

Latitude 38

VOLUME 510 December 2019

WE GO WHERE THE WIND BLOWS



Baja Ha-Ha XXVI
Season Champs Part 2
Where'd Windsurfing Go?
Martin Machado's New Coat of Paint

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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:

The 26th Baja Ha-Ha fleet lines up on San Diego Bay for
the start of the 750-mile rally to Cabo San Lucas.

Photo: *Latitude/John*

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Since 1977

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

AT OUR DOCKS THIS MONTH!



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Publisher/Editor.....John Arndt.....john@latitude38.com.....ext. 108
Managing EditorTim Henrytim@latitude38.comext. 105
Racing Editor.....Christine Weaverchris@latitude38.com.....ext. 103

Contributing Editors

Richard Spindler, John Riise, Paul Kamen, LaDonna Bubak, John Skoriak
Editor-at-LargeAndy Turpinandyturpinatlarge@gmail.com
Roving ReporterDonna Andre
Advertising ManagerMitch Perkinsmitch@latitude38.com.....ext. 107
Production Supervisor.....Soren Hemmila.....soren@latitude38.com.....ext. 102
Production/PhotosAnnie Bates-Winship.....annie@latitude38.com.....ext. 106
Marketing Administrator.....Monica Grant.....monica@latitude38.com.....ext. 109
BookkeepingPenny Claytonpenny@latitude38.com.....ext. 101

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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
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42' Catalina 42, 1996.....	SALE PENDING
36' Catalina 36, 2000.....	SOLD
35' Catalina 355, 2014.....	169,900
34' Catalina 34, 1988	SOLD
32' Catalina 320, 1999.....	59,900
30' Catalina, 1985.....	SOLD
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
--------------------------------	--------

Pre-Owned Ranger Tugs

29' Ranger Tug 29, 2010.....	SOLD
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

Dec. 1-29 — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Dec. 2 — First Mondays, live jazz with Randy Craig, 7:30 p.m. Members of reciprocal YCs welcome. No cover. BVBC, www.bvbc.org.

Dec. 3-31 — 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.

Dec. 4-25 — 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.

Dec. 5 — Educational Meeting, California Clean Boating Network, Martinez YC, 9:15 a.m.-1 p.m. Topics: microplastic pollution, Surrendered and Abandon Vessel Exchange program, expired marine flares, sewage pumpout. Free. RSVP required. 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 and Alameda County Food Bank. Info, www.lightedyachtparade.com.

Dec. 7 — Lighted Boat Parade, South Beach, San Francisco, 6 p.m. Honoring the anniversary of Pearl Harbor Day. SBYC, www.southbeachyachtclub.org.

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. 7 — Lighted Boat Parade, Riverbank Marina, Sacramento, 6 p.m. Craig, (916) 956-7515.

Dec. 7 — Christmas Lighted Boat Parade, Oxbow Marina, Isleton, 5:30-6:30 p.m. Info, www.facebook.com/events/2381762955277022.

Dec. 7 — Christmas Boat Parade, downtown Long Beach marinas, 5:30 p.m. Shoreline YC, (562) 435-4093.

Dec. 7, Jan. 4 — 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.

Dec. 7-28 — Small Boat Sailing, 9:30 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

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

Dec. 11 — Full moon on a Wednesday.

Dec. 11 — Singlehanded TransPac Seminar, Oakland YC, Alameda, 7:30 p.m. Power requirements and types of communications, with Chris Case. Info, www.sfbaysss.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. Info, www.winterfestsausalito.com.

Dec. 14 — New Lighted Boat Parade, Richmond, 6-7:30 p.m. Boats assemble outside RYC/Brickyard Cove breakwater and travel east to Marina Bay/Inner Harbor Basin. RYC, www.richmondyc.org.

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.

Dec. 21 — Lighted Boat Parade, Coyote Point, San Mateo, 5:30 p.m. Viewing along the levee and the berm in front of CPYC. Followed by holiday treats and music at CPYC and

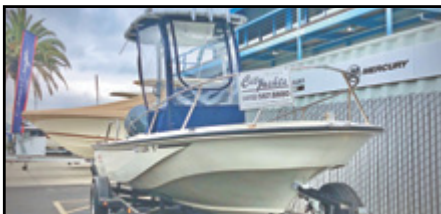


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CALENDAR

special guests arriving by boat. Dinner available at the club. Catherine, rearcommadore@cpyc.com.

Dec. 21 — Winter Solstice.

Dec. 22 — Hanukkah begins at sunset.

Dec. 25 — Merry Christmas!

Dec. 26 — Kwanzaa begins.

Dec. 27 — 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.

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

Jan. 1 — Happy New Year!

Jan. 11-12 — SSS Emergency Rudder Race and cruise-in, Richmond YC. Info, www.sfbaysss.org.

Racing

Dec. 7 — Fall Race. SSC, www.stocktonsc.org.

Dec. 7 — Hot Rum III. SDYC, www.sdy.org.

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

Dec. 8, 22 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

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

Jan. 1 — Brrr Rabbit. CPYC, www.cpyc.com.

Jan. 1 — Master Mariners race to & potluck at Point San Pablo YC, Richmond. Info, www.sfmastermariners.org.

Midwinter Series

BENICIA YC — Frostbite Series: 12/7, 1/11, 2/8, 3/7. Dan, (707) 319-5706 or www.benicia-yachtclub.org.

BERKELEY YC — Midwinters: 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, intracub 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: 12/7, 1/4, 2/1, 2/29. Info, www.encinal.org.

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

ISLAND YC — Island Days: 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: 12/14, 1/12, 2/8, 3/8. Gary, (510) 653-1743.

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 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.sfmynyc.org.

SANTA CRUZ YC — Midwinter Series: 12/21, 1/18, 2/15, 3/21. Info, www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 12/15, 1/19, 2/16. Info, www.santarosasailingclub.org.

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



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CALENDAR

1/11, 2/8. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 12/7, 1/11, 2/8, 3/14. Redwood Cup: 12/14, 1/18, 2/22, 3/28. Info, www.sequoiayc.org.

SOUTH BEACH YC — It Ain't Over till It's Over: 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: 12/7, 1/4, 2/1, 3/7. Info, www.vyc.org.

In the Tropics

December 5 — Panama Posse rally from Mexico to Panama starts. Info, www.panamaposse.com.

Jan. 22-25 — Fort Lauderdale to Key West Race. SORC, www.keywestrace.org.

Jan. 26-31 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Jan. 30-Feb. 2 — Zihua Sailfest, Zihuatanejo, Mexico. Fundraiser for kids' education. Info, www.porlosninos.com.

Feb. 3-9 — Antigua Superyacht Challenge. Antigua YC, www.superyachtchallengeantigua.com.

Feb. 14-16 — Caribbean Multihull Challenge, Sint Maarten. Info, www.smyc.com/caribbean-multihull-challenge.

Feb. 15-22 — Barra de Navidad Cruise-in Week & Fiesta Mexicana, Barra de Navidad, Mexico. Pat, (916) 458-1882 or cruisingnotes@yahoo.com.

Feb. 21-23 — Caribbean Foiling Championships for leisure and pro kite/windsurf foilers, Orient Bay, St. Martin. Info, www.caribbeanfoiling.com.

Feb. 24-28 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Mar. 5-8 — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 5-13 — San Diego to Puerto Vallarta Race, 1,000 miles. Followed by MEXORC. SDYC, www.pvrace.com.

Mar. 13-15 — St. Croix International Regatta. St. Croix YC, www.stcroixyc.com.

Mar. 13-18 — The Centennial MEXORC, Puerto Vallarta, Mexico. Info, www.mexorc.com.mx.

Mar. 19-22 — St. Barths Bucket Regatta. St. Barth YC, www.bucketregattas.com/stbarths.

Mar. 24-28 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, www.banderasbayregatta.com.

Mar. 26-29 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 30-Apr. 5 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Apr. 1-7 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 8-13 — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, www.bequiaregatta.com.

Apr. 19-25 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

Apr. 24-26 — Newport to Ensenada Race. NOSA, www.nosa.org.

April 25-May 2 — Conch Republic Cup/Key West Cuba Race Week. Info, www.conchrepubliccup.org.

Apr. 28-May 3 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 5-9 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.com.

May 6 — Antigua Bermuda Race starts. Royal Bermuda YC, www.antiguabermuda.com.

May 28 — Transpac Tahiti Race starts from Los Angeles. Transpac YC, www.transpac-tahiti.com.



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CALENDAR

June 27 — Singlehanded Transpacific Yacht Race starts in Tiburon, bound for Kauai. Info, www.sfbaysss.org.

June 29-July 3 — Pacific Cup starts. San Francisco to Oahu. Info, <https://2020.pacificcup.org>.

July 3-6 — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, www.tahiti-moorea-sailing-rdv.com.

July 10-17 — Vic-Maui starts. Victoria, BC, to Lahaina, Maui. Info, www.vicmaui.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.

December Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/07Sat	0117/1.6	0801/5.6	1437/1.0	2052/4.1
12/08Sun	0159/1.9	0831/5.8	1513/0.5	2147/4.3
	HIGH	LOW	HIGH	LOW
12/14Sat	0141/4.9	0601/3.1	1204/6.3	1857/-1.1
12/15Sun	0229/4.9	0653/3.1	1251/6.1	1944/-0.9
	LOW	HIGH	LOW	HIGH
12/21Sat	0024/1.3	0719/6.2	1354/0.5	2018/4.3
12/21Sun	0120/1.7	0802/6.5	1445/-0.2	2128/4.5
12/24Tue	0304/2.4	0926/6.8	1617/-1.0	2323/4.9
12/25Wed	0354/2.7	1007/6.8	1659/-1.1	
	HIGH	LOW	HIGH	LOW
12/28Sat	0142/5.1	0617/3.0	1208/6.1	1859/-0.7
12/29Sun	0224/5.0	0706/3.1	1248/5.7	1939/-0.4
12/31Tue	0345/4.9	0859/3.0	1418/4.8	2102/0.4

December Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
12/07Sat	0912 2206	0018/2.1E 1242/3.0E	0336 1712	0618/2.1F 1912/1.4F
12/08Sun	0936 2300	0054/2.1E 1306/3.3E	0412 1748	0654/2.1F 2000/1.8F
12/14Sat	0254 1306	0524/2.0E 1648/4.3E	0818 2118	1106/2.0F 1736/4.2E
12/15Sun	0912 2206	0018/2.8F 1154/1.9F	0336 1354	0612/1.9E 1736/4.2E
12/21Sat	0230 1612	0518/2.5F 1830/2.2F	0806 2124	1148/3.5E 1736/4.2E
12/22Sun	0854 2230	0012/2.5E 1236/3.9E	0324 1706	0612/2.6F 1930/2.7F
12/24Tue	1024	0206/2.5E 1406/4.3E	0506 1842	0748/2.7F 2118/3.3F
12/25Wed	0024 1106	0300/2.5E 1454/4.3E	0600 1930	0836/2.6F 2206/3.4F
12/28Sat	0254 1324	0530/2.5E 1712/3.7E	0842 2148	1106/2.1F 1736/4.2E
12/29Sun	0936 2230	0024/3.0F 1154/1.8F	0342 1406	0618/2.4E 1800/3.5E
12/31Tue	1136 2348	0148/2.5F 1336/1.2F	0506 1530	0754/2.2E 1936/2.8E

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LETTERS

↑↓ QUICK WORDS OF PRAISE FOR RANDALL REEVES

Well done, Randall. I enjoyed following your adventures and the stories.

Jerry L. McNeil

Impressive! Welcome back!

Memo Gidley
Basic Instinct, Elliott 1050
Sausalito



Randall Reeves, his wife Joanna Bloor and an auspicious rainbow at the Sausalito Yacht Club on October 19.

Welcome home! You are so inspiring. I wish I had been there with the flotilla to greet you! Our best from Friday Harbor [in the San Juan Islands, Washington] and *SV Spring Fever*.

Sherri Wilkinson
Spring Fever, Morgan 382
Friday Harbor, WA

Oh, he used lazy jacks, easy as pie to do that Figure 8 circumnavigation with those installed.

Ibrahim Sargin

How did he make out without a watermaker?

Kevin Joseph McKinnon

Kevin — Tanks, rationing, and catching rain when possible.

I would love to see the write-up on the human side of things, and I also would love a deep dive on his equipment/electronics, what worked, and what did not.

Chad Hedstrom
Spartan, J/105
San Francisco

Thank you for the fine article on the Figure 8 in the November issue of *Latitude 38*. It's very much appreciated, and thank you for taking such care in your writing. Of all the press I've gotten so far, yours is the best work.

Randall Reeves
Moli, 45-ft Aluminum Dubbel & Jesse sloop
Richmond

↑↓ THE LASTING GREATNESS OF THE EXPRESS 37 FLEET

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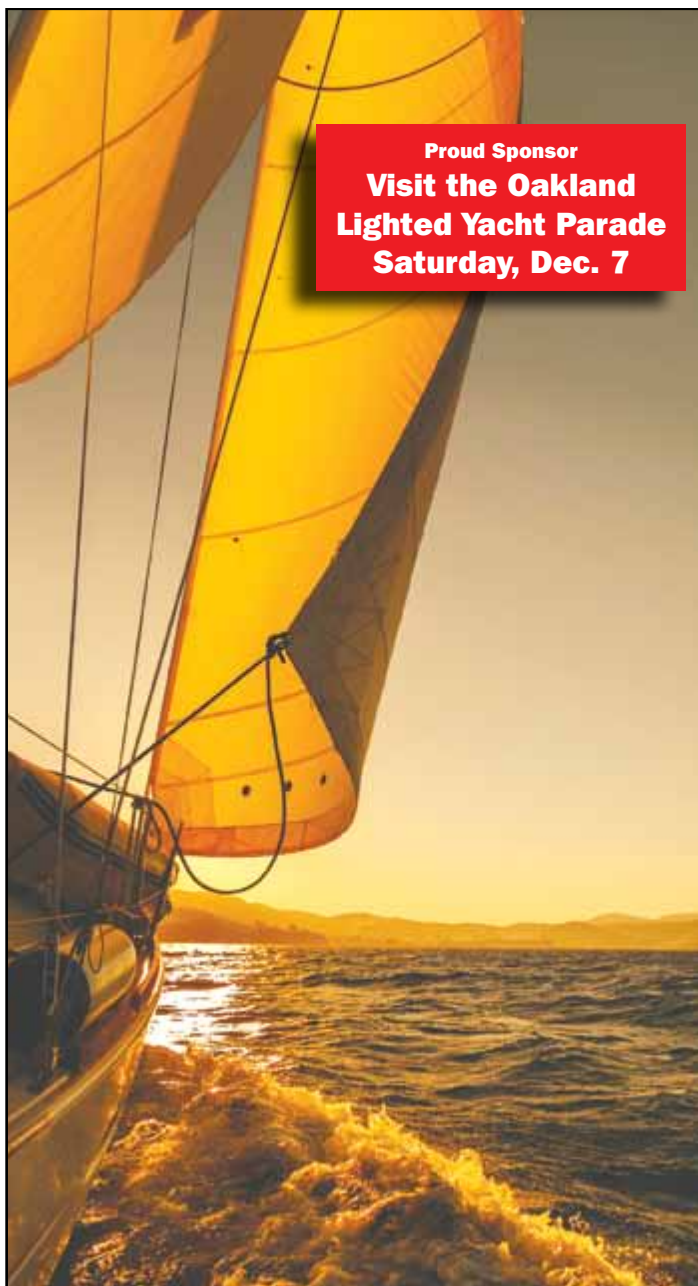
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LETTERS

(*Geographically Undesirable*), now *Elan*, I have great memories of the many one-design races and ocean series, and a Pacific Cup on the 37. Our mentor, Carl Schumacher, and fleet captain Glenn Isaacson provided a very stable program that has continued all these years. It's probably one of the strongest, most durable fleets on the Bay. Congrats to the whole fleet and crew.

Chuck Cunningham
St. Francis YC

Readers — Chuck was referring to an October 9 'Lectronic Latitude about the Express 37 Nationals hosted by Berkeley Yacht Club on October 4-6.

THANKS. IT'S BEEN FUN

It has, so far, been a pleasure and huge learning curve racing offshore, random and buoy racing as well. I was fortunate to acquire *Limitless* (originally *Secret of Nimh*) in 2015, Pacific Cup 2016 and proven coastal/offshore thoroughbred. We look forward to next year and maybe another Pac Cup is in store for *Limitless* and crew.

Shawn Ivie
Limitless, Express 37
San Pedro



The crew of 'Limitless', left to right, back row: Will Paxton, Tim Anto, Aisling Power, Shawn Ivie, Jenny Thomson, Duke Urch. Front row: Angie Liebert, Collette Meyers, Bill Blazer. Not pictured: Aidan Mobley.

AS GOOD AS IT GETS

Hard to think of a nicer weekend for sailboat racing [October 19-20]. The Berkeley Yacht Club hosted the YRA season-closing regatta as well, punctuated with an *amazing* Oktoberfest feast Saturday night. A huge shout-out to the BYC members who put on one helluva party.

Kirk Denebeim
Mirthmaker, Archambault 35.
Sausalito

Nation — Kirk was referring to an October 23 'Lectronic, As Good As It Gets, about that weekend's dreamy conditions for the Leukemia Cup. "The breeze was a pleasant 12 knots. A mellow flood and warm air made for easy, flat-water racing." Autumn in California can be a lovely time to sail, so



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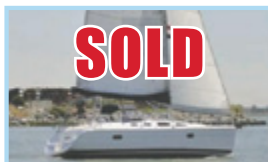
'12 Tartan 4000 \$425,000



'01 Caliber 40 \$179,500



'96 Hunter 37.5 \$95,000



'04 Hunter 36 \$99,900



'81 Islander 36 \$39,250



'06 Catalina 34 \$99,900



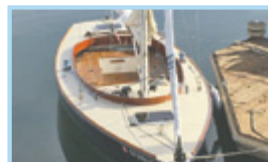
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LETTERS

long as the entire state isn't burning down or without power.

↑↓ BELATED CONGRATS FOR A BELATED ARRIVAL

Congratulations to Stephen Ashley and crew of *Onde Amo*! My first experience following the Transpac race was watching the starts, and being a greeter volunteer to two out-of-town entries for host Shoreline Yacht Club. Your efforts and accomplishments for 2019 are extraordinary! Thank you so much for sharing.

Linda White

Readers — Linda was taking it back to an August 2 'Lectronic Latitude, where the Shoreline YC-flagged *Onde Amo* was forced to withdraw from the Transpac less than 188 miles from Diamond Head. The Beneteau First 40.7 lost the rudder. They didn't lose their steering, mind you. They lost their entire rudder. After some harrowing motoring and towing, the boat finally made it into Honolulu after 2,250 miles and 14 days.

↑↓ CLOSE CALLS BREED BRAZEN SAILORS

That's how to practice! Our team would push the limits with no marshal to protest. We did the same type of practice on the San Francisco shoreline near Crissy Field, to see how far we could drive it and flop, without sticking it!

Garritt Darling

Readers — We posted this video on our Facebook page of a boat (its breed not clear to us from the grainy video) tacking at the last nail-biting and possible moment in front of what appeared to be a mark-set RIB.



CEPTYH YEPETAHUEB

↑↓ THE PRONTO II SAGA

I was an owner of *Pronto II* circa 1976. We found her in a harbor in L.A., sinking lower each month. We trucked her up 101 to a shipyard in Santa Barbara, stripped the interior to a basic mode, replaced



LON WOODRUM

The remains of 'Pronto II' in Sausalito in late October.

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Mōli,

Randall Reeves with
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PHOTO COURTESY
TIM HENRY/LATITUDE 38

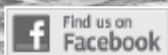
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LETTERS

many original hull 2x4s and ribs, recaulked and painted.

Pronto II was sailed to Sausalito in Marin County, where the then owner lived aboard.

James Cooper

James — Thanks for this. Sadly, Pronto II was crushed in late October. After an outpouring of concern from our readers, the miracle that might have saved her never materialized.

↑↓ THE REED BOAT EXPEDITION

Jin [Ishikawa] came to me and wanted to do an indigenous collaboration. He came to my tribe where we have a



Captain Jin Ishikawa has been on some epic adventures, including sailing aboard the 100-ft 'Mata Rang'i', which traveled from Chile to the Marquesas in 1999.

tule boat race once a year with local native tribes. That was three years ago. Two weeks ago we harvested our first bundle of all-native California tules. I will be going with him and working with him on harvesting tule

from local Northern California tribes for the good medicine they will give us for this journey and to bring as many native tribes on this historic indigenous collaboration. I feel honored to be a part of this.

Joseph Weber

Readers — Joseph is referring to a July 18, 2018, 'Lectronic about Captain Jin Ishikawa's Reed Boat Expedition. This is not his first foray into reed-boat construction. In 1998-99, Ishikawa was part of a team of 10 people from seven countries who built a 100-ft reed boat in Arica, Chile. The crew "sailed" to the Marquesas over 88 days and almost 5,000 miles. While the reed boats have sails, they travel in a type of controlled drift — not unlike Thor Heyerdahl's Kon-Tiki expedition. When asked about Heyerdahl at Spaulding a few summers ago, Ishikawa said, "Ah, Thor. He is the master. He is my Yoda, my Obi Wan Kenobi."

↑↓ THE ENDLESS AC75 DEBATE

For the AC, I don't see why honkin' big monohulls without foils wouldn't be equally exciting as Martian praying-mantis contraptions that go highway speeds, but not as fast as a Prius. How about eight crew members on trapezes — let's see



THE OCEAN RACE

The Ocean Race has plenty of fully planing, big-ass monohulls. No, they don't foil, but they do charge into big seas carrying absurd amounts of sail, and they're tons of fun to watch. Foiling is cool, and speed is cool, but if we're having a regatta featuring the best sailors in the world, then we think the sailing should include all conditions, and not just flat water.

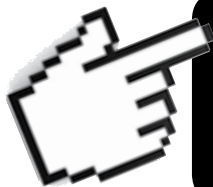
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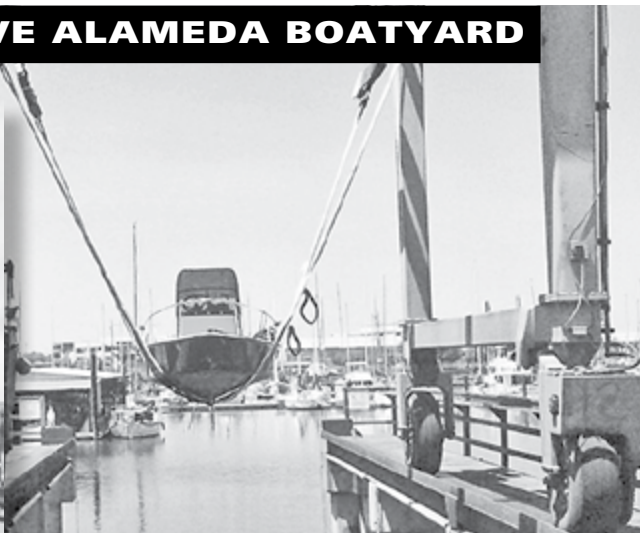
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LETTERS

the pros tack that! When it blows, monos would go 25 knots, and I think the boat-to-boat stuff would be closer and bolder and the whole contest more like yachting and less like NASCAR. Hey, Formula One de-tuned their cars — the drivers liked it better and so did the fans. Speed sells, but it's relative. True, the 12-Meters were like watching paint dry. But we've had exciting trapeze dinghies for years, and if a 70-ft version wouldn't be advertiser-worthy TV, I'm a cactus.

Christian Williams

Christian — You bring up a good point. Since the America's Cup went to foils, we have seen some exceptional speeds — but, as you said, it's relative. As Max Ebb wrote last month, "Even at 30 knots, watching other people sail is still like watching grass grow."

FACEBOOK FAKE NEWS FAKES OUT OUR FAV FANS

On November 1, we posted a story titled Mark Zuckerberg Plans Open-Ended Cruise in Mexico under our Three Sheets to the Wind section, which is devoted to fabricated stories. The 'article' got a lot of play on social media, including — not un-ironically — on Facebook.

Thank God this was a BS story. Otherwise, I would have to sail away from where I am in Mexico if Zuckerberg comes here.

Mark Anderson

Hah, this is great! I smelled a rat at the mention of an Islander 36 — a regular-Joe boat. There's nothing regular about our ol' Zuck.

Ros de Vries

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RICHARD SPINDLER

We mused that Zuckerberg, his wife and two daughters were headed to Isla San Francisco in the Sea of Cortez.

In other news, the FTC has announced the arrest of *Latitude 38* Publisher John Arndt, who is alleged to have been executing a version of "pump and dump." Authorities claim Arndt secretly acquired several early-'70s built "Islander 36" sailboats from the "Classy Classified" section of the publication he runs from "motivated sellers" in 2018 and 2019. Arndt is said to have fabricated a story about Facebook founder Mark Zuckerberg's buying the same type of vessel and sailing it with his family to Mexico like cool, normal people do. They say Arndt published it to drive the price of Islander 36 boats higher. Former publisher Richard Spindler commented: "Sounds like something John would do."

Captain Barry Demak
Whale Tale Marine LLC
Oakland

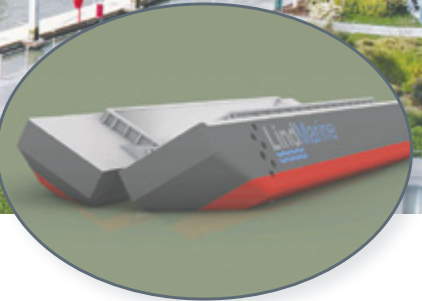
He's not actually a bad guy, sorry to say.

John Speck

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LETTERS

The Zuckerberg piece was excellent. I was taken in the first time I read it to the point that I intended to make reference to it in my journal. I do not use Facebook or any other social media — they are not a way I want to communicate. But I found myself impressed by a very un-billionaire choice of boat. I should have become suspicious at the navigating with a sextant. My congratulations to whoever wrote it.

Webb Chiles
Gannet, Moore 24
Currently in San Diego

Readers — Like most fiction, our Zuckerberg story was just us imagining an alternative universe — and also a bit of an experiment. There's lots of debate about the impact of 'fake news'. One thing we discovered in posting our own Zuckerberg fake news is that it received higher-than-normal traffic. A pretty quick conclusion for us is that, if we want to increase our online readership and improve the business model, we ought to increase the amount of fake news we spread. It's a perverse relationship that creates poor incentives for journalism. It became clearer why some companies would not want to eliminate fake news from their websites.

To John Speck, there wasn't any commentary about whether Mark Zuckerberg was a nice guy. We were just imagining a world where Facebook's CEO wanted to live a simpler life and get away from it all.

⇅ **SETTING A COURSE THROUGH THE WEBB**

Webb Chiles, we met forty years ago on my Swan with Gene T. You became my hero and remain so. My life at sea became my livelihood, working up the ladder to master unlimited. That meeting with you set a course for my voyage through life. Thank you!

Captain David Hare

⇅ **SMILE FOOL, AND SAIL ON**

As Webb wrote in one of his books, "Smile fool, and sail on." Or to paraphrase; when it all turns to sh*t, push on.

David Bailey

⇅ **WHERE TO DOCK IN SAN DIEGO?**

Not sure if it goes under another name, but the Police Dock is another option. Showers, reasonable rate, book online, not secured, has an odd group of characters and their boats there, but we had no issues of any kind while there waiting to join the Baja Ha-Ha. It actually is an excellent spot to enter into the group of vessels leaving and be one of the beginning ones.

Sheila Mckinnon
Good Rain, Pearson 365 ketch
Nanaimo, BC

⇅ **WHAT'S SAILING MISSING? KIDS!**

It's time to put the fun back into the sport we love. Announcing More Kids On Sailboats.

What is it? We don't know for sure, but we do know it's a collection of parents, kids and friends who want to see this sport grow again. Give kids the opportunities to learn sailing, just like we did. We have elected to launch and make YouTube our foundation. Please subscribe to help this grow. We will start by posting videos and fun content and use social and traditional media to share our adventures. We even had a printed newspaper article written about us this summer — now that's old-school.

We cannot do this alone — if you have a video and want to contribute your sailing story let's talk. Share, take some

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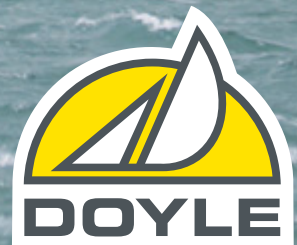


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LETTERS

videos, pick some cool songs and grow the sport of sailing. #MoreKidsOnSailboats. Link: www.youtube.com/morekidsonsailboats.

Brett Langolf
Knee Deep, J/34
Sandusky Bay, OH

↑↓ LATITUDE NATION IS WHERE THE HEART IS

I just dropped off some copies of the October *Latitude* 38 at the Taina Marina in Tahiti!

Ann Krieg *Ann Krieg in Tahiti.*



ANN KRIEG



DALE LAND

Dale Land in Greece with a 'Latitude' shirt.

↑↓ LATITUDE 38 AT LATITUDE 37

I thought I'd share a photo from our vacation sailing the Greek Islands. This is me on the sand bar on Kithnos in the Cyclades.

Dale Land

Dale and Ann — We can't begin to tell you how much we love getting these kinds of photos. Thanks for sending them, and keep sailing!

↑↓ A COMMENT ABOUT DRINKING AND SAILING

Not all people who sail also drink. Promoting it is something I certainly have an issue with. Teaching the kids to be messed up on the roller coaster of consciousness is bad policy. If a boat was sinking or a child fell off nearby, would you, (as a drunk), be prepared to answer the call? Because it has been proven that many people drown while swimming on alcohol because the equilibrium is thrown off. Not to mention, they're also more likely to take a fall. Exposure to the skipper and vessel owners in libel is already a precedence.

Will Leroy

Will — Thanks for bringing this up. (Will commented on a Facebook photo from the Baja Ha-Ha in which several sailors have beers in their hands. We have decided not to post that photo here, because we don't want to drag a bunch of beer-drinking bystanders into a debate that got a little intense on social media.) To be honest, we've kind of been waiting for someone to call out the drinking-while-sailing culture that can be pervasive in this magazine. (It depends, we suppose, on who's writing in *Latitude*'s 'editorial we' voice.) To be sure, we love the idea of libations while on the water — a cold beer as the rail's down in a warm fall breeze, a glass of red on a windless winter day, etc. Call us cheesy, but there's something romantic about it. It would be something of an understatement to say that alcohol has long been tied to sailing culture.

It is, of course, a slippery slope. Drinking while sailing is full of the same pitfalls as drinking and driving. Perhaps we're lured into thinking it's OK to catch a buzz, because everything's moving so slowly (until it's not). For all the safety issues that the *Latitude* Nation hammers on — such as wearing PFDs, being properly trained, practicing MOB's, having the right safety



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LETTERS

gear, etc. — you're the first person, Will, to say anything about drinking. Romance and culture aside, we take drinking and sailing with all due seriousness.

With that said, we think you are looking at drinking in a somewhat myopic way. First of all, as much as we might indulge in our own lives, we weren't 'promoting' drinking any more than we were promoting the brand of sunglasses people were wearing, the type of gear on the boat, etc. (Our libertarian roots lead us to abhor judging other people or commenting about what they should or shouldn't do in their lives.) We were — and will continue — promoting sailing and sailors of all stripes. We consider any and everyone under our West Coast umbrella to be part of the Nation. We don't agree with the blanket statement that alcohol inevitably leads to consciousness, nor call everyone who's been drinking drunk (or a drunk). But with that said about that which was said, we won't try to say that there are no inherent dangers from the most inherent of vices. Drinking is a serious thing and must be moderated accordingly.

↑↓ LIVING VICARIOUSLY THROUGH THE BAJA HA-HA

I'm glad everyone is having a ball on this year's Ha-Ha. Richard [Spindler] anchored right behind me in Turtle Bay back in 2014. I had bought a sailboat in San Carlos Nuevo Guaymas six months before and singlehanded it back to Ventura, and was in Turtle Bay when the fleet came through. That was lots of fun. Although I quit drinking three years before, I heard that after the Ha-Ha left TB, there was not one drop of beer left!

Mark Anderson



RICHARD SPINDLER

Were you at home or on your computer while a good chunk of the 'Latitude Nation' was cruising down the coast of Baja California? Well, Ha Ha! Baja Ha-Ha, to be exact!

↑↓ ANYONE NEED CREW FOR THE NEXT HA-HA?

Man oh man, I wish I were with the fleet! I've done two Ha-Ha's and I need more. If anyone needs an old but very experienced hand for next year's, please let me know.

Barry Foster
Tillie, Hans Christian 38T
San Diego

Barry — Sorry, man, but if we hear about a boat looking for crew, we're taking that spot for ourselves. LOL.

↑↓ CONGRATULATIONS AND WELCOME

Club Cruceros of La Paz congratulates all the sailors for taking their first steps into the wonder of the Baja. We're waiting for you in the city of peace, and invite you to join Club Cruceros!

Teri Hagen, Commodore, Club Cruceros
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LETTERS

⇕ **THE HOLY TRINITY OF HIGH-SPEED PASSES**

I have been blessed with numerous brilliant sailing experiences on S.F. Bay — truly, my cup runneth over. I have learned: "A sailor makes the passage — not the vessel, nor



JAKE GOZA

weather, nor sea." I have absorbed much and have offered much — you see.

This, I wish to share: The Holy Trinity of High-Speed Passes — *Hydroptere* [top photo; shot through a dodger], 2012 (distance of one to two boatlengths at 30+ knots); AC 72 [middle



JAKE GOZA

photo], 2013 (distance of two meters at 35+ knots); SailGP 50 [bottom photo], 2019 (distance of 3-4 boatlengths at 25 knots).

Warships of the past were referred to as "Ships of the Line." The mariner's desire to be "on the line" flows from father to son, and so on. It is there, however, and wherever it is for you, mariners' cups are filled.



JAKE GOZA

Jake Goza

⇕ **WHAT WEATHER-ROUTING SERVICES DO YOU USE TO PLAN COASTAL TRIPS?**

Thanks for this excellent article [from a November 8 'Lectronic! I learned that there is a free version of Predict Wind. We use Windy for wind, gusts, swells and waves. We use NOAA for the macro prediction and its availability a fair distance offshore if your VHF antenna is at the top of the mast. For longer passages, we use Rick Shema of www.weatherguy.com to give us predeparture weather windows (especially important going north). Underway, we use Garmin inReach marine weather, which we've found to be excellent.

Tim Dick

Malolo, Lagoon 42
San Francisco/Mexico

⇕ **THINKING OUTSIDE THE WEATHER-APP BOX**

None of the above would be the best response. The National Weather Service, or NWS, dataset is good. I look at the NWS graphical marine forecast (when I have internet access), listen to the short-term weather forecast on VHF for the local picture, and can get weather fax via email (Iridium/SailMail) or SSB for the big picture.

Windy is interesting, as it brings in the ECMWF European weather model as a comparison to the GFS (global) and NAM (North American Mesoscale) weather models — but ECMWF is only available with internet access, not through offshore radio/satellite communications. Windy's ECMWF is the longest-term weather forecast currently easily available (nine days out) that I know of. The GFS model is also available online.



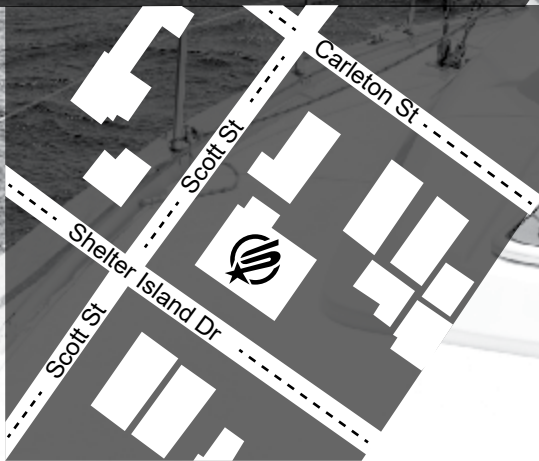
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2019



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LETTERS

Those forecasts are either people-created or blind computer-created weather models. To get the best weather information, look out the window, watch your barometer (ideally you have a recording barograph), look at pressure readings around you and compare those to what the forecasts think will happen. If you're big on weather models, then take a good look at the HRRR (High Resolution Rapid Refresh) model — this is an excellent tool for near-shore short-term forecasting.

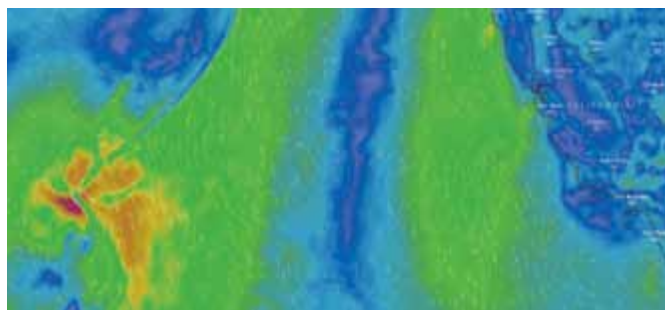
Rob Macfarlane
Tiger Beetle, N/M 45
Alameda

⇕ HOW ABOUT THESE . . .

We use mostly Squid, Passage Weather and NOAA broadcasts. We get the NOAA graphical forecast maps, 500 mb, surface, winds and wave info, weather sat photos and other data via SSB and Pactor modem. The NOAA graphical forecasts are good to use in conjunction with the model-based forecasts, as they have been produced by meteorologists who can interpret the raw data outside model parameters. With some formal training, seminars and self-education, we are also able to do our own forecasts based on current local data we generate.

Our observations of barometric pressure and its history along with wind, wave, temperatures and cloud progression allow us to see if the models and forecasts are accurate or if there are deviations and system movements that will affect us. The models used by various apps can be quite good, but they can fail horribly as well; they are just models and often do not interpret inconsistencies; I would not use them alone. Being able to observe, measure and interpret your local conditions and apply them to those models with the corroboration of NOAA forecasts is the absolute best means of planning and preparing for longer cruises. We believe having the means to get information while offshore (or even on the coast) is a critical safety issue.

Marc Bodian
Averi, Bristol 35
Boulder, CO



WWW.WINDY.COM

Just look at that mishmash of weather off the West Coast on November 11 — this from Windy. Threading the needle through no wind, moderate breeze, no wind again and full-blown gales is no laughing matter. With myriad weather-forecasting tools now available, how do you plot your course? (You know where to send your letters.)

⇕ WINDY ALL THE WAY

For weather info I highly recommend one site — it's completely free, and it's the best — www.windy.com. Take it from Oyster Yachts' team of professional skippers who just delivered a 67-ft Oyster for me from Gibraltar to Barcelona. At the last 24 hours before their arrival, I helped them avoid a 40-plus-knot gale that hit just after they tied up at Mataró Marina, Barcelona.

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LETTERS

I also use the same site to direct *Seaward* every year when she returns from Mexico in March, a 17-20 day slog straight from Puerto Vallarta to Sausalito. I usually get a forecast at least once a day, and often a few times more. Then I text the info to their mobile phone if they're close in or sat phone if they're farther out. I give them wind direction and speed, as well as max gusts, wave height, swell height and period, and often temp, rain, etc. It's incredibly accurate for a free site and can get accurate info up to seven days — perhaps even more, though I usually plan a week and do it a day at a time.

Windy.com has great info, and it covers the whole ocean, so you can get wind, waves, swell, temp, and more — over 400 miles or even more — out to sea. It has a very good user interface and great intuitive menus, and also gives lat and lon. It's all completely free; they never have pop-ups trying to sell a subscription or 'upgrade'.

John 'Woody' Skoriak
Point Richmond

↑↓ ANOTHER ACTUAL LETTER

Enclosed is a poem describing my experience long ago in the Bullship Race. I have used Dylan Thomas's style that he used in his poem "Don't Go Slowly into That Black Night." Every stanza has three lines with an ABA rhyming pattern. I hope you will publish it.

Shirley Bates
Walnut Creek

*Cowships and
Bullships,
a true story,
by
Shirley Bates*



COURTESY SHIRLEY BATES

Do not sail that unfamiliar Bullship across San Francisco Bay

When offered to race that eight foot El Toro see the light
Though Cowships are for rescue, resist, say nay, nay, nay

The Bullship starts at break of day
To avoid later raging waters and wind howling fright
That blow a dinghy's mainsail a naughty way

When the starting gun booms be ready for come what may
Unpredictable winds can give the fragile El Toro a fight
Do not race that unfamiliar El Toro across the Bay

And do not race that borrowed El Toro across the bay

Without the owner's permission, it isn't right
Though delivered by a friend who says it's OK
Some want the only woman sailor to win the day

And sail the competition out of sight
Racing against daring men, come what may
Do not race that El Toro across that Bay

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LETTERS

I did and westward was my plight
My competition went east, an advantage that for me
should pay

A fifty foot Cowship slid to my port side, hooray
Grabbed my mast and put me in first place out of competi-
tor's sight
For those who want a lady winner, that's the cheating way

I fell behind, now not so victoriously happy and gay
The Coast Guard slipped to my port side blocking the line
of sight
Grabbed my mast and put me in first place again to win
the day

But alas I must pay for the sinful fray
The Bristol, an aircraft carrier on collision course, was my
plight
I jerked hard on the unfamiliar helm to get away

And capsized to my dismay
My dinghy fell apart and couldn't be set right
The mast fell out. The rudder fell out. The tiller fell out. The
centerboard fell out. I fell out, the hopeless way

A Cowship rescued me that day
While Bristle sailors at attention ignored my plight
And Bristle canons boomed away

Do not race a stolen dinghy across the bay.

↑↓ WHO NEEDS A SUPER-YACHT? WHO NEEDS A YACHT AT ALL?

No I don't need a super-yacht, but I want a super-yacht.
Yet, I'll be content with my 38-footer that I didn't need either.

Brian Cross

A 38-footer

Latitude Nation



LATITUDE / JOHN

If we're talking about need, then we just need one floor on 'the 300-plus-ft 'Aviva', seen here in Marin waters in late August. We would even be happy with the 'garage' area. But really, we're happiest with our Ranger 33, from which we snapped this shot. Do we even 'need' a 33-ft sailboat? Not really. But it's a luxury we sometimes feel that we can't do without.

Readers — Brian was commenting on a New York Times article we shared on our Facebook page, titled No One Needs a Superyacht, but They Keep Selling Them. Needless to say, the Times piece sparked an interesting discussion . . .

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LETTERS

THE TRICKLE-DOWN EFFECT

How about the billions of dollars (yen, Deutschmarks, etc.) that leave the billionaires' hands and go directly into the middle-class craftsman's hands while the megayacht is being built? And the crew that gets paid. And the service workers who get paid. And the provisioners, etc. A megayacht is a huge transfer of wealth, from the top 1% to the working class.

Erik Bacigalup
Stuart, FL

Erik — I like your point, so maybe we need more products to cater to the extremely rich to consume their wealth and return it back down the ladder to the lowest craftsmen and workmen.

Brian Kepner

Erik — An old, poorly crafted excuse for a rich person to keep jacking up regular folks. How about just investing all that largesse into a proper nonprofit/non-governmental organization that directly, sincerely helps folks, and settling for a smaller sailing craft? Get a 40-ft sloop/ketch, learn to sail, and travel the world without burning up an engine. You might get in shape and feel better to boot. Come train on the 1877 tall ship *Elissa* at the Texas Seaport Museum. Learn to sail and work with regular folks. Good karma. Win/win. You might like it.

Layne Barrack

LATITUDE, JUST DO WHAT YOU'RE GOOD AT

1. No one needs a boat of any kind, but they keep selling them, and we keep buying them for whatever purpose in our life we wish to fulfill.

2. I'm thankful that Donald Trump's tax cuts have enabled me to pay berth fees on my 32-ft stink boat in Alameda.

3. Before virtue-signalling over the sins of the mega-rich, maybe we ought to conduct background investigations on the owners of every large yacht berthed at the local yacht club.

How about *Lat 38* just staying out of politics and social justice and just doing what you're good at — reporting on boats on the Bay?

Kregg Miller
32-ft Stink Boat
Alameda

NO ONE NEEDS THESE THINGS, BUT . . .

No one needs a boat either, or a motorcycle or a quad, yet they all keep selling. What's your point?

George Smiley
San Diego

No one needs a newspaper either, and yet they seem to keep selling them.

Mike Nash
Los Olivos

Latitude Nation — *You all bring up a fair point. We were not advocating the point of view of this article when we shared it, but we understand that that's how it would come across. If the truth be told, we pretty much share anything boating-related — sight unseen — when boats make their rare appearance in the mainstream media. It's clear that this strategy might need some retooling (it's clear that everything about our device- and social media-driven culture might need some retooling), though we appreciate your comments, and think this was an interesting, worthwhile discussion.*

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LETTERS

It's a fair point, Erik — there is a trickle-down effect in the marine trades. Many of the Latitude staff worked on super-yachts when they were younger; some of us put ourselves through journalism school this way.

It's a fair point, Gregg (and everyone who brought this up) — no one 'needs' a boat of any size. What's more, 'luxury' is relative, and some of us with 55-year-old, 24-ft boats feel as if we're living like billionaires.

The question of whether we should engage in politics is totally fair, though we would argue that: 1) Our intention was not to get political or advocate any position when we shared this article, and 2) Our experience has been that most people say "don't get political," only when they disagree with the politics in question. We think it's fair to say that the Wanderer occasionally delved into politics during his tenure at Latitude, and that we're all better for it.

Our motto is We Go Where the Wind Blows, and the wind has carried us to strange shores of late. We never thought that reporting on the Bay Area's waterfront would mean that we're also reporting on homelessness, but that's what it means. You might say, "Just stick with the fun stuff," but the homeless crisis directly affects many of our friends who are liveaboards or work in marine businesses — and, again, we don't think that Latitude has ever shied away from serious issues that affect our community.

NAVIGATING GALES, DARKNESS, AND FIRES IN CALIFORNIA

Excellent summary of the fires in Northern California [from an October 30 'Electronic Latitude']. California is losing her crown in many ways. Since 1995, I have watched the desert plants creep north.

Back then, Northern California had a Cascadian, mossy moisture. Today that wet has evaporated away, along with some of the other good things about our state. What happens when a Garden of Eden turns dry? It fails to bloom and eventually burns.

Sargent Stan



LATITUDE / TIM

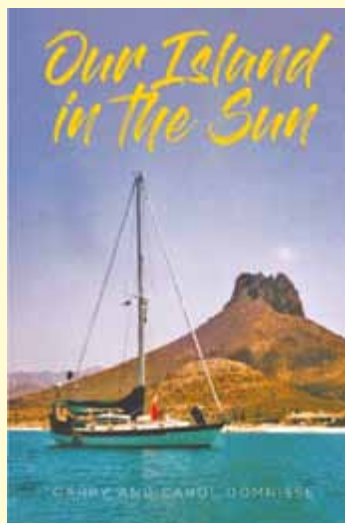
The October 27 gale that caused no small degree of panic in Northern California — and widespread power outages — looked innocent enough, but had a ferociousness to it that we've rarely seen. The Vallejo ferry was shut down, probably more due to the lack of power rather than the wind.

THIS IS NOT NORMAL

How can you opine on "a new normal" without mentioning PG&E? I have lived in Marin for almost all of my 66 years. I graduated from San Rafael HS in '71. It has always been windy in October. And the hot, fall offshore winds were in contrast with the summer, onshore prevailing northwesterly breezes. And, surprise, the vegetation is always dry around this time

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LETTERS

of year.

So, what changed? IMO, it is the pigeons coming home to roost on the neglected maintenance and capital improvements both required by CPUC of PG&E. The common decency required of our electricity provider to do everything it can to protect us was clearly demonstrated as not a priority for them after they were found guilty of multiple felonies in the San Bruno tragedy.

Their complete disregard for the long-known and incontrovertible truth of climate change in terms of planning and preparing just adds another element to their culpability. This isn't a new normal. It is a criminal conspiracy that operates with a big moral hazard — the fact that the state (CPUC) gave them a pass due to heavy conflicts of interest by many past commissioners, and lax oversight by the governor and legislature of that body.

There's much to do to fix this, but we must stop calling it a "new normal" lest we legitimize it. It was and is a crime to operate this electric utility in this negligent manner!

Dane Faber
WAFI, Vagabound 38
Sausalito



BRYCE LEWIS

For the last three years, the California wildfires have been far too close for comfort throughout the state. On October 27, fire came perilously close to Cal Maritime Academy's training ship 'Golden Bear'. The CMA campus was singed, lost a few small buildings and some cars, and was closed for about a week.

↑↓ **THIS IS NOT A PROBLEM IN ALASKA**

In the Palmer-Wasilla area of Alaska, we suffered multiple outages during winter as branches took down lines during 'weather events', but we were prepared for them. The local electrical co-op had hundreds of miles of lines to patrol on dirt roads through the forests, but keeping the lines clear was a priority.

It looks like PG&E did not have the same priorities, but one must also look to the oversight bodies who were lax, if not chummy. Big business requires vigilance and reality checks when it comes to billion-dollar tragedies.

Damon Cruz
Rose of Erin, Hughes 40
Juneau, AK
Baja Ha-Ha XVII

LETTERS

⬆️⬆️ **THIS IS BAD NEWS**

Bad news, PG&E, and their regulator is us, the ratepayer/taxpayer. There is no Big Business here, because all losses are eventually put on us in the form of pension fund losses, rate increases, insurance premiums, increased taxes. And who among those in charge lost their jobs or suffered financial harm? No one.

The big high-power lines should follow rail lines for access, maintenance and emergencies. Longer and less efficient but much better. Remote communities and remote residents need to assume their own higher risk of loss without everyone in the state picking up the bill for their country lifestyle.

Dan Reed

⬆️⬆️ **BLAME THE FOREST MANAGEMENT?**

Exactly in line when California stopped forest management that Governor Pat Brown wisely started. After the Reagan years, this went out the window.

Scott

If only they had used sensible policies about forest and brush management.

Michael Kennedy

Readers — Well, in heeding to from the previous thread . . . of all the things that might be in Latitude's wheelhouse, public-utility policy and forest management are certainly not among them.

With that said, you bring up a good point, Dane, about not wanting to "normalize" parts of our lives that are, in fact, not normal at all. As you said, dry conditions and strong easterly winds are the norm in California come autumn.

We have heard loose theories that climate change has caused drier weather in the West Coast's fall months, thus delaying those critical first rains — which, as of this writing, we're still waiting for — that typically end the season's fire danger. While we believe in climate change, we're not quite ready to subscribe to that theory. Fall in California is dry, and the rains come when they come.

What's not normal, it seems, is California's utility companies. Again, this is a bit outside our purview, but given the fact that our homes and offices were shut down for several days, we feel that we've earned the right to comment. Simply turning the power off cannot be the lone answer to fire danger. When the October 27 gale was raging, we were frankly happy to 'go dark' for a few hours. But this cannot be the long-term solution. It's clear that there's a critical need to improve and upgrade infrastructure.

We imagine that a few people sought refuge from the power outages by going to their boats, where lights and refrigeration were available via solar panels or diesel generators. These systems certainly aren't the solution to everything, but, as always, nobody knows how to go green quite like sailors do.

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

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



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LOOSE LIPS

"S"tairway to Heaven" was the subject line on the email Mark Bettis sent us containing this month's World Famous L38 Caption Contest(!) photo. And like the song of the same name (released by Led Zeppelin in 1971), the list of entries this month was long, crescendo-ing, and seemed as if it would never end. We mean this in a good way. This month's CC(!) was a bit off kilter, and inspired all manner of clever comments. Well played, *Nation*. Aaaaaannnnnnnd the winner (and top 10 runners-up) is (are):



MARK BETTIS

The rung way to get high. — Steve Hodges

"Curing your sailing addiction is more than a 12-step program." — Mike Turner

"Dang it! Gonna have to run and get another ladder to reach the masthead." — Greg Torok

"There's gotta be a better way to string Christmas lights!" — Laurie Morrison

"Do you call OSHA or the Coast Guard?" — Lee Blaireau

"That ladder has more extensions than a hair salon!" — Jeanne Evans

"Should I call 911 now or wait for the sound of thump then splash?" — Jim Major

"Just a little confusion between bosun's chair and Jacob's Ladder." — Patrick Broderick

"Hold my beer. On second thought, I'll just take it with me." — Bill Willcox

"That powerboat threw up a big wake and now the rigger is missing." — Admiral

"The two most useless items on a sailboat. This is one of them. An umbrella is the other (I think), according to L.F. Herreshoff." — Tom Woodruff

"N"ow I have been There and Back Again. The epic has run its course. After a year of being the only boat on the horizon, I am, suddenly, just another car on the road. I am, again, a regular Joe, which is not at all disagreeable, but it's a bit like jumping into a cold pool. It takes some getting used to." — Randall Reeves on life back onshore

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SIGHTINGS

an active history

There is a magnificently salty corner in San Rafael with a mish-mash of boats both old and new, of memorabilia, and of all manner of maritime mementos and detritus. Located at the bitter end of the San Rafael Canal, with the droning Highway 101 just a football field away, the Abe Blumenfeld Landing — comprised of a long dock and an adjacent pier — is an unexpected marine museum wedged behind a shopping mall.



Dale Friberg gives us a tour of the Abe Blumenfeld Landing, which is full of old boats — including a *Star* that Friberg said won the Worlds — and a wood shop. Note 'Active' at dock on the left, and her unique wishbone gaff.

The main attraction of this salty oasis is the 116-year-old, 105-ft Dutch-built, square-rigged, wishbone ketch *Active*. With her traditional rigging, the piratey-looking ship catches the eye from the suburban, strip-mall surroundings of San Rafael.

We will call Dale Friberg the 'keeper' of *Active*. He gave us a tour of the ship and adjacent facilities in early November. *Active* has a sizable brood around her — some five sailboats, as well as a tugboat. Friberg said that several of the sailboats are donations, the sale of which will go into the big ship's kitty for repairs and maintenance.

"I would say that this boat belongs to the children of Marin," Friberg told us. The boat is under the umbrella of the nonprofit Sailing Ship *Active*. In 1967, Friberg was cofounder of the Sea Exploring Group, which has the continuing mission of serving the youth of the North Bay. "This is our 52nd year of operation," Friberg said. "We have moved our operation four times in those years, all in Marin." The vessels used by the group over the years included a 26-ft whaleboat and a 73-ft torpedo retriever. "In 1996, we acquired the 105-ft iron ketch for our main vessel," Friberg said, referring to *Active*. The ship was briefly associated with Sea Scouts, and her interior is full of character-building plaques with maxims such as: "There are no great men, only great challenges ordinary men must meet," and, "Rank does not confer privilege or give power . . . It imposes responsibility." (People can also serve community service time by working on the boat.)

According to literature that Friberg gave us, *Active* fished in the North Sea, under sail and without an engine, for nearly 30 years with the name *Gerald de la Rey VL*. In 1929, she was sold to a Swedish sailor and renamed *Violett*. After a motor was finally installed, she was in service as a freighter until 1969, then converted into a yacht in the early 1970s. She sailed across the Atlantic, spent time in Florida, and finally made it to the West Coast, specifically San Diego, in 1977. It's not entirely clear at what point the boat was named *Silver Girl*, but she was sold to Darwin Leman and Valery Fields in 1979; she won the '78 and '79 Ancient Mariner races in her class, according to the literature. In 1989, the boat was sold to Ross Alan and moored in Sausalito. "The hull was very sound — it's black iron — and there were several locals who stayed on it from time to time in exchange

continued on outside column of next sightings page

nautical books

Books make great gifts, to the sailor(s) in your life, or to yourself. As well as being informative and entertaining, books are more personal than gift cards, classier than a gallon of bottom paint, and easier to wrap than a new dinghy.

We do our best to read all the books that are sent to our office. The first batch got reviews in the November issue. Here's the rest of this season's bunch:

The Long Way and **A Sea Vagabond's World** (Bernard Moitessier, \$16.95 each) — These books are reprints. *The Long*



SAILING SHIP ACTIVE



PHOTOS LATITUDE / TIM UNLESS OTHERWISE NOTED

for holiday gifts

Way, Bernard's account of the inaugural Sunday Times Golden Globe Race (the first singlehanded race around the world), in which he famously eschewed the fame of finishing first and continued on to Tahiti, was first published (in English) in 1973. *A Sea Vagabond's World* was first published in 1995, a year after he died. It's a summary of his life and philosophies regarding sailing and the sea in a time well before computers, GPS, weather routing and even the widespread use of

continued in middle column of next sightings page

active — continued

for some work, upkeep, etc.." said longtime *Latitude* contributor John 'Woody' Skoriak. "In the 1980s, it was moored off Schoonmaker Point before the marina was built." Friberg renamed the boat *Active* when he bought her in 1996. He said that youth involved in his program have gone on to work in the Bay Area maritime trades, or to attend Cal Maritime Academy in Vallejo. "Our chairman of the board is an alumnus of Sailing Ship *Active* and a graduate of CMA."

So if you're grocery shopping at the Montecito Plaza in San Rafael, or drinking a beer at Terrapin Crossing across the Canal, your eye may or may not stumble upon this little piece of history. But once you see her, *Active* is quite the sight. As with all old boats, we hope she sails into the future.

— tim

Clockwise from top left: 'Active' in her home waters in the North Sea, where, after three decades as a fishing boat, she was converted to a freighter and hauled saltpeter; 'Active' in her current perch at the end of the San Rafael Canal; Another iteration of the 105-ft ketch. (Some of the pictures given to us by the Sailing Ship 'Active' nonprofit do not have captions, so we're not entirely sure when or where this is); Some of the salty decor at the Abe Blumenfeld Landing; Friberg in his equally salty shop; One of the boats built by the youth programs hosted at the landing, with a Toyota dealership in the background.



SAILING SHIP ACTIVE



SIGHTINGS

martin machado's fresh coat of paint

The paint was gleaming green as Martin Machado — an artist, sailor, fisherman and merchant marine — peeled back the blue tape, revealing a perfect line separating the shiny new coat from the copper-colored bottom paint. Machado, who has spent his fair share of time applying paint to all manner of surfaces, was Instagramming the finishing touches on his new-to-him Pearson Commander *Larus*. After a partnership with a few friends on a Santana 22 sailing out of Fort Mason Marina, Martin has found a new boat.

"Some buddies of mine — one of whom deckhands on my salmon skiff in Alaska — finally had an opening with the crew," Machado told us. "She was due for a haulout, and I was amped to paint the topsides. In my experience, everyone gets more excited to fix up a boat if she's looking good." Martin had his sights set on Spaulding Marine Center to do the work; he's friends with Clark Beek, the general manager at SMC. (The two met in 2012 during the Clipperton Project, a collection of artists, writers and scientists who sailed 1,000 miles from

nautical books

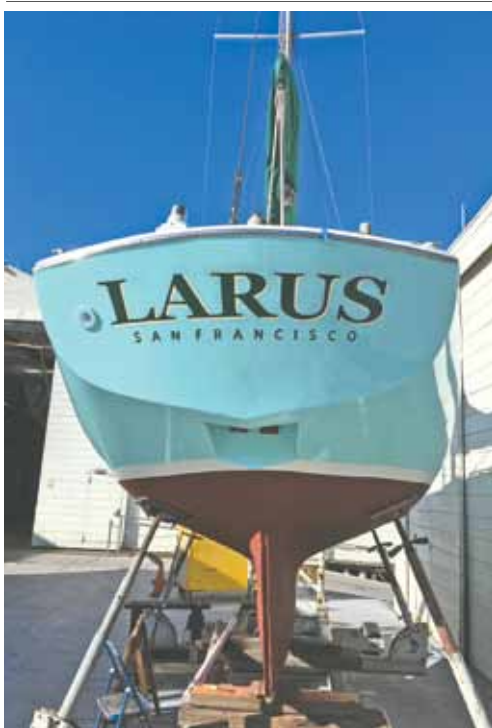
two-way radios. (He did the Golden Globe with a radio set that received only.) One of the biggest gifts you can give yourself is to read Moitessier.

Storing Food Without Refrigeration (Carolyn Sherlock, \$12.99) — This one should be on every seagoing bookshelf. It goes way beyond the confines of the title to include such tidbits as: Green onions — when stored properly — will regrow their tops several times; and many wilted greens can be restored to crispness after about half an hour in a glass of water. Eggs (which don't need to be coated in Vaseline) store better in foam containers — which can be cleaned and reused

ANTHONY ROBERTS, COURTESY OF FB AIR PROGRAM



STEPHEN AMATO-SALVATIERRA



— continued

— than cardboard, where bugs can stow away. There are also great hints on canning and pickling, and home-growing sprouts, as well as many tasty-sounding recipes. The author has come by this knowledge pragmatically — she and her husband have lived aboard two different boats for 12 years. They currently cruise their Gemini 34 cat out of Florida.

South (Pieter van der Merwe with Jeremy Michell, \$26) — Few 'races' have captivated the imagination like the competition of three famous explorers all vying to be the first to reach the South Pole. At the dawn of the 20th century,

continued in middle column of next sightings page

From top left: Martin Machado works on a mural at Facebook's San Francisco offices. "There is a bit of imagery from 'The Landing at Erramanga', a work by William Hodges, who sailed with Captain Cook," Machado said. "The rest of the mural is my own imagery, with a couple of folks sailing a shipping container and vignettes from my container ship travels"; Martin catching salmon in Bristol Bay, Alaska; The Pearson Commander 'Larus' in its various stages of refit at Spaulding Marine Center.



ALL PHOTOS OF 'LARUS' MARTIN MACHADO UNLESS OTHERWISE NOTED

martin machado — continued

La Paz south to Clipperton Atoll.) "They let us paint the topsides and they handled the bottom, plus helped hugely with advice all around." Requiring special attention was *Larus'* rudder. "It's a glass boat, but back then, they had nice rudders — we were going to replace it with marine ply, but we're using the old mahogany rudder and re-did the post. It looked great, and pretty, when we sanded it down."

Of the Pearson, Machado said that "people are super into them and stop to chat with you all the time." The Pearson Commander was designed by Carl Alberg; they have the same hull as the Ariel, but the Commander has a longer cockpit and shorter coachroof, according to www.sailboatdata.com, which adds, "The standard boat has an outboard well, but an Atomic 4 inboard was available as an option." Martin said he tries to keep *Larus'* motor tucked away. "One of the few unfortunate things about these boats is that you can't flip up an outboard, so it's either dragging or you have to tuck it up in the well when you're sailing," Machado said. "One of my first goals as the annoying new partner was to move slips; now we are much closer to the mouth of the harbor and can easily sail in and out. There is a lot more surge to deal with, but I think it's worth it."

Machado said he enjoyed his time working on *Larus* at Spaulding, which he said is full of unique characters. "It's so much fun over there," he said of the community-oriented boatyard. Martin mentioned the many maritime-themed events hosted by Spaulding, including a talk by Kurt Lombard, author of *The Sea Forager's Guide to the Northern California Coast*. "He's an interesting character," said Machado, who himself is part of a project called Easy Breezy, which envisions gathering "crazy water people" who would be part of a market showcasing cargo shipped by sailboats. ("Sadly, the project is at a standstill," Machado said, "but I realized I had this food component of the event that I was hoping for — sail-caught seafood. We are hoping to have some fun little events with crab caught from the boat. One of the *Larus'* original partners, Stephen Amato, is a natural winemaker, so he'll pair some Dungeness with something tasty. We are lagging, but hoping to drop some pots past the Gate this week and see if we can start catching crab under sail.")

Martin said that he's "relatively new to exploring the Bay by small boats." In the last few years, he's done a long trip to the Carquinez Strait and an overnighter in Clipper Cove. "I'm eager to do a lot more in the Bay and just outside. This boat isn't rigged for singlehanded — there's a bit of electrical work to do, and we're hoping to rig up a roller furler and improve our reefing setup. But I finally got the whole fam out on a mellow day. Success!"

Machado's roots in all things maritime run deep. Every year, he does commercial salmon fishing at Graveyard Point in Bristol Bay, Alaska. This year "was pretty much the best season I've had since I started going up there," he said. Martin also tried his hand at commercial crab fishing about a year ago, but was trying to run a boat plagued with mechanical difficulties. "I still want to try crabbing. It's so close to my house [he's a stone's throw from Fort Mason]. It's a fascinating community; I think if you have the right boat, it could be interesting." Martin is still a member of the Sailor's Union of the Pacific, where he's shipped out as an Able Seaman on container ships over the years. "With the birth of our daughter last January, I'll likely take a few years off to focus on family and art-making."

On the art front, which represents yet another of Machado's sea-centric devotions, he did an installation at the San Francisco Maritime Museum, and has "a number of commissions I'm trying to jam out — one is for two large works for a new sustainable sushi restaurant popping up on the Embarcadero on Pier 3 this spring." Machado also did a mural at Facebook's new San Francisco offices earlier this year.

"I'm just bouncing back and forth between painting and drawing. Basically, I'm drawing with paint."

— tim

answering the open ocean's call

"That trip changed my life," recalls Chris Mellor. In 2006 he and his wife doublehanded 3,000 miles from Mexico to the Marquesas with their young daughter on board, and he's been itching to get back to South Pacific waters ever since. Next spring he'll finally get the chance, as he has entered his Norseman 447 *Sensei* in the Transpac Tahiti 2020, a 3,570-mile nonstop sprint from L.A. to Papeete.

Although top-tier racing machines such as Roy Pat Disney's Volvo 70

Pyewacket, her sistership, 2019 Fastnet winner *Wizard*, and others will undoubtedly draw the focus of most international press coverage, *Sensei* and several other racer/cruisers in the *Ia Ora Na* division have a compelling story to tell also. While the big boys battle to improve on the current 11-day, 10-hour course record (set in 2008 by Doug Baker's *Magnitude 80*), Chris, his buddy Andy Kurtz — who has entered his vintage Columbia 57 *Angelique* — and a few other skippers will be primarily focused on meeting the challenges of the journey itself, and reveling in the surreal experience of being essentially alone on the open ocean.

"It's completely wild and desolate out there," says Chris, "and I consider it a great privilege to be able to cross those vast expanses while being self-sufficient."

Chris, now 58, is what you might call an all-around sailor. Despite the demands of his

career as a general contractor, he often races around the buoys in San Francisco Bay as well as offshore, he frequently runs day charters aboard *Sensei*, and he loves bluewater cruising — in fact, the dream of doing a post-retirement circumnavigation is penciled in on his bucket list.

Because Chris's pockets aren't quite as deep as the top-tier boat owners', he's taking a creative approach to crew recruitment. In addition to himself and his longtime friend and navigator Neal Holmlund, *Sensei*'s crew will consist of four to six additional shipmates, all of whom will contribute both physically to the pre-race boat prep, and financially to the costs of completing the voyage.

Evidently a very well-organized guy, Chris set up a special website about *Sensei*'s involvement in the race (www.TahitiRace.com). There, he promises, "We will assemble the best team possible to enable *Sensei* to reach her performance potential with maximum camaraderie and cooperation." That said, though, applicants need not have extensive offshore résumés. "We know from experience that the difference between adventure and misery often comes down to attitude." The website promises that less-experienced applicants will be "coached to their full potential by the captain and navigator," and if selected, all crew will "drive, trim, stand watch, and discuss strategy."

In addition to pitching in for trip costs, Chris wisely requires applicants to complete a US Sailing Safety at Sea Course, and he will provide a \$150 credit to the final payment of any crewmember who also completes the International Offshore Safety at Sea with Hands-On Training.

In addition to participating in a number of daytime practice sails, selected team members will also be required to join a 150-mile shake-down sail before heading to the SoCal starting line. If you're interested in applying, check out this YouTube channel by Googling: "*Sensei*'s Tahiti campaign, Chris Mellor."

Having logged some 10,000 miles aboard this boat during the 12 years that he's owned her, Chris estimates this romp to Tahiti will take 21 to 28 days. "I'm up for the challenge, and I think the rewards will be huge," regardless of whether he scores a podium finish.

continued on outside column of next sightings page

nautical books

the competition between British explorers Robert Falcon Scott and Ernest Shackleton, and the eventual 'winner', Norway's Roald Amundsen (who got there in 1911), is the stuff of legend. Shackleton and Scott became even more famous for their failed attempts. Shackleton's ship *Endurance* became trapped and crushed in the ice, and he made an epic journey with two men on a 23-ft open boat some 800 miles to civilization — then went back and saved the rest of his crew, who were camped on a remote island, not losing a single man. And Scott, who reached the pole a month after Amundsen — devastated to find the

COURTESY SENSEI



Racer, cruiser and yacht charter skipper Chris Mellor is what some might call an all-around sailor. He's currently recruiting race crew for the Transpac Tahiti 2020.

ALL PHOTOS LATITUDE / ANDY



The Norseman 447 'Sensei' glides across SF Bay at twilight. She'll soon be racing to Tahiti.

— continued

remains of his camp there — perished with four of his men on the way back. Scores of books have been written about all three expeditions. This one, a third edition first published in 2010, is one of the better ones. It really gives you a sense of the men, their times, their quests, and 'the great white silence' that is Antarctica.

Nelson's Arctic Voyage (Peter Goodwin, \$32) — Speaking of high-latitude sailing, in 1773 the naval vessels HMS *Racehorse* and HMS *Carcass* (referring not to a dead animal, but to a type of incendiary device fired from a mortar)

continued in middle column of next sightings page

open ocean — continued

Like other *Ia Ora Na* division entrants, after reaching Tahiti, Chris plans to dial back the afterburners and do some slow-paced inter-island cruising with friends, then will eventually bring *Sensei* back home to the Bay Area via Hawaii.

Meanwhile, some of the big boys — boats up to 80 feet are entered — may continue on to Australia for the Rolex Sydney-Hobart race, or down to New Zealand to be on site for the 2021 America's Cup and several high-profile pre-Cup events.

If this is the first you've heard about the upcoming Transpac Tahiti Race, you should know it was initially sailed in 1925, and has been staged only 12 times in its 95-year history, making it a wish-list event for many international sailors — and it's not too late to enter. With a rhumbline distance of 3,570 miles, this is one of the longest nonstop ocean races in the world. See transpac-tahiti.com for more.

— andy



COURTESY SENSEI

SIGHTINGS

not just another haulout

As we drove alongside the KKMI yard in Richmond, we could see her peering above the fence — like the teenager who has sprouted early and grown a head taller than the rest of the class, *Seaward's* topsides towered above her yard-mates to reveal her freshly painted hull. The 31-year-old schooner was on day eight of her haulout, and the crew was scattered about the vessel in the yard working hard to put the boat back together and get her sailing again. *Seaward* is bound for Mexico this winter.

We found captain Jay Grant and first mate Jessica Bucklin rewiring the mainmast, which along with the foremast, had been removed for inspection. "We're meant to go back into the water on Friday," Jay said, as he fought with what should have been a simple job, but became a 20-minute exercise in patience and perseverance. "This isn't just your usual haulout," he added. "We're painting the hull, refitting the interior, and having our 10-year Coast Guard inspections."

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nautical books

were fitted out and strengthened — including an extra layer of planking below the waterline — for an attempt to find and transit the Northwest Passage. As Arctic expeditions go, this one was fraught with difficulties, and was ultimately unsuccessful. It might have faded from memory except for a 14-year-old midshipman named Horatio Nelson, coxswain of one of *Carcass's* small boats. By most accounts, this voyage began the legend of the man who would become one of Great Britain's greatest naval heroes. Included in this detailed and well-illustrated account is the tale of Nelson's unauthorized foray onto the ice floes to get a polar bear pelt



Clockwise from top left: First Mate Jessica Bucklin and Head Educator Erich von Hasseln put on a fresh coat of paint; 'Seaward's' pre-haulout look suggested hard work ahead; Thanie Pesavento and von Hasseln remove the last of the rigging before hauling the boat; Educator/Deckhand Duncan Harvey sports the mandatory hard hat as 'Seaward's' masts are lifted; A mastless 'Seaward'; The faithful crew after a hard day's work.



— continued

for his father. When he came face to face with one, his rusty old flintlock misfired. He turned the gun around to use as a club when — luckily for history — a cannon shot from the ship scared the beast away.

The Boat Cookbook (Fiona Sims, \$22) — We find it awkward when we get a cookbook for review. If there's an opposite of 'foodie,' this reviewer is it. Which is why we were delighted to find this book was much more than just a bunch of recipes. There are instructions on how to catch and clean fish, a lesson on what sailors ate back in the day, how to BBQ on the beach, and much more. In addition to her

continued in middle column of next sightings page



ALL PHOTOS LATITUDE / MONICA

haulout — continued

Jay was making the most of his access to the mast by upgrading the existing wind indicator to a Raymarine I70 that will also give them wind speed. Fortunately, the Coast Guard's inspections revealed only minimal items requiring attention, which were easily repaired. Even the mast, mast step and rigging had passed close examination. The rest of the exterior work involved replacing the zincs and propeller-shaft cutlass bearing, and painting the bottom, topsides, boot stripes and rub rails.

Of course, no sailor can resist messing around with boats. We quickly found ourselves pitching in, though in the end, all we did was carry armloads of tools. As we climbed the broad staircase to deliver our goods, we compared the luxury and safety of this fine access to the usual 'rickety ladder tied to the transom' arrangement — navigating steep narrow rails while carrying all manner of necessities is a skill most sailors acquire at some point. The deck itself was a confusion of demolition and construction — paint cans, tools and hatch covers were adorned with rubber gloves, face masks and rags, and several unrecognizable boat parts.

For crewmember Thanie Pesavento, *Seaward's* haulout is her first real experience with a boat refit. And while the yard work has many similarities to her time as a volunteer helping to build Call of the Sea's tall ship, *Matthew Turner*, Thanie says the experience is very different. Thanie and her crewmates have spent the last seven months sailing aboard *Seaward* — and for most of them, the vessel is also their home.

"At first you take everything apart," Thanie explained. "It's a little bit sad to see it in such mess. But then you start doing things and you can see it coming back together, just as you planned. And then you imagine yourself sailing her again, and it feels really good. And she'll be ready for Mexico!" The other crew were slightly less animated in their replies. Clearly, they view *Seaward* and their shipmates as family, but with many refits under their belts, hard work has long since overcome romance. Head educator Erich von Hasseln didn't even pause his paintbrush as he told us he's worked on several haulouts. "Mostly tall ships, square-riggers," he said.

"I've done four or five," said Jessica. "One that lasted an entire winter in Newport, Rhode Island. The boat was schooner *Aurora*, a 101-ft herring transporter built in 1947, which was later refitted to become a 68-passenger charter vessel." When we asked if working on the haulout was creating an increased sense of camaraderie among the crew, Jessica replied, "We're getting a lot of stuff done. But mostly everybody's just tired and sore."

Watching as she and Erich leaned head-and-shoulders over the toe rail to paint the topsides, we could understand their sentiment. Below, Thanie was painting the galley, nav station, salon and berths, while crew member Duncan Harvey was trying to wrangle new zincs into place.

"Of course the holes don't line up," he said as he headed off to find the drill. "Nope," we agreed, "they never do."

While we waited for the crew to tidy up and gather for a group photo, we took in the vista from our elevated vantage point. *Seaward* was in good company with the likes of Randall Reeves' *Moli* sitting at a nearby dock, and a very conspicuous-looking red catamaran sitting on its custom-made, rotating cradle.

Haulouts and refits are commonplace and most sailors have experienced them at some time, in one form or another. In this case, *Seaward's* crew has been inspired by their upcoming sail to Mexico. "We'll be there for three months," said captain Jay, "and guests will spend up to a week onboard. We'd like everything to be really nice for them so we're putting a lot of time into the boat."

"You should join us," he laughed. Perhaps we should, we mused, as we pictured Mexico's tropical blue waters and sunsets.

— monica

2019 queen of the women's circuit

During the Yacht Racing Association awards party at Berkeley Yacht Club in November, *Latitude 38* crowned a new Queen. A Queen of the Unofficial Women's Circuit, that is. The Women's Circuit is a loose list of women-skipper races and seminars that we feature in the annual *Northern California Sailing Calendar and YRA Master Schedule*. We had encouraged participants in those events to advise us of their own accomplishments or to nominate a worthy woman sailor.

This year, Patti Mangan, membership officer of South Beach YC, nominated her fellow club member Joan Byrne, who sails (and sails, and sails, and . . .) the Olson 911S *Heart of Gold*.

"Joani Byrne is certainly a Queen of the Sailing Circuit," wrote Mangan in her nomination letter, "but she does much more than just being out on the water racing. Joani's mission is to empower women on the water and get them involved in racing.

"Behind the scenes for the SBYC Red Bra Regatta, Joani and her co-chair Winnie Kelley put in countless hours to make this regatta a success. This is the ninth year running, with 20 boats out on the water, all female skippers and crew." The Red Bra Regatta is the only all-women regatta in Northern California.

"Joani is instrumental in encouraging other women to skipper and participate, often connecting crew with willing skippers, creating lasting bonds within the growing women's sailing community," continued Patti. "She was on the Women and Sailing Panel at the Pacific Boat Show, talking about what women want on the water, sharing her experiences, reassuring women that it's okay to want different outcomes from boating, and offering various ways to get involved.

"Joani takes the time to impart her knowledge, helping others grow and connecting them with other mentors in the community. She is well known for her dockside entertainment after racing. People are drawn to her charismatic personality — matched with a dangerously good Bloody Mary." (Joani is also generous in sharing delicious libations with her competitors.)

"In the Friday Night Series races at SBYC, she is always recruiting women on her boat, *Heart of Gold*," says Patti. Joani is the leading lady of our year-round racing at SBYC — she welcomes all new members as crew on *Heart of Gold*. Her passion for sharing the team experience is part and parcel of what SBYC stands for. It is an element of warmth that adds to our ability to win 2019 Yacht Club of the Year from PICYA."

SBYC past commodore Mike Satterlund said: "Joan Byrne is the Kevin Bacon of racing on San Francisco Bay, in that, if you race here, you either know Joani or you know someone who does. There is a maximum of two degrees of separation."

From our Women's Circuit list, Joani sailed in Island YC's Sadie Hawkins Regatta in March. In addition to donating her time and talents in organizing it, she raced in the Red Bra Regatta in October. Then she loaned her boat to regular crewmember Collette Meyers so that Collette could skipper in the Amazing Grace Cheney Cup hosted by Richmond YC in early November.

"Joani has been instrumental in enhancing my racing experience and helping me build my network in the Bay Area sailing community," wrote Meyers. "I often refer to her as my sailing mom. She has challenged and encouraged me both on and off the water."

When Patti introduced Joan, the crowd at BYC gave her a huge round of applause. "This is all due to my fantastic crew of women sailors — and a few good men on the crew," Joan told the audience. "It's wonderful. This is my life, and I thank this sailing community for this honor. I am very, very grateful, and I want to see more women out on the water." We presented Joan with a tiara, 'Queen' certificate, and a gift certificate for *Latitude* swag.

Look for an updated list of Women's Circuit events in the 2020 *Northern California Sailing Calendar and YRA Master Schedule*,

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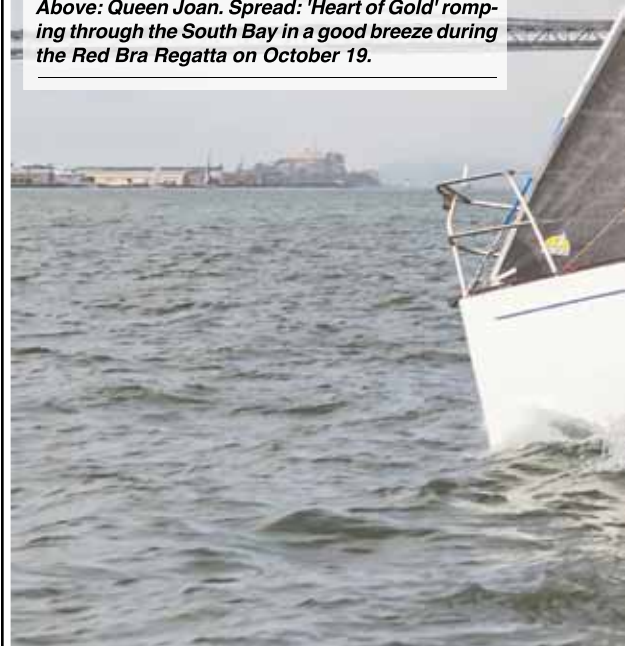
nautical books

own recipes and those of some famous chefs, Sims got a few favorites from sailors such as Robin Knox-Johnston, Dee Caffari, Brian Thompson and Mike Golding. There's even a section on how to mix some of the traditional sailor's drinks — and their 'virgin' alternatives!

Our Island in the Sun (Garry and Carol Domnisne, \$46.95) — The most common books we get these days are of the "I gave up a normal life ashore and went cruising" genre. If we had to recommend just one, this year *Our Island*



Above: Queen Joan. Spread: 'Heart of Gold' romping through the South Bay in a good breeze during the Red Bra Regatta on October 19.



— continued

in the Sun would be it. Garry, a career Coast Guard officer, and Carol, a nurse, acquire the run-down Valiant 40 *Yellow Rose* and spend several years restoring it. The relaunch and departure coincides with Garry's retirement in 1996, and the rest of this phase of their story follows their many adventures between San Diego and Fort Lauderdale. We particularly liked the collaborative writing style, which features separate text — and male/female viewpoints — by both Garry and Carol.

— jr

queen joan — continued

coming out with the January issue on December 30. Pick a few that are geographically desirable, maybe add an away game, and give them a try. Sign up as a student, instructor or volunteer at a women's sailing seminar or clinic — that counts too. Corinthian, Half Moon Bay and Island YCs host such events.

Not female? That's OK, we know you guys outnumber us on the race course. Winter would be a great time to train up a female crew-member or significant other on the helm. Are you female, but don't own a boat? You don't need to have your own boat to participate. Ask the skipper(s) you sail with if they're willing to let you prove yourself at the helm. Other options abound, including club charters — and boat shopping!

— chris



GERARD SHERIDAN

BAJA HA-HA XXVI —

"These are the golden years" might as well have been the theme for the 26th annual Baja Ha-Ha — sponsored by the fine people at *Latitude 38*. For no matter whether the participants were 7 or 77, male or female, there were lots of memorable moments in the Ha-Ha.

As Walt and Linda Dreschler of the Everett, Washington, Moody 47 *Pellucidar* put it, "We had a blast, having to pinch ourselves that we were actually at the start, sailing almost all of leg one and *all* of leg two, which were much longer distances than we ever sailed before. It was the experience of a lifetime; we had a blast and met cruisers who will be friends for life."

There were two new features to this year's Ha-Ha. First, adding a third stop at Man o' War Cove. And second, having to deal with the prospect of the remnants of what once had been Tropical Storm Raymond. In the previous 50 years, no significant storm had ever crossed the Ha-Ha route when the fleet was passing through.

Given the uncertainty of what became a depression — and the unfortunate fact that nobody maintains 150 open slips in Cabo just for the arrival of the Ha-Ha — the fleet ended up being fragmented before the start of the third leg. Fifteen boats stayed in Man o' War Cove in the care of much-experienced bluewater cruiser 'Polar Bear David', who was aboard Jim Carter's Catalina 34 *Ripple*. David has sailed tens of thousands of ocean miles with his Tanya 52, has rounded both horns, and has intimate knowledge of Turtle Bay.

Fifty-seven boats, about four times as many as last year, were accommodated by the hard-working staff at Marina Cabo San Lucas, thanks to the

never-ending communication efforts of Assistant Poobah Patsy Verhoeven on the Gulfstar 50 *Talion*. Others found shelter in slips at Puerto Los Cabos or anchored inside the waters of that marina's basin. A smaller fourth group hustled the 300 miles around to La Paz.

No matter where the boats went, all were sheltered in place well in advance of what was left of the depression. None were hit by more than 20 knots of wind, and most saw much less. All, however, were drenched by torrential rain.

Thanks to three of Cabo's annual five days of rain falling on the scheduled days of the third leg of the Ha-Ha, Saturday's prize-giving ceremony had, for the first time in a quarter century, to be cancelled. It so happened that the *Profligate* crew was eating in Cabo's Mi Casa restaurant, which features both a covered and large alfresco dining area, during the time period the awards ceremony normally would have been held. Torrential rain, driven by gusts in the 30s, suddenly drenched the well-dressed alfresco diners, splattering them with bougainvillea flowers. Watching them flee their meals and seats was as good as any slapstick comedy we've ever seen.

A total of 121 boats with 464 sailors started the 26th annual, 750-mile Baja Ha-Ha from San Diego to Cabo San Lucas, with stops at Turtle Bay, Bahia Santa Maria and, for the first time, Man o' War Cove in Mag Bay. Jeff Berry's Bristol 29.9 *Whirled Peas* was the smallest entry. Stephen Sidaras and Lisa Wallace's Deerfoot 72 *Deerfoot II* from Austin, Texas, was the largest, because Rick Jakaus's Frers 111 *Cyg-*



LATITUDE / JOHN



nus Montanus from Stockholm was a last-minute cancellation.

The 13 multihulls represented a big drop from 25 last year. The smallest cat was *Kyrie*, a Prout Snowgoose 37 that has sailed around the world, with the Grieser family, from Juneau, Alaska. The largest cat, not counting the 63-ft mothership *Profligate*, was *Ticket to Ride*, a sparkling new HH55 Cayman Islands-flagged carbon cat owned by Frank and Mary Grace Stich of Northern California. The single trimaran was Greg and Jeanne Carter's Novato-based homebuilt Farrier 36 *Ravenswing*. One-hundred boats flew spinnakers or genakers; 21 were white sails only.

The 26th Ha-Ha started with the Last Cheeseburgers in Paradise Kick-Off Costume Party in the West Marine superstore in San Diego. There were lots of great costumes, but for sight-gag humor, none rivaled the oversized masks of Supreme Leader Kim Jong-un and President Trump, as worn by Kevin and Katie of the Kauai-based

Francesca Rand enjoys one of the many spectacular Pacific sunsets aboard John Sweeney's Chance 55 'Glory'.



JENNIFER FROST

THE GOLDEN YEARS



Clockwise from top left: "And they're off!"; Benny Bones says adios to San Diego; The Modern Sailing School & Club gang on their Spencer 1330 'Coho II'; David and Becky Elmore of 'Tranquility' going full Day of the Dead; The most tremendous Halloween-costume duo in the history of our country (believe me), courtesy of 'Halewa'; The welcome in Turtle Bay. Center photo: An unidentified boat flies their chute. Bottom left: The Ha-Ha fleet at night; Assistant Poobah Patsy Verhoeven's 'Talion'.

50-ft custom cat *Halewa*. The party gave the kids a chance to set up a 'no adults' radio net on the Ha-Ha. Adults weren't allowed to listen in, but apparently, it was a big hit.

Once again, numerous officials and dignitaries from San Diego, the Port of San Diego, and Mexico were on hand for the huge Monday morning starting parade off Shelter Island aboard *Dolphin* — organized by Ken Franke of the Sportfishing Association of California — which was loaded with TV crews, photographers, and mandatory mariachi band. With a port tug giving the fleet a six-nozzle send-off, it was a lively start to the event.

The Poobah is not saying that the fleet was eager to get going, but 10 minutes before the official start, 90% of the fleet was over the line early.

Fortunately, the Ha-Ha's sophisticated handicap system and high-speed computers are able to account for such imprecisions, so it was no big deal.

After a few years of light winds, this year's Ha-Ha delivered. There was nice sailing the first day and for those who went outside, the rest of the way to Turtle Bay. Six boats would sail the entire first leg: Paul McGarvey's lovely aluminum sloop *Elan* from Vancouver, B.C.; *Arinaar*, Eric and Kerry Meier's Bristol 40 from Portland; Patsy Verhoeven's *Talion* from La Paz; Kevin and Katie Millett's custom 50 cat *Nawiliwili* from Kauai; *Day Dream*, Robert Day's Newport Beach-based J/122; and the aforementioned *Ravenswing*. *Day Dream* nipped *Kalewa* for line honors.

While a few folks, mostly less experienced sailors on white-sails boats,

groused a little about what they felt was the lack of wind, most of the sailors were more than satisfied, having sailed 50% to 80% of the first leg. As one pointed out, "I sailed more in the first leg this year than in the entire Ha-Ha last year." And multi-Ha-Ha vet Leonard Lee on the San Diego-based Hunter Legend 40 *Mi Casa* described having enjoyed a "sleigh ride" during parts of leg one.

The fishing was as good as the sailing. One boat landed a tuna just south of the Coronado Islands, and the next day the irrepressible Jacques Lorch of the Long Beach-based Irwin 38 *Jacquot-Bateau* landed a 60-inch wahoo.

It was a curious year for weather. In the weeks prior to the start of the Ha-Ha, the weather in San Diego had been spectacular. There were endless days of cloud-free skies and salubrious temperatures. The first day and night of Ha-Ha sailing featured the same clear skies and unusually warm and dry conditions. But on the second day, things got weird. Thick clouds descended over the fleet and it got cold. Really cold for off the coast of Baja. The majority of the fleet arrived in desert-like Turtle Bay to find these same overcast skies and unusually cool temperatures. What warmed things up was the people of Turtle Bay rolling out a redder-than-ever red carpet for the fleet. Of course, some things never change. The rickety stairs up to the pier and the pier itself were as dangerous as ever, and Gordo was vending fuel at \$7 a gallon.

There were also enterprising boys and young men who collected trash for \$3 a bag, delivered ice, and offered ferry service ashore.

After some quick socializing with the always-friendly locals, it was time for the World Famous Turtle Bay

It was a great Ha-Ha for fishing.



ALL PHOTOS THE GRAND POOBAH OR BAJA HA-HA.COM UNLESS OTHERWISE NOTED
LATITUDE / JOHN

BAJA HA-HA XXVI —

Cruisers Bazeball game, which included participation by seemingly every Mexican boy and girl in the region. They love their bazeball, which is reflected in the fact that the stadium is the pride of the dusty village.

Ha-Ha-brand bazeball is extremely fast-paced, with pitches every 20 seconds or less, no strikeouts allowed, and participants aged 3 to 70. It is a blatantly sexist event, however, as whenever possible, women and girls are safe no matter what happens. So all three pitchers, Kenny Knoll of the Irwin 65 *Jersey Girl* — a one-time pick of the Dodgers — the Grand Poobah, and KJ of the Malibu-based Nautitech 40 cat *Cheval de la Mer*, were all shelled. This year's bazeball game was prefaced by a singing of the American national anthem by Wade of *Kyrie*, who normally sings opera. Most people stood with hands over hearts, and many sang along. Ironically, the most solemn and respectful of all were the Mexican kids.

After the conclusion of the game — which ended with the score of Mexican kids 354, cruiser men, 220, and cruiser women 700 — all the baseball equipment was given out to the 100 or so kids. It was a minor mob scene, but each kid got more than one item, and there was still stuff left over for donations farther down the line. After the game, everyone headed down to the beach restaurants, which were more numerous and brightly lit than ever before. The skies may have been gray and the temps a little cool, but spirits were warm and bright.

One of the main activities during the two full days in Turtle Bay was the 9 a.m. VHF net, where skippers asked for assistance. As always, a number of participants offered their diesel and electrical and rigging skills for free. Leo of

A little 'bazeball' action in Turtle Bay.



Mi Casa seemed to jump at the chance to help in any way he could, but there were many others, too. And Chuck and Sabine of Ullman Sails began fixing the first of what would be 15 damaged sails on *Profligate*. For free.

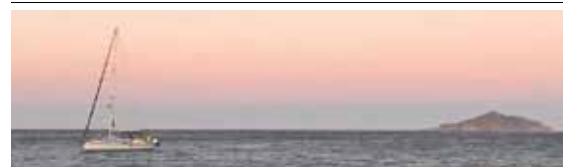
Day Two is beach party day at Turtle Bay, and the weather turned 'typical', with lots of sun and warm temperatures. There were beers and tacos from several local vendors. The Poobah's hot dog stand raised \$700 for Mexican kids in elementary schools who normally have to watch classmates eat lunch while they go hungry. Some cruisers paid as much as \$100 for a hot dog. We're looking at you with thanks, John. Jacques Lorch also donated filets of his wahoo to raise money.

The annual men-versus-women tug of war resulted in a 26th straight victory for the women. Some of the men grumbled about allowing eight women to pull for every man. Unfortunately for them, whining is not permitted in the Ha-Ha.

The weather forecast for the second leg was promising, and after a brief 'rolling start', there was 12- to 18-knots of wind and excellent sailing; 33 boats sailed the entire leg, the highest number for any leg in years. Line honors flip-flopped from the first leg: the cat *Kalewa* nipped the *J/122 Day Dream*.

After the fleet arrived at 240-mile distant Bahia Santa Maria, one boat reported having seen 44 knots of wind, and others in the high 30s. Having never seen such winds on the Ha-Ha course in 25 years, the Poobah was just a tiny bit skeptical. But Daniel Casey of the Jeanneau 469 *Shanti* had a photo of his instruments showing 38 knots. The Poobah became an embarrassed believer instead of a doubter. Forty knots has four times, not twice, the force of 20 knots, and as one might expect, there was quite a bit of damage. The Code Zero on Thomas Elliot's Beneteau 41 tore, while the tack on John Sweeney's Chance 50 *Glory's* asymmetrical "exploded." Mike and Colleen Vining of the Honolulu-based Lagoon 420 *Air Bender* wrapped their chute and described the conditions as being similar to the boisterous ones off Hawaii. There was broaching aplenty. Spinnaker poles were bent. And the dinghy on Stephen Sidaris' Dashew 72 *Deerfoot II* somehow went missing.

The potentially most dangerous situation developed on Kevin Stenberg's *Raven*, one of four Catalina 42s in the Ha-Ha. Her chute blew, the pole broke, and then the sheets on her headsail



came loose and started flogging madly. Kevin went to the bow in an ill-advised attempt to tame the flogging sheets. Instead, one sheet wrapped around his neck, but he was able to slip free of it before he was garroted by his own boat. Before long, the headsail was in the water, and shortly thereafter had fouled both the prop and the rudder. *Raven* was helpless in beam seas, and apparently without a functioning radio. They fired an orange flare, which attracted the attention of both Rich and Sharon Premzic's Outbound 46 *Bumblebee* and Carlton Baab's Swan 46 *Obsession*. As it turned out, the sail came free of *Raven's* prop and rudder on its own, and the boat made it to Bahia Santa Maria without material assistance. But *Obsession* and *Bumblebee* put in eight hours escorting *Raven* to port — a perfect example of the Ha-Ha cruising spirit.

Except for that big squall, which lasted an hour or so and seemed to affect about a quarter of the fleet, the sailing was terrific. Frank and Mary Grace Stich of *Ticket to Ride* reported "an amazing sail." Despite having a boom vang break, Peter and Tracy Cowperthwaite of Portola Valley-based Hylas 49

THE GOLDEN YEARS



ALL PHOTOS THE GRAND POOBAB OR BAJA HA-HA.COM UNLESS OTHERWISE NOTED

Clockwise from top left: A party on 'Profligate'; The crowd goes wild at the Bahia Santa Maria beach party; Kevin and Katie of the Kauai-based 'Halewa' kick back some cold ones; Bartending at BSM; That's BSM guru Victor and the Grand Poobah himself; An impromptu diving contest; Center: The World Famous Conga Line. Bottom left: A four-legged cruiser enjoys the view. Middle left: The views of boats and Baja are always on demand in one of the world's largest cruiser rallies.

MickeyJean said they had their "best 24 hours of sailing, ever"; Steven and Deborah Ginder of Park City-based Jeanneau 45.2 *Exit Strategy* said the same, while many skippers reported their highest boat speeds ever. The route to Turtle Bay passes over Uncle Sam and Thetis banks, so the fleet continued to land lots of fish. The duo on *Kalewa* hauled in seven tuna in one hour before putting the hooks aside. The crew on the Marina del Rey-based Lagoon 40 *Rochambeau* caught nine yellowfin and a mahi. One boat even landed a human-sized marlin. This was a great year for Ha-Ha fishing.

The second leg also featured lots of wildlife. Anything over 12 dolphins is not a pod, but officially, a super pod. They were everywhere, and the members unusually acrobatic. Many turtles were spotted, and *Profligate* had a killer whale racing up her transom. While far offshore, David and Becky Elmore of the Catalina 36 *Tranquility*

were visited by a 'LBB' — little brown bird. They fed it dinner, after which, unbeknownst to them, it sneaked below and spent the night. After a rest on David's chest in the cockpit the next morning, the LBB continued on its way.

Spectacular Bahia Santa Maria has always been the fleet's favorite stop on the Ha-Ha. The huge anchorage is well protected, the views from the local peaks are spectacular, the *panga* guys are as friendly as can be, and phone and internet connections are both reliable.

On the second day, Victor, the Poobah's friend of over 20 years, put on another great show, offering up lunch, cold beers, and a rock 'n' roll band that had traveled many miles from La Paz to play. The rock 'n' roll on the bluff overlooking the 100-plus boats in a normally empty bay was, as always, surreal. Special features were Rich Brazil of *Tally Ho* joining the band to sing *Hotel California*, and Doña de Mallorca Spindler, head of se-

curity, leading her annual conga line.

Some members of the Ha-Ha fleet are more introverted than others. As was the case in Turtle Bay, they could anchor at the fringes of the huge anchorage at BSM and hike to the local peaks, explore the nearby mangroves, and beachcomb in solitude.

It was the morning after Victor's party that the 26th annual Ha-Ha took a turn for the unusual, a function of both the weather and changing times. Cabo has become so ridiculously popular — 16 more luxury hotels are planned or under construction — that there simply is no longer a viable venue for a party on Medano Beach that isn't half sex show and half drunkfest, neither of which are Ha-Ha values. So the decision was made to spend an extra day at BSM, and one less day in Cabo. Someone suggested that the former Cabo day be spent at Man o' War Cove in Mag Bay, about 27 miles from Bahia Santa Maria. The Poobah, who had never been there, thought a new stop, even though not exactly on the way to Cabo, would be worth trying.

The Poobah is sure that Man o' War Cove is often wonderful, but as soon as *Profligate* rounded the corner, an enormous and relentless kamikaze squadron of bugs descended. Hoping it was just a phenomenon caused by passing a small fish camp, the Poobah thought Man o' War would be as pestilence free as Turtle Bay and Bahia Santa Maria have always been. Alas, it was not to be, and in fact it stayed that way in the anchorage.

What made it even more disappointing was the fact that getting to Man o' War, which has attractive scenery, required an extra four or five hours of motoring. To make the most of the situation, the Poobah held a

The fleet on tranquil water somewhere in Baja.



BAJA HA-HA XXVI —



From left: Edmund Smith's 'Sonho' heads into Cabo; Tikis in Baja? Apparently. Stan Palwak gets the Spirit of the Ha-Ha award from Doña DM Spindler.

Junior Olympics diving contest for kids off the back of *Profligate*, after which there was a raft-up behind *Profligate*. KJ, who had been such an excellent pitcher at the baseball game, led most of the singing. Jacques Lorch of *Jacquot-Bateau* and Lisa of the *Lipari 41 Winston* headed up the wild and crazy back porch dance corps.

The Man o' War stop soon became a minor issue, as Commanders Weather, and websites eebmike and Windy indicated that a tropical depression had formed to the south and was headed right toward Cabo. What's more, there was a chance that it would reach tropical-storm force, although it would surely drop down to a depression again well before it reached Cabo. Depending on whether you believed the US model or the European model, the diminishing depression would work its way up either the west or the east of Baja. Of course, the next day both models flip-flopped on what side of Baja it would go up, and the National Hurricane Center said it would go up the middle. Weather models are like that, and they would all change dramatically in the next few days.

Although it was unlikely that the depression would be serious, the Grand Poobah had to assume the worst. As such, he advised all members of the fleet to evaluate the weather for themselves and make a decision about what to do. If they had been assured a berth in Cabo or Puerto Los Cabos, the choice was pretty clear: They could safely continue onto those places. The only two other options, given the lack of viable anchorages between Mag Bay and La Paz, were to hustle down around Cabo and up to La Paz, or stay in well-protected Man o' War Cove. After laying out the options, the Poobah suggested that those with slower boats, unreliable engines, and less experienced sailors or kids, might want to stay where they

were, or return to nearby BSM, which had better internet and phone service, so each skipper could follow the weather for themselves.

Had the Poobah been sailing on his own, he would have stayed in Bahia Santa Maria, but there were numerous berthing and first-time paperwork issues that had to be overseen. Polar Bear David was appointed to fill in for the Poobah; 18 boats decided to stay.

What really complicated things for some boats staying behind was that some had crew with plane reservations out of Cabo days before any of the stay-behind boats would be able to get there. As a result, small groups of sailors got onto *pangas* to San Carlos, then into cars to La Paz, then onto buses to the airport. Getting out of Mexico without a prior visa can be tricky, but given the threat of the storm, we assume officials were sympathetic. It was out of necessity that the fleet split into four groups, and that the last leg of the Ha-Ha was cancelled, as was the awards ceremony.

Thanks to the constant communication between Assistant Poobah Patsy on *Talion* and the marina, many of the 51 original boats with confirmed reservations in Cabo were switched around in order to squeeze in another seven more boats. One great new success of this year's Ha-Ha was the pre-check-in process initiated by ship's agent Victor. His tent was set up on the fuel dock pier at noon on Friday, and he quickly issued all the paperwork for the 71 boats that had signed up prior to the Ha-Ha. It worked out brilliantly. Crew who needed to get out Saturday (or even Friday) could do so. This will be a major feature of all future Ha-Ha's. Also big successes were the brief visits by Agriculture and Aduana (customs), which were free and took five minutes.

The crews that arrived in Cabo had a raging bit of dance party fun at Squid Roe on Friday night. The crews at

Puerto Los Cabos apparently organized their own party. But the surprise is that the boats that had to stay behind at Mag Bay were the big winners. They had a big bonfire, and a pizza party at a New Age whale exhibit; 29 of them boarded the 42-ft *Alibi IV* for a wild, 12-hour beer and food run to San Carlos, and on the last night, they scored 66 lobsters for dinner when the owner of the only restaurant, who was in La Paz, gave them free run of his establishment. Mexicans in Baja can be like that.

When the remnants of Raymond finally hit the various Ha-Ha factions, it was with lots of rain but hardly any wind. The rain closed ports and airports at Cabo, La Paz, and even Loreto. Streets were flooded, often with raw sewage. But after 24 hours, it was history.

That one or two boats felt abandoned should serve as an important reminder to those thinking about doing the Ha-Ha in the future. The Notice of the Rally clearly states that the Ha-Ha is not "an offshore baby-sitting service" and is only open to those willing to sail to Cabo on their own.

Assistant Poobah Patsy Verhoeven responded to literally thousands of emails before the event, and responded to thousands of InReach messages during the event. She rarely had time to come on deck. The Poobah couldn't have done the Ha-Ha without her, nor without all the other behind-the-scenes work done by Doña de Mallorca Spindler. A huge thanks also goes out to the crew of *Profligate*: Dino, Chris, Sabra, Gordon, Edwin, Christopher, Lynn, Mia, Donna, and Scott.

Mind you, nobody is looking for even an ounce of sympathy. The Poobah, the Assistant Poobah, the Chief of Security, and the *Profligate* crew all love putting on the Ha-Ha. Absolutely love it! It allows us to enjoy our Golden Years.

— richard spindler
aka the grand poobah

THE GOLDEN YEARS

And now, some notes and remarks from a few of the participants:

— Stan Palwak of the Beneteau 411 *Believe* is the hands-down winner for Spirit of the Ha-Ha. Having to walk bent over from what Doña de Mallorca Spindler understood to be a burst artery in or near his spine, Stan believes he, with crew, can still enjoy sailing.

— Eric and Kerry Meier of the 48-year-old Bristol 40 *Arinaar* not only sailed the entire first leg with their spinnaker up, they hand-steered. Indeed, in a yeoman like effort, they had to hand-steer the entire 750-mile Ha-Ha course because all efforts to repair the autopilot failed. Nonetheless, they report having had "a great time, especially seeing all the sea life. Best of all was the LBB!"

— "When our dinghy engine died at Bahia Santa Maria two miles away from the fleet, four boats offered to come get us, with *Runaway* getting the honors. So nice to know that we weren't alone and were part of such a helpful group of people." Kim and Donna Eddy, *Amazing Grace III*, Island Packet 44.

— "Oh wow, so much more of everything than we expected." John and Sue

Adams family, *Winston*, Lipari 41 cat. They've sold their house, car, and everything in Sausalito, and are starting a new kind of life with their son.

— "We had great sailing this year, and it was wonderful to meet everyone. An incredible event." Kevin Millett, who is on his third Ha-Ha, and new wife Katy.

— "Great wind for the Ha-Ha. Lots of sail changes, and we had a real rocket scientist on the foredeck." Jane and Jerry McNaboe of *Shamaal*.

— "We caught 12 fish. The Mag Bay stop was really cool. While in Turtle Bay we worked on *Unicorn's* genset and *Mermaid Magnet*. In BSM, we worked on *MickeyJean's* vang, and *Bumblebee's* genset and leaking rudder post. We sailed all of the first two legs." Paul McGarvey, Radford 46, *Elan*.

— "We had a great time again in this, our fourth Ha-Ha. The music raft-up behind *Profligate* in Man o' War Cove was fun." Tom and Marianne Mangold, Hunter 42cc *Prana*

— "Awesome time! Love the camaraderie and the parties. Also appreciated the charitable spirit of most folks

toward the people in the small towns of Baja. Loved playing soccer and volleyball with little kids on the beach in Turtle Bay, and meeting the friends and skilled *panga* drivers of BSM. Great time dancing on aft porch of *Profligate*." Ken and Kristie Naime, Hudson Force 50, *Kristina Marie*.

— "We flew our cruising spinnaker on every leg. The highlights were the double rainbow at sunset on Leg Two, and the spectacular night sail to Cabo on the last night." Doug Villepique, Spindrift 43, *Kanumera*. (The double rainbow was seen by many boats.)

— "A great start to our new cruising life. First time extended passage of three days. First time catching fish, yellowfin and tuna, on our boat. First time BBQ-ing fish 80 miles offshore. Lovely people. Awesome fun." Julian Jones and Colin McMillan, Passport 42, *Boundless* — The tentative dates for Baja Ha-Ha XXVII are November 2-14. Be there!



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WHERE'D WINDSURFING GO?

On July 3, 2008, the wind came out of nowhere. I drove down to Hs Lordships in Berkeley Marina to have a look, and was about to call it a day when the breeze turned on in a big way, going from glassy to 25-ish knots in short moments. I happily charged ahead, even though the sudden breeze was at the top end of the range for my gear. I was 33 years old, full of confidence, and hubris, and having my best-ever season of windsurfing.

What could've possibly gone wrong?

I had a few good runs before feeling seriously overpowered, and sailed the two-ish miles to the Oakland toll plaza beach at the eastern end of the Bay Bridge, where the breeze stays lighter and the water flatter, and found a good rhythm again. It was still super windy, but manageable, even awesome. I went into some of the fastest, smoothest jibes of my life.

It got windier still, and I went for another warp-speed jibe; I leaned into the turn before I suddenly felt a terrible weightlessness. Everything moved in an awful slow motion. The sail felt light, then instantly snapped full. I felt an agonizing pop, and fell in waist-deep water.

When I stood up, my shoulder was hanging out of its socket. In excruciating pain, I dragged my gear into the bushes, and started the nearly four-mile-long walk back to Berkeley. I was barefoot and wearing a wetsuit, and had to walk on the narrow shoulder of a busy Interstate 80, against traffic, for about three quarters of a mile. When I was about a mile away (and delirious with pain), someone gave me a ride back to my car. I drove to the hospital where the doctor quickly grabbed my limp arm and said, "Just hang tight . . . and . . . There!"

The first thing I thought about wasn't the damage to my body, or the time and money I would lose from work; I didn't ponder the total time and money spent windsurfing, nor the opportunity costs subtracted from pursuing other things, the strain on relationships, or the overarching "toll" that windsurfing — no matter how fulfilling and endlessly fun it was — took on the rest of my life.

All I thought about, as my shoulder popped back into place, was how soon I would be able to sail again.

Calling sailing or windsurfing an addiction is, to me, both a clunky and apt way to describe the sport and lifestyle. I grew up under the ethos that one should be devoted to at least a few sports, ideally those tied to the weather and its changing conditions.

Without taking ourselves too seriously, this magazine firmly believes that sailing is good for people, and perhaps the world would be a better place if everyone could take the time to be on the water.

But as we all know, fewer and fewer people are sailing. Windsurfing has had a particularly dramatic arc, from raging popularity to the now-common question, "Do people still windsurf?"

Windsurfing was well represented in the pages of *Latitude 38* in the magazine's early days, before it slowly disappeared through the '90s. In 2001, *Sports Illustrated* ran a story with the lengthy title, "Where have all the windsurfers gone? It was the adventure sport of the 1980s, but now, sinking in popularity while its sister sport soars." (That sister sport is kitesurfing, which, after booming in the early aughts, has also been declining in numbers.) *Sports Illustrated* quoted the National Sporting Goods Association, which said that "windsurfing participation in the United States plummeted by 71.4% between 1995 and 2000. There were only 200,000 Americans who got on a board more than once last year, a substantial drop from more than a million during the mid-'80s." In 2011, *The New York Times* reported that "from 1999 to 2004, windsurfing ranked dead last among some 80 American recreational pursuits. While nearly 10% of the population in 2004 said it Jet-Skied, less than 2% windsurfed."

"Where did windsurfing go wrong?" the *Sports Illustrated* article asked. "Much of the blame can be assigned to those who marketed the sport after its initial surge in popularity. Instead of promoting windsurfing as physically challenging, environmentally sound and accessible to practitioners at all levels, 'wind snobs' played up the extreme element. Television coverage and product brochures featured acrobats negotiating mast-high swells in Maui and freestyle daredevils executing midair sorcery in 30-knot winds."

It's helpful to understand windsurfing's original novelty and initial boom, in order to fully grasp its decline.

The documentary *Wind & Water — The Invention of Windsurfing*, traces the sport's modern roots to the 1930s, when Tom Blake, a Wisconsin native and Hawaii transplant who would go on to be a surfing pioneer, designed a surfboard with a sail plopped on it, though Blake could only lie on his stomach and putt around. In 1964, Newman Darby designed a sailboard "out of frustration because the waves on lakes, like



PHOTOS: LATITUDE / TIM UNLESS OTHERWISE NOTED

the one near his home in Wilkes-Barre, Pennsylvania, were not big enough to surf on," *The New York Times* reported. A few years later, "Jim Drake and Hoyle Schweitzer built what they called a Skate before renaming it the Baja Board and finally the Windsurfer," the *Times* said. There was some controversy over the patent, and therefore windsurfing's true roots, but the enthusiastic Schweitzer is often called the father of the sport. "It was only through passion — I think through the Schweitzers — that [windsurfing] grew the way it did," said Robby Naish, windsurfing's greatest maestro, in *Wind & Water*.

There was, and remains, confusion over what to call the sport. "As a result of attempts to claim the word 'windsurfer' as a trademark, participants [were] encouraged to use different names to describe the sport, including 'sailboard-ing' and 'boardsailing'. 'Windsurfing' has persisted as the accepted name," said Wikipedia. (Please forgive us for sourcing Wiki, but the windsurfing page is surprisingly enlightening.) Sometimes, when rigging or unrigging, pedestrians ask me, "Oh, so you're going wind-, sail-, boarding? Is this the one with the . . . [motioning to the sky] . . . kite?"

Windsurfing may have never gotten

SOMETHING TO OBSESS ON



A young man sends it in Berkeley, off Hs Lordships restaurant, in 2017 during a contest. Rather than fading away when kitesurfing took over in the 2000s, windsurfing actually 'improved' and progressed. Freestyling is another niche of the sport, and it's brought new blood and a new vibe to the scene.

over its identity crisis, and had difficulty defining itself even as the sport soared in international popularity in the '80s, and became an Olympic sport in 1984. "At one time referred to as 'surfing's ginger-haired cousin' by the sport's legendary champion, Naish, windsurfing has long struggled to present a coherent image of the sport to outsiders," Wikipedia said. The many subgenres, such as racing, wave sailing, speed sailing, and freestyle, further muddled the sport's identity. When kitesurfing came along in the late '90s, it seemed as if windsurfing might become a dated fad — much as it seemed skiing would wither and die when snowboarding came along.

"**W**hen I first started going to the Gorge, it was hard to find a spot to even rig your gear, there were so many people. I was there recently, and it's a fraction of that," Tony Swei, one of the East Bay regulars, told me. Originally from the East Coast, Swei came to California to attend Stanford business school in 1989. "Me and my buddy had been in California a week — we were so

happy to be here, and we decided to go to the Golden Gate Bridge, where we saw these people windsurfing. I was like, 'Oh my God what is *that*?'" Not long after, Swei took a trip to Maui ("You literally could not walk across the street without

running into gear," he repeated), where he saw Robby Naish sail at the famed Ho'okipa Beach. Swei decided to give it a try. "I got it pretty quick. It was just up hauling on big boards. It was really just kind of luck that I was exposed to it."

I only met Richard Schneider recently. Originally from Austria but now living in Alameda, he has a strong accent (I'll spare you trying to mimic it in writing), is a talented sailor, and — like Swei and much of the East Bay crew — has stories about sailing all over the world, like Lake Garda, Italy, the Canary Islands and Maui. "When I was 16, we were south of Vienna on a huge lake and messing around with an old wooden sailboat," Schneider said. "But one day we were driving to Munich and I see a windsurfer. I had to do it as soon as I could."

Swei thinks windsurfing's decline might be attributed to the faddish nature of American consumerism. "Americans just try things and then give up. We want everything fed to us," he said, adding that windsurfing is still massively popular in Europe, an assertion which Schneider both affirmed and rejected.

"It's a different culture; you can't compare America with Europe," he said. "If you had something like the Bay Area in Europe, or a spot where there was wind for six or seven months a year, then on the weekend, you would have 10,000 people windsurfing. How many windsurfers do you have in the Bay Area? I don't know. Maybe 500 or 600?"

Windsurfing — and sailing as a whole — has been shrinking in part because there are simply more things to do

Newman Darby testing his windsurfing concept on a lake in Pennsylvania.



NAOMI DARBY

WHERE'D WINDSURFING GO?

NATIONAL SAILING HALL OF FAME



Left to right: Robby Naish, posing with the venerable Gary Jobson, was inducted into the National Sailing Hall of Fame in 2017. "I was a sailor at heart," Naish said at the ceremony. "I loved tactics, I loved feeling the shifts and reading the wind and catching the bumps — that feeling that you get from sailing that you don't find anywhere else in life." Ditto, brah; Tom Blake on one of the first sailing surfboards.

with one's life. There are more niches available, such as kitesurfing (foiling or non-), snowboarding or skiing, surfing (now available in foiling), SUPing, or wake surfing, etc. Sailing is loaded with subgenres, too; where there used to be a handful of super-popular classes, there are now countless different boats to sail — but sailors are more likely to move from boat to boat and stay in the sport.

You can't talk about the ethos of recreation without discussing the intrusion of our electronic devices. If any of us were to calculate the time spent staring at our screens, we'd be universally shocked at the totals; surely, time on phones represents time that could be spent instead on the dedicated pursuit of a sport. Add on top of all this the increased cost of living (we're talking to you, Bay Area) and crippling traffic, and it's obvious why fewer people find time to sail.

"People definitely aren't sailing like they used to," said Anthony Sanberg, the founder and president of OCSC Sailing in Berkeley. "And if I was in my mid-20s or -30s, I wouldn't be sailing, I'd be kiteboarding." Sanberg said that when he first started OCSC in 1979, it took an hour to drive from Santa Cruz to Berkeley Marina via Silicon Valley, which was farmland. "I would surf in the morning, and again when I got home," Sanberg said.

David Wells is a championship windsurfer and co-owner of 101 Surf Sports in San Rafael, which sells windsurfing gear. Wells admits that windsurfing sales aren't great, other than small items. (I've admittedly bought very little new kit over the years; I buy used gear from other

windsurfers. This summer, I was *given* three boards, good ones, from the crew.) I asked Wells about windsurfing's fall from its 1980s prominence, but he put it in perspective. "There wasn't as much stuff to do back then," he said. "There was no internet. There was no snowboarding."

But windsurfing is actually seeing a resurgence driven by technology both simple and high-tech, according to Wells. He showed me a board that felt like light, rigid gelcoat, but was in fact an inflatable. "The military invented the technology, called drop stitch, in the 1950s," Wells said, adding that the boards are popular among cruisers because they're easily stowed. The boards double as stand-up paddleboards — the current ultra-popular fad in boardsports — or low-tech windsurfers.

The other advancement is foiling, which is "revolutionizing windsurfing," according to Swei. "It's lowering the planing threshold to 10 to 16 knots. The windsurfing season could be ten months long." When I spoke to windsurfer Jim McGrath in mid-November, when it was blowing 10 every day, he said, "It's been sailable — on a foil." But if windsurfing has a steep learning curve, then foiling is a rickety ladder balanced on the tiny peak of that curve. I've never tried it, but all the windsurfers who have told me that it takes lots of time with some serious crashes guaranteed for beginners. McGrath said that foil technology has already evolved into a second generation, which has made it easier.

Beyond technology and business models, don't forget about the cultural issues at play that fueled windsurfing's

boom and bust.

"Suddenly in the '80s, everything changed, and people were windsurfing, mountain biking and snowboarding, and there was a whole industry behind it all — even fashion companies," Schneider, who is 65, said of the culture in Europe 30-plus years ago. "People had a lot of time on their hands. Everybody had money, everybody did well. It was a shift in the whole society. We had enough money to do some fun stuff."

"The first time I got planing..." Tony Swei said to me on a few different occasions; I don't remember his ever finishing the thought. To be fair, and to paraphrase an old surf-company slogan: "Only a [wind]surfer knows the feeling."

I was in the Turks and Caicos Islands when it first happened to me. It was the sound that surprised me: The board was loud as it chattered over the water, which was blurry with speed. I couldn't believe it was real. I couldn't believe you could go that fast. That was 2001, and my every moment of windsurfing since then has essentially been chasing that feeling. "You're an addict, like the rest of us," Swei told me.

I've always managed to work windsurfing into my life and routine in some kind of appropriate(-ish) balance. Still, on any given day during the Bay Area's seven-month windy season, my attention is instantly consumed by any and all indications of wind. If the leaves rustle, if the fog is seeping over the edges of Mt. Tam, then I won't stop thinking about going sailing, until I do. As soon as I'm done,

SOMETHING TO OBSESS ON



CAT BETTS



CAT BETTS



From left: Catherine Betts was one of the original hardcore sailors in Berkeley. She was sponsored and traveled the country and world to windsurf. "The Berkeley days made me feel like a bird," she said; Top: "Berkeley got a bus to drive us and our longboards down to La Paz, driving way too fast," Betts said; Bottom: A windsurfer foils under the Golden Gate; A sick, super-steazy progression session off Hs Lordships in Berkeley in summer 2017.

I'm already scheming my next session.

After the 2015 release of his Pulitzer Prize-winning book *Barbarian Days: A Surfing Life*, author William Finnegan said of his memoir, "The book is partly a story about the struggle to become a responsible citizen and equally the struggle against responsibility. Surfing has always been this North Pole of irresponsibility; it's the ultimate useless thing to do. It's nature worship, it's rejection of duty, achievement and productivity. It's devotion to strange gods."

"Addiction" sounds inherently negative. Imagine, instead, getting the best exercise of your life, while doing the funnest thing you know how to do in the most beautiful, awe-inspiring place you can be. The psycho- and physiological effects seem obvious, as does the insatiable urge to do it again and again.

I've largely given up surfing in the Bay Area; it's too far to drive, good conditions are sparse, and it's become unbearably crowded. By contrast, there is unlimited room to windsurf, and the window for sailable conditions is simply enormous. What's more, when you're windsurfing, *you're doing the thing* the entire time — you're standing, planing, and using your entire body. When you're surfing, you're catching a wave for 5 or 10 seconds, then paddling, then waiting, waiting. (With that said, catching a good, serious wave is a feeling unrivaled by most sports, making chasing waves a dedicated lifestyle. Quoting a famous surf movie, "Just paddling out is a total commitment.")

"It takes a lot of commitment to windsurf; you've really got to be into it to learn the sport," Swei said of windsurfing's

infamously steep and perilous learning curve. Unlike jumping on a sailboat and going for a ride, or even learning to singlehand a dinghy in a weekend, windsurfing takes hour upon hour of frustration before even a glimmer of reward — planing — reveals itself.

"You've got to be into it to go through the beatings, and most people just don't have that kind of commitment," Swei said, adding that it's obvious why windsurfing will never be a mainstream sport. Richard Schneider agreed, saying, that young people want "instant gratification and instant fun. But it's a long road until you have fun in windsurfing."

As if sensing that I'd recently written blunt, harsh things about its current, run-down state, Berkeley Marina turned on in a big way in late August and September. Never have I seen such strong, consistent wind so late in the season. It was a gift that kept giving, and it seemed like the entire crew was always on it. This was the last hurrah of the season, and of these seasonal friendships.

As we conclude this three-part series about Berkeley Marina, every windsurfer, public official, liveaboard, sailor and non-sailor alike I've spoken with wants to see Berkeley Marina revamped and restored to a safe, functioning waterfront; the money appears to be slowly trickling in. Improvements are on the horizon.

How did Berkeley Marina get to its current state? "Part of the problem is a history of underpricing in the '60s, '70s and early '80s," wrote longtime *Latitude* contributor Paul Kamen in a

2018 op-ed in *Berkeleyside*. (Kamen is also vice chair of Berkeley's Parks and Waterfront Commission.) "In the mid-'70s, there was a five-year waiting list for a Berkeley berth. Back then, the low prices could cover the low cost of maintaining the new infrastructure, and we made the mistake of not charging market rates and not building reserve accounts for dock replacement. As a result, all dock-replacement projects have been funded by loans from the California Department of Boating and Waterways, and the Marina Fund is saddled with debt service and interest payments."

A sailor who's long been involved in Berkeley's waterfront issues (and who preferred to stay anonymous) agreed with Kamen's assessment, and added that the problem is endemic to the city's political culture. "I like big challenges, but I never considered working for Berkeley; you get beat up by the citizens and the council. And the bureaucracy is really tough. They have a crisis-to-crisis mentality, and aren't good at doing something besides the current emergency."

There is an irony to democracy. Groups advocate for their interests, be it the environment, recreational needs, or business-driven. When it comes to building infrastructure, say a new wind- or kitesurfing launch, each of these groups will inevitably need to give up something, but 'compromise' usually takes the form of lawsuits. Public projects for the public good become mired in battles that take years and gobs of money, and often sow bad blood. This is a healthy democracy in action, but it's not pretty.

Surely, there must be an easier way.

WHERE'D WINDSURFING GO?

"I do actually get a little depressed when windsurfing season wraps up," Gordon Meyer told me, after I asked him if he had 'with-drawls' when the windy season is over. "October is a dead month for me; I don't have any physical activity. I can walk my old dog, but I'm just waiting for skiing. But really, it's the fact that I don't get to see my windsurfing friends."

I've probably known Meyer, and his dog Bela, the longest of anyone in the crew. We'd talk sailing, of course, but would always gravitate toward life and politics. In early October, after I'd sailed my last day, Meyer and his wife Linda, a chef, hosted the East Bay crew at his house in the Oakland hills. The gathering was, apparently, a semi-regular thing, but this was my first invite. As I said in a previous article, the only membership requirement to this group is simply to show up and sail. But my 14 years makes me a



The East Bay crew. That's Gordon Meyer in the left front, with Carol Valk behind him. Richard Schneider is in the right foreground, with Doug Yamamoto behind him.

rookie next to people who've been doing the sport for several decades.

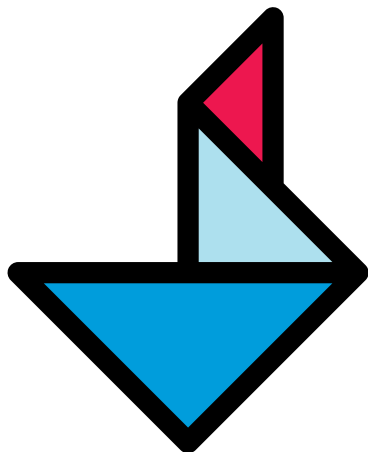
Hanging out at the party, I said — with all sincerity and perhaps a tad too much sentimentality — "sometimes I'm almost

happy when there's no wind; at least I get to chat with everyone." There was a pause, before Meyer, who admittedly loves the community, said, "Yeah, I'd rather be sailing."

When contemplating windsurfing, Tony Swei said, "It's as much about the people as it is about the sport. It's very much a surf culture, and I dig that. It's about something bigger than you; it's West Coast culture instead of rigid East Coast institutions." (In November, I asked Swei how he was 'coping' with the end of the windy season. "Oh man, I'm so [expletive] depressed," he answered.)

Even after serious injury, and even as I've struggled to properly balance my addiction, I, like the crew I sail with, remain devoted to a sport that has boomed, busted, and slowly come back to life. And right now, even when there's no wind, all I can think about is sailing.

— **latitude** / tim



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SEASON CHAMPIONS, PART II —

Wealth in this context comes in numbers, but not dollars. Despite the title of this feature, most if not all of the boats profiled in this issue don't cost a lot to purchase, berth or operate. The designs are old and plentiful, and newcomers to the fleets can get started without a big outlay of cash.

To make it to the top of the scoreboard, of course it helps to have new sails, a fresh racing bottom, and gear that won't bust in a blast of breeze. Perhaps equally or more important is time spent on the water, and, for those boats that aren't sailed singlehanded, the crew.

Santana 22 — Albacore

Mike Quinn/Frank Van Kirk, RYC

Mike Quinn and Frank Van Kirk have owned *Albacore* for four years. "We started racing her immediately," says Mike. "Frank and I had been sailing together in another fleet, but we wanted to find an active design that could be raced by three people. The fact that the Santana 22 is also economical was a bonus. We bought *Albacore* for \$4,500 with new rigging, new sails and a new bottom job from KKMI. That was a pretty good bargain!"

"We wet-sail the boat out of RYC and were almost immediately competitive in the fleet. It's possible that we could be a fraction slower in super-light air, but there is no difference when it blows. We like heavy air!"

Their toughest regatta this year was RYC's Big Daddy in March. "That day started out mean and got nastier as it went. Cold, windy and blowing from the south. We saw at least 10 boats turn back — not from the Santana fleet — before they even exited the Richmond breakwall. Jan Grygier sailed an awesome regatta that day, could not be touched, and finished comfortably in first."

Their favorite regatta was the Nationals in July, also hosted by RYC. "The sailing was beautiful, with the wind getting stronger every day. We had 15 boats on the line. Chris Klein won the event. *Albacore* got second. Phil Vandenberg ended the regatta with bullet, bullet to finish third. Newcomer Logan Jager, who was rigging his new boat at the RYC docks for the week leading up to the regatta, finished fourth."

Crew on *Albacore* include Larry Nelson, Todd Edmister and Grant Edmister (an RYC Junior — actually, all of them belong to RYC).

This winter, the fleet is enjoying the Jack Frost Regatta, hosted by EYC. "We



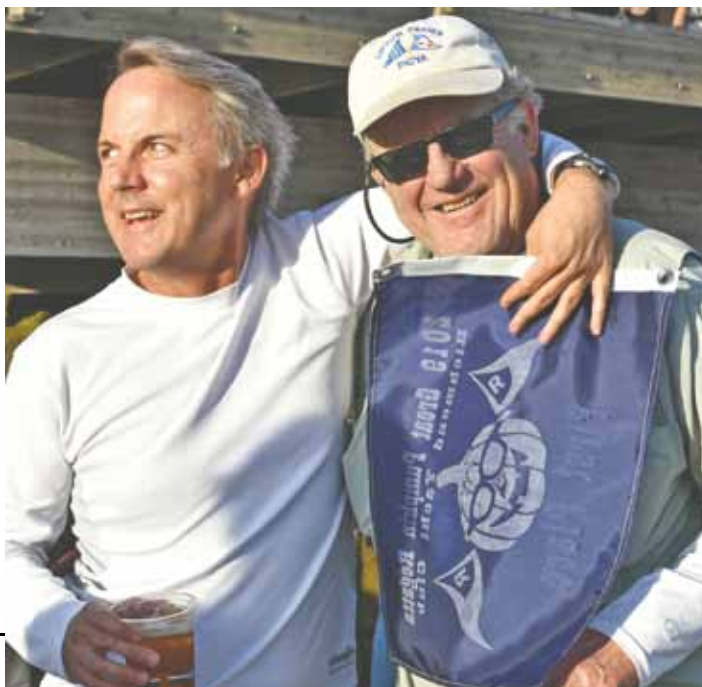
WWW.NORCALSAILING.COM

had 11 boats on the line, in beautiful November conditions, for Races 1 and 2.

"Did I mention you can get into a race-ready Santana 22 for less than \$5,000, and that you can win wet- or dry-sailed?"

1) *Albacore*; 2) *Alegre*, Chris Klein, RYC; 3) *Carlos*, Jan Grygier, RYC. (15 boats)

Michael Quinn and Frank Van Kirk



'Albacore' leads a school of Tunas in a Great Pumpkin race. Their bow crews appear to have taken a page from the Folkboat playbook.

J/24 — Downtown Uproar

Darren Cumming/Melissa Litwicki, SSS

"The J/24s had a blast this year," reports Melissa Litwicki, "with five or six regular participants showing up for

eight season-counter regattas (as well as multiple RYC Wednesday night beer cans): StFYC's Spring One Design, SFYC's Resin Regatta and Summer Keel, the Great Vallejo Race, Jazz Cup, Richmond's Great Pumpkin, and two fleet-only events, one PRO'd by Jeff Zarwell and one by Robin Van Vliet. We had a total of 30 races, with 6 throwouts.

"As the winner of last year's District Championships, Jasper Van Vliet and the *Evil*

A WEALTH OF ONE DESIGNS

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

Octopus team ventured to Miami for the J/24 Worlds this past October. We also cobbled together two crews to go down to Valle de Bravo in late April/early May for the J/24 North Americans. Last but not least, we set up our own very casual Ditch event and took a couple of J/24s to Rio Vista for the long Fourth of July holiday weekend. We had a resoundingly awesome time."

"This was a pretty challenging season for us," said Darren Cumming. "We had a fairly slow start, not placing very well in the first couple of events. I also skipped the Great Vallejo Race this year to watch the foiling catamarans. All this made it feel like we were playing catch-up the rest of the year. We found our legs in the end and posted a lot of regatta wins in the second half of the season."

"StFYC's Spring One Design was pretty tough. We had to sail that one shorthanded, unfortunately. Conditions got the better of us, and it just wasn't possible for us to sail competitively. We finished the weekend with smiles, but we were down in the standings."

"The final regatta of the season, the Great Pumpkin, was pretty exciting. Everything was just clicking aboard

Darren Cumming and Melissa Litwicki



Downtown. We had good starts and were on the correct side of the course. Our maneuvers were so fast and fluid, it just felt great. We scored three bullets for the day and clinched the season win.

"Loren Moore joined us (on trim) again

for the majority of the season events. We enjoy his strength and expertise. Carol Holder was new to *Downtown* this season. Carol is super-fun to sail with, and a big contributor to our success. Melissa, my partner in *Downtown Uproar*, continues as most talented and valuable foredeck. Marina Modlin and Paul Zimmer, each continuing on from last year, joined us for several events this year. Ilya Fishman, Ivan Hayes, Michele Soumpton and even Loren's cousin from Switzerland, Eli, all joined us in a race this year. We're happy to share the boat and good times with them all."

For their winter season, the J/24 fleet is joining Jeff Zarwell's Winter One Design. "But there are regular informal Sunday fun matches run out of Richmond — our own 'Frosty' series — if people want to bring out their own boats to join or are looking to crew," advises Litwicki. "Interested folks can reach out to us via www.facebook.com/j24sf."

1) **Downtown Uproar**, 44 points; 2) **Shut Up and Drive**, Valentin Lulevich, OPBYC, 49; 3) **Evil Octopus**, Jasper Van Vliet, RYC, 63. (6 boats)

Knarr — Niuhi

Randy Hecht/Russ Silvestri, StFYC

The Bay Area Knarr fleet has a heavy schedule: 29 races with 5 throwouts, ending with the Leukemia Cup on October 20.

Russ Silvestri's favorite event of the season was the Resin Regatta at SFYC in April. He recalls "sailing home in 35 knots, laughing all the way at the absurdity. Resin Regatta was really, really windy! Knarrs are strong boats. We had a good series. We got good starts, had OK upwind speed and fast downwind, which I credit to La-

ser and Finn sailing, where you go by the lee to reaching to ride the wave.

"Other highlights are the family dinners after the Wednesday night races at StFYC — a ton of fun."

The International Knarr Champion-

ship (IKC), hosted by SFYC in September, was by far their most difficult regatta. It required a different mindset. "The team was committed all year to the task of winning the IKC. We had a set of objectives and key results that drove our effort all year. We missed out on a few boatspeed things in the breeze, but we've learned what they are now."

Randy Hecht owns the boat; Silvestri drives. (Hecht was traveling when we prepared this report.) The crew this year were Ethan Doyle, trim; and Nick Leal, bow; with Spencer Cole and Halsey Richartz filling in.

Incidentally, Russ is the latest inductee into the Redwood High School (in Larkspur, class of '79) Hall of Fame.

In 2020, Silvestri says they plan to "go to Bergen, with Randy driving!" Bergen, Norway, will host the next IKC in August.

See www.knarr.us.

1) **Niuhi**, 57 points; 2) **Jon Perkins**, Aquavit, SFYC, 77; 3) **Gjendin**, Graham Green, StFYC, 120. (20 boats)

Ultimate 20 — U Decide Phil Kanegsberg, RYC

This year, the Ultimate 20 fleet sailed the RYC Midwinters and Big Daddy, the Behrens and HO Lind at Tiburon YC, the Pacific Coast Championship at Monterey Peninsula YC, the North Americans at Sandpoint Sailing Center in Idaho, and the Great Pumpkin back at RYC.

The season ended with a tie. "The tie was broken based on the number of races where the two boats competed, and Phil had more wins over Dave Woodside," reports fleet captain Mike Josslyn.

U Decide's favorite regatta was the PCCs, for great attendance with a good group of people and diverse sailing conditions. "Donna Womble (*Peabody*) and MPYC put on a great event and helped with housing in an expensive area," reports Denise Hammond.

"The Nationals provided some interesting sailing weather. Rain is almost never pleasant to sail in (or to wait to sail in). The Great Pumpkin offered the following insight: If your crew tells you 'No, it is once around,' don't follow the lead boat. (Drivers: *Always* listen to the tactician. Even if they are wrong, you will not hear the end of it if you don't.) Phil



Russ Silvestri

SEASON CHAMPIONS, PART II —



U DECIDE

Left to right: Phil and Torston Kanegsberg, Ruby, Shawn MacCabe and Denise Hammond at the East Keystone Canyon trailhead in northwest Reno. "Don't all of your sailors send pictures from the desert?" quipped Hammond.

threw away a first with that maneuver."

Joining the crew in various races were Mike Josselyn, Julian Slee, Shawn MacCabe and Michael Mayberry. Phil and Denise loaned out their son Torston to Dave Woodside on *UAgain* and Michael Eisenberg on *Toon Town*. "He likes to beat us," said Denise.

"It has been an interesting year for us. Julian Slee, our regular third and favorite Aussie ex-pat, injured himself and could not race for much of the year. The weather for the Midwinters forced the cancellation of January and February's races (which we appreciated since driving over from Reno involves the I-80 pass and ugly driving conditions in that weather)." Denise significantly injured her hand in May and therefore didn't race as a functioning crew again until the Great Pumpkin.

"Shawn MacCabe and Phil drove 13 hours from Reno to Sand Point, ID, with only one trailer flat tire on the way. It only took Phil and Shawn 20 minutes to change the tire (advantages to having great tools — thanks Shawn), and then a 45-minute detour to get new tires in La Grande, OR.

"The competition was close, and we

only just barely squeaked by on a tie-breaker. Basically, some lucky breaks let us be in front of Dave."

U Decide's plans for 2020 include the RYC Midwinters and Big Daddy; Go for the Gold ("Torston typically drives for this one and crew is typically Denise and a friend of Torston's that typically has never sailed or raced before. The boys enjoy the swimming and racing against some great Catalina 22s"); PCCs ("the date is not set for this, so there may be a conflict with

Go for the Gold"); High Sierra; and Great Pumpkin.

"Torston is hoping to be a sailing in-

committee for Big Dinghy, Lipton Cup and Totally Dinghy."

1) **U Decide**, 44.4 points; 2) **UAgain**, Dave Woodside, RYC, 4.4; 3) **Breakaway**, John Wolfe, RYC, 29.6. (8 boats)

Cal 20 — *Baby Blue*

Craig McDow/Chris Cassell, CYC

"Attendance at our fleet regattas was light this year, to put it mildly," said the Cal 20 fleet captain, Richard vonEhrenkrook. "However, two boats attended every race, one sometimes while actually falling apart. This did not dissuade their skipper, nor their stalwart crew. When others bailed out, sometimes for justifiable reasons, sometimes not, one boat came out to play, regardless of the prospects for victory.

"That boat was Dr. Craig McDow's *Baby Blue*, ably crewed by Chris Cassell, her co-owner. In the Big Daddy, when others headed for home, they stayed and competed. In the Resin Regatta, they stayed and competed, even when they had a delaminating main bulkhead. Fully repaired, they came out for the CBRA series when others stayed home. And, in the Great Pumpkin, they showed up, along with the other three of us Cal 20s. They did us proud.



BABY BLUE

Chris Cassell and Craig McDow

structor at Lake Tahoe this summer. (He was a Junior Instructor last summer.) In addition, we try to make Sail a Small Boat Day at RYC, and help with race

"Therefore, I propose to the fleet members that *Baby Blue* be given the Honorary Fleet Champion award for this year. This is not intended as a 'goodminton' or 'everyone's a winner' award, but instead

A WEALTH OF ONE DESIGNS

in recognition of their solid commitment to the fleet.

"I hope their example will be food for your stoke in 2020," he added in a message to the fleet.

"*Baby Blue* is hull #506, built in 1964," says Chris Cassell. "I got the boat in 2004 in Redwood City to learn how to sail. We've been racing this boat with the fleet for five years now.

"At the end of the 2018 race season we replaced some broken spreaders and shroud fittings on the mast," he reports. "We thought we were in good shape for the 2019 race season. We think it was during the Big Daddy in March that a structural support to hold the bulkhead in column place failed. This went unnoticed, since it was mostly in place and not in plain sight.

"During a rough CBRA race in May out on Southampton, our boom split from corrosion where the vang attached. We borrowed a boom for the next day and arranged to get a replacement. During this time we installed a jib halyard tension adjustment control. We had our new boom and vang in time for the next fleet race, CBRA #2 on June 1.

"The wind was heavy as usual that day, and we had everything cranked down tight on the upwind legs. I remember the lee spreaders sagging a bit more than usual during the last race. On the way back home, as we sailed up Raccoon Strait, I noticed we weren't pointing as high as usual. The lee spreaders were sagging even more. That's when I noticed the deck under the mast-step sagging too. Then I looked below decks and gasped when I saw the crushed bulkhead.

"We dropped sails quickly, secured the mast on either side with the halyards so that it wouldn't slam back and forth, attached the outboard, and motored back into the dock to assess the situation. We dropped the mast before we hauled the boat. With the new controls and the broken support piece, the bulkhead had crushed down like a soda can. Fortunately the laminate on the deck held and didn't crack."

"Chris put a heck of a lot of work into this season," added Craig McDow. "I couldn't ask for a better boat buddy."

See www.sfbaycal20.com.

Mercury — Citron Lyn Hines, RYC

Lyn Hines tells how he became a Mercury sailor: "My wife and I were racing a borrowed International 110 at Inverness

YC. The overlapping jib was hard to get in, and we heard that a cut-down Mercury jib was legal. After looking at the Mercury website for a used genoa, I thought this boat was more suited to my wife and me, since there wasn't a trapeze and spinnaker. We were able to get a Mercury jib — but ended up buying the boat at the same time. It's been two years now and we have been a lot of places and made some good friends."

The top scores for the California statewide Travel Trophy were very close in 2019: One point separated first, second and third place. "The guys who went to some of the counting Travel Trophy regatta events got bonus points for placing," said Hines. "We were moving up in the fleet, but it's not easy to place with talented and experienced sailors. I would like to say we won because of our top results, but for the most part, it was because we showed up for regattas, which is what the trophy is about."

Hines particularly enjoyed the Perry Cup in Monterey. "I like the ocean swell and wildlife."

He found difficult venues in SoCal. "Sailing in San Pedro at Hurricane Gulch is always a challenge because of the local competition."

In 2020, Hines plans to continue sailing the fleet's schedule but also help new people get involved and see if a Mercury fits into their goals. "There is an emerging fleet in Santa Cruz, so I would really like to see that happen. We are also working on a Mercury Archive project to document Mercury history. Other than that, I'll be helping my wife learn to sail her El Toro,

"Odile, my wife, has been sailing with me since we started Mercurys. She started off without much sailing experience and has learned so much that we won the Jack and Jill Trophy during the Nationals in Richmond this year. It

was great to see a more than 50% male/female mix in the first Perry Cup in Monterey just recently."

Lyn is particularly proud to win the Travel Trophy, which has been named after Pax Davis. "Pax has done so much, not only for the Mercury Class, but for the sailing community in general."

1) **Citron**, 16 points; 2) **Fortran**, John Ravizza, StFYC, 15; 3) **Stars**, Jim Bradley, StYC, 15. (29 boats)

Express 27 Long Distance Series — Abigail Morgan Ron & Oliver Kell, CYC

The Express 27 Championship Series consists of 27 races; 14 are required to qualify. The Long Distance Series included 11 races. The last race of year, the Great Pumpkin pursuit on October 27, was not sailed due to extreme winds, so five were needed to qualify for the season.

The father-and-son team of Ron and



Lyn Hines with Pax Davis and the C. Paxton Davis Travel Trophy

Oliver Kell topped the Long Distance Series — again.

"I think we have won three of the last four," said Oliver. "Every year is great. Great competition in our fleet, great variety with the ocean races vs. Bay Tours, and challenging but different conditions

JEAN FRANÇOIS CUZACQ

SEASON CHAMPIONS, PART II



ABIGAIL MORGAN

Ron and Oliver Kell and Seth Cohen

every time out. You always have the tides, but one week it can be blowing 5 knots and the next 25 knots, so you have to be prepared for anything."

"I enjoy the strategy of finding the best way to get around the course," added Ron. "We had some very mixed results. We were able to recover from some disasters in the Three Bridge Fiasco and the first day of the Great Vallejo Race with some good performances in other races."

"The SSS races are the most fun: interesting courses and good competition. The Express fleet usually has a good turnout for the shorthanded races, and being able to have one-design racing is fabulous."

"My son Oliver is a big part of our success, with great contributions from Jack Hastings, Kim Niu, Matt Everett, Seth Cohen, Chris and Rich Davison and Rich Korman."

Topping the Championship Series, the nearly invincible *Motorcycle Irene* has won innumerable titles for the dynamic duo of Will Paxton and Zachery Anderson. This year, Zach was also honored by RYC as Sailor of the Year.

See www.express27.org.

EXPRESS 27 LONG DISTANCE SERIES

1) **Abigail Morgan**, .87 points; 2) **Salty Hotel**, John Kearney, CYC, .85; 3) **Wile E Coyote**, Dan Pruzan, EYC, .77. (32 boats; 9 qualifiers)

EXPRESS 27 CHAMPIONSHIP SERIES

1) **Motorcycle Irene**, Zach Anderson/Will Paxton, RYC, .98 points; 2) **Wile E Coyote**, .89; 3) **Peaches**, John Rivlin, StFYC, .77. (29 boats; 7 qualifiers)

Laser — Gorilla Tactics

Julian Soto, Del Rey YC

Julian Soto's favorite Grand Prix

event this year was the Tahoe Laser Championships at Stampede Reservoir in September. "Rick Raduziner really put on a great regatta. The BBQ was great, the camping was relaxing, and the conditions were difficult. One of the days, I hit 17.5 knots on a downwind. I have not seen the mast bend that way in a while."

That regatta was also the most difficult, but the second-toughest was the Elvstrom Regatta at StFYC in May. "It blew hard the second day. I couldn't believe the chop that builds up at the Golden Gate Bridge. I ripped my sail that regatta, but still sailed the remainder of the races."

Soto grew up in Venice (SoCal, not Italy) and has been sailing Lasers since 2005. His goals in 2020 are to "win the Laser North Americans at StFYC, and increase my VO2max!"

We noticed that his sail number has 'ECU' in it. He's not from Ecuador, but his grandfather was.

Laser Radial — Voyager 1

Toshinari Takayanagi, RYC

"My favorite regatta in this year's Grand Prix was Fall Dinghy at St. Francis YC," says repeat Radial champ Toshinari Takayanagi. "The regatta is always challenging, with strong breeze and more young talents in the race course. In fact, I struggled in the two regattas

at St. Francis in the spring. I had good sailing practice and physical training during this summer and autumn, so I was better prepared for the fall regatta. These efforts paid off, and I was able to finish in third. I was pretty happy about the result."

"Outside the District Grand Prix, the European Masters Worlds held in Roses, Spain, was fantastic, with nice weather, nice breeze, beautiful sea and delicious foods. I was also pretty happy about winning the US Masters Nationals in Monterey Bay after fighting through the tight competitions."

"The difficult ones were Spring Dinghy and Elvstrom regattas held at St Francis, as I mentioned above. I struggled with the Cityfront's strong breeze and also made lots of mistakes, ending up with unhappy results."

"Since I had bad scores at St. Francis regattas in the early race season, I was in the position to catch up with the two leading sailors."

"In the summer, I had a couple of good regattas and was able to move up to the leading position. Then, I was able to defend it throughout the autumn. I was also able to feel more improvement in my sailing in the latter half of this race season. So, at the beginning it was not easy, but later I felt more comfortable."

"There are two other sailors who sailed more than four regattas in the Grand Prix series. There are several very good sailors in this District, both masters sailors and youth sailors. They often sail faster than me. I just sailed more regattas, which is why I was able to win. Especially, young talents are amazing. Every time I meet them, I find they have gotten bigger and faster! Trying to keep up with them on the race course is a challenge, but it motivates me and it is fun."

In March 2020, Takayanagi plans to participate in the Masters Worlds in Geelong, Australia. "Since the place will have good breeze, this will be a challenging regatta for me, as I am a lightweight sailor. So, my goal is to train and practice enough so that I can feel confident and



Toshinari Takayanagi

STFYC



Julian Soto

TOSHI TAKAYANAGI

A WEALTH OF ONE DESIGNS

enjoy the high wind there."

The West Coast Sailing Grand Prix for Lasers consisted of 16 regattas in a variety of venues. Laser class membership is required to qualify for final standings, and sailors must participate in at least five regattas. For more info, see <http://westcoastsailing-grand-prix.myfleet.org>.

Laser District 24 secretary Stephen Aguilar donated the Marphen Trophy (named after Stephen's late wife, Marilyn, and himself). This trophy recognizes people in the middle of the fleet who've been to the most regattas. Chris Simenstad and Sergio Rizzo in standard rigs and Hideki Saito in Radials received the award in 2019.

WEST COAST SAILING GRAND PRIX

LASER STANDARD — 1) **Gorilla Tactics**, 160 points; 3) **'murrica**, Lance Kim, TISC, 131; 3) **Seaweed Magnet**, Emilio Castelli, RYC, 102. (81 boats; 3 qualifiers).

LASER RADIAL — 1) **Voyager I**, 85. (51 boats; 1 qualifier).



Evan Sullivan

El Toro Junior — Pinto Evan Sullivan, RYC

El Toro regattas counting toward the Junior season were the Fremont Relays in May, the Regional Championship at Stockton Sailing Camp in June, the Mayor's Cup on Oakland's Lake Merritt in July, August's Hawaii State Championship and Nationals in Kaneohe, the West Marine Fun Regatta in Santa Cruz in September, and the Stampede at RYC

in October.

Evan Sullivan, 13, topped the Junior fleet of kids 15 and under. "I have been sailing El Toros for about four years and all of them have been at Richmond Yacht Club," he said. "I love sailing because it's very competitive in the racing category, and I am a very competitive person."

Evan's favorite regatta this past season was the El Toro Nationals in Kaneohe, Oahu. "It was so fun to sail in a new environment. The only scary parts of the season were at Hawaii, when the wind started to really pick up into the 20-25s, in which I capsized a lot.

"I still have plans to keep sailing and see no point where I will stop," he added.

See www.eltoroyra.org.

1) Evan Sullivan; 2) Jenna Englehart, RYC; 3) Abby Mitchell, RYC. (22 boats)

You can take a look back at our November issue for coverage of more one-design fleets. And, you can look forward to profiles of the YRA, SSS and BAMA divisions — and possibly more — in the January edition of *Latitude 38*.

— **latitude**/chris

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ROB AND ANDI OVERTON —

Rob and Andi Overton's story is one of endearing friendship, adventure and love — loads of it. Great buddies since they were in high school, the couple are now in their mid-70s, have done an Olympic campaign, spent 15 years cruising, raised a terrific daughter and continue to serve the sport they cherish. In the lifestyle and sport of sailing, racing and cruising are not always equal partners, but the Overtons have fully embraced both in their life on the water.

At the conclusion of their cruising, the couple now live in San Francisco's Marina District, close to their daughter Lisa, as well as the Bay and the sailing it has to offer. As chairman of US Sailing's Racing Rules Committee, Rob is involved in all things having to do with regulations, such as writing, umpiring, and judging. He gives seminars on the nuances of racing rules to various clubs and fleets, and is often called up as an expert or consultant.

A lifelong sailor, Rob grew up in Bellport, a small town on the south shore of Long Island, New York, where everyone just sailed. Andi grew up in a neighboring town on Long Island and went to the same high school as Rob; she was not a sailor, but a competent swimmer. She and Rob were very good — but not romantic — friends. When Rob went off to Dartmouth College, where he joined the sailing team, Andi would occasionally visit him. The relationship grew from being best friends to being married for 55-plus years.

As newlyweds (Rob was 22 and Andi, 21) the couple began grad school together at the University of Washington in Seattle. Sailing was relegated to something Rob only dreamed about. "In our first year, we both studied hard and lived on very little money," Rob said. "I stayed away from sailing because I knew it was a huge distraction; it certainly cost me a grade point or so in college."

But during the couple's six years in the Seattle area, the sailing bug kept biting at Rob. With Andi's encouragement, he started sailing an OK dinghy as the two pursued their studies: Andi got her master's in Romance languages and linguistics while Rob got a PhD in mathematics, and took a job at the University of Wisconsin-Green Bay in Sheboygan as a professor. The Overtons daughter Lisa was born shortly thereafter.

About three years into their life in Sheboygan, Rob got itchy to sail again. And this time, Andi was keen to sail, too. They began looking for a suitable boat. There was a then little-known company in Pewaukee, Wisconsin, named Vanguard, owned by the then little-known Harken brothers. "They built every Olympic Class except the Tornado, and one of their boats was a 470, which we had never heard of," Rob said. "We thought it looked like a neat little boat for two people our age."

Andi had never raced a sailboat, but she quickly learned to trapeze on the 470. They spent the first summer mainly swimming. "We capsized over

and over again, and raced the boat a few times with no success," Andi laughed. "But by the second year, we were at least keeping the boat upright and started moving up in the fleet."

The Overtons improved enough to qualify for the Olympic trials in 1976, which consumed their life for some three years. About the same time,

Lisa became cognizant that her life was somewhat different from her schoolmates. Every weekend, the family loaded into a van pulling a trailer and headed off to a regatta, where someone would babysit for Lisa. While she hung around onshore, her parents raced. "I didn't even know the difference between playing on a boat and sailing. I used to joke that other kids had jungle gyms and I had the trapeze on a 470," Lisa said.

Rob eventually took a job in Tidewater, near the Norfolk-Virginia Beach area. The 470 didn't exist there, and Rob gravitated toward Lasers, which he raced every weekend while Andi did race committee work.

In 1983, Lisa was 13 and doing well academically, but not so well socially because most of her classmates were a year or two older. Rob and Andi's solution was to quit their jobs and take Lisa to Europe. They sold their house to buy *Mehitabel*, a 41-ft Rival, and sailed from Mallorca to Gibraltar, south to the Canary Islands and across to Barbados, spending a winter in the Caribbean before sailing back to Virginia Beach, where they sold the boat. It was a formative year for the Overtons, particularly Lisa.

"I was about to go to high school, but instead was on a boat with my parents for an entire year with no friends, no TV, no radio and no internet," Lisa said. "But, it was a year where I learned to be interested in things in a way which I think teenagers don't often get. I learned to sail and to navigate by sextant and chart navigation. Early on, I bargained to exchange a watch for cooking duties — I got out of sitting behind that wheel



Andi Overton gets the hang of the 470's trapeze somewhere in Wisconsin in the 1970s.



FROM 470s TO A 50-FT SLOOP



From left: 'Akka' anchored off an idyllic-looking spot; Akka at the West Cocos, or Keeling, Islands in the Indian Ocean; the Overtons celebrate a halfway crossing somewhere in the Seven Seas.

for four hours if I committed to making every meal!"

Returning to Virginia Beach in summer 1984, the Overtons were boatless once again. At that year's Annapolis Boat Show, they saw a J/24 and decided that was the boat — as did thousands of other people that year. Lisa eventually went to Dartmouth and took a 10-year sailing hiatus, while Rob and Andi embarked on a 15-year jaunt in the J/24 fleet. Rob had left his teaching job for a position outside academia, doubling his salary, but they continued to live the same lifestyle they had under his professorship. The couple were able to accumulate some savings, and return to the conversation they'd had while cruising with Lisa.

"With the exception of the Rival 41, we'd never actually sailed on a boat where we hadn't been trying to beat someone," Rob said. "It's a big transition from racing to cruising — still, when we are cruising, I go down to ease a little sheet because I can't otherwise stand it!" After a long search, they found *Akka*, a Stevens Custom 50 sloop, in New Jersey.

"I remember my parents saying, 'We're going to do the work that we do when we want to do it, to accommodate what we want to do with our sailing life, not the other way around,'" Lisa said of her parent's gradual road to retirement. "And even though that was not a generally accepted concept at the time, in their case it was kind of accepted. People didn't really know what to say."

Rob chimed in, "It's amazing what you can do by just saying, 'I'm going to do it!'"

Cruising life started on a part-time basis in winter 1998, when Rob and Andi sailed *Akka* to St. Croix and left her on a friend's mooring. They flew back to work, put in 14-hour days, then flew back to the boat, sailed to the next point, and did it all over again. After two years of this routine, which really helped them transition to the cruising life, they finally quit their jobs for good. The couple were just shy of 60, young to be retiring and with no clue that this adventure would consume the next 15 years of their lives.

After committing to full-time retirement, the Overtons made their way from the Bahamas to Bermuda, followed by the Azores, then Falmouth, England, blowing up both jib and mainsail during their first doublehanded Atlantic crossing. "It was a mistake to do a long passage in the North Atlantic with storms coming in and only two of us onboard, but that was our arrogance from racing," Rob conceded.

From the UK, the couple sailed down the French coast, back across the Bay of Biscay, and into the Med. They spent their first full cruising winter in Barcelona, which they loved, then covered the western part of the Mediterranean, from the Balearics to Corsica. This was followed by another winter in Barcelona, back to the Balearics, then to Italy, where they cruised the Amalfi coast before spending a summer in the Adriatic. They sailed back across the Atlantic via the Canary Islands, then to Barbados, followed by Carnival in Trinidad. After two years in the east-

ern Caribbean, they eventually sailed to Mexico, then south to Cartagena to dodge a hurricane. They were headed for the Panama Canal when they discovered the exquisite San Blas Islands, where they got "stuck" for three years.

Before cruising, Rob had become interested in judging at the Hampton Yacht Club in Virginia, where they were members. He continued to judge while cruising, and got into umpiring — especially for team racing, periodically flying off to umpire events, leaving Andi on *Akka*. Rob had joined the Rules Committee in 1993 and was instrumental

The Overton family stands on the Prime Meridian in Greenwich, England, in the 1980s.



OVERTONS

in reworking the new rules that came into effect in 1997. This engagement ultimately helped the Overtons make the decision not to sail the South Pacific, but instead to head up the West Coast from Mexico to join Lisa in San Francisco.

"We wanted to go through the Canal, and when you do, you make a fundamental decision — you either turn left or right," Rob explained. "A big factor in that decision was that if we went to the South Pacific, I would have had to give up my work on the Rules Committee, as we would be way too remote, so instead we sailed up the coast and got 'stuck' again, this time in the Sea of Cortez, because it's so beautiful."

Fifteen years flew by, and in all that time, the Overtons were fortunate to have just several serious incidents on board — Andi lost the tip of her finger as she literally showed a guest the ropes on



A recent photo of the Overton family. From left: Lisa, Andi and Rob.

the boat as they were leaving Cuba, and they got knocked down at night off the coast of the Dominican Republic on the north side of the island, taking on a ton of saltwater inside the boat. Otherwise, they were extremely happy with *Akka* over all those years of sailing. "She just did the job and it never felt frightening,"

Rob said. The family sailed under the Golden Gate Bridge on July 4, 2016, "through a pod of whales bigger than our boat," Rob said. *Akka* is now in Sausalito and is up for sale.

Rob and Andi are still transitioning to the new phase of their life, but happy to be close to Lisa and their fourth family member, Tyson the lab. They have seamlessly slotted into the local sailing community, and are now members of San Francisco Yacht Club. Andi is racing on Alice Shinn's Laser 28 *Sonata* with an all-women crew, while Rob is doing spinaker trim with Don Wienecke, owner of the J/105 *Lulu*. Lisa, a strategy and management consultant, sails on different boats and is currently a regular on *Oaxaca*, a Santa Cruz 50.

Rob and Lisa sail *Vanguards* out of Treasure Island Sailing Center — and they keep a trainer kite in the back seat of the car, hopeful that kiteboarding may be one of their next adventures.

— michelle slade



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You won't hear from the Baja Ha-Ha again until spring 2020 when we get ready to open entries for the 27th running of this annual cruising rally.

Registration for 2020 will open in early May and departure South will be in early November.

To keep in touch with announcements follow 'Electronic Latitude' at www.latitude38.com.



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"The books on the coffee table might hold some clues," I thought to myself as I studied the offerings left out for guest entertainment.

It's hard enough trying to figure out what to buy for sailor friends, especially after all the obvious ideas like fancy winch handles, novel flashlights, useful tools, interesting subscriptions and hand-held electronics have been exhausted. But finding gifts for the non-sailors on the list

presents an even more difficult problem, especially for those of us who can be accurately described as "out of touch with popular culture." My eyes and ears were open for clues at a recent holiday dinner party, a rare chance to mingle with total landlubbers.

A well-dressed young woman was sitting diagonally across from me on the couch, and she had taken an interest in one of the larger books: *Nautical Chic* was the title, and it was big even by coffee table standards.

"What is 'nautical chic' and why did someone write a book about it?" I asked.

"It's like, high-fashion history as informed by maritime culture and functional clothing," she answered. "Not just a picture book. The text includes some good scholarly research."

I was shocked to realize that the woman reading the book about fashion was Lee Helm, almost unrecognizable in a fancy dress and makeup, and the last person I would expect to have an interest in high fashion.

"I know a sailor who looks just like you," I said, "except she doesn't own any nice clothes."

"It's borrowed," she replied.

"Still, you clean up pretty good."

After some interrogation we established which friends-of-friends we had in common, and how we both came to be invited to this very upscale holiday season gathering that was completely unrelated to sailing.

"Let me take a look at that book," I asked. "I know a few people who would much rather go shopping than go sailing, and this might be just the thing for them."

Lee handed it over. At arm's length it nearly caused me to lose my balance and fall off the edge of the couch; the thing weighed about four pounds. It opened to page 101, and I read aloud:

"Chanel opened another resort-based

Coffee table picks for the 2019 holidays.

boutique in 1923, in the former fishing village of Cannes. As with many of her designs, Chanel took sartorial cues from the Duke of Westminster and, after her first trip on board his yacht the *Flying Cloud*, she is said to have said that navy and white are the only possible colours. This was also the year that American artist Gerald Murphy took a trip to Marseille to get supplies for his boat, returning with striped marinière tops for himself and his guests and kick-starting a trend that continues to this day. Gerald and Sara Murphy first visited the Cap d'Antibes the previous year as guests of Cole Porter. They liked it so much they returned, creating a summer 'season' and welcoming various shining lights of the modernist movement into their 'Villa America', including Man Ray, Dorothy Parker, Stravinsky, Ernest Hemingway, Picasso and Zelda and F. Scott Fitzgerald, who dedicated his novel *Tender is the*

Night to the couple. The novel chronicles the Riviera as it shifted from creative colony to an overcrowded holiday spot, and the sartorial influence is noted as one character reminisces about 'the sailor trunks and sweaters they had bought in a Nice back-street — garments that afterward ran through a vogue in silk among the Paris couturiers.'

"Reads like a gossip column

about the who's who in art and literature from the '20s and '30s," Lee added. "And well researched, too. Check out the footnotes."

"It seems that this Murphy character," I noted as I read further, "won the 'best dressed' award at Yale for wearing fisherman's hats. And then it attributes the popularity of the striped shirt to a couple of Hemingway's characters who did all their shopping at fishing supply stores."

"Striped shirts are more than just fashionable," Lee added. "Wide, contrasting stripes are easier to see in dim starlight than a solid color. Same with bell-bottoms — easier to put on over your sea boots, easier to roll up for swabbing the decks, and easier to kick off when you fall overboard."

"OK, that checks off at least one problem person on my shopping list. Maybe two. Any more ideas?" I asked.

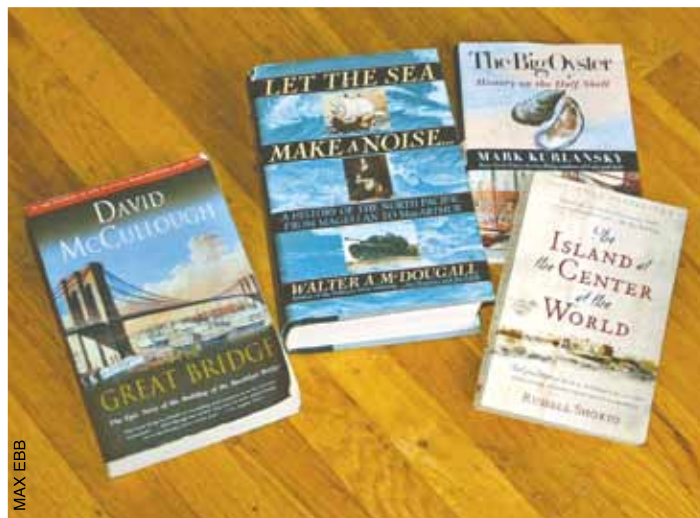
"The perfect gift for the confirmed landlubber," said another guest, "has to be of great interest to someone with virtually no interest in sailing. And yet, a connection to a maritime theme, however subtle, is the only way to preserve your identity and keep the process from becoming totally generic. It is, admittedly, a subtle art."

This was a person who would never be caught dead giving a gift certificate. "True," I said, "but let's not overthink this. Any more ideas?"

"I was once given a wonderful little



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book called *Ship's Cats: in War & Peace*," another guest volunteered. "From a sailor friend who knows I'm a cat person. It's full of case histories and anecdotes. The one I remember best is about Simon, mascot on a Royal Navy frigate. They saw action, took some damage, and had a lot of wounded sailors. The cat was wounded too, by shrapnel, but dutifully made the rounds to every bed in sick bay. Decorated as a war hero."

Another huge book, this one even larger than *Nautical Chic*, fetched up with a glass-shaking thud on the coffee table when another guest returned it to its display position on the table. *Thrillcraft* was the title. This was not just a book for non-sailors: This was about anti-sailors; people who engage in motorized recreation with Jet Skis, snowmobiles, dune buggies, off-road vehicles and other crazy-fast overpowered idiot machines. Weighing in at about six pounds, this book easily took the prize for tonnage. I hauled the thing over to my lap to take a look.

"The Environmental Consequences of Motorized Recreation," Lee read the subtitle from the book's cover. "Max, you can't give this to anyone who actually enjoys playing on the dark side." She had slid over to my section of the couch to better examine this work over my shoulder. "It's a collection of screeds against all of these activities. Great photos, though. And kudos to our hosts for leaving it out on display. But like, don't give this to a four-wheeler if you, like, expect them to stay friends . . ."

I noticed that the list price was \$60, and read from the inside flap of the book jacket: ". . . The ecological, economic, political, and cultural effects of this mounting crisis. Broad-ranging essays by scientists, economists, activists, social critics, and others outline the many ways thrillcraft attack and degrade our collective natural heritage. More than 100 graphic photographs document how this motorized assault is destroying ecosystems . . ."

"Good stuff!" I said. "But if I gave this to anyone who needs to read it, it would have to be anonymous."

Meanwhile one of our hosts came by to replenish the supply of lobster salad and crackers, while I perused some of the essay headings: "Smoke and Gears, Seeing Through the Off-Roaders' Demographic Mirage," and "Who's the Elitist? Dissecting a Bogus Charge."

Lee took the opportunity to ask our host if she considered herself a partisan in the ongoing mortal struggle between kayakers and Jet Skis.

"I was litigating a personal injury case," she replied. "Bad Jet Ski accident, one teenager killed and another with permanent brain damage. My expert witness used the term 'thrillcraft' and on cross-examination he was challenged for coining an expression that showed a clear bias. But he had the book with him, and I entered it into evidence to show that 'thrillcraft' is an established term of art."

"Cool!" said Lee.

I found a clear spot on the coffee table to rest the giant and weighty book, and partook of the new tray of goodies. "What about the folks on my gift list who are not downscale off-road honkies and aren't Sierra Club operatives?" I asked. "I need some more book ideas, but without all the baggage."

"People seem to get a lot more interested in reading history as they age," suggested another guest. "Especially well-written accounts of their hometown. If, for example, you're buying for a re-located New Yorker, there are a couple of histories I've read recently that I really enjoyed."

"Perfect," I said. "Titles?"

"The best one is *The Island at the Center of the World*. This is a history of the Dutch colonial period, 1609 to 1664. It was made possible because a scholar of 17th century Dutch language stumbled on the archives in Albany, New York, so a lot of info became available more or less for the first time. It's loaded with New York exceptionalism, which New Yorkers love, and makes the case that the diversity and tolerance of early New Amsterdam became a key element in the US Constitution."

"For sure," added Lee. "Compared to those witch-burning Puritans to the east, and the slave-owning plantation gentry to the south, New York was about a century ahead of its time in social values."

"There's a great foodie history of New York," said another guest. *The Big Oyster*. History as seen through the lens of the oyster fisheries, oyster bars and restaurants, and oyster politics. Reads like a novel!"

"Great, that goes on my list too," I said as I entered titles into my phone's brows-

er and bookmarked the links.

"Don't forget *The Great Bridge* by David McCullough, about the Brooklyn Bridge," added Lee. "Maybe a little on the geeky side, but not too technical and ties in well with other histories."

"Any suggestions for native Californians?" I asked.

"I really enjoyed a work that amounts to a history of the North Pacific Ocean," remarked our host, passing back near our coffee table. *Let the Sea Make a Noise*, I think is the somewhat off-topic title. By Walter McDougall."

"That could be, like, perilously close to a book about our maritime history," Lee observed.

"But the thrust is geopolitics, not maritime history. Nearly 800 pages. The author uses a great device for introducing each chapter, putting historical characters from different eras in the same imaginary room and creating a fictional discussion about what happens next. You get to eavesdrop on Lincoln's secretary of state, William Henry Seward, debating Japan's Hiroshi Saito

"The square collar has at various times symbolized innocence, heroism and homoeroticism. Here Jennifer Garner wears a Yohji Yamamoto sailor blouse, photographed by Gilles Bensimon for American 'Elle', January 2007."



GILLES BENSIMON

MAX EBB

moderated by Hawaiian Queen Ka'ahumanu, all while Junipero Serra tries to justify the way his Spanish missions treated the locals."

While dinner guests were discussing what Junipero Serra could possibly have to say to Hiroshi Saito, I continued to check out online sources. Amazingly, all of these books could be obtained used for less than \$10, including shipping, even for the ultra-heavy-displacement *Thrillcraft* book. The shipper would certainly be losing money on that one. (Of course, all these titles can also be purchased for more money in support of your local bookstore.)

Giving books as gifts is always hit-or-miss, but at least when your tastes are as far off mainstream as this group's, the prices are low enough for even the most cheapskate sailor to take some risks. Not so if a book is too far off mainstream. My own wish list begins with *Bernot on Breezes*, by Jean-Yves Bernot. Recommended as a must-read by Stan Honey. Goes for \$924 used.

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The Island at the Center of the World, Russell Shorto
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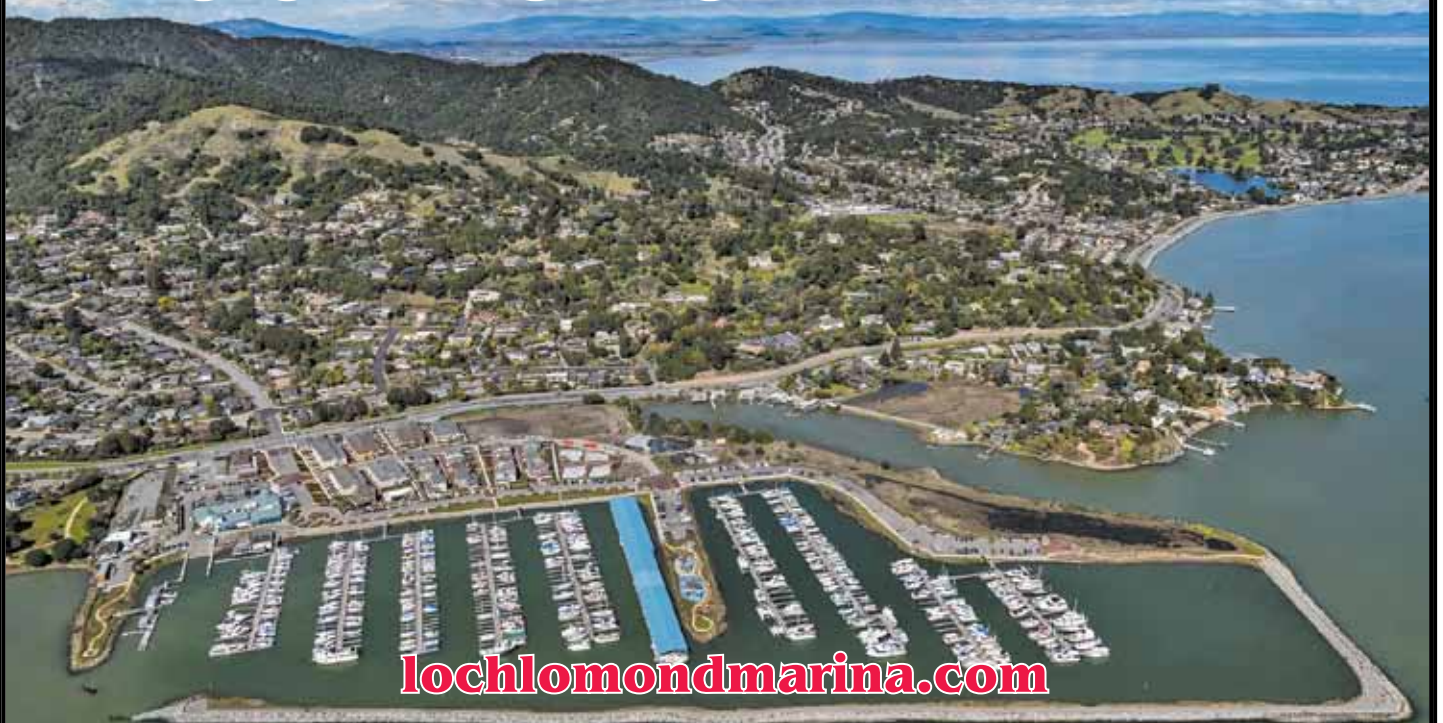
The Big Oyster: History on the Half Shell, Mark Kurlansky
\$15 new, as low as \$7 (including shipping) used.

The Great Bridge: The Epic Story of the Building of the Brooklyn Bridge, David McCullough
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DUMP
at
the **PUMP!**



THE RACING

The Great Pumpkin Regatta shortens sail(ing), the YRA closes their season with BYC's **Oktoberfest**, SDYC's **Lipton Cup** slips north, Santa Anas spoil DRYC's **Halloween Regatta**, women skippers sail the **Amazing Grace Cheney Cup**, **Seaweed Soup** slowly simmers, fog descends on the **Berkeley Midwinters**, and El Toros race the **Corkscrew Slough**. Plus **Box Scores** and **Race Notes**.

A Reefed Great Pumpkin Regatta

Richmond Yacht Club's Great Pumpkin Regatta on the weekend of October 26-27 had to tuck in a reef to shorten sail. Actually, it had to shorten sailing to one day.

Day 1 featured the usual three drop-mark races in three separate racing areas for many, many PHRF divisions and one-design classes. As often happens, the westerly for the first race was mellow, then it shifted a notch south

had a hole coming down four minutes into the sequence, so PRO Fred Paxton called for a postponement. His gang reset the course. Then the wind filled in a lot, so they extended the course for the second race. This racing area saw super-aggressive starts.

Among the day's mishaps: the Beneateau *Vera Cruz* hit the RC tug *Buoy Toy*, — it had to go to the boatyard. The Jeanneau *Invictus* and the Sydney *Encore* collided in a port-starboard crossing.

The Henderson 30 *Family Hour TNG* lost the main halyard at the start of the first race and was out for the day. PHRF H only had three boats; one protested the other two.

In the first downwind leg of Race 2, the Schumacher 30 *Double Down* broke a spinnaker pole during a jibe.

During the last tack of the day, the Catalina 34 *Carmelita* snapped the radar off the mast. It hit one of the crew in the back. "Fortunately, he broke the momentum, so the radar didn't damage the boat!" quipped skipper Chris Lewis.

While avoiding barge and ship

traffic, the J/105 *Vuja Star* got their spinnaker caught in their rudder and tore it. "It was an expensive day," said owner Chris Kim.

On the Olson 30 *WYSIWYG*, a crew was dunked halfway in the water — twice. And, a crewmember on the Cal 20 *Baby Blue* hit his head and was brought in to shore.

That was just the normal day. At the awards presentation that afternoon, Paxton told the assembled crowd of sailors

that the Coast Guard had called him to see if they were going to race on Sunday. He said he'd make a decision at 9 a.m. and let everyone know.

The forecast for Sunday, October 27, called for a gale — and winds up to 100 mph in the highest peaks. At 9 a.m., Fred hoisted the November over Alpha flags, indicating all races abandoned for the day. So the usual fun pursuit race around Angel Island and Alcatraz in either direction would just have to wait for RYC's Big Daddy Regatta in March.

Sailors gathered in the shelter of the clubhouse for breakfast and a trivia quiz (see *'Electronic Latitude* on October 30 and November 1). The chatter around the tables was overwhelmingly supportive of canceling the race. Meanwhile, crews who had to remove sails, hoist their boats out, or deliver them back to harbors across the Bay struggled in the gusts.

— latitude / chris

RYC GREAT PUMPKIN REGATTA, 10/26 (3r, 0t)

PHRF A — 1) **Twisted**, Farr 40, Tony Pohl, 3 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 7; 3) **Velvet Hammer**, J/125, Zachery Anderson/Will Paxton, 8. (6 boats)

PHRF B — 1) **Nuckelavee**, Melges 32, Mark Kennedy/Pearl Prisco, 3 points; 2) **Gentoo**, Soto 30, Paul Dorsey, 8; 3) **Swift Ness**, J/111, Nesrin Basoz, 8. (5 boats)

PHRF C — 1) **Encore**, Sydney 36 CR, Wayne Koide, 3 points; 2) **Pegasus**, Newland 368, Stephen & Patrick Lewis, 10; 3) **Invictus**, Jeanneau Sun Fast 3600, Nicolas Popp, 11. (6 boats)

PHRF D — 1) **Arch Angel**, Antrim 27, Bryce Griffith, 4 points; 2) **Rampage**, J/70, Thomas Thayer, 8; 3) **Kangaroo Jockey**, J/70, Peter Cameron, 11. (8 boats)

PHRF E — 1) **Bullet**, Express 37, Larry Baskin, 5 points; 2) **Stewball**, Express 37, Bob Harford, 7; 3) **Carmelita**, Catalina 42, Chris Lewis, 9. (5 boats)

PHRF H — 1) **Strange Magic**, Islander Bahama 30, Mark & Carl Werder, 4 points; 2) **Luna Sea**, Islander 36, Dan Knox, 5; 3) **The Shadow**, Mull 30, Bruce & Gail Sinclair, 11. (3 boats)

PHRF G — 1) **Hoot**, Olson 30, Andy Macfie, 4 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 6; 3) **WYSIWYG**, Olson 30, Hendrik Bruhns/Guillaume Canivet, 9. (7 boats)

J/105 — 1) **Archimedes**, Larry Levit, 8 points; 2) **Vuja Star**, Chris Kim, 8. (2 boats)

SC27 — 1) **Kasatka**, Mark Voropayev/Rachel Cherry, 4 points; 2) **Mistress Quickly**, Evan Diola, 5; 3) **Furthur**, James Clappier, 10. (7 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan, 3 points; 2) **Peaches**, John & Michael Rivlin, 6; 3) **Dianne**, Steven Katzman, 11. (9 boats)

J/24 — 1) **Downtown Uproar**, Darren Cum-



While *'Arcadia'* keeps the pressure on, *'Double Down'* struggles with a busted spinnaker pole.

and built enough that some mayhem ensued. On the Deep Water course, closest to the Slot, puffs peaked in the mid-20s. For the second and third races on that course, the race committee set an alternate windward mark to the south of Race 1's mark.

The Brooks Island course (formerly known as the Southampton course)



San Francisco, CA

37.81N, 122.47W

Today at 7:54
50°F - 61°F

Wind: **NNE 29.9 kts**
 Wind gust: **38.1 kts**
 Air temp.: **59.5 °F**
 Atm. pressure: **29.83 in**
 Water temp.: **56.8 °F**

STEPHEN AGUILAR

Why we didn't race on Sunday, October 27.

ming, 3 points; 2) **Shut Up and Drive!**, Val Lulevich, 9; 3) **Feral Rooster**, Paul van Ravenswaay, 10. (6 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen/Roe Patterson, 8 points; 2) **Gruntled**, Bart Hackworth/Simon Winer, 10; 3) **Banditos**, John Kernot, 11. (13 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Deisenberg, 3 points; 2) **Kwazy**, Colin Moore, 6; 3) **Bad Hare Day**, Erik Menzel, 9. (5 boats)

SANTANA 22 — 1) **Albacore**, Mike Quinn/Frank Van Kirk, 3; 2) **Santa Maria**, Nick Nash/Russell Shroff, 7; 3) **Zingaro**, Jennifer McKenna, 8. (5 boats)

ULTIMATE 20 — 1) **UAgain**, David Woodside, 4 points; 2) **Toon Town**, Michael Eisenberg, 8; 3) **U Decide**, Phil Kanegsberg/Denise Hammond, 9.

(5 boats)

Cal 20 — 1) **Raccoon**, Jim Snow, 5 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 6; 3) **Slainte**, Paul Sutchek, 7. (4 boats)

Full results at www.regattanetwork.com**YRA/BYC Oktoberfest**

The weather was the talk of the week-end of October 19-20. Saturday the 19th was cold, wettish and foggy. Sitting on race committee anchored at FOC on the Berkeley Circle, we watched while first the Golden Gate Bridge, then Angel Island, and then the City all disappeared. Then, I guess to keep us entertained, they all reappeared and then disappeared a few more times.

Saturday belonged to Zhenya Kiruashkin-Stepanoff's Martin 243 **Nice Rack** and Gerry Brown's Farr 38 **Mintaka 4**. They both snagged two firsts in their divisions for the two buoy races held.

On Sunday it was clear and warm, and I believe it was the nicest day on the Bay I've ever experienced. This was a pursuit race, and the top 10 racers all finished the 10.1-mile race around Harding Rock and Blossom Rock within 12 minutes of each other. **Nice Rack** was first, thus rounding out a fine weekend for them.

— bobbi tosse

YRA/BYC OKTOBERFEST RACE 1, 10/19

PHRF 1 — 1) **Nice Rack**, Martin 243, Zhenya Kiruashkin-Stepanoff; 2) **Encore**, Sydney 36 CR, Wayne Koide; 3) **Invictus**, Jeanneau Sun Fast 3600, Nicolas Popp. (6 boats)

PHRF 2 — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Shark on Bluegrass**, Olson 25, Falk

J/24s approach the leeward mark on the Brooks Island course in the Great Pumpkin Regatta.

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

YRA/BYC OKTOBERFEST RACE 2, 10/19

PHRF 1 — 1) **Nice Rack**; 2) **Invictus**; 3) **Psycho Tiller II**, JPK 1080, James Goldberg. (6 boats)

PHRF 2 — 1) **Mintaka 4**; 2) **Ahi**; 3) **Red Cloud**, Farr 36, Don Ahrens. (6 boats)

YRA/BYC OKTOBERFEST PURSUIT RACE, 10/20

PHRF PURSUIT — 1) **Nice Rack**; 2) **Psycho Tiller II**; 3) **Archimedes**, J/105, Kathy Levit. (11 boats)

Full results at www.jibeset.net**San Diego Lipton Cup**

The coveted Sir Thomas Lipton Challenge Cup trophy left San Diego YC at the end of October and headed north to Newport Harbor YC. After three days of intense, close racing, skipper Justin Law and his seasoned crew earned their bragging rights by winning four of 11 races and staying in the top half of the fleet for

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

November's racing stories included:

- Leukemia Cup Perkins Challenge
- Transat Jacques Vabre • Mini Transat
- Brest Atlantiques • AC75 Splashdown
 - US Sailing Nominations Open
- Singlehanded TransPac Seminars
 - Pacific Cup Prep with *Surprise*
 - Previews of December races, and more.

THE RACING



The Great Pumpkin costume party theme was Zombie Luau.

almost every other race this weekend.

Down to the last race, multiple competitors stayed in the running for first place. Ending Day 2, three teams were tied for third place. NHYC went into the third and final day of the regatta only one point behind Chicago YC and battled their way past them to the top.

"It was super stressful. We just really played ball that last race," said Law. "We had to stay five boats within Chicago. Winning the first race made the tension go away and it was a great way to start the day."

Crewing for NHYC were Bill Menninger, Alex Curtiss, Daniel Geissmann, John Peschelt and Peter Kinney. "We've been doing this with the same team for a couple of years," said Law. "This is the first time I'm driving."

SFYC skipper Tim Russell commented on their great sailing Sunday: "If you look at the scores, we had gradually gotten better, and we just started to really gel. I actually hate that it's over because I'm ready to go again!"

"I know it's a big trophy, and it's a huge deal for us to win the Lipton Cup," added Law. "The biggest thing is how

many people are reaching out and saying congratulations. It's really cool."

— casey allocco & latitude / chris

SDYC LIPTON CUP, 10/25-27 (11r, 0t)

J/105 — 1) Justin Law, NHYC, 40 points; 2) Will Holz, Chicago YC, 43; 3) Tyler Sinks, SDYC, 47. (11 boats)

Full results at www.sdy.org

Santa Anas Spoil Halloween Regatta

On Saturday, October 26, Del Rey YC ran their annual Halloween Regatta on Santa Monica Bay.

The race is an oddity in that it features all sizes and shapes of sailing vessels, the boats may start up or downwind, it's an inverted start, and crews' costumes are judged on the water. The race focuses on fun, and the wardrobes of the various 'yacht-ly crews' reflect this.

When Santa Ana winds hit Southern California, the Pacific Ocean either has winds exceeding 30 knots or there's zip, null, *nada*.

The 'land of no wind' ruled race day once again. While Santa Anas were raging all over the state, somehow the SoCal ocean was spared: The seas were smooth as glass, and masthead flies spent the better part of the afternoon doing 360s. Two and a half miles out, the anchored

committee boat barely felt a ripple.

Of the 18 entries only one, John Staff's Synergy 1000 *TBD*, finished. *TBD* completed the 8.75-mile circuit in just over 2 hours and 46 minutes.

Jerry and Lea Kaye, driving the C&C SR 25 *MisQue*, got to within a half mile of the finish line when the current (inside Marina del Rey!) pushed them backward.

The belle of the ball, the 58-ft Whitbread yacht *Maiden*, and its all-female crew also retired.

After the race, the club put on a fine BBQ with tri-tip, salads, rolls and pumpkin pie. Pumpkins were awarded as trophies, and the crew from *Maiden* received a bottle of Hornitos. They were excellent sports and took a few of the local female club members along for the ride.

The winds were not letting up elsewhere, and our thoughts and prayers go out to all of the families and courageous first responders affected by the fires.

See more at www.dryc.org.

— andy kopetzky

Amazing Grace Cheney Cup

RYC's Amazing Grace Cheney Cup, held this year on Sunday, November 3, is a women skippers' regatta that honors a club member who passed away unex-

ANDY KOPETZKY



Racing in costume with DRYC, the 'Maiden' crew got into the spirit of Halloween while visiting Los Angeles on their world tour.

pectedly. She was a Wylie Wabbit sailor and active volunteer. The race started at GOC, at the north end of the Berkeley Circle. The course called for a beat to Little Harding, a jibe around Blossom Rock, and a return to the start. Enough boats had signed up that they were split into two starts — but still scored as one division. The fast boats went first, with a pause to allow them to get away from the line in the flood current before the slower boats took off.

The fleet enjoyed a nice beat in decent breeze before sailing into a huge wind hole that stretched across the Bay between Angel Island's Point Blunt and Alcatraz. Everyone pulled up and parked, waiting for the westerly to creep east from the ocean. When it arrived, all the boats restarted at once and took off for Little Harding, where they sailed past Sausalito YC's first Chili Midwinter race.

Ann Lewis skippered *Mansplaining*, Erik Menzel's Wylie Wabbit usually (but not always) called *Bad Hare Day*. "Evelyn Ivey, Sarah Deeds (a Wabbit owner) and I were originally going to sail together," said Ann, "but Eve injured her knee, so Erik crewed for Sarah and me.

"We got a good start and were doing well, but eventually joined the parking lot by Angel Island and waited with the first starters for the predicted westerly to fill in. We just happened to be in the right place when it filled.

"Once around the weather mark, it was a grand reach across the Bay, and Erik's weight was appreciated on the

wire. After a smooth jibe, we just aimed for where we thought the committee boat should be. Done."

The J/120 *Shenanigans* was the fastest-rated boat in the race and finished first, with Anne Thomas at the helm. But the 24-ft *Mansplaining* would correct out over the 40-footer.

"We had a grand time," said Lewis. "Grace would have been right in the mix,

'Mansplaining' on the homestretch of the Grace Cheney Cup. Inset: Skipper Annie Lewis.



LATITUDE / CHRIS



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enjoying the friendly banter between boats in the parking lot, waiting for the race to restart."

The winning crew didn't get to practice together beforehand. "I did get to sail Erik and Eve's Wabbit in Inverness Yacht Club's Hog Island Race." That race sailed the length of Tomales Bay (and back) on August 31. "Wabbits are pretty neat boats, really responsive to trim, heel and helm."

— latitude / chris

RYC AMAZING GRACE CHENEY CUP, 11/3

1) **Mansplaining**, Wylie Wabbit, Annie Lewis; 2) **Shenanigans**, J/120, Anne Thomas; 3) **Just a Hare**, Wylie Wabbit, Merrill Pierce; 4) **Bombora**, Express 27, Rebecca Hinden. (17 boats)

Seaweed Soup on a Slow Simmer

Golden Gate YC's 49th Manuel Fagundes Seaweed Soup Regatta kicked off on Saturday, November 2. A timid northeasterly was just enough to get most of the boats going, but without rolling starts. The last two divisions, the Knarrrs and Folkboats, had less success in crossing the line against the flood.

The race committee called for a quad-

THE RACING

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lateral course with Blackaller Buoy as the first mark — a spinnaker start. All then sailed to Harding Rock Buoy on a one-tack beat. The fastest divisions were sent on a run to Blossom Rock, the slower ones to Fort Mason. But after the rounding of Harding Rock, the flood current took over from the dying breeze and the racers found themselves drifting backward toward Emeryville. Many simply turned the ignition key and headed back to GGYC for hot food, cold drinks and warm sunshine.

Patience paid off, however, as the breeze did eventually return, and many boats were able to finish. No shocker that Hank Easom's *Sabre Spirit Serenade* was first to finish, with an elapsed time of 3 hours, 4 minutes on the longer, 7.4-mile course. For standings, see www.jibeset.net. The second of five races will be held on December 7.

— latitude / chris

Light-air spinnaker wrangling in the GGYC Midwinter aboard Larry Baskin's Express 37 'Bullit'.

Into and Out of the Fog with BYC

At the appointed hour of 11:55 on November 9, in the middle of the Olympic Circle, there was no wind. There were racers, a signal boat, a mark-set boat with blown-up buoys, but no wind.

Thirty-two boats came out to race in the first of four monthly Berkeley YC Midwinter races. The race committee attempted many different ploys to bring on the wind. The lunches were brought out. No help. Snacks and complicated dips and chips were set up. *Nada*. A doable breeze appeared, but the buoy disappeared in the fog. The buoy reappeared, but the little breeze stopped. Finally, the conditions improved, and after bobbing around for almost two hours, all 32 boats were still hanging out and ready to go racing. The wind was existent

but pretty light, so a short 4-mile course was chosen. The first division started at 1:50. Naturally, the wind picked up, and — zoom — the last racer was finished before 3 p.m.

Congratulations go to Bryce Griffith in his Antrim 27 *Arch Angel*. He snagged a first in Division A by a mere 56 seconds over Dan Hauserman in the Melges 24 *Personal Puff*. Reuben Rocci in his J/111 *Swift Ness* got third place only 65 seconds behind first.

Division B also had some close finishes. Only 1 minute, 29 seconds separated first place and third.

Mike Devries in his Wilderness 30 *Special Edition* took first, Donald Newman in the Olson 30 *Yankee Air Pirate* got second, and Andrew Macfie in the Olson 30 *Hoot* got third.

Twelve of the 16 Express 27 entries showed up and raced. First was Will Paxton on *Motorcycle Irene*, second was Seth Clark on *Current Affair*, and Andrew Groetz on *Phoenix* grabbed third. These three were separated by only 44 seconds.

Division C was led by Joan Byrne in her Olson 911S *Heart of Gold*, second was James Fair in his Merit 25 *Chesapeake*, and third went to Rick Raduziner in his SC27 *Lickety Split*.

The last division of Saturday is the Cal 20s, and Richard vonEhrenkrook in *Can O'Whoopass* successfully grabbed first by virtue of being the only one to show up.

The fog on Sunday, November 10 wasn't as bad as Saturday's had been. A light but reasonable breeze appeared

JESSICA CUP, StFYC, 10/19 (2r, 0t)

GAFF — 1) **Brigadoon**, Terry Klaus, 2 points; 2) **Makani Kai**, Ken Inouye, 4. (2 boats)

MARCONI I — 1) **Mayan**, Beau Vrolyk, 2 points; 2) **Fairwyn**, Richard Leland, 4; 3) **Water Witch**, John Egelston, 6. (5 boats)

MARCONI II — 1) **Cuckoo**, Bird, Bill Claussen, 5 points; 2) **Youngster**, IOD, Ron Young, 5; 3) **The Shadow**, Mull 30, Bruce Sinclair, 6. (6 boats)

FARALLON CLIPPER — 1) **VIP**, Don Taylor, 2 points; 2) **Hana**, Brian Boyd, 6; 3) **Mistress II**, Richard vonEhrenkrook, 6. (4 boats)

StFYC FALL DINGHY, 10/26 (4r, 0t)

505 — 1) Michael Holt/Rob Woelfel, 9 points; 2) Jeffrey Miller/Steve Bourdow, 10; 3) Howard Hamlin/Andy Zinn, 11. (9 boats)

BOX SCORES

C420 — 1) Julian Skerrett/Theodore Knobel, 5 points; 2) Alec Van Kerckhove/Dylan Murphy, 11; 3) Kyra Phelan/Sophia Browne, 15; 4) Reade Decker/Will Glasson, 17; 5) Jack Murphy/Tatum Gee, 18. (26 boats)

CFJ — 1) Anson Walker/Arthur Serra, 7 points; 2) Cal Smolenski/Corbett Malenfant/Silas Lambros, 20; 3) Dawson Xuan/Jonathan Veis, 25. (15 boats)

LASER STANDARD — 1) Caleb Yoslov, 3 points; 2) Will Foox, 7; 3) Andrew Holdsworth, 8; 4) Julian Soto, 13. (17 boats)

LASER RADIAL — 1) Lindsey Baab, 5 points; 2) Sarah Young, 8; 3) Toshinari Takayanagi, 12; 4) Walt Spevak, 12; 5) Benjamin Stevens, 13. (22 boats)

LASER 4.7 — 1) Tor Svendsen, 7 points; 2) Michele Biral, 8; 3) Hailey Thompson, 9. (5 boats)

OPTIMIST CHAMP — 1) Morgan Headington, 3 points; 2) Yann Menard, 11; 3) Gavin Murphy, 16; 4) Nathan Posard, 18; 5) Akira Sophie Bratti, 19; 6) Talia Hamlin, 19; 7) Parker Stacy, 22. (30 boats)

OPTIMIST GREEN — 1) Merritt Sellers, 5 points; 2) Blake Oberbauer, 11; 3) Kai Watters, 22; 4) Abel Toth, 35; 5) Ava Adamson, 41. (20 boats)

RS TERA — 1) Omar Alami, 6 points; 2) Evie Littler, 7; 3) Ella Brady, 11. (9 boats)

Full results at www.stfyc.com

after only about a one-hour wait, and the Sunday fleets were sent out on an 8-mile windward/leeward course. This proved to be a good choice because the wind did an increase during the start sequence. Suddenly everything was fantastic! We had almost 10 knots of breeze from the 'proper' direction, and the sun was out. Wow.

But, contrary to all the weather prognostications I had seen, the wind increased to over 18 knots and a new fog came in. This fog was quite thick and down on the water — threatening to totally block our view of the finish line! The racers seemed to like it, however, and there were no DNFs.

Division 1 was dominated by *Hoot*, followed by Trig Liljestrand's *J/90 Ragtime*, and Ray Wilson in his *Melges 24 Magoo*. The second division was the seven-boat fleet of Express 27s. First went to *Motorcycle Irene* with Julia Paxton, followed by *Magic Bus* with Marc Belloli and Ross Groelz on *Eagle*.

Only 41 seconds spread the top three of Division 3. *Lickety Split* was first; second was Richard Stockdale in his *J/24 Froglips*, followed by Jasper Van Vliet's *J/24 Evil Octopus*.

Two Richmond YC Junior program teams in *J/22s* led Division 4. Chase Englehart was first and Lilly Horri grabbed second. Third went to Larry Telford in his *Islander 30-II Antares*.

Sunday races also feature short-

The C420 class adds a colorful visual to Cityfront racing in the Fall Dinghy Regatta on October 26. For top results, see Box Scores on the preceding page.



The BYC Midwinters' sole singlehander, Jan Hirsch on the Islander 30-II 'Sweet Pea', tries to find the weather mark in an afternoon fog on November 10.

NOLAN REISBECK

handed sailors. Five doublehanders and one singlehander showed up to race. Fred Paxton in the *Alerion 28 Zenaida* got first, Bob Johnston in his *Alerion 38 Surprise!* grabbed second, and Derik Anderson in his *Express 27 Public Enemy* got third. Jan Hirsch in his *Islander 30-II Sweet Pea* was the single singlehander and can be seen in the photo above finding the weather mark in the fog.

See the complete series standings at www.jibeset.net.

— bobbi tosse

Corkscrew Slough Regatta

Saturday, October 26, was a pleasant day for the El Toro sailors participating in the Corkscrew Slough Regatta. Sequoia YC in Redwood City hosts this last counting regatta of the El Toro Senior Series. "At the start, the breeze was light from the southeast," reports Paul Zander. "And the starting area was

in the wind shadow of a building. Once the fleet got past the line, Dennis Silva had a nice lead sailing up the left side of the course. Eventually everyone had to tack to clear the big wooden structure along the shore." Once everyone got back on starboard tack, Paul was in the lead. "Near the west branch of Redwood Creek, Art Lange got a boost. We don't know if it was a local wind puff or the ebb current. Anyway, he took over the lead."

As the sailors headed out the main channel, a barge suddenly appeared on the right. "Art, sailing on the left edge of the channel, passed in front of the barge." The other boats had to slow down and go behind the barge and through its wake. "During the rest of the race, the distance between boats closed, but never really threatening the eventual winner. After three hours, the time between the first and last boat was less than 90 seconds."

Art Lange won, followed by Paul Zander and then Dennis Silva. "The big question of the day was, 'Where were the other sailors?'" wondered Zander.

We can answer that question. On October 26, the majority of the Bay Area El Toro sailors were either racing bigger boats or volunteering at the Great Pumpkin Regatta at RYC (flip back to pages 86-87.)

— latitude / chris

Race Notes

Returning **California Dreamin' Series** winner Shane Young had trouble getting his motor running on the final day of racing, Sunday, November 3. A mark-set boat towed his Catalina 37 out to the racecourse in Long Beach. Once there, he and his LBYC crew won six out of seven matches to finish the two-day regatta with a 12 and 2 record.

The win earned Young 100 points toward his 2019 series total, but it was



CHRIS RAY / WWW.CRAYTV.P.COM

THE RACING SHEET

KIMBALL LIVINGSTON



Sailing for StFYC and RYC, Charlotte Versavel and Jack Sutter took second place in the Nacra 15 North Americans in Sarasota, FL, on November 9-10. Other West Coast teams acquitted themselves well too. Find full results at www.regattanetwork.com/event/19616.

not enough to top Del Rey YC's rising star, Christopher Weis.

The 23-year-old won the San Diego leg of the series last month in a J/22, earning him 100 points and putting him in a series tie with Nicole Breault of StFYC.

"All the matches were really competitive," said Weis. "and it was great to sail against such accomplished sailors."

Matches against Breault were particularly close and hard-fought, with numerous lead changes.

Weis and his crew, Roberto Stevens, Dylan Finestone, Haydon Stapleton, Willie McBride, and Christopher's brother Nicolas Weis, grew up sailing together. See www.lbyc.org for more.

Stanford University won the **Women's**

Pacific Coast Championship hosted by Cal Poly on October 26-27. The nine-team, 18-total-race event featured light air and strong current. Stanford's B-Division boat of Hallie Schiffman and Laurel Foster stood out, winning eight of the nine races sailed in B. They finished second in the only race they didn't win. USC placed second, and the Cal Maritime Keelhaulers came in third.

Stanford also won the Intercollegiate Sailing Association (ICSA) 2019 **Match Race National Championship**, held November 1-3 in Marblehead, MA. Ten teams raced in Sonars for the Cornelius Shields Sr. Trophy. Jack Parkin, Wiley Rogers, Jacob Rosenberg and Victoria Thompson led the Cardinal over the Georgetown Hoyas.

Santa Barbara YC hosted the Interscholastic Sailing Association (high school) **Cressy Singlehanded National Championship** on November 2-3. Two Redwood High students, Nicholas Sessions and Caleb Yoslov, filled the second- and fourth-place spots on the scoreboard.

— latitude / chris

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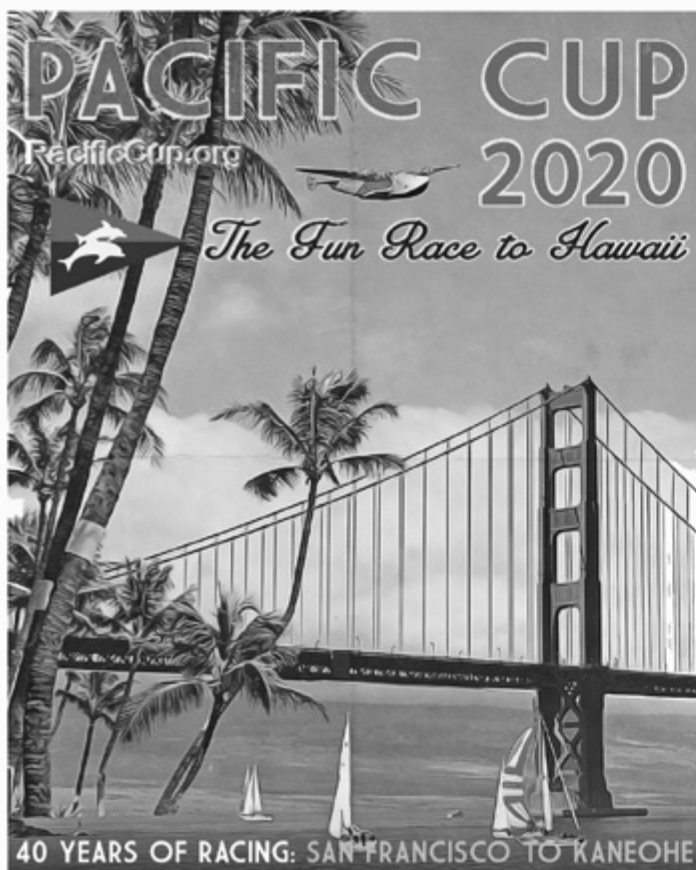
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WORLD

For a change of pace, this month we'll **test your brainpower** with our annual **history and culture quiz** about charter destinations **around the world**.

Test Your Worldliness with Our Worldwide Charter Quiz

Friends who've never sampled the magic of a sailing vacation far from home might be baffled about why you'd hassle flying thousands of miles away just to sail through some famous, far-flung cruising venue, when there's plenty of wind and water closer to home.

No doubt, most charter addicts would tell you they're at least partly motivated by the pleasures of becoming immersed in foreign cultures that are dramatically different from our own. And to our way of thinking, the more you learn about a place in advance of vacationing there, the more rewarding your overall experience will probably be.

That's why we take a break from our usual format once a year to test your travel savvy via our Worldwide Charter Quiz. Some questions will test your general knowledge of history and geography, while others are admittedly a bit more obscure. But hey, it's multiple choice, so you've got at least a fighting chance at success. And, even if you fail miserably, you'll probably learn a thing or two when you check your answers (*at the end*).

So power up your gray cells and let's get started:

1) This popular European chartering destination is now an independent nation. It was once part of the Austro-Hungarian Empire, and later part of a

There's little to no nightlife or other shoreside development in much of the Sea of Cortez, but marine life abounds.

communist state of the Soviet Union.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

2) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

3) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

4) Nearly 300 years before Christ, a 110-ft-high statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the "seven wonders of the ancient world."

- a) Corsica
- b) Bali
- c) San Salvador
- d) Rhodes

5) This popular tropical chartering



SUNSAIL

destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

6) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesvos

7) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

8) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti



LATITUDE / ANDY

OF CHARTERING



Spread: Australia's Whitehaven Beach is a visual marvel. **Inset:** Half a world away, a young crewman offers Chesapeake crabs for dinner.

- c) New Caledonia
- d) Tonga

9) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

10) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie Galante
- c) Martinique
- d) St. Barth

11) This chartering venue is the largest estuary in the U.S.

- a) Sacramento Delta
- b) Mississippi Delta
- c) Chesapeake Bay
- d) Penobscot Bay

12) This charter base is ideal for those in search of solitude and marine life, as

most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

13) Which Caribbean charter venue is said (by marketers) to have a beautiful beach for every day of the year?

- a) Anguilla
- b) Tobago Cays
- c) Antigua
- d) Dominica

14) After 162 years as a British territory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

15) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in nearshore waters.

- a) The San Juan Islands

- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

16) Christopher Columbus took his first steps in the New World on one of these islands, which comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas

17) Roughly two thirds of this Caribbean island was purchased by members of the Rockefeller family, who built a swank resort on a piece of it, and gave the rest to the US government with the understanding that it be turned into a National Park.

- a) Dominica
- b) Puerto Rico
- c) Aruba
- d) St. John, USVI

18) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second-longest sea cave? It is large enough to take a 40-ft boat inside, with an entrance that is 130 feet high.

In Greece and Turkey, ancient ruins and other reminders of the region's rich cultural heritage seem to be everywhere.



WORLD OF CHARTERING

MAVERICK



Grenada's historic Carenage is a Caribbean classic. A one-directional charter from here through the Grenadines would be splendid.

- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

19) On which island, now a popular charter destination, did the Pig War take place in 1859? The conflict, which had to do with a dispute over the boundary between the US and British North Amer-

ica, began when an American farmer shot a British pig that was rooting in his garden.

- a) Apostle Island
- b) Catalina
- c) San Juan Island
- d) Ellis Island

20) Adjacent to which Caribbean island did the Cous-

teau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia

21) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

That's it. Now take a look at the answer key below, and see how you did. Most importantly, though, we hope this little exercise stimulated your curiosity to learn more about these and other charter destinations that not only are rich in cultural history, but also offer great sailing and shoreside amenities.

— andy

QUIZ ANSWERS

Gulf and San Juan Islands
Island / **20** b, Guadeloupe / **21** b, The
Island / **19** c, Santa Cruz
b, Santa Cruz Island / **18** c, San Juan
Bahamas / **17** d, St. John, USVI / **16**
/ **15** c, The Florida Keys / **14** d, The
/ **13** c, Antigua / **12** d, The Seychelles
Bay / **11** c, Mexico's Sea of Cortez /
/ **10** d, St. Barth / **9** b, Australia's Whitsundays
d, Tonga / **8** c, Delos / **7** b, Downeast Maine / **6**
/ **5** a, Belize
/ **4** d, Turkey / **3** d, Rhode
/ **2** b, nutmeg and mace /
/ **1** b, Croatia

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Islands of Loreto - Baja

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CHANGES

With reports this month from **Emma's** pre-Ha-Ha cruise to San Diego; **Geja's** adventures in the Adriatic; and **Reality Check's** reality check after an unforecast blow hit the boat in Puerto Escondido. We also catch up with 2019 contributors in our annual **Where Are They Now?** feature, and top everything off with a hot, cheery mug of **Cruise Notes**.

Emma — Deerfoot 62 **James Dilworth** **Doing the Pre-Ha** **Emeryville**

It's that time of year when the pelicans are heading south, the nights are becoming colder, and cruisers start to assemble

swell subsides, and anchorages that are typically wild become thoroughly pleasant places to drop the hook and enjoy a side of California few get to experience.

Last week I joined Kurt Christofferson and the crew of *Emma* for the sail down to San Diego via California's Channel Islands — the group of eight islands spread out across the Southern California Bight. Each island offers its own charm, with much to see and do.

Coming from San Francisco, San Miguel is the first island on the route south, and normally one of the most difficult to visit. Jutting out west beyond the protection of Point Conception, it is battered by northwest winds and the cold California Current for much of the year. Shoals and rocks encourage mariners to give it a wide berth, and its barren, windswept hills seem empty and uninviting. But as we rounded the corner into Cuyler Harbor last week with the morning sun and calm winds, it appeared almost paradisiacal. We anchored in 30 feet of water off a broad white sand beach with barely a footprint on it at all.

San Miguel is part of Channel Islands National Park, and its only regular (human) inhabitants are park rangers and a few biologists. You can enjoy your time at anchor or get a guided hike on the island. This offers the opportunity to observe a petrified forest, and tens of thousands of sea lions and elephant seals lounging on the beaches. We spent a couple nights at anchor at San Miguel, while the whole time, a lone gray whale circled nearby feeding on krill. The water was a chilly 60 degrees, but with a wetsuit and fins I was

able to bring home fresh scallops and fish for dinner. Sea life was abundant. Mankind felt distant.

Santa Rosa is next down the chain, and we traversed the south side, taking time to drop the hook behind Johnson's Lee. This island is also managed by the Park Service, and feels equally uninhabited with little more than a fading network of fire roads and trails from decades ago when cattle ranchers worked the is-



'Emma's Pre-Ha and Ha-Ha crew (l to r): James-Dilworth, Suzy Garren, Niels Frommann, owner/skipper Kurt Christofferson, Ryan White.

in San Diego Bay for the Baja Ha-Ha and the start of a new winter cruising season. But while Mexico lures cruisers with sundowner margaritas and warm waters, it's easy to forget that California has some incredible not-to-miss cruising too — particularly in the fall.

For much of the year, California's coast is notoriously unfriendly. Few harbors, strong winds, and large swell rolling in from across the Pacific. But fall typically brings weeks of magical calm where the northwest winds abate, the

South by east until the butter melts! Captain Kurt off Santa Barbara Island on the way to the start of Baja Ha-Ha XXVI.



Charms of the Channel Islands — Above: Santa Cruz's Painted Cave looks like something large and hungry in a Star Wars movie, but it's safe and easily explorable by kayak, dinghy or SUP. (Bring a flashlight.) Far above: Cuyler Harbor at San Miguel. Right above: 'Emma' in a glassy anchorage. Right: Suzy snorkeling the emerald waters of Catalina. Center: Suzy and Niels on a deserted beach at Santa Barbara Island.

land. We hiked the south side of the island where trails from native foxes were more distinct than those of humans. Down at the beaches we got to see juvenile elephant seals testing each other with body blows and grunts.

Sailing west, the water starts to warm. The 25-mile-long north coast of Santa Cruz Island offers a myriad of anchorages and enticing shoreline to explore. With stand-up paddleboards or a dinghy, you can explore numerous beaches and caves. Perhaps the most impressive of all of them is Painted Cave, one of the world's deepest sea caves. Its entrance is large enough to drive a sailboat into, though you'd be bold to do so. With a dinghy you

IN LATITUDES



ALL PHOTOS EMMA GEJA

Taking advantage of the light winds, we found ourselves a spot to park before sunset below the towering 1,600-ft mountainous ridge of the island. Here the water was blue and clear and a pleasant 67 degrees — not quite warm, but pleasant enough for all the crew to jump in and swim for a bit of snorkeling. Forests of kelp waved in the clear blue waters, with abundant fish taking shelter in their fronds.

All in all, our short detour to the islands made us feel like we had already arrived — and we hadn't even started yet.

— James 11/1/19

Geja — 1976 Islander 36 Andrew Vik Year of the Italian Rat San Francisco

Eleven years after buying *Geja* sight unseen through the pages of *Latitude 38*, I still spend about six weeks each summer cruising her in the Mediterranean, mostly in the Adriatic Sea. She proudly shows my hometown of San Francisco as her hailing port, though the UNESCO town of Trogir in Croatia has been *Geja*'s foreign base since I sailed her there from Pisa, Italy, in 2008.

With a second checked bag full of parts and supplies, which are much easier and cheaper to acquire in the US, I typically fly over to Europe in early July to start my summer voyages. I'll spend a few days fixing, repairing and upgrading things on board, then a few more days getting the boat into the water and ready for action. Slowly but surely over the years, I've gotten her dialed in to my liking, but she still looks well worn from the oceans she crossed with her previous owners. At least I stand out among the sea of shiny, newish sailboats in Croatia, one of the summer charter capitals of the world. She's always a conversation piece

Permission to board! Fellow Californians from a nearby megayacht stopped by 'Geja' to say hi.

can explore deep inside to where the cave narrows and enters into a second chamber where the barking of sea lions and pitch darkness raise hairs on your neck.

Fall is when Santa Ana winds from the east start to sweep across Southern California. Warm, dry winds spread from inland and funnel through the valleys out to the sea. Out at the islands, anchoring is turned on its head as normally exposed coastline becomes safe, and typically safe harbors become exposed to raging winds and short chop. With gale-force winds forecast for Santa Cruz Island, we headed south toward Santa Barbara Island with the Coast Guard issuing small craft advisories over Channel 16. This set us up for

an eerie night anchoring under the cliffs on the west side of the island — something that would be unheard of for much of the year. But while we were protected from the Santa Ana winds and chop, the Pacific swell never stops, and we spent a bit of a rolly night on the boat.

In the dawn light, we circled the island hoping to get ashore from the main landing, but with the east wind still blowing and waves crashing ashore, this wasn't the most sensible option. We pressed on south.

Catalina is the most popular and most visited island of the chain, but as we sailed down the west side, it looked as uninhabited as the ones we'd come from.



GEJA

CHANGES

wherever we tie up.

By mid-July, as the busy European tourist season really kicks in, I set sail with what's become a regular cast of like-minded buddies. We all enjoy a good party, and the towns of Makarska, Bol, and

highlight of the Dalmatian coast. Few do so, but one can anchor just under the old town walls and put up with a bit of rolling. Both the marina and port are too far from the spectacular old town, but from the anchorage you can dinghy right into the chaos of Dubrovnik. After midnight, the shiny stone streets turn into a runway show as the naturally tall and lean Croatian girls show off their latest fashions.

After four nights in mesmerizing Dubrovnik, it was time to change scenery and sail 120 overnight miles to Italy. During the 30 minutes that it took to check out of Croatia in nearby Cavtat, the wind and seas turned from near calm to something more like San Francisco Bay in August. Expecting true winds on the beam in the upper teens, we hoisted sail and pointed toward Italy. I figured it would be lively, but the steep seas made conditions on board intolerable, not surprising given the 300 miles of fetch between there and Venice. We bashed onward for an hour, debating whether we were cowards for considering turning back. But when one of my crew reminisced out loud about the food at the fantastic restaurant we had discovered in Dubrovnik, I called out a tack and we were on our way back. A couple of rough hours later, we snuck

back into Croatia and were seated at the restaurant.

The next day, with little wind in the forecast, we tried again to cross to Italy. We ended up with just enough wind for a smooth, mellow overnight voyage,

Vodice do not disappoint. But nothing compares to Hvar, where you can start off at Hula Hula bar at 6 p.m. and close things down at Carpe Diem Beach at 5 a.m. (a feat we haven't actually pulled off, not in the same night anyway). Hvar is a magnetic place despite its often-uncomfortable harbor, stirred up by the all-night taxi boats and any westerly swell. But you just can't stay more than three nights as sleep deprivation will get to you.

We do schedule plenty of detox nights along the way, and Croatia offers hundreds of tranquil, well-protected bays in which to anchor. We shared one such bay with a 100-ft megayacht on the island of Mljet. My buddies and I were all set for some proper bro time until two girls paddled by on a kayak with a sack full of cold Coronas. We obviously granted them permission to board. They were California girls from the megayacht, curious about their new neighbors.

A couple of more detox nights later, we sailed into Dubrovnik in the south of Croatia. It's a crowded town suffering from its *Game of Thrones* fame, but still the

Get fired up for some serious partying at the Carpe Diem Beach bar in Hvar, Croatia.



Ragin' 'Geja's (l to r), Andrew, Mats and John. Other crew came and went through the summer.



Luckily for him, 'Mickey' picked the non-lethal mousetrap.

arriving somewhat rested in the cutest little town of Giovinazzo. The east coast of Italy is unpopular with cruisers, with its lack of islands and anchorages, but there are some gems, and Giovinazzo is among them. As in the previous visit, *Geja* had the tallest mast in the small harbor. Unsettling, though, was the rat seen scurrying atop the powerboat just two slips over. We quickly improvised some funnels out of water bottles to slip around our dock lines.

In Trani, another gem of a town just north of Giovinazzo, we discovered that we indeed had a rat on board, a first for me in 12 seasons there. It had meticulously piled a stash of pasta inside a cabinet by carrying a dozen individual pieces of rotini from the galley. The war began.

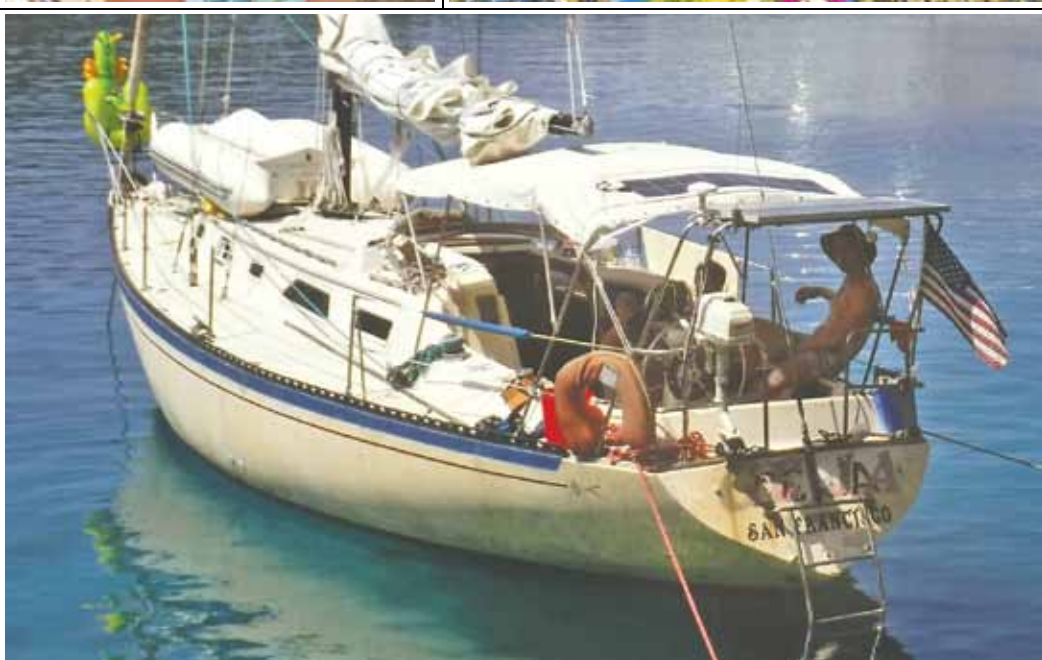


There are indeed some fair-weather anchorages along Italy's east coast, and we anchored one night in Cala Campi along the mountainous Gargano Peninsula a bit south of Vieste. It was there, just after midnight and all alone in the dark anchorage, where I experienced my first-ever boarding without having done anything wrong. The small group of officials was from Italy's Guardia di Finanza, responsible for combating tax evasion and human smuggling, among other things. They seemed satisfied with the American and Swiss passports held by the various members of the crew, not seeming to mind or notice that we hadn't properly checked into the Schengen zone (Italy) yet. After 15 minutes, they disappeared into the darkness.

From Vieste, another spectacular Italian town, we left at sunset for the 65-mile sail back to Croatia. Again we had smooth seas and a perfect breeze for the crossing. A shoreside bar blasted music as we left, and we could still identify songs from five miles out. We let the wind dictate our course, arriving in the check-in



IN LATITUDES



Above: 'Geja' in 'detox' mode. Left top and bottom: Day and night views of Dubrovnik, pearl of the Adriatic. Above center: Some visitors swim over bearing gifts. Above right: The food market in Vieste, Italy.

port of Vela Luka on the island of Korcula. The Croatians are extremely strict about check-in and checkout procedures, and even fine you if you don't take the most direct route to the nearest port of entry. (They're watching on AIS, which I don't have).

The next morning, in a beautiful little anchorage on Korcula, it became clear that the Italian rat was still with us, waking up my crewmate as it ran across his bare chest at sunrise. Enough was enough, and we spent the next six hours devising every kind of trap that we could, including a couple of electrocution chambers powered by the 220-volt inverter. It helps to have two crafty crew on board, one an electrical engineer. That evening, after dinner and a thorough cleanup, we set up no fewer than a dozen traps of various kinds, turned off the lights, and sat quietly in the cockpit. We started to

hear some rustling. So traumatized after a week of its presence, we made a karmic vow to release the rat on land if we caught him alive. After a long hour of waiting, we heard a snap. We peeked below and found Mickey in one of the non-lethal traps. True to our word, we launched the dinghy and escorted him to his new island paradise. He was slow to run off but finally did, probably thinking of our nice prosciutto that he had yet to ruin.

My final crew departed from Hvar. I singlehanded back to Trogir. Along the way I met Mike and Kathy Campbell of the Eloy, Arizona-based *Szaffi*. There isn't much of a cruiser community in Croatia, so it was a great surprise to share an anchorage with another US-flagged sailboat. We collaborated on breakfast in the morning, as I had eggs but no more cooking gas.

Six weeks and 577 miles later, I returned to Trogir and put *Geja* back on the hard. It's the

perfect getaway from the chilly summer fog in San Francisco, and an amazing way to share adventures and quality time with good friends.

Croatia often gets a bad rap among cruisers. There are few free or cheap quays like you find in Greece, and sometimes you have to pay to anchor overnight, typically about \$25 for a 36-footer. But in my experience, it's still the best cruising in the Med. There are hundreds of islands and limitless flat-water anchorages. When we set sail each day, we often don't know our destination as there are so many from which to choose, and I'm still discovering new ones. English is spoken everywhere and public transportation works really well. And it's the cleanest, safest country in the Med. Dinghy theft, for example, is extremely rare, though mine has been borrowed on occasion by drunk tourists.

Still, I have fond memories of Corsica, Sardinia, and the Aeolian Islands. Maybe next winter I'll keep the boat in one of the cheaper marinas in southern Sicily so I can explore some of the western Med.

— Andrew 11/9/19

Reality Check — Island Packet 420 Janet and Chris Michaelsen Thar She Blows Seattle

Like sailors everywhere, we're always watching the weather — today's, tomorrow's, a week out; in port, on anchor, at sea. As for sources: Windy, Predict Wind, Saildocs, VHF — we've got them all. So when we left our boat on a mooring buoy at Puerto Escondido for a three-day road trip up to Mulegé last spring for a guided tour of some nearby *pinturas rupestres* (cave paintings), we did so secure in the knowledge that nothing bad was forecast and the boat would be safe in our absence.

The mile-or-so hike into the cave site and tour conducted by local guide Salvador Castro Drew was enjoyable and informative. Among other things, it gave us a peek into those beautiful, mysterious canyons that wrinkle the landscape

After incurring damage from an unforecast blow while anchored, 'Reality Check' is repaired, rested and ready for another season of cruising.



ALL PHOTOS GEJA

REALITY CHECK

CHANGES

of the 10,000-ft peaks of the Sierra de la Giganta range that hugs the east central coast of the Baja Peninsula.

After two nights in Mulegé, we headed our rental car back south toward Loreto, with plans to stop there for lunch before

traveling the last 17 miles back to the boat at Puerto Escondido. It was, as usual, a bright, warm, sunny day. But the wind was noticeably

Janet and Chris of 'Reality Check' got a real reality check last spring.

up by the time we got to Loreto, collapsing an old carport near where we were standing with a loud crash. Later, walking along the *malecón*, we noticed that the wind had strengthened even more, and was whipping up some serious whitecaps on the Bahía de Loreto. We estimated the wind at that point was 30-35 knots.

Facing a wet dinghy ride when we got back, we opted to spend the night in Loreto, anticipating it would calm down by morning, which it did. However, we were in for some surprises when we returned to the boat. As we later learned, the unforecast wind in Puerto Escondido had reached 68 knots(!), augmented by the Venturi effect of the rock formations (called "the windows") bordering the mooring area. And little by little we discovered the damage. First and most obvious, the dodger had unzipped itself, and the flapping canvas damaged one of our solar panels. Also, the mooring lines were badly chafed from the strain, and the large bolts holding the starboard bow chock in place were bent.

Tim and Anna of 'Pakele Loa' inside Mariner's Cave in Vava'u, Tonga. "The entrance is underwater, so we had to freedive through a tunnel to get inside," says Anna. "It was both terrifying — and one of the coolest things we've ever done!"

After hearing stories from other boats of lost dinghies and outboards, and (unconfirmed) reports of three boats washed up on the beach, we decided we'd come away pretty lucky. It wasn't until we were back in La Paz a month later getting the boat ready to leave it for the summer that we discovered the rest. When we went to lower the furling foresail to remove it, it stuck about halfway down. Hmmm. What have we here? Seems that the aluminum channel that guides the sail up and down had a serious bend in it — like it had been hit by some kind of large, hard, flying object. While we'd had the sail unfurled for the trip back to La Paz, this was the first time we'd tried to remove it.

Then something pretty cool happened. At the moment we made this discovery, our regular diver was diving on our boat for routine bottom cleaning and checking the zincs. He sized up the situation and said, "I think I can fix that. I'll be back tomorrow." Really?!! Sure enough, three guys returned the next morning with the exact replacement parts needed and by noon we were put back together. Turns out they'd had the two extrusions in stock for eight years, figuring that someday someone would need them!

— Chris and Janet 11/5/19

Where Are They Now?

Cruisers are people on the move. And 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 thought it would be fun to catch up with some of the people featured over the past year. Here are a few of their stories.

— "When *Latitude 38* heard from us last, we were somewhere in French Polynesia, admiring tikis, swimming with black-tipped reef sharks, exploring waterfalls, and stuffing our faces with poisson cru," report Anna Wirth and Tim Hogan of the Sausalito-based *Tayana 48 Pakele Loa* (South Pacific Landfall, June). "We've since crossed the Pacific's 'Dangerous Middle,' stopping in the Cook Islands, Niue and Tonga, and in a week or so, we will make tracks for New Zealand. We have put a lot of miles beneath the keel this past year — just over 10,000 nautical miles by the time we make landfall in New Zealand!"

"We have yet to visit a place that we didn't love. It's all been special. There are a few notable highlights,



Guests on one of 'Jersey Girl II's' outings had a whale of a tale to tell. Inset: Ken and Donna.

however. Palmerston Island, in the Cook Islands, might have been one of our favorite stops. Upon arrival, we were adopted by one of the three families on the island, who extended the most remarkably gracious and warm welcome, explaining, 'Yesterday we had five in our family. While you are here, we are a family of seven.' Each day, they shared their food, history, traditions, laughter and home with us. When we reflect on why we cruise, we think of Palmerston Island.

"The weather across the South Pacific has been a mixed bag, giving us some of the best sailing days of our lives — and some of our worst. We've had to sit out a few heavy blows, our longest keeping us on a four-day anchor watch on an island just off Bora Bora as winds gusted in the high 30s to mid-40s. Sailing west from French Polynesia required us to elevate our game in terms of weather analysis, as the region is known for frequent fronts and unstable conditions. Only once were we truly caught off guard when a low pressure system shifted north into our path, causing severe gale-force winds and lightning. But we live to tell the tale, and that's what matters, I suppose.

"Finally, we are happy to report that as a husband and wife, we still love each other, and we haven't pushed each other overboard — not even once! We have officially found our groove as a cruising couple. We are writing our story as we go, and it's proving to be an epic adventure. If the ocean will continue to have us, we'll keep going."

— "Hello from *Jersey Girl II*!" writes Ken Knoll (*To Charter Or Not To Charter*, May). "Donna [Cramin] and I had a busy year chartering in La Paz and the Sea of Cortez, with friends, new and old. Although all of our trips are special and memorable, one was truly unforgettable. We love to donate trips to charities; it's not helping our bottom line, but we realize helping others is a better reward. One such trip was for the Baja Dogs charity



PAKELE LOA



JERSEY GIRL II

of La Paz. We donated a day trip for a silent auction, and the winners on board received much more. About an hour into the trip, we noticed a humpback whale, and, as we do, we steered *Jersey Girl* closer so our guests could get a better look. On the whale's next surfacing, we were horrified to see it was entangled in fishing netting. Unsure of what to do next, we radioed Club Cruceros, the port captain, and anyone else who could advise us on what to do.

"We decided to stop the boat, and launch our tender to see what, if anything, we could do. Leaving Donna in charge of our 12 guests. I sped off to the whale, armed with kitchen knives, scissors, and good intentions.

"As luck would have it, a *panga* from the Mexican government arrived, looking for a reported dead gray whale. After a brief conversation, I was sent speeding off to Pichilingue Harbor to the university to pick up the IWC whale entanglement expert, Ricky, and equipment for the rescue. I thought my involvement was coming to an end, but I was soon to find out it was just the beginning: two guys in a 14-ft Zodiac against 35 feet of very scared humpback.

"Donna, at the helm of *JG2*, was doing a great job fending off the now-appearing tour boats while Ricky and I maneuvered to attach buoys to the whale in an effort to slow it down. There were nets and lines everywhere. If one got in the prop, the dinghy would have been out of commission — and maybe us, too.

"For the next four hours, we cut away as much netting as we could. It was slow going as we could only work when the whale was on the surface. When it submerged, we never knew where it would pop up, and we needed to be on it ASAP to have time to work. Once, we got a little too close to the massive tail and were lifted four feet out of the water! A little later, out of nowhere, another humpback appeared and sandwiched us between two giants. Amidst it all, we kept cutting.

"When we started, the whale's head

and two fins were entangled, and Ricky felt it would eventually have drowned. After hours of cutting away netting, basking in the hot sun, working as hard and fast as possible, we were able to get about 90% of the netting off. Ricky attached a tracker to the remaining netting in the hope that another rescue group might be able to remove what we could not. When we were forced to leave the whale, its head and one fin were free. He/she could eat and breathe, and the remaining netting had a good chance of slipping off and setting it completely free.

I returned to *Jersey Girl* tired and sunburned, but happy. We did a good thing, and our guests got the show of a lifetime.

Readers — Jersey Girl made it back to San Diego in time to start their fourth consecutive Baja Ha-Ha on November 4.

— "Ice crusted the surface of the water when *Convergence* departed Southport, Maine, last December, bound for Antigua," writes Sally-Christine Rodgers



CONVERGENCE

Kent-Harris, Sally-Christine and Randy of 'Convergence' are almost on the homestretch of what will be a 16-year circumnavigation.

of the Wylie 60 that she, husband Randy Repass and son Kent-Harris have been sailing around the world since leaving Santa Cruz in 2004. (*West Coast Boat Down East*, May/June.) After a short return home to California, they came back to the boat in Falmouth Harbour in May. "Espresso martinis at Skullduggery Bar and the Classic Yacht Regatta party were our first stop," says Sally-Christine. That was followed by an all-night talent show featuring jazz, calypso, belly dancing, juggling, and rock-and-roll-serenaded sailors gyrating the night away.

After that it was over to Nelson's Dockyard in English Harbor to enjoy the parade of classic yachts, and check out the "Red light District," where J-boats and superyachts, their four- and five-spreader masts topped with required red aviation lights, were lit up like Cinderella's Castle at Disneyland.

After a quick trip to Guadeloupe where they mingled with sailors from all over Europe about to embark on their return Atlantic rally, Sally-Christine notes, "It was a good place to start our own 1,110-

nautical-mile passage to Panama.

"*Convergence* took the trip in stride, but as we neared Colombia, the seas began to build to 15-foot swells, some of which crested and broke. In 32.5 knots of TWS, our SOG was 19 knots. We were trucking!

"The 896-ft fuel carrier *Methane Princess* did not see us on the AIS, however, and when we called on VHF to ask them to alter course and for a weather forecast, a strong Hungarian accent responded with, "You have 100 more miles of this shitty weather."

"A day or two later, we were surprised by an old Huey helicopter that circled, in too-close-for-comfort surveillance. (I envisioned paramilitary operatives with spotting scopes making lace of our sails, and I'm not paranoid!) We radioed twice and finally were told in Spanish to change our course and speed due to Colombian naval exercises.

"If you ever wondered if it is a good



idea to speak Spanish while cruising, the definitive answer is 'yes!'

"We finished our passage in Guna Yala — formerly known as the San Blas Islands. These tiny islets and their indigenous people are being adversely impacted by sea level rise erosion and are overloaded with plastic debris. Sailing the world gives one pause when considering the impacts of lifestyle and the resulting climate crisis. Sailors must speak out."

Convergence is now in Shelter Bay Marina in Panama. The Repass-Rodgers family plans to complete their circumnavigation in Santa Cruz in 2020.

— When we last left Greg Dorland and Debbie Macrorie, they were heading their Catana 52 cat *Escapade* back across the pond from Europe, with one big question still on their minds: "Is four years in the Med enough?" (*Four Years in the Med*, February).

Apparently not.

"We crossed to the Caribbean in November 2018, constantly second-guessing our decision to leave the Med," writes Greg. "We enjoyed the warm winter, met new friends, met up with old friends and generally enjoyed the great sailing in the Caribbean. At the end of April, we hauled

CHANGES



ESCAPADE

Apparently, four years was not enough — Greg and Debbie (shown here in Porto Venere, Italy) went back for another summer in the Med.

Escapade in St. Martin for her annual bottom job. After that, we planned to sail north, first to Bermuda and then on to Newport in the company of Jim and Debbie Gregory on the Schumacher 50 *Morpheus*. But we got delayed in the yard and some of the *Morpheus* crew were on a timeline for flights out of Bermuda, so they left two days ahead of us.

"Launching two days later, Debbie and I immediately set sail for Bermuda, still hoping to catch up with them on their layover in the island. We had never sailed

Escapade doublehanded for more than three days and three nights at sea, but we concentrated on remaining properly rested to stand our three-on, three-off watch schedule for the five to six days it would take us to get to Bermuda. Debbie had provisioned the boat for the short trip and we had ample supplies in the pantry for any delays.

"On our only previous Caribbean-to-Bermuda trip, we had run into an early season low and had strong enough winds that we made the 880-nm trip in four days. Therefore, I engaged Chris Parker to do some weather routing for this current trip. Chris had warned us as we were starting out that the weather approaching Bermuda might be unsettled.

"Two days before our expected landfall, Chris confirmed a strong Norther would be passing through the island on our approach, followed by a one-day window, followed by a potential gale.

"That was a little more than we wanted to deal with so, looking at each other, we decided that the only reasonable thing to do was to turn east and let the Norther power us to the Azores, from where we

would return to the Med.

"We had a lovely 12-day passage to the Azores with some fantastic sailing, beating our fully-crewed passage four years earlier by three days. A proper celebration was had once again at the Café Sport, and three days later we made landfall in Portimão, Portugal.

"From there we sailed to Cadiz, Spain, to watch Santa Cruz prodigy Morgan Larsen sail in the TP 52 Super Series. Then on through the Strait of Gibraltar and we were formally back in the Mediterranean. We spent a lovely summer cruising the Balearic Islands, the north of Sardinia and the west coast of Corsica (for the first time). We revisited Porto Venere and the island of Elba before retracing our path through the Strait of Bonifacio, the Balearic Islands and down to Cartagena, where *Escapade* is currently awaiting our return in November for the crossing back to the Caribbean.

"Are we second-guessing our decision again? You know it! But this time we have no choice as we are returning to work and to top-up the cruising kitty before embarking on the next chapter, whatever



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A highlight of 'Alegria's cruising this past year was swimming with whale sharks in Bahía de los Ángeles. Right: Katie, Mike and Rosco.

that may be . . ."

— "Hola from SV **Alegria**! We are wrapping up our first full year of cruising and what a year it has been!" enthuse Mike and Katie Gabriel of their Oakland-based Gulfstar 50 (*Aventuras Con Amigos*, March). We have been going full-time in Mexico, spending most of our time inside Baja in the Sea of Cortez, then a few months down on the mainland between Banderas Bay and south to Manzanillo. Mexico has such diverse cruising grounds and it's easy to find a region of the coast that fits your style and expectations. We've learned our preference seems to be for the rugged and remote coastline of Baja and the many islands from La Paz to Bahía de los Ángeles in the Sea of Cortez.

"We recently spent the summer months exploring the northern Sea, visiting remote anchorages, and getting up close



only about 10 other boats cruising Bay of LA this season — all of us doing what we can to beat the heat and keep an eye south for hurricanes.

"A summer of swimming with all the beautiful fish, manta rays and sea lions was certainly exciting, but the best encounter was with the whale sharks! We spent several weeks in August anchored in La Gringa at Bahía de los Ángeles and during that time we got to experience these giant creatures swimming right alongside our boat, right into the anchorage! Fellow cruisers would announce "WHALE SHARKS!!" on the VHF and everyone would scramble to get into the water to get a better look and swim right alongside, sometimes without taking the time to put on a swimsuit. These massive sea creatures were absolutely spectacular to see up close! Lucky us!

"We plan to head south to La Paz for

and personal with the large variety of sea life found there. There were

the holidays and look forward to cruising Mexico all over again in 2020!!

— When we last visited with Jim and Claudia Holm (*Across the Pond*, Dec/Jan), they were headed from the Med to the Caribbean aboard their Santa Cruz-based, 60-ft Fountaine Pajot Eleuthera cat, **Pono**. This followed a full year of sailing the Med and spreading the word for Clean Oceans International, which Jim co-founded in 2008. A key element of the



'Pono' is due to splash in late November and start heading for Panama.

organization's message is promoting the emerging PTF (plastic to fuel) technology, which involves the conversion of waste plastic to gas or diesel. (Go to www.clen-oceansinternational.org for more info.)

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CHANGES



"A huge, ominous, rolling black wall unlike anything we had ever seen before" is how Jim Tull describes this beast that hit 'Bow Tied'.

JIM TULL

In between presentations and charters in the BVI, a good bit of Jim and Claudia's time this past year was spent continuing to help the local communities recover after Hurricane Irma. At this writing, the boat had been hauled for the summer. "We hope to get wet by Thanksgiving, then start heading west to Panama," says Jim.

— Phillip Jonckheer's Beneteau Oceanis 45 **Bow Tied** left the Bay in October 2018. With a bunch of friends crewing, the boat participated in the 25th Baja Ha-Ha. After a winter in Mexico and Costa Rica,

we chronicled the boat's trip through the Panama Canal and on to its new home in Florida earlier this year (*Panama to Florida*, June/July).

"The next challenge was locating a safe harbor north of the Florida border where *Bow Tied* would be protected during the hurricane season and remain insured," says Bay Area yacht broker and *Bow Tied* crew Jim Tull. They found an ideal one at Brunswick Landing Marina, a 350-slip harbor off the Intercoastal Waterway in southern Georgia. Not only was it formerly used by the US Navy as a hurricane hole, it was surrounded by land on three sides — and half the price of West Palm Beach, what's not to like?

Considering it was a relatively straightforward, 300-mile/48-hour delivery up the Florida coast, Phil and Jim decided to do the trip doublehanded. They checked with weather routers and, other than daily late-afternoon squalls, fine conditions were forecast.

"Day 1's squall was 30-45 minutes with 28-knot gusts, and then the sun popped back out," reports Jim. On day 2,

"The fast-approaching front was a huge, ominous, rolling black wall unlike anything we had ever seen before. Seas built quickly, followed by blinding downpours reducing visibility to almost nil, and the winds were 44-knots, sustained."

The next 20 hours — yes, 20 hours — were challenging, to say the least, with big seas and breeze. To add to the fun, *Bow Tied*'s Yanmar engine died due to a fuel line blockage, which of course happened as the sun rose and they were on approach to the narrow St. Simon's Sound entrance 10 miles offshore.

"We managed to tack our way up the river in 18-22 knots, finally sailing into our slip at Brunswick Landing Marina after yet another squall rolled through," says Jim.

Bow Tied will remain in Georgia through November. The plan is to head south, back to the Caribbean, later this winter, and then perhaps an Atlantic crossing in 2020.

Cruise Notes

- After "6,000 miles from the glaciers of Alaska to the sea-turtle-riding gulls of

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Central America," Devon and Rich Anderson moved back to Seattle, put their Jeanneau 45 **Mobert** up for sale and tried to reacclimate to life ashore. After doing the boat show circuit (they run Sea-Tech Systems, which provides cruisers with internet, communications, and navigation gear), on impulse they moved the family — which includes daughters Morgan, 7, and Ellie, 5 — to northern Idaho.

Although Devon says it's beautiful up there, it soon became obvious that, "No matter where we are in the world, we'll always be a cruising family." So talk is now increasingly about replacing *Mobert* with the three-cabin boat they've always dreamed of. "In the end, we're just cruising bums who are 'between cruises,'" says Devon. "We know we'll be back on the water full-time soon, and that somehow makes the Northern Idaho adventure even more enjoyable."

• Local charter skipper Heather Richard and her three kids headed south last fall aboard their 43-ft aluminum sloop **Carodon** (an old IOR war horse built in Indiana in 1973 for the Chicago-Mac Race). Heather, Ava, 16, Julius, 13 and

Sawyer, 4, left mid-October, 2018, arriving on the Baja coast for Christmas. Along the way they were joined by various crew, including Heather's mom, Beverly Roberts, and a young French backpacker named Erwan Guillot, who came aboard for just the crossing of the Sea and ended up staying for a month and a half before resuming his land travels.

The trip represented several firsts for Heather. After 20 years of skippering other people's boats, it was the first time she'd cruised her own boat, and her first time in Mexico. She reports they went "pretty much everywhere" on the Baja coast, up to the islands near La Paz, then crossed to the mainland and kept harbor-hopping as far south as La Cruz. When we asked



Capt. Heather with (l to r) Julius, Sawyer and Ava. After a fun winter in Mexico, they're ready to go again.

what their favorite stop was, it wasn't too surprising to hear everyone had a different one. "Ava loved Carnival in Mazatlan best. Julius loved taking our little sailing dinghy all over the lagoon in La Paz, and Sawyer

loved La Cruz because there were so many other kids to play with there," says Heather. "I loved the more remote places where there were no tourists except occasional other cruising boats." The family also especially liked exploring the mangroves around Mag Bay.

By April, it was time to head home to Sausalito. Heather's colleague, Capt. Aaron Swerkes, and his friend Alex Houlton came aboard for the bash back home. That was also a first for Heather — and it was a bash in every sense of the word.

"We really got a 'proper shakedown' in-

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CHANGES IN LATITUDES

cluding blowing out all of our headsails and having to replace our alternator," she says. "The swell never really got farther apart than eight seconds for about 600 miles, and at times we were motorsailing at only 2.5 knots VMG. That was painful! But now I know what it entails and would leave much earlier in the season next time."

The boat now sports a new Harken furler, and new sails are on the way. Heather also switched out the "super-wobbly" two-blade prop with a new four-blade Max-prop that is super smooth.

Heather is presently busy with her charter business and continuing her five-year pet project of building a community boating center at the old Cass Marina site in Sausalito. But there's almost certainly more cruising to come in the near future, possibly Mexico again, or even Hawaii.

"The kids really loved all of it," she says. "And they're dying to go again."

- Coming up in the next few months in Mexico are numerous opportunities for cruisers to have fun, meet new friends



Last year, more than two million pesos were raised for local schools at Zihua Sail Fest, and lots of folks had lots of fun.

afloat and ashore, and raise money for worthy causes. Here's a quick rundown of some of the events:

December 11-12 — Banderas Bay Blast (and Pirates for Pupils Spinnaker Run on December 13) is a 'nothing serious' regatta with profits going to local schools. This event is co-sponsored by Marina La Cruz, PV Sailing, Vallarta YC, Punta de Mita Yacht and Surf Club, and Latitude 38. www.vallartayachtclub.org

January 4, 11, 18, 25 — Vallarta Cup every Saturday in January. www.vallartayachtclub.org

February 3-9 — 19th Annual Zi-

huatenejo Sail Fest. www.porlosninos.com.




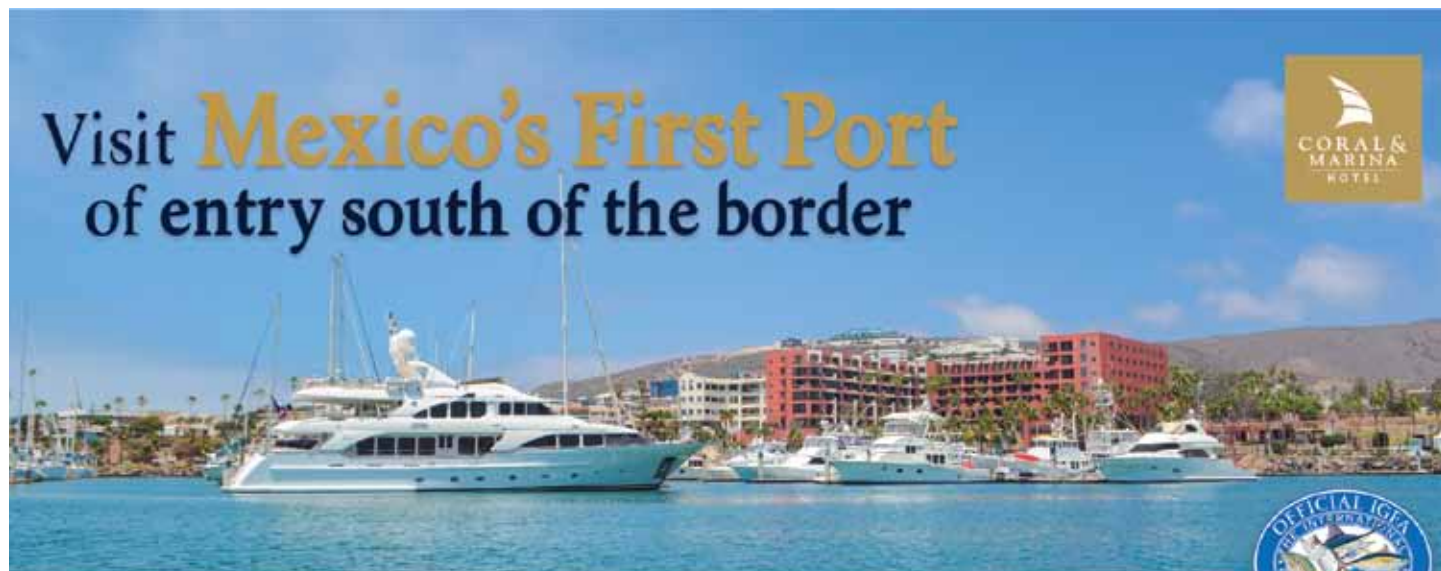
February 15-22 — Barra de Navidad Cruise-In Week and Festival Mexicana 2020. Contact Pat McIntosh at cruising-notes@yahoo.com.

March 24-28 — Banderas Bay Regatta. www.vallartayachtclub.org

- Finally, we wish all of you, near and far, afloat and ashore, the merriest of holidays and happiest of new years. For those spending Christmas on a boat somewhere, please let us know where you are, what you did, whom you did it with — and perhaps explain how Santa gets into the boat to leave presents if you don't have a funnel, smokestack, or chimney.

If you are changing latitudes in 2020, please let us know about it! If anything in *Changes in Latitudes* has inspired you over the years, here's your chance to return the favor: Send us your stories and photos and maybe you'll inspire some other dreamers to get out there.

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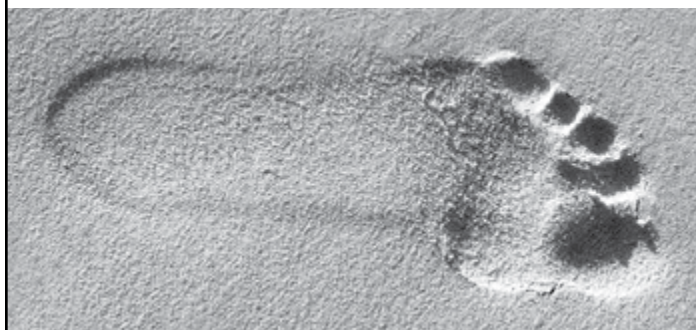
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20-FT HARBOR 20, 1994. Newport Beach, CA. \$16,000. White topsides and deck. Cushions, anchor, electric & manual bilge pumps, lifting cables, lights, several sets of sails and electric motor. Multiple race winner including W.D. Schock Memorial Regatta. Contact (949) 933-4530 or toknkok@aol.com.



21-FT WILDERNESS, 1985. Santa Cruz. \$6,900/obo. New traveler, deck hardware, running lights, interior cushions. Tabernacle rigging. 3 headsails, 1 main and spinnaker all in good condition. Trailer has new tires, running lights. (831) 588-9630 or Cmp95062@yahoo.com.



SAN JUAN 24 (SJ24), 1977. Point Richmond. \$6,900. 1977 Clark Boats, San Juan 24 (SJ24, 24') for sale by owner. Completely overhauled in 2011 with new 8hp Mercury OB, new instruments (compass, Garmin GMI 10 wind, depth, and speed), new standing rigging, running rigging good. New upholstery. In 2015, a Harken furler and new North Dacron mainsail and blade jib installed. Sails: main, 110%, 150% and spinnaker sails. (408) 416-6468 or axel@worldfox.com.



24-FT SOVEREIGN 24, 1997. Gashouse Cove, San Francisco. \$10,500. *Miya* is a Bluewater Pocket Cruiser. Beautiful cabin, full head, sink, icebox, sleeps 3 comfortably. Comes with two anchors (Bruce and Danforth), great stereo, uninstalled VHF radio, and extra gasoline tank. New workhorse Yamaha OB 9.9hp long shaft, less than 20 hrs. New high-end North-Star AGM batteries less than 4 months old. Great daysailer around the Bay, or lake. Shoal keel 2.5ft draft. Trailerable. Comfortable in weather. Not a fast boat. Bottom paint June 2014. Sails by North Sails and rigging 2015. Well loved and maintained. I'm sad to see her go, just don't have the time to sail her. Email miyasailboat@gmail.com.

25 TO 28 FEET

ERICSON 25+, 1979. San Francisco Marina. \$7,900. With inboard diesel Volvo engine - runs great. Brand-new sails and cover never been used, standing headroom. New charger and bilge pump. (415) 602-8416 or johnyelda@sbcglobal.net.



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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.

30-FT CATALINA, 1978. Stockton. \$13,000. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.



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! <http://tinyurl.com/y57o8xk5>. Contact (908) 256-9304 or (202) 486-3700 or tucker.hirsch@gmail.com.

32 TO 35 FEET

37-FT CATALINA 350, 2006. San Francisco Marina. \$189,000. Catalina 350 with prime 40-ft slip. I purchased this boat brand-new, roller-furling main, full electronics and radar, must see. The boat is also available without the slip. (415) 602-8416 or johnnyelda@sbcglobal.net.

33-FT J/105, 1998. Richmond YC. \$69,500. *Vuja Star*. Bottom done 2019. 3 jibs (1 new), 3 mains (1 new), 4 spinnakers (1 new). Equipped for offshore/doublehand racing. EPIRB, Dan Buoy, masthead+ handheld AIS radios, GPS, Loos gauge, Fortress with 300' of line/rode. *Vuja Star* earned 16 named trophies/flags +1 perpetual and a bunch of Beer Cans in 3 years. Email for details. Please put *Vuja Star* in subject line. (707) 315-9120 or racerxy@hotmail.com.



34-FT EXPRESS #7, 1987. RYC. \$55,000. *Joy Ride*. Excellent condition, North Nordac tri-radial full-batten main, North 3DI r/f jib. 4 spinnakers, two poles. Raymarine chartplotter, speed, depth, wp/ws, autopilot. Coppercoat. (510) 334-1251 or brucepowell@comcast.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



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. (562) 795-9123 or (269) 986-4831 or Rhwins1060@AOL.com.



32-FT BENETEAU, 2008. Marina Bay, Richmond. \$69,000. One owner, new main, recent bottom paint. Meticulously maintained, Garmin handheld GPS, Yanmar 20hp, furling jib. Currently contracted with Tradewinds Sailing School. Contact (510) 734-2314 or (510) 334-6710 or jlm2nd@att.net.



36 TO 39 FEET

38-FT ALAJUELA, 2018. Long Beach. \$99,900. Ready for solo circumnavigation. Cruiser or liveaboard. All new. Isuzu diesel has 60hrs. Fine teak interior. Five sails. Tons of extras. Health forces sale. Price reduced. Must see! (714) 315-3646.



36-FT CHUNG HWA MAGELLAN, 1977. Marina Seca, San Carlos, Mexico. \$25,000. *Shamaness*. 40hp Yanmar, fiberglass, teak, full keel, sleeps 5, cruising gear, 9 sails, dinghy, windvane, autopilot. Frigoboat refrigerator/freezer. <http://sailshamaness36footketch.weebly.com>. (650) 269-5827 or (669) 400-6383 or cal20dennis@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.



36-FT CAPE DORY, 1984. Alameda. \$49,000. Classic cutter, beautiful inside and out, Carl Alberg 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 stowage bags - great for cruising. Contact (707) 766-9471 or brillig3@gmail.com.

38-FT BENETEAU IDYLLE, 1984. San Carlos, Sonora, Mexico. \$36,000. South Pacific, Australia and New Zealand veteran. Perkins 4108, Autoprop, hard dodger, fridge, freezer, solar panels, wind generator, radar, Walker Bay dinghy, Hookah. Many spares. Email PrairieOyster1@gmail.com.



37-FT CREALOCK. Monterey, CA. \$29,000. Reduced price. Crealocks are well-respected and sought-after sailboats. This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled by a small crew. Makes a great liveaboard. This is a custom-fitted cruising consultant's hull. The boat has been used for California coastal and SF Bay cruising since launched in 1994. (831) 234-4892 or cher_d1@yahoo.com.



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. Awlgripped. 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>. (206) 351-4406 or hodgejw@gmail.com.



36-FT CATALINA, 1988. San Francisco, Pier 39. \$42,000. *Rasca!* hits a sweet spot for weekend cruisers. Owned by a firefighter and now two engineers. Selling it because we are having a family. 3-cylinder Universal Marine diesel engine stripped down in 2018. Mainsail new as of 2013. Radar, radio, and bilge pumps working. Electrical system refurbished. Comes with slip at Pier 39. Contact (415) 691-5844 or sumers.ben@gmail.com.



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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.



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.



SABRE 38 MK 1, 1984. Mazatlan. \$46,000. *Capriccio*: 2009 Yanmar 39hp, Ha-Ha Vet. Sleeps 5, propane stove, solar, autopilot, Adler Barbour, Engel reefers, dinghy, OB, windlass, bimini, dodger, 4 sails, fin keel. Contact (858) 397-8718 or workshop99@yahoo.com.

36-FT LANCER SLOOP, 1978. Pt. Richmond. \$32,500/obo. Classic performance cruiser capable of offshore or daysailing. Modern galley with new washer/dryer combo midship. Head w/stand up shower. New Neil Pryde headsail. Running rigging updated last season. Yanmar diesel. Contact (415) 948-3248 or lancer36@gmail.com.



40 TO 50 FEET

CAL 43, 1970. Ensenada, MX. \$59,900. Trophyed racer, veteran cruiser. Hull re-gelcoated 2014, mast rewired 2017, bottom paint 2017, Yanmar 3-cyl turbo 1999, Xantrex Proline 2.0 inverter-charger, Icom Pro SSB/Ham w/KISS system, VHF w/AIS. Isotherm freshwater cooled, cold plate refrig/freezer. Spectra watermaker. Interphase forward-looking sonar. Cape Horn self-steering. Articulate solar panels on radar arch. New Sunbrella bimini/dodger/screened cockpit enclosure. Tri cabin, lots of storage. Comfortable fast cruiser. Email svcriccket@hotmail.com.

41-FT ISLANDER FREEPORT, 1978. San Francisco Marina. \$88,000. Brand-new sails and cover, two new roller furling jib and new Wang's, lots of new gear, Chrysler/Nissan 6 cylinder diesel. Great boat. Possible 45-ft slip available. (415) 602-8416 or johnnyelda@sbcglobal.net.



45-FT WYLIE CUSTOM CUTTER, 1997. Vallejo, CA. \$69,500/obo. Custom-built Tom Wylie-designed cutter. Hand built by a furniture maker as his dream boat. It is overbuilt in all the best ways, beautiful woodwork, cold molded, gorgeous laminated beams, there is no other boat like it. The builder and owner passed away and we are looking for a home where the boat can be appreciated by someone new. Requires some repairs/updates. Survey available. Contact (510) 634-0866 or jsilverman7@gmail.com.



47-FT VAGABOND, 1985. Redwood City. \$129,000. This proven trans-ocean cruising vessel is very comfortable sailing the choppy Bay or the swells at sea and can easily accommodate 8 people. Her Yanmar 100hp diesel has only 100 hrs. Her cutter-ketch rig balances the load between Yankee jib, staysail, main, and mizzen. The all-teak interior is breathtaking. Current owner is no longer able to sail, so she awaits new adventures with a new owner. Contact (520) 812-7292 or salubria.skipper@yahoo.com.



50-FT SANTA CRUZ 50, 1987. Richmond, CA. \$215,000. SC50s are said to be the best boats to do Hawaii races. *Deception* was the last SC50 built by the "Fast Is Fun" Wizard Bill Lee. *Deception* has raced and podiumed in numerous Transpacs, PacCups, Puerto Vallarta Races, California Offshore Weeks, and countless Offshore YRA races. She's also raced actively in the Bay, including Rolex Big Boats, Long Beach Race Weeks and SF YRA. She's race-ready for both inshore and offshore races. Excellent condition, a full set of racing sails, new bottom paint, new Yanmar diesel, new cabin floor, Ballenger spar and standing rigging in 2009. It's time to pursue your dream and sail this iconic yacht. Email whelvestine@comcast.net.



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.



40-FT SABRE, 1999. Newport Beach. \$198,000. Cruise-ready. Pristine condition. Cutter rigged. Windvane. Watermaker. Rod rigging. Cruising sails with drifter and genneker. Yanmar diesel with low mileage. Electric main winch. VacuFlush head. And much more. Email 2aquadreamers@gmail.com.



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.



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.



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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.



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 fore-sails, spinnaker, electric winches. Sails & rigging all inspected, dinghy, davits, OB. ShadeTree awning, lots of spares. Maintenance and meticulous records kept. The boat shows like new. Private dock in Puerto Vallarta, Mexico. Shown by appointment. Orientation of vessel and systems available. (360) 201-2459 or ebessinger@candeexcavating.com.



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 CATALINA, 1992. Marina Bay, Richmond, CA. \$79,500. Very clean and maintained 2-cabin Pullman berth model. Radar, chartplotter, autopilot, VHF, Icom HF, dodger, bimini, TV, VCR, stereo, lazy jacks, custom main reefing system, furling jib, self-tailing winches, power main winch, dinghy and OB. (530) 941-6794 or davidrhammer45@gmail.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.



42-FT BENETEAU 423 2-CABIN, 2004. La Paz, BCS, Mexico. \$149,500. Cruise-ready 2004 Beneteau 423. Deep keel, aluminum davits arch with 400w solar panels. In the beautiful Sea of Cortez. For full spec/info please contact Johan: johanbfield@gmail.com.

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.



51-FT FORMOSA KETCH, 1979. Vuda Point, Fiji. \$165,000. Owned, sailed, loved 20 years. Completely reconditioned, updated (more than once!) Dry stored starting Dec. 7. Sail on to NZ or Oz now or in spring. US flag. Email sailingunmundo@me.com.

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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



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 pfoy.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; furled genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935 or (775) 782-7035 or bssevers@msn.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@oahutravellinc.com.

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44-FT MARSHALL-CALIFORNIAN. Veneti, 1987. Sausalito. \$44,500/obo. Quality, rugged, roomy express cruiser. 15' beam. Twin low-hr Caterpillar 3208s, 375hp. (206) 285-1111.

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34-FT CHB TRI-CABIN TRAWLER. 1979. Emeryville. \$21,000. Ford Lehman 6-cylinder diesel with 1,700 hrs. Fiber-glass with fine interior teak. 2 private cabins, 2 heads, main salon / galley. Marina has great views and park. Must sell. (415) 218-2343 or Fetisoff@att.net.



51-FT SYMBOL SPOILER, 1987. Alameda. \$150,000. Our 2- or 3BR, 2BA home in the Estuary is for sale. Twin 375hp Cat 3208ATs with ~1600 hrs, refurbished 2017 and maintained by Eric Mashbir; Westerbeke 7.5kW ~160 hrs. Mechanically flawless, incredibly spacious. New custom teak deck, aft head compartment, holding tanks, sanitary plumbing, toilets, galley appliances and counters, heaters, dehumidifier. Dinghy, 5hp 2017 Lehr OB. For more details or to inspect, please email: tedkeech@gmail.com.

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38-FT 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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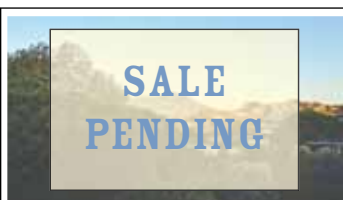
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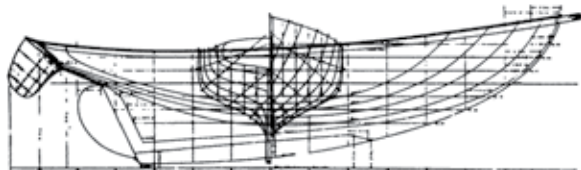
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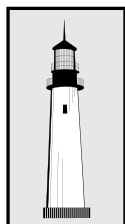
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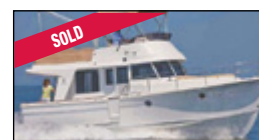
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