Galapagos fizzled out after three days and we subsequently

battled light and variable winds. We motored singlemindedly toward the Trades. I had visions of a defining moment when I would see the sails fill up suddenly, then announce we were now 'in the Trades!' as we surged toward French Polynesia. The reality was far less awe-inspiring. It was motoring, then sails up, sails down, sails tearing, and blowing out a sail car. We limped south for what seemed like a week before encountering the Trades, and even then they came in sporadic puffs that built slowly over a couple of days.

Every sailor I had spoken to declared that once you get onto the Trades, it was a done deal. Maybe for them, but our relationship with the winds for half of the crossing was unrequited. We hoped for stability and commitment, but our sails were victims of philandering winds again and again. But all things must pass and eventually the winds



'Facilitators' Teri and Mark Helm hope to head over distant horizons themselves one day. "Meeting and cruising vicariously with the Ho family has been a joy," they say.



were consistent, albeit at that annoying angle where we could not use both the main and the genoa stably, nor the symmetrical spinnaker. Lesson learned — next time, have sails to cover every angle.

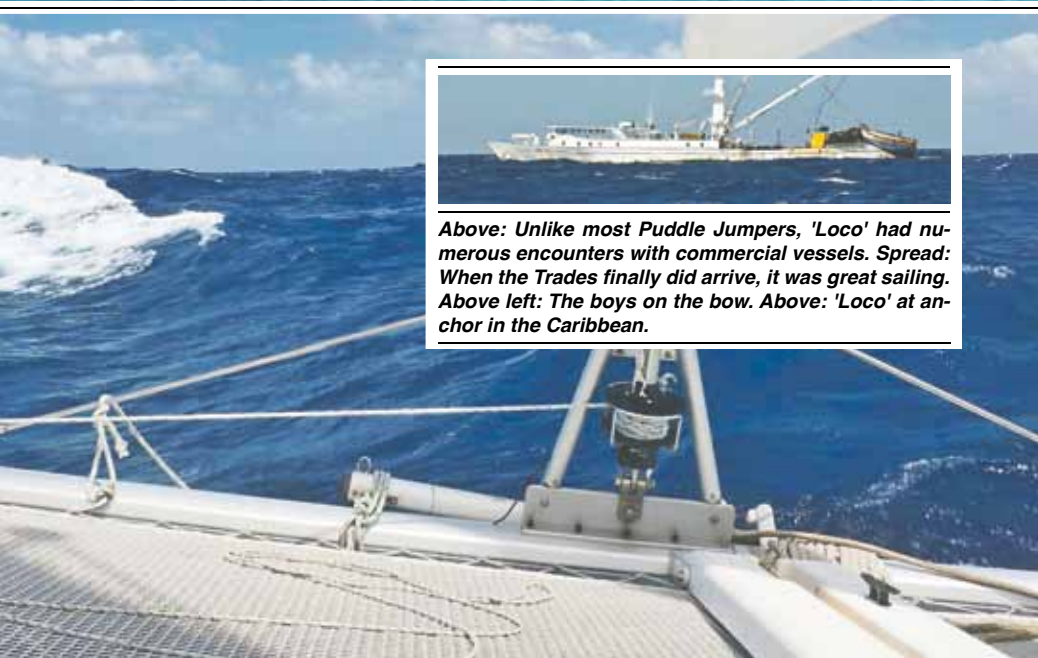
We also dealt with a ridiculous amount of traffic and suspect behaviors of fishing trawlers. There was no moment of real rest. There was an incident in the middle of the night on my watch when a large fishing vessel pursued us, matching my change in course as I attempted to evade. It was one of the scariest moments of my life. We eventually went dark, floored the engines and slipped away.

Months later in conversations with other sailors, I found out that we weren't the only ones who experienced this strange behavior. Another cruiser even shot a flare at the offending ship before hightailing out of there on his large catamaran. It's amusing when I hear of others

MARK HELMS

LOO

IN LATITUDES



Above: Unlike most Puddle Jumpers, 'Loco' had numerous encounters with commercial vessels. Spread: When the Trades finally did arrive, it was great sailing. Above left: The boys on the bow. Above: 'Loco' at anchor in the Caribbean.

who sailed all the way to French Polynesia without encountering any other vessel. This was certainly not our experience.

Our arrival in French Polynesia was rather anticlimactic — much more a collective exhale of relief than whoops of joy. But we had done it: 35 days at sea, the highs and lows all over when we dropped the hook. It's surprising how quickly one forgets the daily pains. A couple of days later, from the comfort of a flat anchorage in the Bay of Virgins, Fatu Hiva, whilst sipping something cold, I do recall murmuring to Yolanda that 'I could probably do another crossing right now'.

I'd like to report that the journey yielded some deep, soul-defining moments in real time, but I would be lying. It was Groundhog Day, every day. We did lose sense of time and the days did all roll into one, and any moment of poignant reflection was interjected with prosaic commentary from the kids; 'This sucks!' was a regular favorite. Perhaps it's different when you are sailing with family.

The ambient noise and functioning of a family can detract somewhat from those

moments of solitude and deep introspection a solo sailor may have. However, it is in retrospection where I have had the time to reflect meaningfully. And as clichéd as this may be, I realize even more patently that life is no sure thing. That we can create our own opportunity and author our destinies more than we realize. Something so intangible to me as living full-time on a sailboat and crossing an ocean has been accomplished, and every move made that has led to the moment renders that initial grand vision into achievable steps. The only real obstacle is the catalyst that directs you to make that first move. And here I am reminded of Nike's sage advice — Just Do It!

— Michael 10/6/19

At this writing, Loco is berthed at a local Brisbane marina and the Ho family are busy integrating back into life ashore. Michael considered the family adventure a once-in-a-lifetime deal, but says the experience was so life-

changing that he can't imagine never doing any more cruising. "Never say never," he says. "We have already toyed with the idea of the Mediterranean sometime in the future."

**Grateful — Beneteau Sense 50
Dwayne Heil
Solo Out of Albania
Oakland**

Yesterday I was motoring from central Albania where I spent the late night and early morning hours anchored right in the middle of the shelf in 3 meters of water. These are the fishing grounds of the lower Adriatic, and the Albanians were scraping the fields as clean as they could all night. At one point, I counted 25 boats on the radar return. Wakes from the trawlers added to the sea state and Grateful bounced like hell. But after 18 hours of sailing and motoring, I was too tired to care. My head hit the pillow and the alarm four hours later had me at the coffee pot.

I motored on, hoping for Durrës, Albania, to refuel. From a distance I could see large highrises and a concrete jungle — something I haven't encountered for almost a year now — and I felt like landing there would shatter the dream, as if I were 8 again, Dad shaking me from this slumbering bliss. No! I will hide under the sheets!

As I approached, I called the customs agent, Arthur. He said it was unlikely I would get fuel that same day; too much protocol. Arthur recognized my California accent and shared his American experience in Miami this summer. Nice to have chatter and a thread of connection 7,000 miles from 'home'.

So, about 6 miles offshore I decided to aim for Bar, Montenegro, 12 hours north. Low fuel, humph, pray for wind. But the sails luffed in vain. So I watched the fuel gauge carefully. Eight hours later, well below the 1/4 tank mark, I noticed the digital display acting erratically, and a slight bump in the engine cadence. And

Dwayne aboard 'Grateful'. He's been exploring some of the less-traveled areas of the Med.



ALL PHOTOS LOCO

GRATEFUL

CHANGES

then, as if magically guided, the wind went from 5 knots to 14. I silenced the Yanmar and the wind took *Grateful* for a ride.

I was 15 miles offshore, and the sun was on its daily dive for the horizon, so I followed the best reach for the coast, hoping to find a sheltered cove.

I really just let nature do its thing, and I found myself in the amazing natural, secluded bay of Ulcinj, Montenegro. Turns out this place is famous as a piracy haven dating back to 500 B.C. I guess it was no wonder that I was greeted by a Montenegro police escort, soon after to be boarded and searched. Ulcinj is *not* a port of entry.

I pleaded my fuel condition, and the chief studied the gauges carefully. He agreed I'd done the prudent thing . . . and respected the fact that I was a solo sailor, and circumnavigating.

He recruited a fisherman to fetch 5 gallons of Montenegro's best diesel. I fashioned a funnel from a 10-liter plastic water bottle. Not a drop was wasted. It cost me 30 euro (\$33), a bottle of Greek wine and a few shots of Jack.

In the bay, I was able to connect to the internet, and learned from the Windy app that the wind would be offshore in the morning, favorable to take me directly to Bar.

I raised the hook this morning, and ghosted out, motorless, silently. The wind is 5.5 knots at 150 degrees, pushing exactly to my destination. As I write this I'm cruising at 2.1 knots. Almost a little too fast really. I don't want to wake up.

And I got this from a good friend in my

Dwayne purchased 'Grateful' in Turkey late last year. He cruised the Aegean last summer.



GRATEFUL



The picturesque entrance to Ulcinj. Above: Dwayne and the water-bottle funnel. Not a drop was wasted!

mail this morning: "There is no reward in this world to settle for something you don't want. If you do, then you're going to be disillusioned. You will feel cheated, and you are not living life to the fullest. This should be my dead fast rule. There is no reward and no crown in heaven waiting for me because I settled for something I really did not want. So I try to take ownership for my decisions, and responsibility for the ones that don't work out. Ultimately, it is down to me."

Almost to Bar now. Nothing in the way. Just water, and deeper water. Several boats have motored by, smiling and waving in their haste.

I have two crew joining tonight at 7. We'll explore Montenegro till the wind is predicted to blow for Brindisi, Italy on the 20th.

Fixed that pesky left rear speaker today. Music is all around me now.

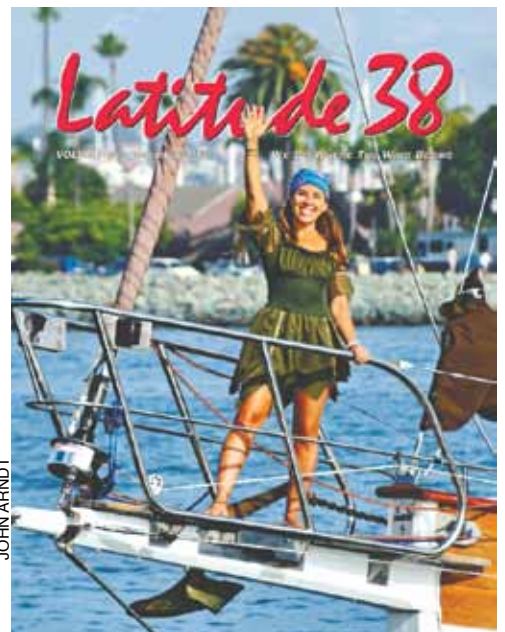
— Dwayne 9/17/19

Cruise Notes

- When we mentioned Christian Berg-Hansen in a Cruise Note last month, he mentioned that among his crew for last year's Ha-Ha aboard the Oregon-based Hans Christian 44 Pilothouse **Allure** was Heidi Gross — and that she was our cover girl for the December issue! (For some reason, at the time, we completely zoned on this — maybe it was the Tinker-belle costume.) Anyway, Christian is still hard at work on the "can of maintenance worms" he opened aboard *Allure* in PV. He even unstepped the masts for repainting and new standing rigging. Restepping got delayed, but they should be back in the boat by the time you read this. Christian solo-sails the boat much of the time, with friends occasionally joining in, so look for him in the usual haunts on his way south this winter.

- With apologies to Heidi for our senior moment, she is well known to *Latitude* readers and several fleets of Ha-Ha veterans. The 2018 Rally was her fourth consecutive one. The first was in 2015 aboard her custom Horizon Nemo 39 **Gue Sera**, in which, at age 35, she was the youngest female captain in the fleet.

And this is one sailor on the go! After the '18 Ha-Ha, she hopped off *Allure* and onto a different boat, and headed to Puerto Vallarta. In April, it was off to Tahiti for a month as private chef on a Swan 70. Then over to Fakarava for some sailing with friends on the 42-ft trimaran **Al-debaran**. Then to Croatia for some sailing on the Adriatic, followed by a return to Santa Barbara where she spent the summer sailing her Catalina 310 **Moondance** out and about to the Channel Islands. It's almost too much to list for a 'Cruise Note,' so let us catch our breath and put together something more on Heidi for the next *Changes* — including her account of



JOHN ARNDT

December '18 cover girl Heidi Gross on the bowsprit of 'Allure'. Although she looks Tinkerbellish to us here, 'Allure' skipper Christian says the two of them attended the kick-off party as 'kelp' and 'mahi-mahi', respectively. "I thought it was a good match," he notes.

being attacked by a 6-ft moray eel. (How's that for a teaser?)

- Krista Swedberg is having the time of her life cruising OPB — other people's boats. She grew up sailing with her fam-



GRATEFUL

ily aboard an Islander 40. About six years ago, she temporarily suspended her "what to study at college" dilemma to go backpacking in Australia, which led to working on tall ships. "I've mainly been sailing on Dutch ships the last five years: the three-masted barque **Europa** and the gaff ketch **Tecla**," she emailed recently. "I joined **Tecla** in Nome, Alaska, (after the ship transited the Northwest passage), and we're currently en route to the Galapagos. We've been through two depressions and are now nearing the high so the wind is improving for a more southerly course. This connection is really bad so I'll send more later."

- In late September, we got a call from Hawaii. "My name is Ed Hart, and I just spent my 85th birthday at sea. I sailed the first leg of a circumnavigation from San Diego to Hawaii. My next leg will leave here at the end of November toward Guam, then the Philippines, then across the Indian Ocean."

Hart is no stranger to the pages of *Latitude*. He became a member of our West Coast Circumnavigators' List after he sailed his Cascade 29 **Hooligan** from and back to San Diego between 1995-99. He bought his current boat — a Nor' Sea 27 also named **Hooligan** — in Florida, then trailered it to San Diego. "I've been sailing for over 50 years and cruising for 35," Hart told us. "I've owned 14 sailboats."

Hart has put some serious cruising miles on both an Islander 24 and a Cal 25. (Way back in 1999, another *Latitude* reader said of Hart, "He's a 'minimalist' who says 'money isn't the answer,' and that he's able to 'live inexpensively.' [He] lives on \$8,000 to \$9,000 a year.")

"I sail for all of the personal accomplishments, and for the adventure of it," Hart said. "And, I'm 85 and retired. I don't have anything better to do with my time."

- In the September issue, we brought you the story of Josh Longbottom and Christina Jeschke, two young cruisers who had decided to wait out hurricane season aboard their Bayfield 25 **Tish** in the Bahamas. So they hunkered down in Green Turtle Cay and kept close tabs on the tropical depressions. One by one, they came, and either dissipated before arrival or turned to miss the islands. Then came Dorian. We reached out to Josh the week



KRISTA



After a Northwest Passage earlier this year, 'Tecla' is currently headed toward the Galapagos. Inset: Krista Swedberg.

after the storm. He confirmed that he and Christina were OK. They had tried a last-minute escape to Florida, but with fickle headwinds, a strong Gulf Stream and the little boat's one-cylinder Yanmar, it wasn't happening. They ended up in Knowles Marina and Yacht Services in Freeport, where they unriggered the boat and caught one of the last flights out the next day. They watched the storm unfold from Austin, Texas.

As the devastation unfolded and people started struggling through floodwaters to get to higher ground, Josh's concern for his friends who had stayed, as well as the boatyard owner and his wife and daughter, took precedence over any boat. He sent the yard owner an email with a prayer for the family.

This story has a much happier ending than many coming out of the Bahamas in the aftermath of Dorian. All Josh and Christina's friends are OK. Some lost boats, but some boats have been recovered. And a week after the storm, the boat-

yard owner emailed back one sentence: "Thank you, and your boat is safe."

Josh and Christina are scheduled to fly back to **Tish** early next month.

- After nearly 30 years of dreaming and sailing and saving and planning, Chad and Carolyn Carvey finally got started on a decade-ish sailing circumnavigation voyage on August 18 aboard their steel 43-ft DeVilliers cutter **Walk On**. (Next year they plan to respectfully change the name to **Wild Blue**.)

After living aboard three different boats over 14 years in Sausalito (Chad was a local school principal and benefit auctioneer for years), their first 1,000-mile leg was from Sausalito up to the

Christina and Josh hope to get back to more of this type of interaction with 'Tish' when they return to the Bahamas next month.



Ed Hart — 85 and still a sailing 'Hooligan'.



TISH

CHANGES

San Juan Islands of Washington. Chad reports it went smoothly but with lots of motorsailing and a couple of heavy weather days. Not counting a few days' stop in Brookings, Oregon, it took them eight days to get to Port Angeles and then Friday Harbor.

The Carveys plan to explore Desolation Sound this winter, head up into Alaska next summer, and then next fall, sail south to Mexico and onward on a traditional (but slow and leisurely) westabout world voyage.

• Cruisers are people on the move. Their appearances in *Changes In Latitudes* are just snapshots in time of their travels. By the time their stories appear here, the folks who wrote them are often many miles and oceans away on other adventures. As 2019 winds down, we're revisiting some (hopefully most) of the folks whose stories you have shared over the past year. We're reaching out right now and starting to compile updates, and will bring them to you starting in next month's *Changes*. In the meantime, here



Left: The Carveys were greeted by a rainbow as they sailed into Puget Sound. Right: If all goes as planned, 'Walk On' will return to Sausalito as 'Wild Blue' in about 2029.

are a few previews . . .

— When Ken Knoll and Donna Cramin donated a day cruise aboard their Irwin 65 **Jersey Girl** to a charity in La Paz, the winners of the silent auction got a lot more than they bargained for. On the way out, they spotted a humpback whale so tangled in a fishing net that it could barely breathe. While Donna took charge



of the dozen guests aboard *JG*, Ken and a Mexican whale expert spent the next four hours in the dinghy with "scissors, kitchen knives and good intentions," trying to free the whale, often having to wait when it submerged, then racing ahead to where it resurfaced. It's a great story and yes, it has a happy ending.

At the time we contacted them, they were in Avalon "waiting for the start of our fourth consecutive Baja Ha-Ha."

— The Wylie 60 **Convergence** left Santa Cruz back in 2004 and is currently on

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Mike and Katie of 'Alegria' had a whale (shark) of a time swimming with the world's biggest fish at Bahía de los Angeles.

the Caribbean side of Panama. Owners Randy Repass, Sally-Christine Rodgers and son Kent Harris-Repass are poised to transit the Canal pretty soon, and tie the knot of their 16-year circumnavigation sometime next year.

After their visit to Maine and Nova Scotia (chronicled in the May and June issues), they headed south for a couple of fun months in Antigua and Guadeloupe, then took off for the 1,100-mile jaunt to Panama. It got bumpy toward the end of the trip with 15-ft swells and more than 30 knots of wind. The ketch-rigged *Convergence* took it in stride, making 19 knots in 32.5 knots of TWS. "We were



Kent Harris-Repass (right, on violin) and Martin Deitz met at ages 8 and 9 while being homeschooled aboard their respective families' cruising boats in French Polynesia. Kent graduated *summa cum laude* from George Washington University, and Martin is pursuing his master's at Duke. The duo reunited to crew — and jam — on 'Convergence' for the passage to Panama.

trucking!" says Sally-Christine.

— Recently wrapping up their first full year of cruising, Mike and Katie Gabriel of the Oakland-based Gulfstar 50 *Alegria* have uber-embraced the cruising life, exploring both the Sea of Cortez and mainland as far south as Manzanillo, Mexico, and rarely missing an opportunity to enjoy life ashore, afloat — or under the surface. "A summer of swimming with all the beautiful fish, manta rays, and sea lions was certainly exciting, but the best



Guests aboard 'Jersey Girl' got a special treat as skipper Ken Knoll and a whale specialist worked to free a humpback whale entangled in a net.

encounter was with the whale sharks! We spent several weeks in August anchored in La Gringa at Bahía de los Angeles and got to experience these giant creatures swimming right alongside our boat, right into the anchorage!"

— If there's a 'quintessential' story to illustrate the joys and freedom of cruising, Greg Dorland and Debbie Macrorie nailed it for 2019. After four years cruising the Med on their Catana 52 *Escapade* (part of which they chronicled in the February *Changes*) they had headed back across the pond to St. Martin where they hauled out for the boat's annual bottom job. After that, the plan was to sail to Bermuda

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CHANGES IN LATITUDES

and then on to Newport, Rhode Island, to meet up with friends. But on the way to Bermuda, they were informed by weather router Chris Parker that they would be hit by a northerly, followed by a one-day window, followed by a gale. "We just looked at each other and decided the only reasonable thing to do was turn east for the Azores," says Greg. And just like that, they returned to the Med for another summer of cruising. Greg says they *have* to return this month to go back to work to replenish the cruising kitty.

• 2012 Ha-Ha'ers Max and Elizabeth Shaw and their three kids Victoria, 16, Jonathan, 15, and Benjamin, 5, arrived in Victoria, BC, in mid-October, ending seven years of cruising their Stevens 46 **Fluenta** through Mexico and the South Seas. According to an article in the BC-based *Prince George Matters*, "It all started with a snowstorm, a glass of wine and a

playful game of one-upmanship" in their former homeport of Halifax, Nova Scotia.

"Over some wine during a winter storm, the couple (who were both in the military at that point) started making plans to move back to Victoria, where they had previously been posted for work for two years. They started throwing out ideas, like buying a boat and sailing back to the West Coast.

"I said: 'Well if we're going to be crazy, let's move onto a boat, and sail back to Victoria via the South Pacific,' Max recalls. 'And if we're going to be *really* crazy,

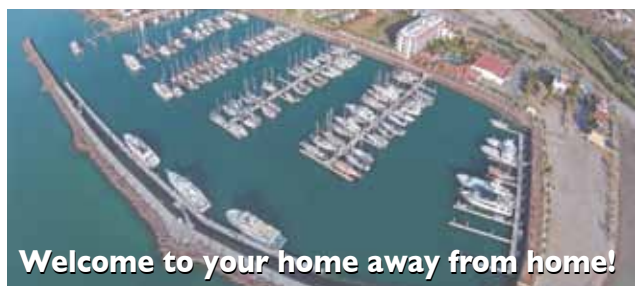
let's do that and have a third child.' So they did — Ben was born in Puerto Vallarta in 2015.

• We mentioned in the August issue that a proposal was under consideration to **increase fees for transiting the Panama Canal**. We're sorry (but hardly surprised) to tell you that Panama's Cabinet Council approved the increase, which will

see rates double for small craft starting on January 1, 2020. So for a yacht up to 65 feet, the fee will go from \$800 to \$1,600. See the accompanying table for other fees. And please note, these are just the fees for transiting. Additional costs for inspections, security, line handlers, bank fees, taxes, lines, bumpers, agents and all the other etceteras will be in addition to that. If it's any consolation, fees for big ships are going up, too. You can find more detailed information at www.tolls.panama-canal.com.

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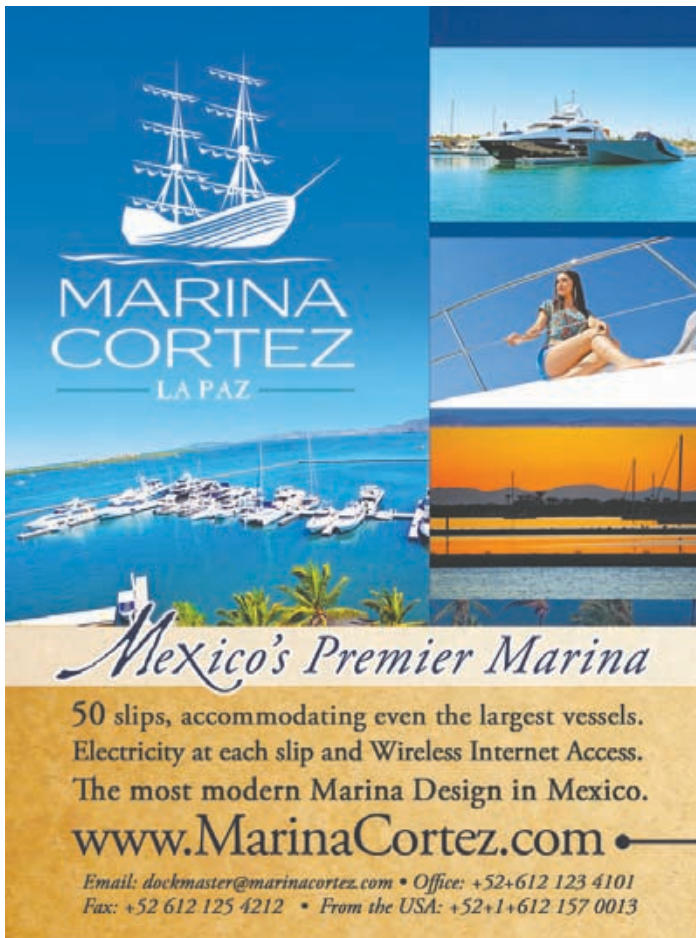


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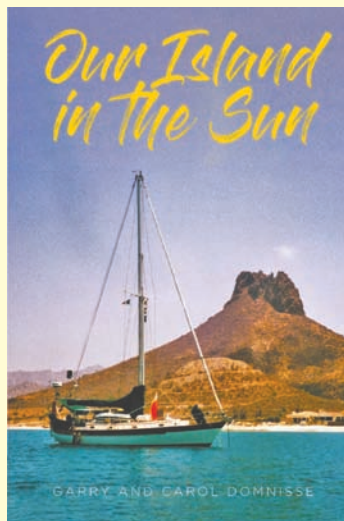
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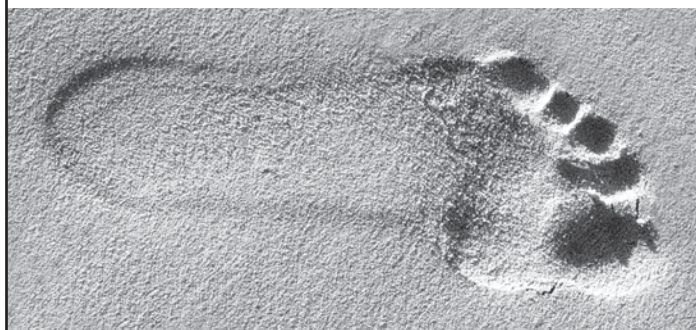
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8-FT SAILING DINGHY, 1960. Southern Oregon. \$1,250. Plywood hull, good condition, recently repainted - 46 inches wide, 17 inches deep. Extra tiller and rudder. Missing rudder pintle. More photos available. Local pickup - Southern Oregon. (541) 592-6217 or (541) 592-4535 or daize@frontiernet.net.

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.

23-FT BEAR BOAT, #54, 1952. Richmond. \$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.



22-FT SA... Richmond, CA. \$3,900. New main. Race and club jib. Nissan 6. New bottom, deck nonskid repainted. Cabin clean, no leaks. Active fleet, solid boat.

24-FT POCKET CRUISER, 1974. Treasure Island. \$1,000/obo. Ron Holland design. *Kiwi*. 24-ft broad beam. Call Joe. (415) 272-0588.

19-FT WEST WIGHT POTTER, 2001. Alameda. \$6,500. *Lucy*. Loaded with extras including: jiffy reefing, roller-furling jib, mainsail cover, mast raising system, windvane, racing rudder, swim ladder, trailer. (408) 252-8284.



J/24, 1982. Alameda. \$8,000. J/24 ready for class or singlehand racing. 3 sets of sails, engine starts on first pull, family boat since new. This is a very loved boat, but ready to cross oceans. Well maintained with faired keel. (510) 499-9387 or chadpeddy@gmail.com.



NEWPORT 16, 1973. Benicia. Best offer. Easy to set up, trailer, launch and retrieve solo. Stainless steel cockpit railings and bow pulpit. New (2010s) sails, EZ-Loader trailer, and ports. Lots of extras. Great sailing/overnighting. Optional 2hp Honda 4-stroke long-shaft motor also available. (707) 567-4351 or bethcxt@att.net.



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23-FT J/70, 2016. Alameda. \$34,000. Best J/70 in the Bay Area! Very lightly used and extremely well equipped. Perfect condition. New chute (unused), Micronet speed & depth, Quantum sails (race and practice), Honda 2.3 4-stroke OB, jib cover, full deck cover, bottom/road cover. Anchor, safety gear, covers for rudder, tiller, boom, hatch - everything (you need these for trailering). Velocitek, soft hatch cover, carbon deck pads. Trailer excellent - lights work. Come check out this boat. Contact (408) 718-7251 or appsingear@gmail.com.

25 TO 28 FEET



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 (805) 459-4659 or 1stpo1nt.ps@gmail.com.



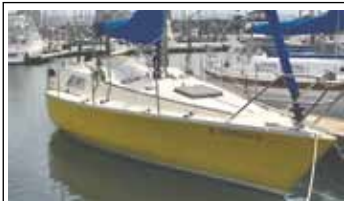
28-FT ISLANDER, 1975. Richmond, Marina Bay. \$5,000/obo. Designed by Bob Perry, Fiberglass hull, Rooster sails - some need repairs, 20hp Volvo diesel engine, Harken roller furling, 2 Delta anchors with chain. Set up for singlehanded sailing, 6' headroom, enclosed head, 2-burner propane stove, ice box, stainless steel sink, teak interior. Needs some love - recently hauled. See <http://alliesuz.wixsite.com/1975islander28>. Contact (510) 332-1057 or alliesuz@gmail.com.

25-FT CORONADO, 1969. Benicia Marina, CA. \$2,500. Hull #1003. Owned and sailed in the Bay Area and maintained by us since 1983. Now living in NH; time to pass on our baby to a loving Coronado worshiper. Clean, 1993 8hp Johnson motor, furling jib and main in very good condition, lots of personal touches. (603) 253-4133.



28-FT CHEOY LEE TAI PAN, 1969. Oakland Yacht Club. \$9,000/obo. Good sails, furling jib, spare jib, fiberglass hull. Great 2 GMF Yanmar diesel. New prop and running gear. New lines. Very pretty Bay boat. Additional photos on Craigslist or on request. (510) 846-4646 or mr.jamescarroll@gmail.com.

29 TO 31 FEET



SCAMPI 30, 1972. Emery Cove Yacht Harbor. \$15,000. The Scampi 30 is a Swedish design that won the World's Half-Tonniers 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.



30-FT HERRESHOFF KETCH, 1961. Marina Village, Alameda. \$9,000/obo. Owned 13 years, major restoration 2015: Floors, frames, sole, fasteners, ballast sealed, cockpit, rebuilt Atomic 4 engine, brightwork, wiring and batteries. Needs a loving home. Pics on request. (510) 501-9207 or craigssouthard1@gmail.com.



CAL 29, 1973. Sausalito Yacht Harbor. \$7,000 terms. New sails and cover. Recent oversize standing rigging. Autopilot. A-4. Marine head. VHF. Roller furl. Basic beginner boat. Slip may be transferable. Contact Norman. (707) 397-1654, (707) 357-5555 or ndevall@mcn.org.

31-FT SEA EAGLE, 1979. Long Beach, CA. \$55,000/obo. Fewer than 10 built, very rare. Perfect couples cruiser, Long Beach sistership 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 hholmes323@gmail.com.



30-FT BABA CUTTER, 1981. Sausalito. \$49,000. Ocean-going 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.



CAL 3-30, 1975. Clipper Yacht Harbor, Sausalito. \$9,000/obo. 2nd owner. Step on and sail away! Great Bay and coastal cruiser. Universal Atomic 4, 30hp, Martec folding prop. New HOOD main and cover. New tiller, several bags of extra sails/spinnakers included. Dodger, boat cover, gimballed stove, VHF fixed and portable with DSC/MMSI. Sleeps 6, 2 Danforth anchors with chain/rope, 2 sets of dock lines. Many extras . . . a must-see. Please call Joe. (415) 722-7444 or caijoe@aol.com.



YANKEE 30 MK I, 1971. Tiburon, CA. \$20,000. Price reduced. 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. See website: <http://yankee30.net>.



CAL 2-29, 1975. Monterey Harbor. \$7,500/obo. Great condition, in the water, and often sailed! This Cal 29 has been in our yacht club family from her splashdown, and we are her 3rd owners. 2016 New electrical; pedestal steering. PHRF rating. Handheld GPS. Yanmar 2GM20 inboard diesel. 50gal blue water. New Garmin wireless sail pack. Roller-furling jib. Spin and pole. Reupholstered cushions; painted bulkheads. Extra sails, life jackets. Working head and black/gray water tanks. Regularly maintained, hauled out, zinc-ed, etc. TRANSFERABLE slip! See <http://tinyurl.com/y57o8xk5>. Contact (908) 256-9304, (202) 486-3700 or tucker.hirsch@gmail.com.



30-FT HINTERHOELLER NONSUCH. Ultra, 1988. Ballena Isle Marina, Alameda, CA. \$47,850/obo. Beautiful Canadian boat, great condition. Diesel: 1,779 engine hrs. \$3,500 new upholstery. New stainless steel exhaust, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Hull painted in 2018. Two sails, and the current one was custom made. *Flying Cloud* is not a charter and was used exclusively for sailing around the Golden Gate and the Bay Area surroundings. Contact (510) 206-0286 or (510) 531-3674 or rosari.balogh@gmail.com.



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30-FT SANTANA/SCHOCK, 1978. Monterey Harbor. \$8,990/obo. Great coastal cruiser, Volvo Penta diesel engine, furling jib, GPS, clean, well maintained, sleeps 4, new rigging 2017, bottom paint 2018, priced to sell, moving to Washington. Contact Curranecreek@gmail.com or (530) 949-9107.



NEWPORT 30 MK III, 1986. Brickyard Cove Marina. \$17,500. Hauled, cleaned, painted, polished, at KKMI, 2019. Tiller steering provides roomy cockpit, very responsive sailing. Cockpit cushions and dodger for comfort. Radar, autopilot, VHF. Contact johnseals.kv@gmail.com or (760) 417-1882.



35-FT J/109, 2003. Long Beach, CA. \$139,000. One owner, J/109 *Shekinah*, maintained in top condition. Regatta winner crewed and doublehanded, equipped for one-design and PHRF racing. Sail inventory updated with a new, unused set of one-design class sails. Complete set of practice/cruise sails. For PHRF racing 155% genoa, drifter jib, max area downwind and reaching spinnakers. For shorthanded sailing ATN spinnaker sock included. Turnkey boat. Please contact for complete information pack. (918) 633-3055 or jmtompson109@gmail.com.



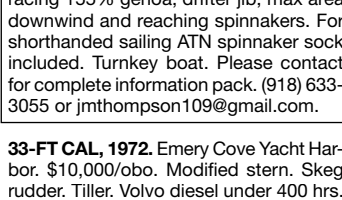
33-FT SYNERGY 1000, 1999. Stockton. \$55,000. Carl Schumacher-designed speedster. Recent refit 2015 with new standing and running rigging, B&G electronics including Zeus II GPS and VHF, EPIRB. Main, trysail, two jibs, and 2 spinners all new 2015-2016 + other sails. The boat is 90% ready for the Pac Cup and is in great shape. Contact Russ. (209) 323-9657 or rieber@aascworld.com.



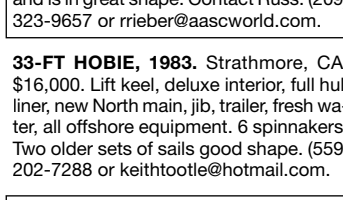
CAL 2-30, 1970. Pelican Yacht Harbor, Sausalito. \$15,000. Extensive restoration efforts completed by current owner. Includes multiple hank-on headsails, a self-tacking jib and spinnaker. New bottom, topside and interior paint. Very dry cabin, perfect Bay sloop for a traditional sailor, school or club. Only for sale due to inheriting another vessel. Potentially transferable slip. See <http://bit.ly/2Hfmrh1>. Email JL4E84@hotmail.com.



30-FT YANKEE, 1972. Alameda. \$10,500. Sparkman & Stephens, wheel steering, windlass with Rocna anchor 75' new chain, Harken furling, Raymarine autopilot, chartplotter, 20hp Universal diesel less than 600hrs. Full-battened mainsail, 100% and 120% headsails. Solid boat. (530) 519-9939 or Keithwrtc@gmail.com.



33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



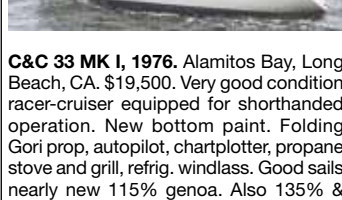
33-FT HOBIE, 1983. Strathmore, CA. \$16,000. Lift keel, deluxe interior, full hull liner, new North main, jib, trailer, fresh water, all offshore equipment. 6 spinnakers. Two older sets of sails good shape. (559) 202-7288 or keithtootle@hotmail.com.



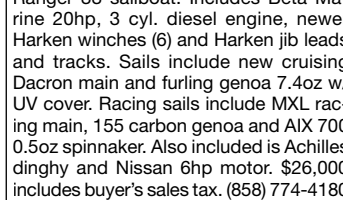
30-FT ROUE 20, 1982. Point Richmond. \$18,000. The rare and beautiful Roue 20 was William Roue's 20th. Fiberglass, 30-ft in length with a 5' 10" draft. Yanmar diesel QM15, Hood Seafurl roller furler, new Pineapple sails and sail cover. V-berth, icebox, Porta-Potti, and dinette. A dream to sail. Five-ft headroom. Currently berthed at the Point San Pablo Yacht Club in Richmond. Contact (510) 326-8108 or pthelin1@yahoo.com.



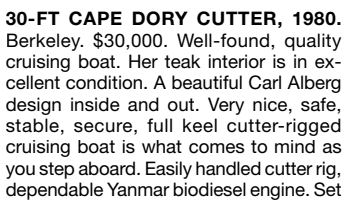
30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$10,500. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haulout. Contact Stephenlewis1900@gmail.com or (559) 217-9644.



C&C 33 MK I, 1976. Alamitos Bay, Long Beach, CA. \$19,500. Very good condition racer-cruiser equipped for shorthanded operation. New bottom paint. Folding Gori prop, autopilot, chartplotter, propane stove and grill, refrig. windlass. Good sails nearly new 115% genoa. Also 135% & 90%, spinnaker and A'sail. Lots of spare parts. Documented vessel. See *Practical Sailor's* review of this model. Offers encouraged. Contact (562) 795-9123, (269) 986-4831 or Rhwins1060@AOL.com.



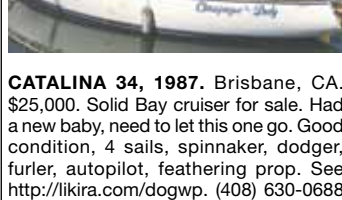
RANGER 33, 1974. San Diego. \$26,000. Sleek and race-ready 1974 Jensen Ranger 33 sailboat. Includes Beta Marine 20hp, 3 cyl. diesel engine, newer Harken winches (6) and Harken jib leads and tracks. Sails include new cruising Dacron main and furling genoa 7.4oz w/ UV cover. Racing sails include MXL racing 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 tomfiscic@cox.net.



30-FT CAPE DORY CUTTER, 1980. Berkeley. \$30,000. Well-found, quality cruising boat. Her teak interior is in excellent condition. A beautiful Carl Albreg design inside and out. Very nice, safe, stable, secure, full keel cutter-rigged cruising boat is what comes to mind as you step aboard. Easily handled cutter rig, dependable Yanmar biodiesel engine. Set up with autopilot and for singlehanded sailing. Contact c_lisac@yahoo.com or (510) 927-8480.



33-FT TARTAN 10, 1986. Treasure Island. \$4,000/obo. Yanmar diesel, full sail inventory. Perfect Bay boat. Call Joe. (415) 272-0588.



CATALINA 34, 1987. Brisbane, CA. \$25,000. 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.



35-FT IRWIN 34, 1986. Alameda. \$24,900. GREAT opportunity from a motivated seller... moving out of state in November. Well-appointed and lovingly maintained for liveaboard and/or comfortable weekend cruising. Great late-season buy! For further specs: www.sailgrisoris.com. Contact cb@sailgrisoris.com or (510) 864-1373.

32 TO 35 FEET

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33-FT HUNTER, 1993. \$39,900. This 33.5-ft Hunter is in sail away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS, radar and chartplotter. Stove with oven, fridge with freezer. USCG Inspected 2019. (510) 878-1142 or amaylon44@gmail.com.



WESTSAIL 32, 1983. Richmond. \$12,500. Sale includes Aries windvane, anchors, raft, and lots of accessories. Dated electronics. Full set of sails in great condition. Full cover. Interior and appliances in good condition. New porthole seals. Low-hr 20hp Yanmar engine, not running due to low compression. Running rigging needs replacing. Forward bulkhead, sliding hatch and rails need TLC. See <http://tinyurl.com/y5ktrtra>. Call (360) 220-7739.



34-FT C&C, 1980. San Rafael. \$24,900. Perfect SF Bay racer/cruiser, exceptional condition, only three very particular owners since new. Complete performance sail inventory (good condition), full spinnaker gear (2), Yanmar diesel w/new raw water pump, new Raymarine 435 chartplotter and autopilot, wind and depth, 2 new batteries, bottom paint 2018, sleeps six, propane stove and oven, navigation station, cockpit cushions/table, 2 new Harken ST radial winches, private head, new isolator/charger. (415) 519-6250 or cnada@aol.com.



DOWNEAST 32, 1976. Vallejo. \$38,000/obo. New running/standing rig, new Beta 375hrs, Hydrovane, AIS, EPIRB, solar, watermaker, dinghy, autopilot, \$9000K in extra stuff, 2nd set of new sails, etc. You will not be disappointed! (530) 434-9044.

36 TO 39 FEET



36-FT CAPE DORY, 1984. Alameda. \$52,000. Classic cutter, beautiful inside and out, Carl Alber design. Sleeps 6. Garmin radar and chartplotter, NMEA2000, 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 extinguisher, boat cover/awning, solar battery charger. Ample locker space plus canvas storage bags - great for cruising. (707) 766-9471 or brillig3@gmail.com.

WAUQUIEZ HOOD 38 MK II, 1983. Emeryville, CA. \$63,000. Strong, fast and safe offshore-capable boat in good condition. Excellent motion comfort rating. Never had teak decks. Sails well in light and heavy air. See more info at <http://saltyposse.wordpress.com>. Email ryanharperadvertising@gmail.com.



HANS CHRISTIAN 38 MK II, 1979. Beaufort, NC. Best offer. Extensive inventory, new Awlgrip outside, new Sta-Lok rigging, new electronics, Yanmar 50, needs topside teak detailing and paint. Email or call for complete details! (808) 798-6107 or pac.rim.sh@gmail.com.



36-FT BEAUTIFUL ISLANDER, 1978. San Francisco Marina. \$42,000. This is a meticulously maintained boat. Islanders are excellent Bay sailers or bluewater boats; many have circumnavigated. This boat sleeps six, galley, head. New main and new jib. Contact (415) 828-1833 or kris.youngberg@gmail.com.



INGRID 38 KETCH, 1976. Berkeley. \$30,000/obo. Good condition. Professionally fitted throughout. Heavily built, hand-laid FRP bluewater ketch. Aluminum spars. Volvo MD3B. Propane stove. Diesel cabin heater. (707) 354-4698 or IngridRose38@yahoo.com.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



EXPRESS 37 MK II, 1988. Redwood City Municipal. \$64,000. *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.



37-FT CREAKLOCK. Monterey, CA. \$29,000. Reduced price. Creaklocks 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. Contact (831) 234-4892 or cher_d1@yahoo.com.

39-FT FREEDOM EXPRESS, 1983. Alameda. \$45,000. Freedoms were designed for sailing ease. Fast, stable sailing and a great liveaboard. Read about Freedoms in *Ferenc Mate's World's Best Sailboats*, (Vol I). Lots of extras. See www.ketch-22.com/4Sale.html. Contact (928) 554-1877 or ketch22@gmail.com.



39-FT BOB PERRY FAIRWEATHER. Mariner, 1989. Mexico. \$120,000. This one is over the top, designed and equipped for world cruising. Cutter rig, Cape Horn vane, Alpha Spectra digital autopilot, Garmin instruments. Awlgrippied. Integral keel, 14 coats epoxy barrier coat. Loaded with spare parts, extra anchor gear, storm sails, everything you need plus dive gear, paddleboards, folding bikes, dinghy, davits. Ready! Tall rig, great sailer. Check website for details, pics: <http://tinyurl.com/y3haezhm>. Contact (206) 351-4406 or hodges.jw@gmail.com.



37-FT BALTIC, 1981. Marina Village Yacht Harbor. \$59,000. Great blue water racer/cruiser. Refit includes new rod rigging, new competition running rigging, new winches, mainsheet, etc. Complete B&G electronics package, w/4G radar, autopilot, VHF, etc. Email 37baltic@gmail.com.



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36-FT CATALINA, 1983. Grand Marina. \$22,000. Original owner. (408) 377-5571 or boatour36@gmail.com.



38-FT INGRID, 1976. Chula Vista, CA. \$14,750. *Maitreya* is a custom-built, simple, reliable offshore boat set up for shorthanded sailing. She has sailed to Polynesia, Alaska, Hawaii and Mexico. Dry and odor-free, great liveaboard. (510) 543-5160 or jak.mang@gmail.com.



PEARSON 37-2, 1989. San Mateo. \$39,900. Perfect couples cruiser with every option a sailor could want! Yanmar diesel engine 30hp, Mase generator 10hp, solar panels, inverter. Sails: full-batten mainsail, asymmetrical, 120 genoa, and self-tacking jib. Rigged for singlehanding, Raymarine electronics, hardtop dodger, electric stovetop and refrigerator, big V-berth cabin with 2 closets, head with a separate shower. Transferable Coyote Point Marina slip, currently waitlisted. Email cwhoyt@hotmail.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.

40 TO 50 FEET



43-FT SAGA, 1998. Seattle, WA. \$169,000. Designed by Bob Perry, the Saga 43 is a very well-built yacht providing an extraordinary combination of speed and comfort at sea. Meticulously maintained, *Viva* is ready for local or extended cruising and loaded with equipment, including watermaker, windgen, generator, windvane steering, cruising spinnaker, and much more. Located in Seattle with a pedigree of offshore experience, *Viva* is a must-see and shows as a much newer yacht. www.seattlecharters.com. (206) 487-4077 or trevor@seattlecharters.com.



42-FT BENETEAU OCEANIS 430, 1992. Puerto Penasco, Sea of Cortez. \$129,000. Step aboard. Sail away. *Rhea* is a blue-water cruiser designed to perform. Over \$100k invested in last 5 years. Upgrades are too many to list - see website for complete info and more pics. She will be cruise-ready in October 2019, just in time for the best cruising in the Sea of Cortez. Free delivery is available anywhere in the SOC. Paid delivery to CA. See www.beneteau-oceanis-430-rhea.com. (916) 704-2499 or realriver42@gmail.com.



40-FT SABRE, 1999. Newport Beach. \$198,000. Cruise-ready. Pristine condition. Cutter rigged. Windvane. Watermaker. Rod rigging. Cruising sails with drifter and gennaker. Yanmar diesel with low mileage. Electric main winch. VacuFlush head. And much more. Email 2aquadreamers@gmail.com.



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 foresails, spinnaker, electric winches. Sails and 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 ebessinger@candeexcavating.com.



C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or karl.wilber@sbcglobal.net.



40-FT HUTTON, 1986. Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.

46-FT WILLIAM GARDEN SCHOONER. 1972. South San Francisco. \$19,000/obo. "A home on the ocean." Center cockpit and pilothouse with upper and lower helms. Strip-planked 1.5" cedar, epoxy-fastened. Sitka spruce masts (new 2002), 24hp (18.5 kW) 3ph 96 volt electric inboard motor w/controller (new 2018), motor recharges batteries when sailing at 5+ knots. Sleeps 10, Furuno radar, diesel heater stove, head, shower. Documented offshore 6-pack. Needs new captain for cosmetic work and TLC. (415) 531-6172 or hugenot@comcast.net.



FUJI 45 MK II KETCH. Alden design, 1983. La Paz, Mexico. \$66,700. PRICE REDUCED! Well maintained and upgraded. Hull #23 of 23. Bluewater cruiser/liveaboard, Isuzu 4-cylinder, watermaker, Achilles dinghy with 6hp Yamaha. See <http://tinyurl.com/y3gmhb9n>. Email markrudenauer@gmail.com.



40-FT PASSPORT, 1985. San Carlos, Mexico. \$120,000. 46hp Westerbeke. New canvas: Stack Pack and full boat cover. Current Raymarine chartplotter, navigation. Hydrovane. Solar panels. Much more included. Start your adventure on the beautiful Sea of Cortez. (707) 338-2261 or glouisiv@gmail.com.



43-FT FRERS COOKSON YACHTS. 1981. Moss Landing. \$48,500. Here's a chance to own an IOR classic, originally built for Neville Crichton, with an incredible attention to detail. This boat was built to last and it shows. Hull and deck are carbon fiber and Kevlar skins, with Klegecell core. The boat comes with a huge sail inventory, too many to list. (832) 790-6835 or maxsalgado@gmail.com.



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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 inverterchargers, life raft, integrated Raymarine nav network including E-80, AIS, radar, autopilot with remote, depth/wind, watermaker, 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.



42-FT BENETEAU 423, 2006. San Pedro. \$134,500. 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, watermaker, satellite phone, microwave, propane stovetop and 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 depth-finder, fishfinder, autopilot w/remote, electric winches, 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 MaxProp. Maintained immaculately. In excellent condition. (714) 916-2740 or jono4sail@gmail.com.



41-FT ISLANDER CUTTER, 1976. La Cruz Marina, Mexico. \$49,000. First launched in 1992. Extensive inventory including hard dodger, Yanmar diesel w/approx 600hrs, Robertson autopilot, Monitor windvane, watermaker, liferaft, solar/wind generator, EPIRB, new paint. Email Lovelyreta41@yahoo.com.



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, Icom 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-ft AB RIB with 15hp and 4hp and much more. Motivated seller! (714) 342-2482 or jhaireman@aol.com.



46-FT PAN OCEANIC, 1983. Majuro, Marshall Islands. \$88,000. Awesome bluewater full-keel cutter ready to go! 1300nm range from 80hp Ford Lehman w/2000hrs. Beautiful teak in good shape, heating system, self-tacking main/staysail, tons of spares w/full engine kit and fuel system. Upgrades include: 2018: mainsail/jib, Magma grill, 800w solar, 400w wind generator, Garmin autopilot, Honda portable generator, Iridium GO!, tablet w/offline charts, battery monitor, Northstar batteries. 2017: 6-man offshore liferaft, 2 Garmin chartplotters, Garmin radar, Garmin transducer, Garmin VHF radio w/AIS, radar arch, 300w solar, Hydrovane, refurbished mechanical steering, EPIRB, 2 bilge pumps, most running rigging, all lights LED, 12v battery for starter. 2015: Rebuilt transmission, holding tank, refrigerator. Email nathan.snyder82@gmail.com.

INTERNET FRAUD. Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: www.craigsls.com/about/scams.html Brave New World.

51 FEET & OVER



58-FT BRUCE FARR CUSTOM, 1986. Southport, North Carolina. \$95,000. Located on the East Coast, bow pointed toward the Caribbean. Priced to sell. Terrific deal. Designed by Bruce Farr to be a fast offshore sailboat. She has circumnavigated the world, crossed many oceans, and is proven by thousands of sea miles. Baja Ha-Ha vet. Built to the highest standards of yacht construction by Dencho Marine in Long Beach. 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 for further details and photos. (910) 477-2508 or Tribute@baymoon.com.

CLASSIC BOATS



18-FT GAFF SLOOP, 1936. SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.

MULTIHULLS



44-FT MARPLES 44 FAST CRUISER. 1985. Santa Cruz. \$98,000. 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>. Email Multihuller@yahoo.com.

27-FT FARRIER CORSAIR F-25C, 1998. Kaneohe Yacht Club. \$60,000. Professionally built, all carbon fiber with aircraft-grade balsa core. New 6hp Yamaha OB. Includes trailer, new tramps, and new North Sails. Excellent condition. Contact (808) 262-9095 or (808) 375-9266 or pgoodman@oahutravelinc.com.

24-FT CORSAIR, F24 MKI, 1993. Reno, NV. \$22,500. Boat and trailer in good shape. Two sets of sails, pin top by Doyle, square top by Calvert, roller-furling screacher. Nissan long shaft 6hp motor. (775) 721-5910 or joebohl.nv@gmail.com.



38-FT CROSS TRIMARAN. Custom design, 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 pfloy.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; furlled genoa. Dinghy/OB. 800w solar, Outback VF2812. 15kw Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935, (775) 782-7035 or bsseevers@msn.com.

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22-FT PENN YAN EXPLORER, 1974. Eureka. \$7,500. Direct-drive V8, bronze prop, rebuilt tunnel drive, electric Scotty downriggers, electric crab pot puller, 6 pots. Coast Guard inspected. New 40 gal gas tank. Health forces sale. (541) 659-1044 or chaz.lord@yahoo.com.



43-FT PROTECTOR HAURAKI, 2004. SF Marina (Small Craft Harbor, West Basin). \$280,000. One of only 5 made! Comes with prime transferable 50ft slip in San Francisco Marina. Low hrs. Brand new 300hp engines with extended warranties, new tubes, sleeping cubbies, teak throughout. Long and beamy, a rare opportunity for ultimate tender, or recreational day boat. Serious inquiries only. Contact (970) 319-8253 or richard@fullertonlp.com.





44-FT MARSHALL-CALIFORNIAN. Veneti, 1987. Sausalito. \$47,500/obo. Quality, rugged, roomy express cruiser. 15' beam. Twin low-hr Caterpillar 3208s, 375hp. (206) 285-1111.

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DEHLER 38, 2016. Marriott Marquis Marina, San Diego. \$80,000. Looking for something innovative in yacht design and style? Rare opportunity to purchase a 33% partnership interest in a like-new Dehler 38, winner of numerous BOY awards. Excellent condition, low hrs, sleeps 8. Well equipped, beyond the standard configuration. (602) 692-5144 or srudgear@gmail.com.

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BARGAIN ENTRY TO BOATING. Oakland. The Oakland Marinas has obtained a number of vessels, both sail and power, through the lien process. We would like to pass these on to new owners who will properly register and insure the vessels, and obtain appropriate berthage in a marina. Most boats will require some cleaning and repair, but they can also offer many more years of time on the water. The purchase price will be nominal and the Oakland Marinas will offer half price slip fees for the first three months of moorage. Our hope is that this will be an economical entry point for those new to boating. Contact the marina office for details. (510) 834-4591.

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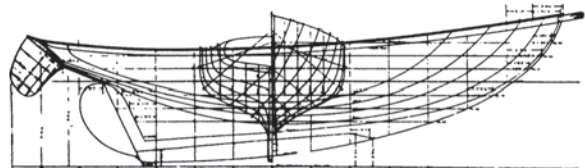
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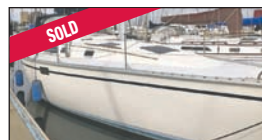
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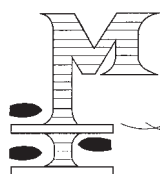


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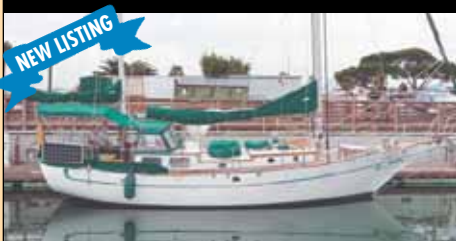
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