

Latitude 38

VOLUME 511 January 2020

WE GO WHERE THE WIND BLOWS

*Bill & Melinda Erkelens
Sausalito Indian Navy
Season Champs Pt 3
Homeschool Daze
Year in Preview*



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Cover:

"I shot this photo on a Bay sail from *Pineapple Express*, a Catalina 25, on the evening of June 4, 2019," said Andy Ix. "I enjoy your magazine, and this photo is a gift to share with our local sailing community."

Photo: Andy Ix

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Since 1977

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

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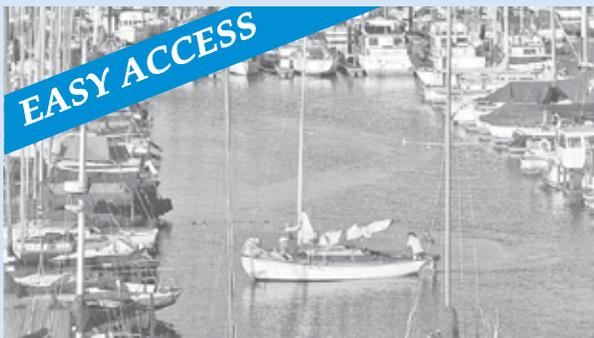
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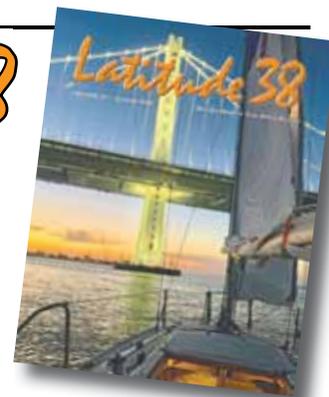
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Latitude 38

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CALENDAR

Non-Race

- Jan. 1** — Start the year out right — on the water.
- Jan. 4, Feb. 1** — 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.
- Jan. 4-25** — 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.
- Jan. 5-26** — 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.
- Jan. 6** — First Mondays, live jazz with Randy Craig, 7:30 p.m. Subject to change due to Chase Center events; check with club. Members of reciprocal YCs welcome. No cover. BVBC, www.bvbc.org.
- Jan. 7-28** — Live jazz with Don Prell every Tuesday night, BVBC, San Francisco, 7:30 p.m. Subject to change due to Chase Center events; check with club. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.
- Jan. 8-12** — Portland Boat Show, Portland Expo Center, OR. \$10; kids 12 & under free. Info, www.pdxboatshow.com.
- Jan. 9-12** — Los Angeles Boat Show, Fairplex, Pomona. \$15; kids 12 & under free. Info, www.losangelesboatshow.com.
- Jan. 10** — Full moon on a Friday.
- Jan. 11-12** — SSS Emergency Rudder Race and cruise-in, Richmond YC. Info, www.sfbaysss.org.
- Jan. 12** — Powerboat Handling Clinic for US Sailing Level 1 Instructor prep, TISC. Info, hello@nautical solutions.org.
- Jan. 15, 22, 29** — 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.
- Jan. 18** — US Sailing/Powerboating Accelerated Safe Powerboat Handling, TISC. Info, www.nautical solutions.org/calendar.
- Jan. 18** — PICYA Commodore's Ball & Installation of Officers, Encinal YC, Alameda, 5:30 p.m. Black tie suggested. \$65. RSVP by 1/11. Info, www.picya.org.
- Jan. 19** — US Sailing/Powerboating Safety & Rescue Boat Handling, TISC. Info, www.nautical solutions.org/calendar.
- Jan. 20** — Martin Luther King Jr. Day.
- Jan. 24** — Live R&B with Tommy D', fourth Friday nights, BVBC, San Francisco, 7:30 p.m. Subject to change due to Chase Center events; check with club. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.
- Jan. 23-26** — San Diego Sunroad Marina Boat Show. \$15; kids 12 & under free. Info, www.bigbayboatshow.com.
- Jan. 23-26** — North U Match Race Clinic & US Sailing Umpire Clinic. SDYC, www.sdy.org.
- Jan. 24-Feb. 1** — Seattle Boat Show, CenturyLink Field Event Center & Chandler's Cove in South Lake Union. Free shuttle in between. 1,000+ boats, 400+ exhibitors, 200+ seminars. Adults, \$17; kids, free. Info, www.seattleboatshow.com.
- Jan. 25-26** — 10th Annual Whalefest, Monterey Wharf, 10 a.m.-5 p.m. Interactive, family-friendly. Includes a 43-ft inflatable whale visitors can go inside; wharf walks; and a symposium with whale experts. Info, www.montereywharf.com.
- Jan. 25-26** — Safety at Sea Seminar in San Diego. \$250-\$350. John, (760) 650-6901 or www.sdy.org.
- Feb. 1** — Sailing Convention for Women, Bahia Corinthian YC, Corona del Mar. Classroom and on-the-water workshops. \$235. Info, www.sailingconventionforwomen.com.
- Feb. 1-3** — North U S.O.D.A. Youth Match Racing Clinic with Dave Perry in San Diego. For SoCal sailors ages 14-18/high school. SDYC, www.sdy.org.
- Feb. 6-8** — Sailing Leadership Forum, Hilton San Diego



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Feb. 9 — North U Racing Tactics Seminar, Sequoia YC, 9 a.m.-4 p.m. With Andrew Kerr. \$60-\$135 includes lunch. Info, www.northu.com/product/tactics-redwood-city-ca.

Racing

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.

Jan. 4 — Berger Stein Series #1, Malibu & Return (to Marina del Rey). DRYC, www.dryc.org.

Jan. 25 — Three Bridge Fiasco. This Bay Tour singlehanded/doublehanded pursuit race starts and finishes (in either direction) off GGYC and rounds three marks (in any order and direction). SSS, www.sfbaysss.org.

Feb. 1 — Double Up and Back. CPYC, www.cpyc.com.

Feb. 1-2 — California Dreamin' Match Race. SDYC, www.sdy.com.

Feb. 7-9 — Birthday Regatta & Leukemia Cup, Lake Pleasant. Classes include Buccaneer, Catalina 22, Viper 640, Laser, Montgomery 17, Santana 20, Portsmouth, PHRF Spinnaker and Non-Spinnaker, Multihull and Cruising. Arizona YC, www.arizonayachtclub.org.

Feb. 8-9, 15-16 — SCYA Midwinter Regatta. A massive undertaking involving an ever-growing number of SoCal clubs in five racing areas, plus associated sports at Arizona YC. Info, www.scyamidwinterregatta.org.

Midwinter Series

BAY VIEW BOAT CLUB — Midwinter Madness: 1/12, 2/9, 3/9. Lloyd, (408) 601-9355 or www.bayviewboatclub.org.

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

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

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

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

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

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

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

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

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

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

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

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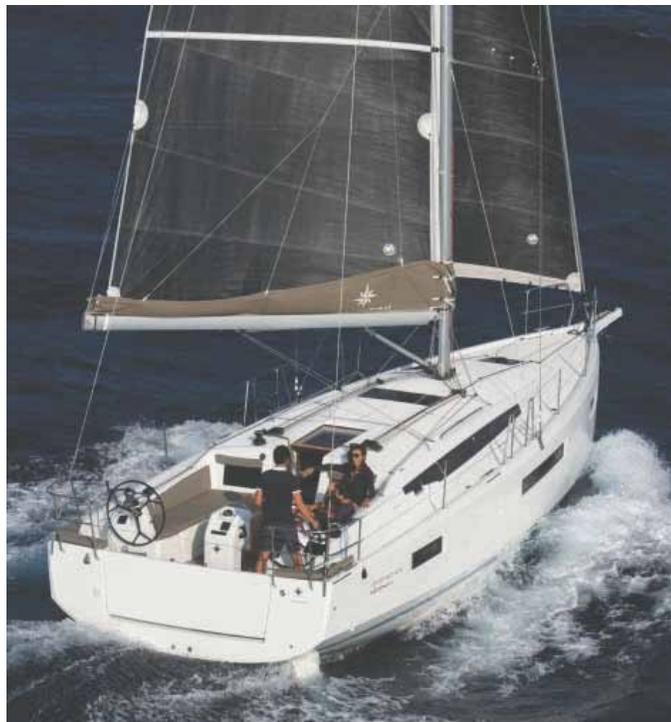


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SAUSALITO YC — Chili Midwinter Series: 1/5, 2/2, 3/1. RegattaPRO Winter One-Design Invitational: 1/11, 2/8. Info, www.sausalitoyachtclub.org.

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

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

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

VALLEJO YC — Tiny Robbins Midwinter Series: 1/4, 2/1, 3/7. Info, www.vyc.org.

In the Tropics

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.

Feb. 3-9 — Zihua Sailfest, Zihuatanejo, Mexico. Fundraiser for kids' education. Info, www.porlosninos.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. 6-8 — St. Croix International Regatta. St. Croix YC, www.stcroixyc.com.

Mar. 11-15 — Antigua Superyacht Challenge. Antigua YC, www.superyachtchallengeantigua.com.

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

Mar. 19-22 — St. Barths Bucket Regatta. St. Barths 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. 12-18 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

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

Apr. 25-May 1 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

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

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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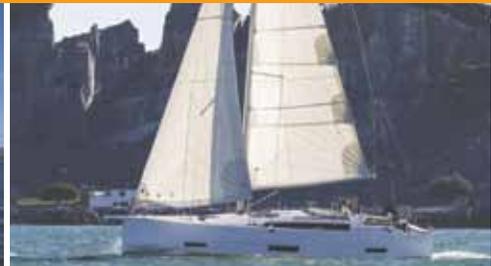
LOA 49'9" | BEAM 15' 7" | DRAFT 7'5"



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LOA 46'4" | BEAM 14'7" | DRAFT 7'2"



DUFOUR 412 GRAND LARGE
LOA 41'7" | BEAM 13'7" | DRAFT 6'8"



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LOA 39' | BEAM 13'1" | DRAFT 6'4"



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LOA 56'3" | BEAM 16'6" | DRAFT 8'2"



DUFOUR 360 GRAND LARGE
LOA 35'2" | BEAM 11'6" | DRAFT 6'2"



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LOA 31'7" | BEAM 10'8" | DRAFT 6'2"



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* D.D. Durant with no disrespect meant to Oklahoma.

CALENDAR

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

June 27 — Second edition of the Shaka Challenge for singlehanders and doublehanders starts in Marina del Rey, bound for Hanalei Bay. PSSA, www.jibeset.net.

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.

January Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/31Tue	0345/4.9	0859/3.0	1418/4.8	2102/0.4
1/01Wed	0428/4.9	1008/2.8	1514/4.3	2147/0.9
1/04Sat	LOW	HIGH	LOW	HIGH
1/05Sun	0020/2.2	0701/5.6	1404/0.9	2044/3.8
1/11Sat	0040/5.0	0502/3.0	1107/6.7	1800/-1.4
1/12Sun	0120/5.1	0550/2.8	1154/6.6	1843/-1.3
1/18Sat	0549/6.1	1235/0.8	1903/4.0	2353/2.1
1/19Sun	0640/6.3	1339/0.2	2030/4.2	
1/20Mon	LOW	HIGH	LOW	HIGH
	0058/2.5	0731/6.4	1435/-0.3	2138/4.5
	HIGH	LOW	HIGH	LOW
1/25Sat	0039/5.0	0518/2.8	1113/6.2	1800/-0.7
1/26Sun	0113/5.0	0559/2.7	1152/5.9	1834/-0.5

January Weekend Currents

NOAA Predictions for .88 NM NE of the Golden Gate Bridge

date/day	slack	max	slack	max
12/31Tue		0148/2.5F	0506	0754/2.2E
	1136	1336/1.2F	1530	1936/2.8E
	2348			
1/01Wed		0230/2.8F	0618	0830/1.1E
	1124	1424/1.4F	1718	2018/1.2E
	2324			
1/04Sat	0042	0442/2.4F	0812	1048/1.4E
	1454	1748/1.4F	2124	2324/0.7E
1/05Sun	0124	0524/2.4F	0842	1124/1.6E
	1548	1854/1.7F	2224	
1/11Sat	0200	0406/1.0E	0624	0954/3.0F
	1230	1524/3.0E	1942	2300/3.5F
1/12Sun	0236	0448/1.2E	0718	1042/3.0F
	1318	1618/3.0E	2018	2342/3.7F
1/18Sat	0012	0354/3.2F	0706	0954/1.9E
	1400	1700/2.3F	2018	2236/1.2E
1/19Sun	0112	0448/3.1F	0754	1048/2.1E
	1518	1812/2.6F	2136	2342/1.1E
1/20Mon	0212	0542/3.0F	0848	1148/2.2E
	1618	1918/2.9F	2242	
1/25Sat	0154	0412/1.5E	0700	1000/2.9F
	1248	1554/2.4E	2000	2306/3.6F
1/26Sun	0236	0500/1.5E	0742	1042/2.7F
	1330	1636/2.3E	2030	2342/3.5F

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LETTERS

↑↓ A HA-HA SECRET TO MOVE INTO THE SPOTLIGHT

This was my fourth Baja Ha-Ha, and my lovely wife Laura's third. This was also the first time doing the trip on our own sailboat, *Tally Ho*, a 1987 Nauticat 43.

In years past, I've witnessed boats sailing very close to the mothership *Profligate* as they start Leg 2 from Bahia Santa Maria. These lucky sailors were usually rewarded with beautiful pictures of their boats, often displayed in *Latitude 38* or *'Lectronic Latitude*. Now it was our turn to get lucky. We quickly raised the mainsail, mizzen and asymmetrical, and jockeyed for position.



The Brazil family's 'Tally Ho'.

RICHARD SPINDLER

The slight breeze was just enough to fill the asymmetrical as we ghosted past *Profligate*. Our reward was this beautiful picture taken by none other than the Poobah himself!

Rich and Laura Brazil
Tally Ho, Nauticat 43
San Francisco

↑↓ A WONDERFULLY THOUGHTFUL DISCUSSION ABOUT THE DAY YOU SELL YOUR BOAT

The decision to sell is always a tough one. The truth is owning a keelboat is expensive. Generally, you can buy a nice boat for the price of a Honda Civic, but the maintenance and other recurring costs can be substantial. It depends on how you use



WIKIPEDIA

the boat, but even for folks who aren't serious racers, you can generally figure on spending two times berthing as your annual expense. My *Islander 36* berthing is ~\$425 per month in Alameda, so I figure the total cost of ownership (berthing, insurance, maintenance, etc.) is about \$850/month or \$10,000 per year. Even if I owned a smaller boat (I used to have a *Merit 25*), it is difficult to berth and maintain a vessel for less than \$500 per month or \$6,000 per year. Bottom line: not a cheap recreational activity.

This is not Steve Zevanove's *Islander 36*, but we're sure it was well-loved just the same.

On the other hand, we have had experiences on the boat that will be with us for the rest of our lives. These are precious memories, like: weekends buddy boating with friends and our kids, racing in our local club series, making friends in our active association, taking my son's college friends sailing

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LETTERS

under the Golden Gate Bridge, watching the Blue Angels fly — the list goes on and on. There is really nothing so special as taking people new to sailing on their first outing on San Francisco Bay. You really get in touch with how special the experience is when you see it through others.

One last point. While owning a sailboat is expensive, almost all special experiences are going to be costly. Take a family of four to a pro football game, and you will easily drop a grand for one game. Take a family of four skiing for the weekend and you will easily drop two grand. When my son was traveling for college baseball recruiting tournaments, we would spend a few grand on fees, lodging, food and transportation for a week-long tournament. Do an overseas Backroads Bike Tour and you will spend five grand per person double occupancy, without airfare. Considering all of this, our boat feels like a pretty good value to me.

Steve Zevanove
Diana, Islander 36
Alameda

Steve — Thank you so much for this wisdom. This thread was sparked by a November 25 'Electronic Latitude where the newest editor contemplates the pros (saving money) and cons (not having a boat) of selling his Columbia Challenger. In the story, we repeated (but in no way took seriously) the adage, "The best days of a boatowner's life are the day they buy the boat, and the day they sell it."

We appreciate how spot-on you are in general, Steve, but about two things in particular: While boat ownership is certainly a privilege and duly expensive, so too are other sports. Tickets to a January 4 game between our beloved Golden State Warriors (who are currently 4 and 19 and without most of their major stars) and the Detroit Pistons (who are 8 and 14) cost as little as \$60, and as much as \$2,500(!). This, of course, just gets you in the door and into your seat, to say nothing about parking, beer, food and God forbid if you want to buy a hat or T-shirt. We've said this before — with the Warriors as an example — but we'd encourage everyone to flip to the Classys and find a good boat for \$2,500 or less!

And this is just to sit and watch a game, as opposed to being fully engaged in the sailing of a boat. As you said, Steve, memories of a good sail are irreplaceable and invaluable. As our newest editor wrote (or plagiarized from those old Visa commercials) when he first got his Columbia in fall 2017:

Supplies at West Marine: \$79.

Dock fees: \$550.

Registration: \$95.

Taking a singlehanded sail on a calm, 8-knot winter day and rekindling old dreams about sailing: Priceless.

⇕ QUANTIFYING THE BENEFITS

What a familiar dilemma! I have mulled over two ways of quantifying the costs and benefits myself:

1. The "price per sail" measure: annual cost of ownership/sails per year. This one never makes me feel good, no matter how often I get out on the water. I don't recommend this metric, because I don't think anyone would ever see the numbers come out in their favor.

2. The "how long does this delay retirement" measure: Considering if I saved what I spend on the boat over the next 20 years or so, how far out would this push my retirement? Based on my estimates, this comes out to something like two to three years. Can I work two to three more years in exchange for the joys and satisfaction of boat ownership for the rest of my life? In my case, the answer is yes, so I happily keep



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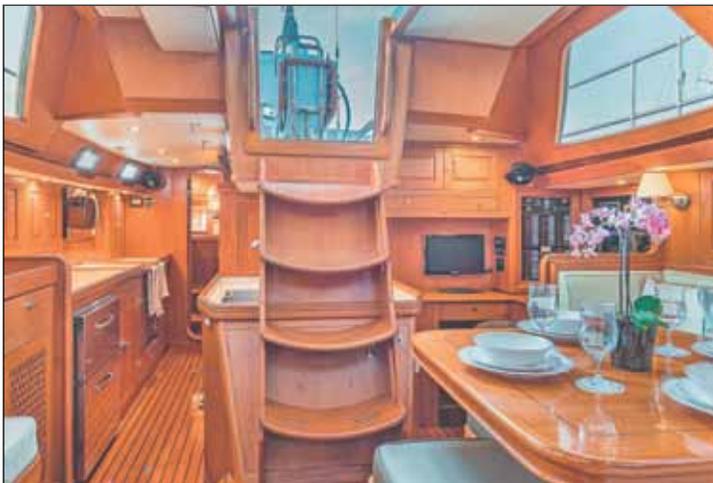
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LETTERS



LATITUDE / TIM

When 'Latitude's newest editor talked about the pros and cons of selling his Columbia Challenger 'Esprit', it sparked a thoughtful conversation.

boat, even when it doesn't feel like I use it enough. How many more life-changing trips in and out of the Bay will I have because the boat is mine, free and clear to use whenever I want? And if I don't have a boat, how the heck am I gonna fill my time otherwise?

In the end, owning a boat is pure privilege and luxury; the costs only make sense if you can afford everything else you need in life. And then the only question that matters is: Is this how you want to get your thrills?

Sam Kronick
Vessel Unknown

And not making a substantial dent into retirement

Sam — Another great point. The "price-per-sail metric" is an inherently skewed and inaccurate measurement when quantifying the benefits of sailboat ownership.

↑↓ THE DAY OF REALITY

The day of reality came to sell *Lovely Reta* during this past summer. After Debby's two back surgeries resulting from putting *Lovely Reta* away for hurricane season, we realized after 40-plus years of cruising it was time to find another way to spend time on the water. She is currently for sale and advertised in *Latitude 38*.

John and Debby Dye
Lovely Reta, Islander Cutter
La Cruz Marina, Mexico

↑↓ "THE BEST DAY?" I DON'T THINK SO

Anyone who says their second best day was the day they sold the boat simply never loved the boat in the first place. For eight years, four of those cruising Mexico from Bahia San Francisquito to Zihuatanejo, the *Dry Martini* kept us safe taught us self-reliance, along with a sometimes-hard lesson in humility, and left us with memories to last a lifetime. Walking away from her for the last time was one of the most emotional days of our lives.

Jimmie Zinn
Florence, OR

Jimmie — There's another saying: The best days of a boat-owner's life are Saturday and Sunday.

↑↓ THE HAPPIEST DAY?

I totally get the whole "happiest days thing" in spades, since our previous boat took almost three years to sell (with never-ending ads in your *Classys* and other mags). It was a fine Fisher 30, which I'd spent six years putting my heart and \$\$\$ into restoring and repowering. But the ad seemed to attract only dreamers. We still used her far more than average, but once we decided to sell, the mixed emotions were painful. We've since found our forever boat, and her trailerability has already lessened the sting of expenses and worries in the off-season.

I just singlehanded *Grace* home to the Benicia launch

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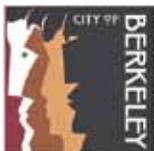
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LETTERS

ramp, and it was a fabulous finale to a great season. Beware, another vessel will seek you out!

Jim 'Goose' Gossman
Grace, Nimble Boatworks Kodiak
Benicia

↑↓ CONNECTIONS BREED COPY

With your connections, you might consider joining a club and sailing a variety of boats when you have the time. Then when the time comes again for ownership, you will have had a lot of different experiences with different boats, and can report those to us here reading the Great *Latitude 38*.

Larry Long
Dedicated Reader

↑↓ IT HELPS IF . . .

It's always easier selling if there is something new waiting in the wings, but even then it feels like you're ending a relationship.

R.J. Barnes

↑↓ MY LIFE, MY SOUL

My vessel owned me over 30 years. I'm a musician, and for 13 of those years, almost every weekend between 1984 and 1997, I sailed 13 miles from my marina on the east side of Charlotte Harbor to an inn and restaurant on an island in Pine Island Sound, Florida. I was "required" (I loved it!) to live aboard as a condition of my employment. No road there.

So I was able to deduct all of my expenses: slip fee, gas for the outboard, supplies, hauling and maintenance — in other words, everything. Sailing and being around my vessel, living aboard her when I was there, was my life, my soul. Extremely grateful for those years.

Jerry Shell
Florida

↑↓ VISITATION PRIVILEGES

I opted to donate my pretty girl, which I shared so many memories with, for fear of being offended by what might be offered to me. Fortunately, she went to a great home, and I have visitation privileges.

Richard Eberhart
Former owner of a Tayana
(according to the Crew List)
Ventura

↑↓ A YEAR-ROUND AFFAIR

We keep our MacGregor 26-X right outside our living quarters, and several times a week we go sit in the cabin and relax, read, watch TV, sometimes cook and stay aboard overnight. That way we can enjoy it all year long.

Malcolm Milliron
MacGregor 26-X
The Driveway

↑↓ THE UPSIDE OF BILGE DIVING

I love bilge diving — scrapes, bruises, head bumps and all! It is the only way that you will ever know every nook and cranny of your boat and figure out how to fix or at least diagnose a problem when it pops up without advance notice. On numerous cruises and charters I have been able to fix problems that could have spoiled or endangered an otherwise great sail.

Gus van Driel

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LETTERS



LATITUDE / ANDY

↑↓ EVER FIND A STOWAWAY ABOARD?

While securing our 30-ft Bristol for hurricane season at Glades Boatyard on Florida's Okeechobee Waterway, we

We dove deep into the topic of diving deep into your bilge in a November 22 'Lectronic. Like a box of chocolates, you never know what you're gonna get.

had our first of many encounters with the drone-like mud daubers — essentially large wasps, which extend their long hind legs downward, giving the appearance of being larger than they are, while slowly hovering around like a helicopter or drone, looking for water, food or a place to build a mud nest. They're truly a frightening sight when first encountered, but are not aggressive. On advice, we taped and screened openings into our boat to stop nesting over the six months while we were at home in Northern California.

After a few seasons cruising the East Coast and the Bahamas, we had our boat trucked to Alameda.

One early spring morning, while making my way barefooted to the galley, I noticed something moving on the sole near my feet. There it was: A live mud dauber, creeping/dragging itself slowly toward the light of the companionway. It was thrilling to see what was probably a newly hatched dauber — yes, from Florida, the tropics — making its way to life outdoors in Alameda.



CARLOS VALENCIA / PINTREST

The totally creepy-looking but relatively harmless mud dauber.

Not long after, another dauber plopped down on the sole and did the same crawling behavior, and I discovered a third one, calmly exiting the drain hole on the hatch turtle. Yup, now I was certain our boat had some stowaways. Short of it is, we discovered several cement-hard dauber nests under the V-berth cabinets and inside the companionway turtle — no doubt engineered and constructed in that Florida boatyard.

That memory is still important because it reminds me of the many cruising friends my wife and I met and the many fantastic adventures we had on our voyage from San Francisco to the East Coast.

Carlos Valencia
Felicia, Bristol 29.9
Channel Island Harbor

↑↓ A STOWAWAY? EVERY SPECIES OF THEM, YES

Cockroaches, termites, ants, spiders and best of all, rats! It's amazing how much wire covering, food containers, even thinner bulkheads get chewed. And the rats are wily and tough to catch sometimes. We found that one of those 50,000-volt electrocutors has been the best solution so far.



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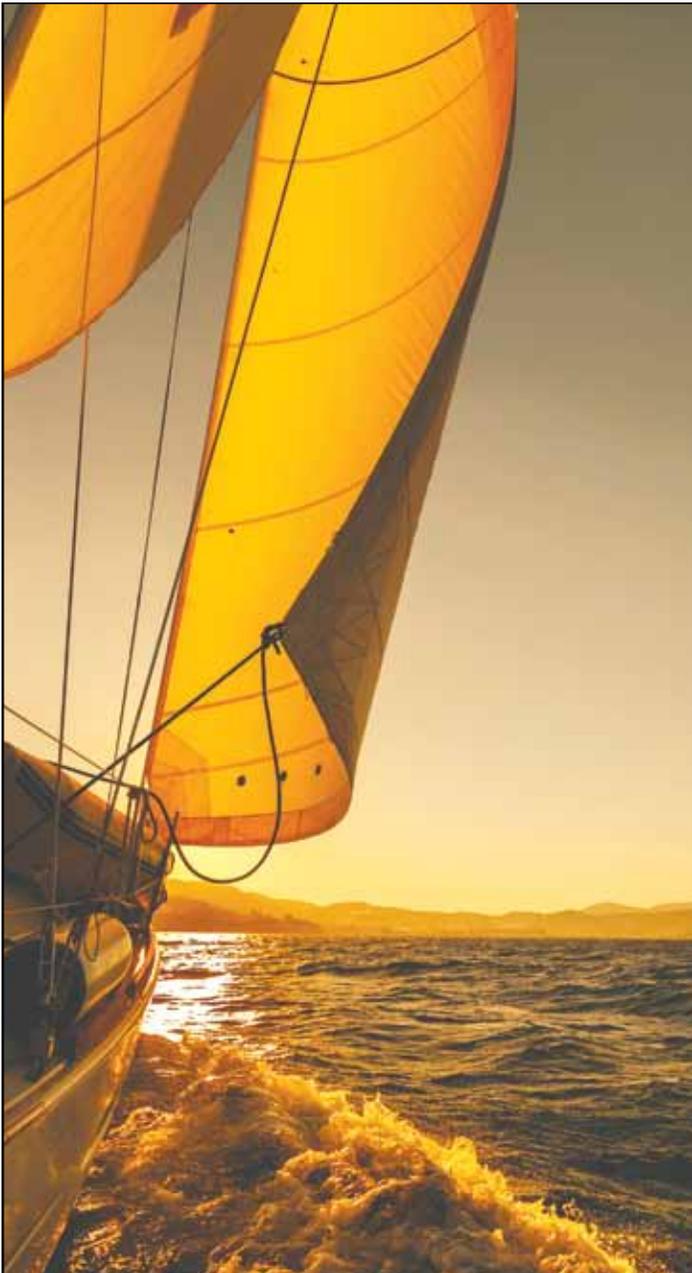
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LETTERS

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Barry Spanier

Rosie G, custom junk-rig design

Under construction at Berkeley Marine Center

↑↓ THE MOST UNUSUAL STOWAWAYS

The most unusual stowaways I remember in more than 25 years of living aboard and cruising was a possum and her stillborn litter, found in the cockpit of a friend's boat. The kicker was that the boat was anchored about 40 yards from shore and there was no obvious way for the critter to have gotten aboard.

I rowed the possum ashore and she wandered off into some nearby woods, apparently no worse off after her yachting adventure.

Wayne Stevens

↑↓ A LITTLE BIRD TOLD ME . . .



CHRIS KARO

This little guy came aboard my S2 11.0C on my way south from Newport, RI, to Key West, Florida. He boarded about 10 nautical miles south of Block Island and stayed more than an hour. He flew below and stayed in the main cabin for quite awhile!

Chris Karo

Grace, S2 11.0C

Little Torch Key, FL

↑↓ STOWAWAY ON THE HA-HA

Just returned from the Baja Ha-Ha, where we had two stowaways: a swallow that came and went three or four times to various perches in the cockpit for idle chat, and a flying fish

that slapped me in the back of the head while I had night watch.

Dennis Bailey

1966 Herreshoff 28, built by Far East Yachts

Latitude Nation

↑↓ WHAT'S MISSING FROM SAILING? KIDS

The huge difference between Australia (where I learned to sail) and the United States is that in the US, sailing is considered to be a "rich person's sport" and therefore, inaccessible to kids and their Gen X/Y parents. We really need to promote venues like Treasure Island Sailing Center, which make the sport highly accessible, and break down the notion that you need to have lots of money and connections to bring sailing within reach.

Clubs with dinghy programs are a dime a dozen on Sydney Harbour, and I'm always impressed when I go back and see the kids not only sailing in challenging conditions (read: amidst the ferry traffic, in swells), but having the time of their lives while they're at it. No secret why Aussies are good at this gig. I'd love to see:

- More pathways to affordable community sailing programs.
- More pathways to racing (which is the only way I can afford to sail so much).
- Awareness that sailing is a sport for everyone — and



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LETTERS



#MOREKIDSONSAILBOATS

I think your YouTube and social media outreach is a fabulous first step!

More power to you all — please keep us updated on how

A screenshot from a video on the More Kids on Sailboats YouTube channel.

we can be involved.

Rosanne de Vries
The Sunken Hat, J/24
San Francisco

Readers — Rosanne was referring to the November 20 'Electronic Latitude, What's Missing from Sailing? Kids. In last month's letters, reader Brett Langolf said that, "It's time to put the fun back into the sport we love. How? 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." Go to YouTube, then search for "More Kids on Sailboats" to share your story.

↑↓ ACCESSIBLE, FUN, LAID-BACK, BUT FIERCE SAILING

Yacht clubs in the Bay Area are stiff in comparison to Australia, New Zealand and more relaxed places like Hawaii, where sailing is actually cool, accessible and not so expensive.

"Sail wars" are not a thing in Hawaii, which helps keep the price of entry reasonable. Clubs own fleets of venerable Cal 20s, which anyone can use and race every Wednesday — that racing is fierce, but the cost is almost zero. Corinthian YC has a fleet of Cal 20s, but I've never seen them race. How about a Waikiki YC vs. Corinthian YC Cal 20 race challenge at the end of the season? Top three crews from each club race.

Tim
Spent some time in Australia

↑↓ ENCOURAGING TO SEE

I was at the Santa Cruz Harbor last weekend and witnessed about 100 youthful sailors from the St. Francis Yacht Club sailing in heats all weekend. It was great to see, and kudos to their parents' support of this event!

Robin Cabak

↑↓ SPEAKING OF KIDS ON SAILBOATS . . .

We've been having a lot of fun posting old photos of the Kennedy family sailing what we believe is their 25-ft Wianno Senior sloop Victura. What grabbed people's attention wasn't JFK or Jackie or who we think is Ted on the stern . . .

Five of the passengers are three years old and younger, and I'm pretty sure they don't swim! At least the baby has one [a PFD] on.

Gary Green
Menifee

My kids were born in the late '70s, and we had no laws mandating seat belts, car seats, lifejackets, etc. Life was much different back then.

Stephanie May

Is that Ted Kennedy in the stern who just took a swim?

Kit Stycket
San Francisco

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LETTERS



JFK HYANNIS MUSEUM

This photo is full of nostalgia — and JFK seems to have a handful of weather helm — but light on lifejackets. Latitude Nation was slightly horrified.

Lifejackets, until a couple of decades ago, were really just that: lifejackets. The ridiculous size and shape inhibited movement, which was almost to the point of dangerous when working on a boat.

Kids never wanted to wear those things.

Today's materials allow for comfort, utility and, of course, flotation. Whether or not those kids could swim? I'd bet they all could. Comments on weather helm should be withheld until more info.

Michael C. Schaumburg
Goleta

Didn't this boat have no jib to balance it out? I'm quite sure it's hard to keep a boat balanced without a jib and some dude sitting on the stern.

Eric Kaiser
Josephine, Folkboat
San Francisco

⚡ A CASHIER-CHECK WARNING

I appreciate the prominent warnings about cashier's-check fraud on the Classy Ads submission page. As soon as our ad for our large motorboat appeared online, we received the following inquiry from someone using the name Michael Stewart:

"I'm interested in your boat. I want to know if it's still available? Do get back to me with more details, bottom price with any available picture. As for the payment do you accept Cashiers Check? I have a reliable Shipper who will come for the pick up after payment, Michael."

Not having been born yesterday, I responded:

"Michael — The only form of payment that would be acceptable is a confirmed wire transfer to an escrow account with the escrow holder of my choice after I have placed the executed bill of sale into escrow. Let me know if you want to pursue this further.

"By the way, *Fanfare* weighs 22.5 tons and is 15 feet wide. Do you really have a shipper?"

Not surprisingly, Mr. Stewart has not yet responded.

Ted and Diane Keech
Fanfare, Symbol 51
Alameda

Readers — Cons have probably been around even before there was money, but the internet has increased the creativity and opportunity to get taken. While it hasn't been a huge issue in our Classys, we want to take the opportunity for this basic



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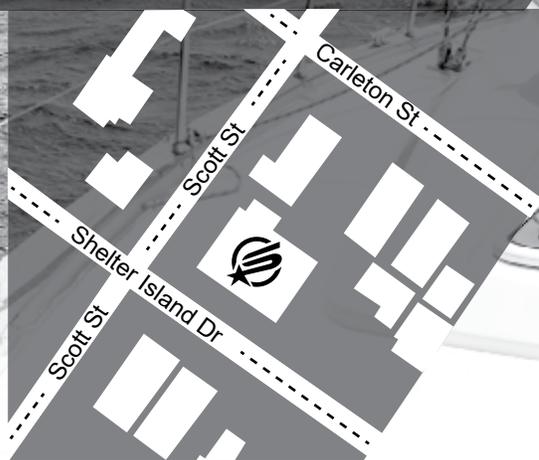
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LETTERS

but important warning: If anyone wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true.

Usually, they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry.

↑↓ #OPTSAILING TOTALLY BEAT OUT BLACK FRIDAY (NOT REALLY, BUT WE CAN DREAM)

Black Friday in our family involves taking our 1979 Cal 39 out around the Bay. It was going to be the only 'nice' day of the weekend, so we put off decorating until some other day.

This photo was taken by our niece on Pier 39, where she manages the aquarium.

Greg vanDalen
Escapade, Cal 39
Marina Bay Yacht Harbor

↑↓ ABOUT THAT FOG THAT WE HAD IN NOVEMBER

I guess people today don't remember the tule fog that was so prevalent back when it rained in winter, unlike the drought



GREG VANDALEN

The Cal 39 'Escapade' out for a stroll while mobs of people in shopping malls were locked in mortal combat over 30%-off blenders.

decades we have had lately. Back then, the fog was so thick you couldn't see 10 feet in front of you — no exaggeration. Driving by Braille and using the road markers to let you know if you were in the lane or on the road were needed skills.

Paul Clausen

↑↓ NOT SO ACTIVE

I don't think anyone has ever sailed aboard *Active*. I say that in jest but that ship has been parked right there for a really long time — ever since I can remember, and I have been sailing the Canal for 53 years. Since you were aboard, you probably have a better idea of her history than I can provide.

Mark Bidgood
Ericson 33
Marina del Rey

Mark — It's true; after writing about Active last month, we found that the boat has become more of a museum than an, ahem, actively-sailed vessel. Regardless, we think owner Dale Friberg has done well to preserve and maintain the vessel.

↑↓ REMEMBERING ONE OF OUR OWN

This morning I heard that John Tuma passed away. I'm so very sorry to hear this news. While I knew he'd been fighting

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LETTERS



CRAIG STICE

John Elias Tuma left this world on Thanksgiving Day at the age of 60.

a battle with cancer for some time, it doesn't make things any easier.

I met John many years ago when he bought a 1/4-Ton sailboat that Chrissy and I owned. He not only loved being on the water, but I recall his telling me how much he really enjoyed sailing the boat we'd once owned. I know we will all miss John, but he'll not be forgotten. With my condolences,

Paul Kaplan
Sprite, Cal 20
San Francisco

Paul — Thanks for the note. Readers, John Tuma was a freelance writer for Latitude 38. In the last few years, he wrote at length about the Bay Conservation and Development Commission, or BCDC, especially about its ongoing action against Westpoint Harbor. Less than a year ago, John wrote about the Bay Area's evolving waterfront — specifically, the impact of regulations on marine businesses that have created a challenging working environment, but have also led to cleaner water and healthier wildlife. John was a master at giving context to an issue and laying out the competing interests — his only bias was toward the health and vitality of the sport and lifestyle of sailing.

John Tuma was, in other words, an outstanding journalist. He gave us both the reporting and vision to take on serious, challenging and important public issues. He was instrumental in getting us to where we are today. John was also simply a good guy. He was always available, even as he was undergoing chemotherapy, to take our calls and walk us through a difficult issue. John was also a consummate sailor who could be found sailing aboard his Blue Jacket 40 All Blues.

When we last spoke to John, he told us, "The hardest part about this disease is that I can't work. And I find that I really miss the work," he said of writing and reporting.

Thanks for everything, John.

↑↓ **BOAT FIRE AT MARINA VILLAGE IN ALAMEDA**

This was a terrible event but could have been so much worse. [Candy is referring to a motorboat that caught fire at Marina Village Yacht Harbor in late November 2019, as reported in a December 6 *Lectronic*. The cause is still unknown.] Fire aboard a boat is the absolutely worst-case scenario, and

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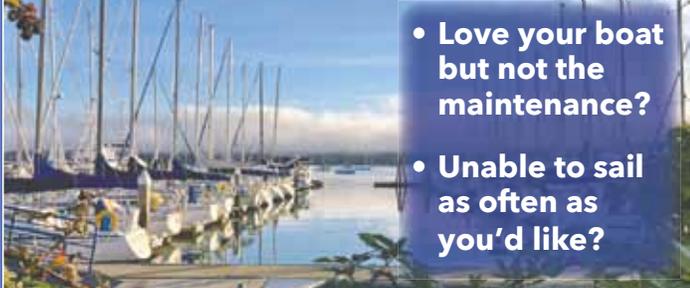


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LETTERS

takes precedence over anything else.

Candy Morganson
Infidel, Swan 44
Alameda

LESSONS LEARNED FROM THAT FIRE

I would add that early detection is paramount to protect your vessel and life from fire on board. Smoke alarms should be placed in every room on the boat and even considered in or near the engine compartment and lockers. A carbon monoxide detector should also be on board. There are inexpensive combination alarms available from any hardware store or chandlery, and they're a cheap investment for the peace of mind they provide. If you already have smoke alarms, don't forget to change your batteries when you change your clocks.

Joshua Williams

LICENSE TO SAIL FROM ACROSS THE WEST COAST

Here are a few more license-plate nuggets that continue to trickle into Latitude:

DAVID PAUL



David Paul's license plate is also our most popular Caption Contest(!) entry.

Get outta my way
— you have no rights!

David Paul
Barb Hutchinson
2018 Baja Ha-Ha
with Patsy
Verhoeven
on *Talion*

Nelly, Martin 24-1
Portland, OR

A DOUBLE ENTENDRE?

Here's my old plate from when I lived on Maui. It can be taken two ways.

Mike Sowers
Medford, OR



MIKE SOWERS

AN R-RATED (OR THEMED) MNEMONIC PLATE

I jokingly give my beginning sailing students extra credit if they correctly decipher my license plate.

Captain Rod Witel
US Sailing and
US Powerboat-
ing instructor

ROD WITEL



WHICH PHILOSOPHY SPEAKS TO YOU?

I just picked up a copy of the November issue

of *Latitude*, and a letter from someone who sailed with Warwick 'Commodore' Tompkins Jr. caught my eye: "Seamanship skills and the decorum of oceanic sanctity are part and parcel of this great man's legacy and routine," wrote Jonathan Livingston. "Helm balanced, reef tucked in, all gear sorted, not a drop of water below, warm and dry, wind at 90° apparent, vang eased."

Wow, that sounds like pretty basic sailing to me. It's the "not a drop of water below" that really caught me as a no-duh

LETTERS

kind of a thing.

I tracked down the original story on your website [The September 23 *'Lectronic Latitude: Catching Up with Out The Gate Sailing and the Commodore*] where the Commodore talks about his philosophy. He said, "When you get into hard weather, the boat should be secure and safe. You don't worry about the boat, you worry about yourself — that's part of the philosophy. You need to have a boat that goes upwind, so you can take the boat to windward if you have to. You need to carry small sails; you need to carry a sea anchor."

So, make sure you're safe, sail a boat that can go upwind, and have sails and equipment for all conditions. Again, this seems like the most no-brainer concept of seamanship imaginable.

I don't know who the Commodore is. That's one of those names that seems to pop up in the pages of your magazine every now and then, one of those names I guess I feel like I'm expected to know. I don't mean this in a bad way. (I will end up not meaning this entire letter in a bad way.) I'm not as dedicated a reader as some of my elders were, and maybe I've missed a few sailing celebrities over the years.

At first I was a little offended by the simplicity of the Commodore's philosophy, and almost took it as plain arrogance that someone would talk about such basic, fundamental sailing concepts as a "philosophy." I wanted to be upset, or even outraged. Also in that November issue, you had Randall Reeves, who just did a Figure 8 of the world, and who didn't talk about some lofty philosophy. He said: "I'm surprised I could do it. I really had that profound experience of taking it one day at a time."

And in the *same issue*, Webb Chiles said, "I was born for this day and all the days ahead." I guess that could come across

as arrogant, but Webb went on to explain that he was just looking for freedom. "Part of that freedom was escape *from* and part of that freedom is escape *to*. Escape from the restrictions, regulations and banal, ubiquitous ugliness of modern urban life. Escape to a world that is simple, direct, beautiful, uncompromising and un-sentimental.

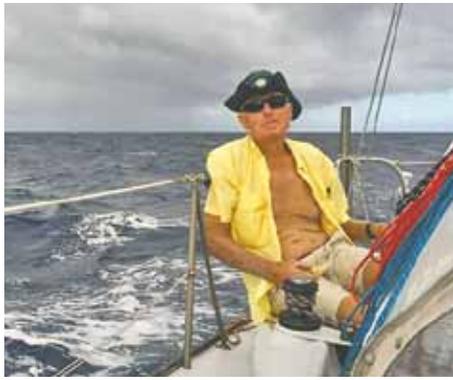
Has the Commodore singlehanded around the world?



LATITUDE / TIM

Randall Reeves and the philosophy of "just keep going and going . . . until you're in front of the Golden Gate Bridge."

I like *Latitude* because it has every sailor in it. Not just the rock stars, but the average janes and joes as well. I grew up into sailing, but I rejected it at first, probably because my parents made me do it. Sailing didn't make sense to me until I was in my 20s, and then, when I started sailing alone. I don't think I'm a great sailor — not even close — but I do think I'm



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LETTERS

competent, and I'm proud of some of the things I've done. But I try to be humble in the face of my accomplishments. "Made it back alive with the boat in one piece," is what I say every time I get back to the dock.

I eventually realized the zen simplicity of the Commodore's philosophy: Taking the basic and making it personal, profound and grand. Someone once told me that they got a basic tip from a well-known skier: shoulders, breath, hips, breath. My friend said it fundamentally changed her skiing for the better. She said because it's so simple, it was easy to remember — it was more mantra than advice or philosophy.

I've actually come to feel like the Commodore is talking to me. Maybe it's even some of Randall Reeves' 'philosophy' of "taking it one day at a time." The last time I was out by myself and it was kind of windy, I actually said to myself, "Make sure the boat is secure and safe." I put up the number three, even though it was overkill. And finally, I positioned myself to have the least amount of upwind sailing, or rather, I plotted the safest, most direct route home, just in case.

I guess what I'm saying is, I get it. I get the Commodore's philosophy, and it speaks to me.

Or at least I think I get it, and that's close enough.

Danny Hendricks
San Diego

↑↓ HEY, PLASTICS CAN BE FANTASTIC

I noted the rant about plastics poisoning the world recently and your most thoughtful comments. There are a vast number of applications where plastics are more appropriate than almost any alternative, especially in replacing glass and metal, both of which take copious use of irreplaceable materials and serious energy to produce, and of course people treat glass and metal containers in the same wasteful way as they do plastic.

I wish people who stylishly rant about these materials would wake up and accept that the fault lies in the user not the product. Even Shakespeare knew better, when he wrote, "The fault, dear Brutus, is not in our stars / But in ourselves." By conveniently banning certain products, all we change is the nature of our trash, as the bad behavior simply continues.

John McNeill
Yankee, Wooden Schooner
San Francisco

John — As owners of a plastic classic who enjoy sailing with our plastic sails, plastic lines in our quick-dry plastic clothes, we'd be the last to tell the owner of a beautiful wooden schooner that plastic hasn't been a miracle product.

We don't agree that we've been "ranting" about plastic, however, though we've certainly used strong language. We have called plastic pollution a plague; we have said that the state of our oceans is appalling. But just a few months ago in Letters, we quoted an oceanographer who works with citizen-scientist sailors; Nikolai Maximenko called plastic a "beautiful material with an unforeseen side effect." We said that replacing all plastic with wood, glass or other products would wreak havoc on the shipping industry, and would still create more waste than we could deal with in an environmentally sound manner.

We're not trying to figure out whom to blame, and we think the idea of needing to blame someone is a distraction from taking swift, meaningful action. We're all to blame — every single one of us. The market has failed to properly account for the environmental costs of plastic waste, and manufacturers are not required to be responsible for the full life cycle of the products they produce. The free market system needs to evolve

LETTERS

so that producers aren't passing the costs of pollution on to the public. What if manufacturers were charged for every single piece of the plastic found in the ocean that they produced? The economy would shift dramatically.

And it's us. It's consumers, and really anyone participating in the economy. It is also the reality of our choices when we go to spend our money: It's nearly impossible to go to the grocery store and not walk away with some kind of packaging that, after its short but useful life, will go straight to the landfill and take hundreds of years to degrade.

Our plastic problem is also an out-of-sight, out-of-mind mentality. (If there is one thing that we've ranted against, it is the single-use ethos.) We have deceived ourselves into thinking that recycling is a viable solution — it is a worthwhile activity, but by no means a panacea. It's not enough to just throw something into the blue bin; care must be taken to both clean waste and sort correctly. As you said, John, many people don't properly recycle glass or metal.

There have been small steps. Several yacht clubs have banned balloons and replaced plastic straws with paper. Paul Cayard recently wrote in *Seahorse* magazine that he's encouraging people to bring a wardrobe bag to and from the dry cleaner so they can reject all that single-use plastic. There are countless activists, many of them sailors, who have taken up exciting adventures to raise awareness about plastic pollution.

We commend these actions, but we call on every single plastic manufacturer to come to the table with the rest of us, and figure out a way to keep plastic out of our oceans, our food, our air and all the parts of our lives it doesn't belong, and to save it for the parts of our lives where it brings us joy.

We look forward to crossing tacks with the wooden Yankee and giving a wave from our plastic classic Summer Sailstice.

↑↓ CLIMATE CHANGE NON-DEBATE REDUX (PLEASE DO NOT SEND US CLIMATE-DENYING LETTERS)

I am writing to say goodbye to *Latitude 38* after, I'm estimating, 30 years of having a subscription. I can no longer give you my money.

I started realizing where *Lat 38* was going when you began providing an ongoing platform for the discussion of "global warming." I just opened my latest *Lectronic Latitude* email and found another article on global warming, via a Swedish girl getting to the United National Climate Action Summit [on a sailboat]. I was under the impression that you folks were interested in sailing, not politics.

My education is in chemistry. I won't/can't contribute to your ongoing belief in this computer-generated frenzy about our planet's climate. I'm surprised that you have not supported the Green New Deal being proposed by the radical left. I'm also sure it's just a matter of time. I have not responded to any letter or article on the subject in your publication because *it doesn't belong there*. I read *Latitude* for its sailing stuff, not your personal views on a subject that computer modeling can't prove. (Please research a book by Gregory Wrightstone called *Inconvenient Facts — The Science that Al Gore Does not Want You to Know*.)

[Some sources] look at our planet's "warming" from the Industrial Revolution to present day using a computer model. I do not consider a source of numbers (that you can manipulate) as "science." Mr. Wrightstone utilizes scientific *data* to look at the continuing cycle of our planet's ever-changing weather.

Thanks for the years of a great sailing rag. I'm going to miss your former greatness.

Curt Simpson
Texas

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LETTERS

Curt — We're sorry to see you go and hope that you'll reconsider. As you noted, we concluded a long discussion about climate change just over a year ago. We're briefly revisiting the subject now to make an additional point: When it comes to the environment, we believe there's more that unites us than divides us. Rather than arguing about the argument, we wonder where we might agree.

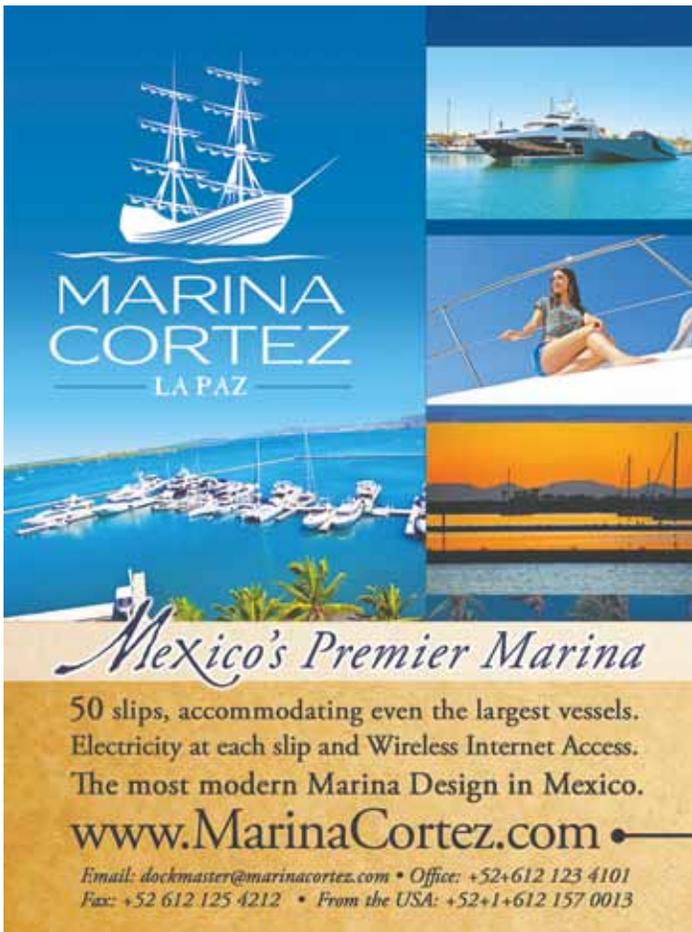
We refuse to think of climate change as a partisan issue. In 1988, as he was campaigning for the presidency in Michigan, then-Vice President George H.W. Bush said in a speech, "Some say that it's impossible for an individual, or even a nation as great as ours, to solve the problem of global warming, or the loss of forests, or the deterioration of our oceans. My response is simple: It can be done, and we must do it. These issues know no ideology, no political boundaries; it's not a liberal or a conservative thing. They are the common agenda of the future."

We refuse to be divided, especially over something that we fundamentally agree on: We all love boats and the ocean. We assume that most of the deniers who've sent us letters, especially those who have children, want to see the environment healthy and flourishing. If that is the case, then guess what? We agree, and all that's in dispute are the details. (Lately, though, reality itself seems up for debate.)

This is why we wanted to have the discussion. We believe that sailing and environmentalism go hand in hand; who better to speak about the environment than the people who love and cherish it the most, and have a vested interest in its health? In his 1988 speech, Bush said, "The stalwarts of the environmental movement should recognize that they're in common league with the families across America who don't even think of themselves as environmentalists — they think of themselves as concerned citizens, as lovers of sport and recreation, and of course, just as Americans." In having this discussion, it's not like we think we're saving the world or anything — we're just sailors who like to have fun with our boats. We drive our gas-burning cars to work every day. We're not environmental saints by any stretch. Right now, all we're doing is believing in something, even if it's the imperfect institution of science.

What does and doesn't "belong" in the magazine? Rest assured, everyone has an opinion on this. We often hear, "Why do you give so much coverage to racing?" followed by, "Latitude is just a cruiser's magazine." It's impossible to write anything without having people disagree with you. We're not Facebook, where people can curate what they hear and cultivate their realities. We go where the wind blows, which means we have a broad, diverse audience. When Greta Thunberg is recognized as Time magazine's Person of the Year and sails both ways across the Atlantic, that is a Latitude sailing story. When we attend a marina conference and the keynote speaker is talking about building for sea-level rise, that is a sailing topic.

If you're a longtime Latitude reader, Curt, then you know there's always been politics in the magazine, or at least hotly contested public issues, such as the local politics of regulation and development, the state of public marinas and the ins and outs of market rates for slips, manifestly unsafe vessels, and a discussion about flying the American flag upside down as a protest. Latitude's founder was famous for his swashbuckling, incendiary libertarian views that were expressed with a healthy dose of sarcasm and always topped with a punchline — we think it's more than fair to say that L38's founder wrote about politics with more style and humor than we do. And, as we said in Letters just last month, we find that people only say "politics shouldn't be in your magazine" when they disagree with the view expressed. Latitude's founder even wrote about climate change, though he was initially a skeptic. (He has since



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LETTERS

evolved, and changed the dates of this year's Baja Ha-Ha "in deference to climate change.") A few readers called out his climate skepticism when we took over; in 2018, someone wrote, "I think [your] approach is in keeping with the long-held politics of Latitude 38, which is opposition to any sort of government regulation. It's exactly that position that led [Latitude's founder] to deny the fact of human-caused global warming after it was well established. I still wonder what he, and you, will say to the next generation who will have to suffer from your short-sightedness."

We have found that most climate change-denying letters follow the same points as yours, Curt: 1) You want to deny us the argument altogether and assert that it has no place in our magazine; 2) You say that you have some knowledge of science, and are implying (we believe) that you're speaking authoritatively on the subject; 3) You state that the science around climate change is suspect or manipulated; you're saying that you have the 'real' science.

As far as Wrightstone's book, an April article in Medium by solar entrepreneur and engineer Willard MacDonald said, "Inconvenient Facts claims, over and over, to be based in science and emphasizes the importance of the scientific method; however, the author does not, himself, use the scientific method in his own analysis. There are no references to any peer-reviewed journal articles by Wrightstone. Many of his 'inconvenient facts' are non-controversial statements. In fact, most of them are actually true. It's the conclusions that he draws from the 'facts' that are not supported by peer-reviewed journal papers — they're just his own misleading opinions."

But wait, this is how it happens. We start to argue about the argument. We fall back on our talking points. Our discourse is such that some words, people or ideas are instantly demonized, such as "Green New Deal" and "radical left." (That "Swedish girl" you mentioned has been similarly painted.) These flash points go beyond honest, civil disagreement over public issues; instead, we just become pitted against one another.

What kind of environmentalism do you believe in, Curt? What responsibilities do you think you have as both a sailor and a human? Do you pack out your trash when you're out on the water? Then you believe in some kind of stewardship. Do you think that someone should be able to dump toxic chemicals into the ocean you sail on? No? Then you believe in some form of regulation. Do you believe that oil, coal and gas are in infinite supply and will last humanity until the end of time? No? Then you believe in renewables and energy alternatives.

To borrow from one of our readers: What will you tell the next generation? If you met that Swedish girl, what would you say, Curt? Would you tell her it's all an elaborate hoax? The data have been manipulated, you have a background in chemistry, and we shouldn't be having the conversation anyway? We think we owe the next generation something better than our denial.

We'll leave you with this thought from that same speech from George Bush: "It's been said that we're all on one ship on the planet, traveling fast, and moving, potentially, to a brighter future. Its condition demands our urgent attention."

We welcome and read your letters on all sorts of topics, though the ones we run in the magazine tend to be those of interest to sailors. Please include your name, your boat's name and model, and your hailing port. The best way to send letters is to email them to editorial@latitude38.com, though the postal carrier visits daily, so you can still mail them — with your best penmanship — to 15 Locust Ave., Mill Valley, CA, 94941.

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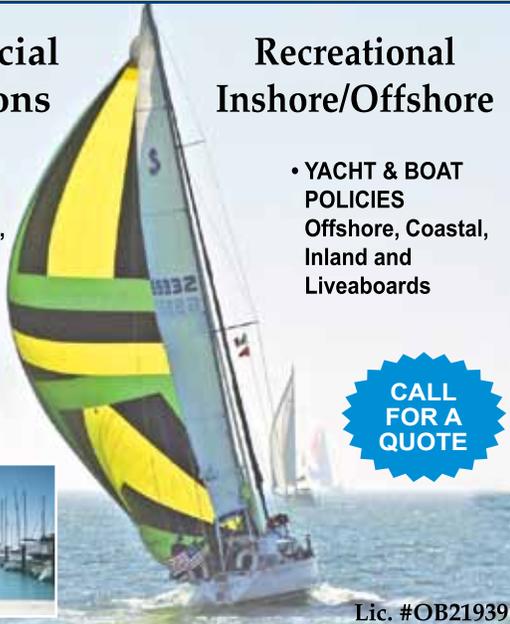
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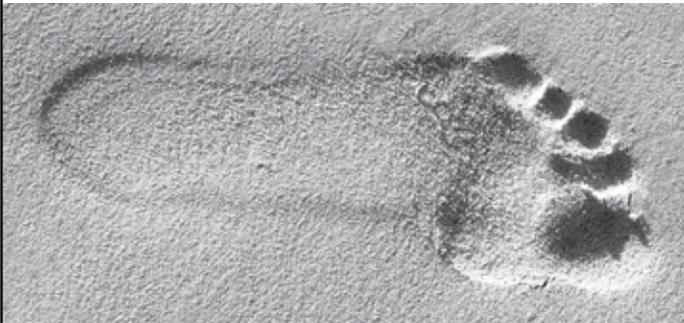


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LOOSE LIPS

Our knee-jerk, shot-out-of-a-cannon caption for this month's Caption Contest(!) was, in all likelihood, *Latitude Nation's* first thought, too: "Now I'll fit under that bridge!" Indeed: All things clearing-the-bridge were the flavor of the month. The skipper of this Laser was also commended for their aggressive attempt to reduce wetted surface — though the ends did not likely justify the means. Here's this month's winner, along with the top 10 runners-up:



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Hypotenuse jibbing. — Ruthie Rue

"I see some of those new-fangled 'tabernacle masts' boats nowadays, when I was a kid we didn't have that — we had 'tabernacle boats' and loved it." — Jake Goza

"If the Duke boys were sailors." — Rose Vera Cano

"Trying out the new Laser Lateral. The short mast and long boom are awkward, but the narrow beam makes for an exciting ride." — Blake Wiers

"Ancient arrowhead found in San Francisco Bay under Golden Gate Bridge." — Jeff

"Air Shaka into Pushloop, frontside cork 720 with a melon grab." — George Tillson

"I can save it. I *can* save it I can *save* it. I can save it . . . Dammit." — Robert Andrews

"Bob took the idea of 'sailing by the lee' a little too seriously." — Greg Watson

"If you won't raise the bridge I will lower the mast!" — Jim Adams

"Jesus takes the tiller." — @peezy_squeezy

"If the luff is parallel to the GGB divided by pi, then you're in deep doodoo." — Mark Caplin

"'Because I was inverted.'" — Maxwell Thomas Haning, quoting Tom Cruise's character in *Top Gun*.

"California's coastal waters are acidifying twice as fast as the rest of the oceans." The *New York Times* reported in mid-December, citing a recent study. "And some of California's most important seafood — including the spiny lobster, the market squid and the Dungeness crab — are becoming increasingly vulnerable. The carbon dioxide emissions that contribute to the planet's rapidly warming climate are also changing the chemistry of the world's oceans, which have absorbed roughly 27% of the carbon dioxide emitted worldwide.

LOOSE LIPS

California's fisheries account for slightly more than 10% of the nation's seafood production.

"The ocean currents off California tend to recirculate colder, more acidic water from deeper in the ocean to the surface, a process known as upwelling. As a result, California's waters were already more acidic than many other areas of the oceans. Climate change is exacerbating the effect, raising the question of how marine life will fare over the long term."

"One midwinter day . . . in Boston, where I had been cast up from old ocean, so to speak, a year or two before, I was cogitating whether I should apply for a command, and again eat my bread and butter on the sea, or go to work at the shipyard, when I met an old acquaintance, a whaling-captain, who said: 'Come to Fairhaven and I'll give you a ship. But,' he added, 'she



RADIO CANADA INTERNATIONAL

Joshua Slocum, the first person to sail around the world alone. Slocum and 'Spray' disappeared in November 1909.

wants some repairs.' The captain's terms, when fully explained, were more than satisfactory to me. They included all the assistance I would require to fit the craft for sea. I was only too glad to accept, for I had already found that I could not obtain work in the shipyard without first paying \$50 to a society, and as for a ship to command — there were not enough ships to go round. Nearly all our tall vessels had been cut down for coal-barges, and were being ignominiously towed by the nose from port to port, while many worthy captains addressed themselves to Sailors' Snug Harbor. "The next day I landed at Fairhaven, opposite New Bedford, and found that my friend had something of a joke on me. For seven years the joke had been on him. The 'ship' proved to be a very antiquated sloop called the *Spray*, which the neighbors declared had been built in the year 1. She was affectionately propped up in a field, some distance from salt water, and was covered with canvas. The people of Fairhaven, I hardly need say, are thrifty and observant. For seven years they had asked, 'I wonder what Captain Eben Pierce is going to do with the old *Spray*?' The day I appeared there was a buzz at the gossip exchange: At last someone had come and was actually at work on the old *Spray*. "Breaking her up, I s'pose?' 'No; going to rebuild her.' Great was the amazement. 'Will it pay?' was the question which for a year or more I answered by declaring that I would make it pay." — Captain Joshua Slocum, *Sailing Around the World Alone*

"There are some things you learn best in calm, and some in storm." — Willa Cather

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SIGHTINGS

hayden's unlikely labor of love

Every now and then, traditional sailors may find they have a wandering eye, one that occasionally turns toward a ship with no mast. That's exactly what *Runaway* — a 50-ft 1930 Lake Union Cruiser — was for local builder and waterfront resident Dana Hayden.

Having spent much of his life on the water, you might say boats became the framing of Dana's upbringing. As a toddler, he crawled around the bunks of the 1924 Herreshoff schooner *Brigadoon*, lived on the shores of Belvedere when it was still virtually undeveloped, and in his youth scaled the ratlines with his brothers and sisters aboard their family's 100-ft pilot schooner *Wanderer* — where their father, Sterling Hayden, famously defied a court judgment in 1959 bound for the South Seas. In his teenage years, Dana moved to live with his mother in Malibu, where he learned to surf, and in his adult life cashed in on a Colin Archer-inspired double-ender (among other play vessels such as a Bear Boat, rowing dory, and Boston Whaler), but things didn't end there. Following a divorce in the early '90s, Dana became a single father and thus felt compelled to sell his beloved Albert Strange cutter *Stornoway*, which he'd purchased

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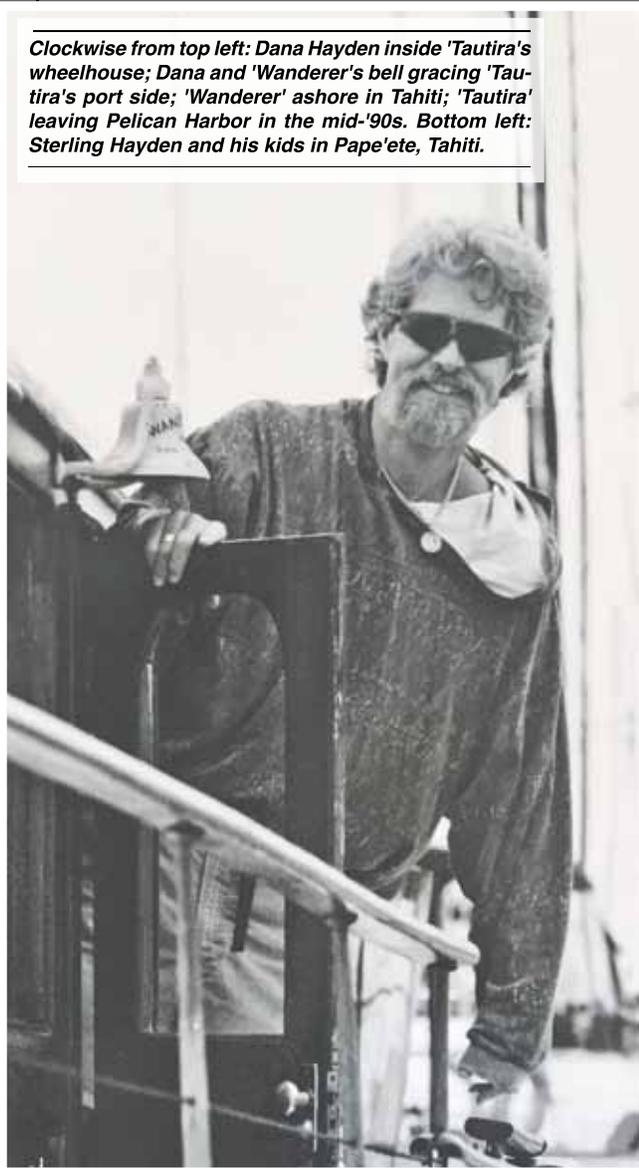
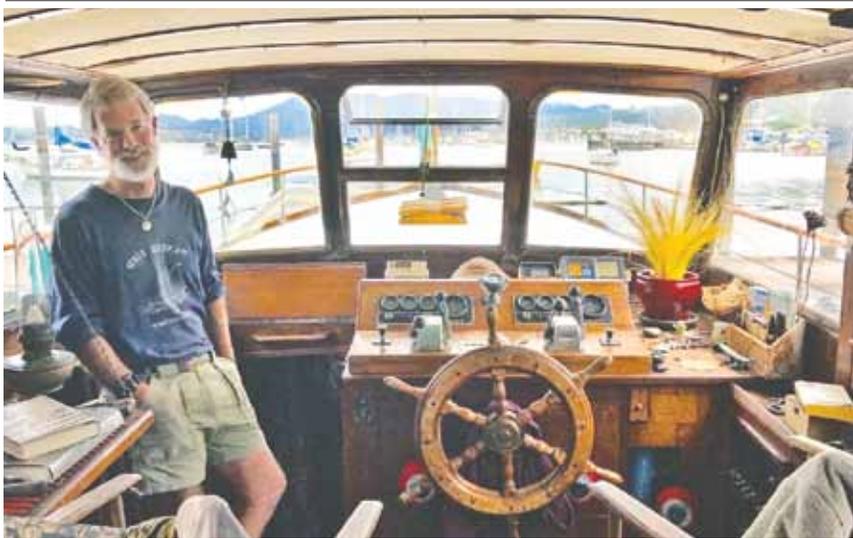
katie cornetta's start

Novice sailors often ask me how they can get a crew spot on a boat sailing in the Transpac or the Pacific Cup races to Hawaii. I have a stock answer: "Be a cardiologist." It's a somewhat flippant reference to the demographic of the typical owner of a large racing yacht.

But I follow it up with a more serious answer: "Join the Cal Sailing Club and sail every day for two years."

To most people, this is just as unrealistic as going back to medical school, but it's a real answer and I have examples to prove it. Case study: Katie Cornetta.

Katie joined the Cal Sailing Club as a complete novice in early 2012, paying her \$99 for three months of unlimited sailing lessons and unlimited free use



Clockwise from top left: Dana Hayden inside *Tautira's* wheelhouse; Dana and *Wanderer's* bell gracing *Tautira's* port side; *Wanderer* ashore in Tahiti; *Tautira* leaving Pelican Harbor in the mid-'90s. Bottom left: Sterling Hayden and his kids in Pape'ete, Tahiti.

from cal sailing club

of the boats and windsurfers. She swallowed it hook, line and sinker.

As we discussed in the November issue of *Latitude*, one of the reasons that CSC is such a good place to learn to sail — aside from the "all you can eat, no extra charge" cost structure, is that they ask novice sailors to be instructors long before they think they are ready. You don't just learn by doing at CSC, you learn by teaching. Plus, they use capsizable dinghies on a windy and unprotected part of the Bay for primary instruction.

Katie advanced quickly at Cal Sailing Club, gave a ton of lessons, got her advanced keelboat ratings, and was making noises about a Coast Guard captain's

continued in middle column of next sightings page

hayden — continued

from circumnavigators Al and Marjorie Petersen, for something a bit roomier.

Upon catching a glimpse of *Runaway* on a side tie one day, his point of sail shifted. L.E. (Ted) Geary designed her originally as a pleasure yacht for American film director King Vidor. The lines are narrow and elegant, with a high aft cabin and raked wheelhouse. Her row of portholes run amidship forward to her long, distinctive bow, so perfectly proportioned that it captivates even the most seasoned sailors. "I had never seen anything like it; it's the kind of vessel my dad would have loved," Dana once admitted. "When I saw her for sale, I had to make an offer."

He signed her papers in 1994, hung the *Wanderer* bell off her port side, and renamed her *Tautira*, after a province in Tahiti where he spent quality time with Sterling. Dana began dedicating much of his free time to both enjoying and maintaining the boat. He could often be spotted reading a book from a director's chair with his feet propped up lazily over the helm, taking an afternoon break to go stand-up paddle boarding, unwinding from the pressures of daily life by listening to music, or wandering about barefoot on the docks coiling and adjusting lines. Dana lived aboard her for 25 years while raising his son Alexander, and as a general contractor, believed deeply in creating meaningful living spaces. For Dana, the name *Tautira* represented feelings of nostalgia and tranquility, but it wasn't until he was diagnosed with brain cancer that it became even more important as a palliative space during his final days. Unfortunately, cancer isn't something that comes new to the Hayden family (evidently, neither are wooden boats). After he'd watched Sterling — a world-renowned mariner — suffer through prostate cancer, four malignant brain tumors were now stealing away Dana's time like dry rot he couldn't reverse.

Since his passing in July 2018, Dana's girlfriend Lauren de Remer, also a local sailor and maritime professional, has been caretaking for the vessel. They met organically on the docks in Pelican Yacht Harbor as boat neighbors, and the two connected instantly over similar values and interests. When asked what her plans are for the boat, she explains her endeavor to turn the vessel into something larger than itself. "I'd like to run cancer charters; everything from psych therapy to bereavement to support groups." She goes on to point out how Dana would love nothing more than to have the boat enjoyed by other families rattled by cancer who share the same sentiments of health and healing in a world with unfair curveballs. "I know it sounds crazy, and it's a huge uphill battle, but so is cancer. Patients and families need hope, even when there is none. And that is what this boat was for Dana, what it can be for others," she explains.

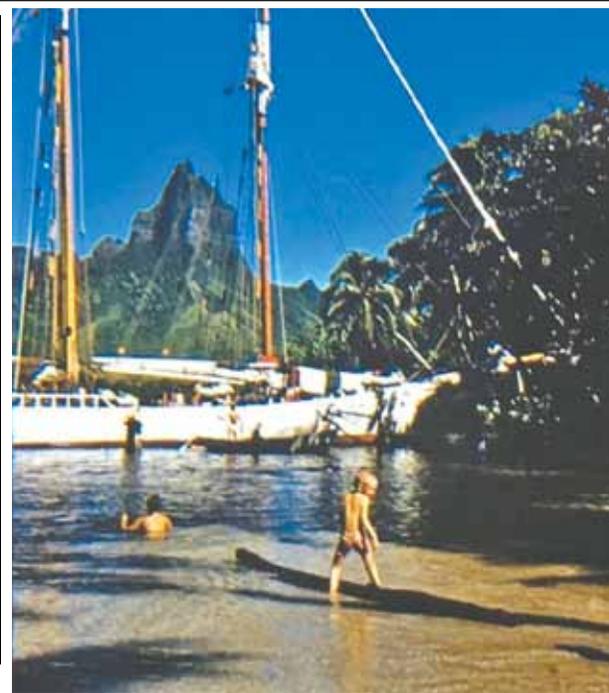
There are so few boats of this vintage still floating, but according to notable shipwright Ross Sommers of Richardson Bay Boatworks, it can be saved. "As a 90-year-old boat, she needs a full restoration," Ross explains. "It's just going to take a team of people with significant financial resources who care enough to make it happen."

Dana's father named him after Richard Henry Dana, author of *Two Years Before the Mast*, but his mother wanted to name him after friend and explorer Thor Heyerdahl. Once he returned from the voyage with his family, and being around *Wanderer* first mate Spike Africa's daughter with the same name, Dana started going by Thor. Both seemed to accompany different aspects of his persona — the hardcore, brutally direct side, and the chill, laid-back surfer side. In the end, half the people in his life knew him as Dana, and the other, Thor. "After his first round of chemo and radiation, he wasn't the same," Lauren admits. "Alex and I started referring to him as Thor 2.0 during his brief remission. And that's what *Tautira's* restoration would be — a whole new boat, *Tautira 2.0*."

continued in middle column of next sightings page

JACK FIELDS

PHOTOS COURTESY THE HAYDEN FAMILY UNLESS OTHERWISE NOTED



SIGHTINGS

hayden's labor of love — continued

Dana wore a "Team Nathan" silicone bracelet on his wrist for Lauren's 11-year-old cousin, who also passed last year from a rare type of cancer. Lauren's hope is to team up with like-minded private individuals interested in helping to finance *Tautira's* restoration. Lauren's marketing plans include fundraising money for brain cancer and launching a nonprofit that will inevitably own the boat, potentially even joining forces with friend Jennifer Hinkel of Resilience Racing, an organization that supports cancer survivors in their recovery through competitive sailing.

When someone you love is dying, time slows down. You reach for something to believe in, to hold onto. A wooden boat is the perfect analogy; it doesn't make sense, just as life feels when it hands you a cancer diagnosis. You're up against impossible odds, but you push ahead anyway to get away from hospital beds with vinyl floors, fluorescent lighting and beeping monitors. And in Dana Hayden's case, that was just a little more time with Lauren and Alexander, on a very special, classic motor yacht.

— tom penrod

If you're interested in becoming involved in Tautira's restoration and/or future mission-driven efforts, please visit www.tautira.org or email Lauren de Remer directly at backstaymedia@gmail.com to learn more.

short sightings

Just Add Water. Salt Water, If You Can — In 2017, we had the pleasure of sailing on a super-windy day aboard *Valiant*, a 45-ft Sparkman & Stephens sloop. *Valiant* is owned by Terry Moran, an Iraq War veteran who founded the group Wooden Boats for Vets. Moran has been working hard the last few years, as any owner of a wooden boat, or boats, is compelled to do. After a thorough refit of the 68-ft gaff-rigged English pilothouse cutter *Clover*, to which Moran's father Fergus was integral, Wooden Boats for Vets is growing its community in service of Bay Area veterans.

"The best thing that I've found for vets — for myself first, and for others — is that when you have problems in life, just add water," Moran said in a recent WBFV video. "Add salt water, if you can, and add salt water on a wooden boat. Those problems diminish; they take the right proportions. And if you can do that in a community with other vets, then you're very fortunate."

Moran told us that WBFV has held several events on both *Valiant* and *Clover*. "And we're building relationships with the veteran and educational communities in San Joaquin County." If you're interested in the outstanding work of WBFV, go to www.vetsboats.org.

Matthew Turner Takes Her First Full-Sailed Sail — After weeks of rain in the Bay Area, December 14 was a rare gem: bright and sunny with whitecapped water. The day could not have been any more perfect for *Matthew Turner* to shake out her canvas.

"It was the first time we hoisted the main and all the sails, including the square sails and jib," said *Latitude* roving reporter John 'Woody' Skoriak. "We have done quite a few sailing trials between the rainy days, mostly experimenting with the square sails, but this time we hoisted the main as well. She tacked, jibed, sailed downwind, upwind, against the current and with the current. No matter where we pointed her, she just wanted to charge ahead."

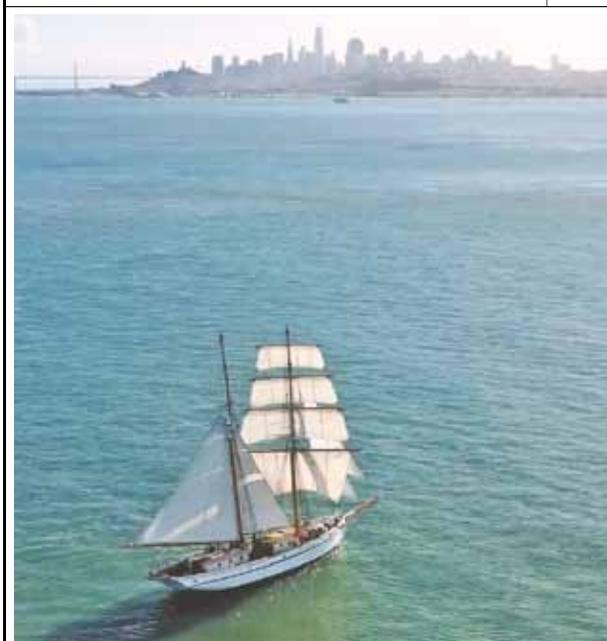
The 135-ft *Matthew Turner* is the first tall ship built in the Bay Area in more than 85 years; she was constructed almost entirely with volunteer labor. Her progress has been slow but steady, and we've been more than a little eager to see the new ship sailing in all her glory.

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katie and csc

license just one year into her sailing career. (And, BTW, people who have done both report that achieving the "Senior Skipper Rating" at Cal Sailing Club is considerably more difficult than obtaining the first-level Coast Guard license. Unlike the Coast Guard certificate, the CSC rating actually includes a rigorous hands-on skill test!)

Fast forward to May 2013: I got a phone call. Six guys who had been in the Navy together had entered a Beneteau First 42 in Transpac. One member of the team had to drop out. Would I be interested in the navigator/watch captain po-



ALL PHOTOS COURTESY OF THE TIRELESS JOHN 'WOODY' SKORIAK

— continued

sition?

As much as I love that kind of call, I had to explain that I was already committed to navigating a Santa Cruz 52. *But* — and I still think this was quite a sales job on my part — there's this woman named Katie who's only been sailing for 18 months who would be perfect for the position.

They signed her on, and by all accounts she ended up practically running the show. It turned out that her Cal Sailing Club experience, plus some local keelboat racing, had her better prepared

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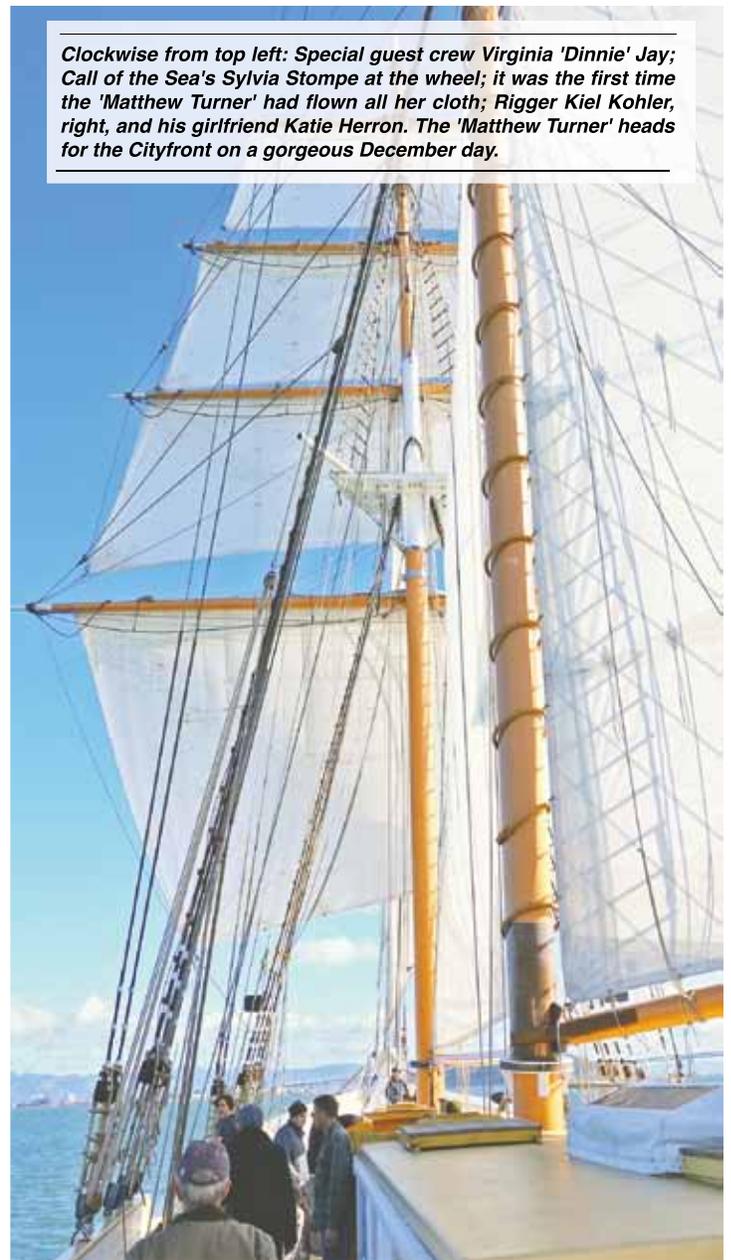
shorties — continued

"Under the command of Captain Adrian McCollough, a longtime tall-ship sailor, rigger and shipwright extraordinaire, we had a great time, and *Matthew Turner* sailed along beautifully," Skoriak said. "In addition, we also had our rock-star rigger/tall-ship sailors along. This group — all volunteers as well — included Keil Kohler, who ran the deck as mate, Noah Limbach, who was bos'n, and Virginia 'Dinnie' Jay from Boston. These experienced young hands helped the *Matthew Turner* volunteers 'learn the ropes' — literally."

Welcome to the New Decade — Usher in the next decade of sailing by planning for its first year. You can pick up the *2020 Northern California Sailing Calendar* and *YRA Schedule* from distributors around the San Francisco Bay Area. (Current and recent members of the Yacht Racing Association have already received theirs by mail.) Will they be the Roaring '20s? It's up to you to make it happen.



Clockwise from top left: Special guest crew Virginia 'Dinnie' Jay; Call of the Sea's Sylvia Stompe at the wheel; it was the first time the 'Matthew Turner' had flown all her cloth; Rigger Kiel Kohler, right, and his girlfriend Katie Herron. The 'Matthew Turner' heads for the Cityfront on a gorgeous December day.



SIGHTINGS

checking in from out there

"The definition of cruising? Doing maintenance in exotic places," right? Well, before you actually become a full-time cruiser, you might find that painfully overused observation to be mildly amusing — perhaps even worthy of a chuckle. But once you've become fully immersed in the cruising lifestyle, you'll consider that old quip to be simply a statement of fact, especially for the default fix-it person on your crew.

No reason to sugarcoat it, the truth is that keeping all the complex systems aboard a modern cruising boat well maintained and running smoothly sometimes seems like a full-time job — and setbacks can be at least as frustrating as they are when at home. But then, there's that bit about exotic places. If you take your head out of the bilge once in a while and look at the scene beyond your lifelines — such as shimmering coco palms encircling a turquoise lagoon — it probably won't be so daunting if you realize that your 'to-do' list is

continued on outside column of next sightings page

katie and csc

for Transpac than nearly anyone else on the crew.

A year later, in Pacific Cup, she navigated a Cal 39 to third in division — and she didn't need any of my help in scoring that ride. Since then she's finished her Coast Guard license, bought an Express 27, and now has the dream sailor job at SailDrone, flitting around the world doing marketing and troubleshooting for these zero-handed research sailboats.

It all started just seven years ago at Cal Sailing Club. If you want to achieve big sailing dreams, then sail everyday. Few places make that easier than CSC.

—paul kamen



— continued



Katie Cornetta snoozing in the grass in Honolulu the morning after finishing her first Transpac.



What are those mottled blobs of color in the water? Seen here are three of seven blacktip sharks that were circling 'Little Wing's dinghy one day while Capt. Andy fiddled with the outboard. What were they after? Apparently just a closer look at a salty sea creature.

JULIE TURPIN

out there — continued

getting longer, not shorter.

A case in point occurred last month. After a tiring three-day beat from Tahiti to the Tuamotu archipelago aboard our Cross 42 tri *Little Wing*, my wife Julie and I were settling in to our new anchorage at the

south end of the Fakarava Lagoon. Intending to top up our batteries, I turned our diesel engine's ignition key, but heard only the unmistakable 'click' that assured me our starter solenoid was dead or dying. "Merde!"

No worries. We had a backup. Two hours later I'd installed it, but it, too, proved to be defunct. "Son of a . . ."

Just as I was amping up to curse the entire universe in three different languages, a friendly Dutch fellow from a neighboring boat dropped by in his dinghy to say hi, and invited us to join him and his wife for a drift-dive through the nearby South Pass (*Tumakohua*). The invitation shook me out of my broken-engine blues, and reminded me why I'd been excited to sail here in the first place. "Snorkeling the South Pass?" I thought. "Absolutely. We're in!" After all, it's one of the most famous scuba and snorkeling sites in the entire South Pacific, and I'd been waiting for years to experience it.

During the next two weeks, while waiting for our hard-to-find replacement starter to be flown nearly 7,000 miles from Virginia, we snorkeled the South Pass at least a half dozen times and never tired of exploring its lush carpet of unspoiled coral; we never stopped marveling at the diversity of brilliantly painted fish, or the cool curiosity of the many sharks who call the pass their home.

When we arrived at Fakarava our plan was not to linger, but to soon make a beeline north to the Marquesas for that archipelago's biennial arts festival. But fate held other plans for us, as often occurs in the cruising life — and if we hadn't shelled out the cash to expedite our starter's arrival by air freight, we might still be at that atoll.

The big takeaway for us was a lesson we'd learned before and will undoubtedly relearn: When unexpected factors conspire to force changes to your cruising plans, rather than worry and fret, look for a silver lining to the situation — there almost always is one.

— andy



LATITUDE / ANDY

The healthy coral colonies of Fakarava's South Pass support about a zillion colorful fish. Water clarity is excellent, so the many resident sharks never mistake cruisers for dinner.



JULIE TURPIN

Most of the time we strive for self-sufficiency by doing our own research and solving our own repair problems. In this case, though, Sausalito's List Marine sourced the part for us, the yacht agents at Tahiti Crew expedited the customs issues, and our new friend Aldric of Fakarava Yacht Services retrieved the package from the atoll's tiny airport.

sherry smith makes up for lost time

Marin County resident Sherry Smith got started sailing kind of late in life. A triathlete for 20 years or so, she wanted to get into sailing. "I never got through that little barrier of how to get started," she told us during an interview in December. "But once I did get started, I went at it like crazy. I did Wednesday nights, Friday nights, Saturdays, Sundays, went to all the beer can races.

"I packed a lot into a short period of time. Sometimes people ask me how long I've been sailing and I don't answer," she said with a laugh. "They don't believe me. They say, 'No you've been sailing since you were 5.' No, but I've been on the water since I was little because my dad was a commercial lobster fisherman in Westport, Massachusetts. After high school we would go out in the Boston Whaler and jump waves. So I grew up comfortable on the water."

She got her start sailing 12 years ago at Sequoia YC in Redwood City — that was convenient because she worked in Silicon Valley as a software engineer. "Once I started doing the fun Wednesday night races, I really got hooked. One of the boats that gave me my entry into the whole racing scene was the Express 27. There is the 'you're the perfect size' type of an allowance, so it encourages more women. Especially during the Nationals and some of the big races, they weigh you. When you're a female in sailing, you get used to people asking you how much you weigh. They never ask you how old you are, thankfully; they always ask you how much you weigh."

Sherry started racing the Express 27 in beer cans. "I did that for a number of years. Then I wanted to try a lot of different things, because I love adventure, so I've done things like the Chicago-Mac, the Race to Alaska, a Pacific Cup, a Transpac, and a lot of deliveries."

She just got her captain's license. "I'm trying to be on the water even more. I don't have a day job. I do odd jobs to support my habits. I had a website business for many years, so I did some consulting there; I coached the triathlon team at Stanford, so I do some consulting there. I taught kids' swim lessons, which led to some nannying. The boat deliveries have been a big focus of mine the last couple years. My goal is someday to be on my boat, maybe in the Sea of Cortez, for three or four months during the winter and then work on the water when I'm not on my boat."

Her boat is a 42-ft Beneteau in the Sea of Cortez named *TriLoLi*, for "triathletes love life." With that boat, she did the 2018 Baja Ha-Ha to Cabo and then beyond up to La Paz. "I did some singlehanded there. Then I brought her up to Puerto Peñasco, which is the farthest you can get into the Sea of Cortez. For the summer hurricane season, I hauled her out. She'll go back in the water after I get some money to have the bottom painted."

"I had four different sets of crew: a crew for the delivery from San Francisco to San Diego, then I had a Ha-Ha crew, a Cabo to La Paz crew, and a crew from La Paz to Puerto Peñasco. I had done the Ha-Ha two years prior, in 2016, with Phil MacFarlane and Synthia Petroka on Phil's Ericson 35 MkII *Sail a Vie*, to get the lay of the land. In 2017 I was supposed to take my boat, and it wasn't quite ready. I'm not anywhere near retiring either financially or emotionally, but I put the boat down there to get a start."

Sherry lived on *TriLoLi* for 11 years. Hers was the second boat at Westpoint Harbor when they opened that brand-new marina in the South Bay. "I lived there for three years, then I literally moved in a couple of hours to Sausalito and stayed at Clipper for three or four years. Then I was in my favorite place, Paradise Cay, Tom Moseley's marina on the back side of Tiburon, for almost five years until I left for the Ha-Ha."

"A lot of times they'll say women aren't strong enough to do a certain role, and I say, 'No that's absolute baloney.' The woman might have to get the job done in a different manner, like if you're grinding a winch you just have to have better timing or a different posture,

continued on outside column of next sightings page

a first-hand account

The Fords were aboard their Coronado 45 *Rubber Duckies* in Alameda's Marina Village on the night of November 26. "We had just got into bed when we heard a loud pop like a gunshot," writes Darrell Ford. "I got out of bed, and the first thing I noticed was red lights glowing in my windows. I popped my head out of the hatch and was instantly hit with the thick smoke. The boat on fire was across from us and three boats over, so too close for us. Nicki, Marcus and I got up and started running up and down waking everyone up. There was already



LATITUDE / CHRIS



COURTESY SHERRY SMITH

of the alameda boat fire



ABC 7 NEWS

continued in middle column of next sightings page

sherry smith — continued

standing more over the top of it. There are a lot of ways, which you find out when you see it."

Sherry's trying to keep her 2020 schedule open. "Since I just got my captain's license, I'm really looking for the next career. I'm trying to get into the super-yacht industry, and you have to be available to start right now. So I haven't committed to anything, because I'm hoping 2020 is the year I get an 8- or 12-month job on a bigger boat. I read there's 2% women as captain or first mate. A lot of times even the job descriptions will say 'prefer 30- to 40-year-old.' And they'll say 'male due to cabin arrangements.' But that's not going to delay me. Sometimes it makes it more motivating, to try to beat the odds."

In November, Sherry crewed for two different skippers in the Hobie 16 Worlds. To read about that, turn to *Racing Sheet* on page 84.

— chris



Clockwise from opposite page, top: Sherry Smith, on land in the Bay Area; Inset: Her dinghy is a SUP, 'TriLoLI' at anchor in Santa Rosalia in Baja California; on Captiva Island, FL, for the Hobie 16 Worlds this fall.



TRILOLI

SIGHTINGS

'tis the grounding season

Richardson Bay, which is typically the Bay Area's most tranquil and protected piece of water, can get downright nasty this time of year as winter storms march off the North Pacific. This leads to a familiar sight: boats aground. "Around Thanksgiving, we had that storm event," said new Richardson Bay Harbormaster Curtis Havel. "It wasn't much of a storm, but the winds were out of the south, and three boats went adrift. One was recovered by the owner; I posted notices on both the boats, but I never heard from anyone." Havel said the unclaimed boats were ultimately destroyed. "I don't think it's unreasonable to set a goal and have high expectations for the anchorage," Havel said. "You have to maintain your vessel and stay sharp, because if you don't, Mother Nature is going to clean your clock."

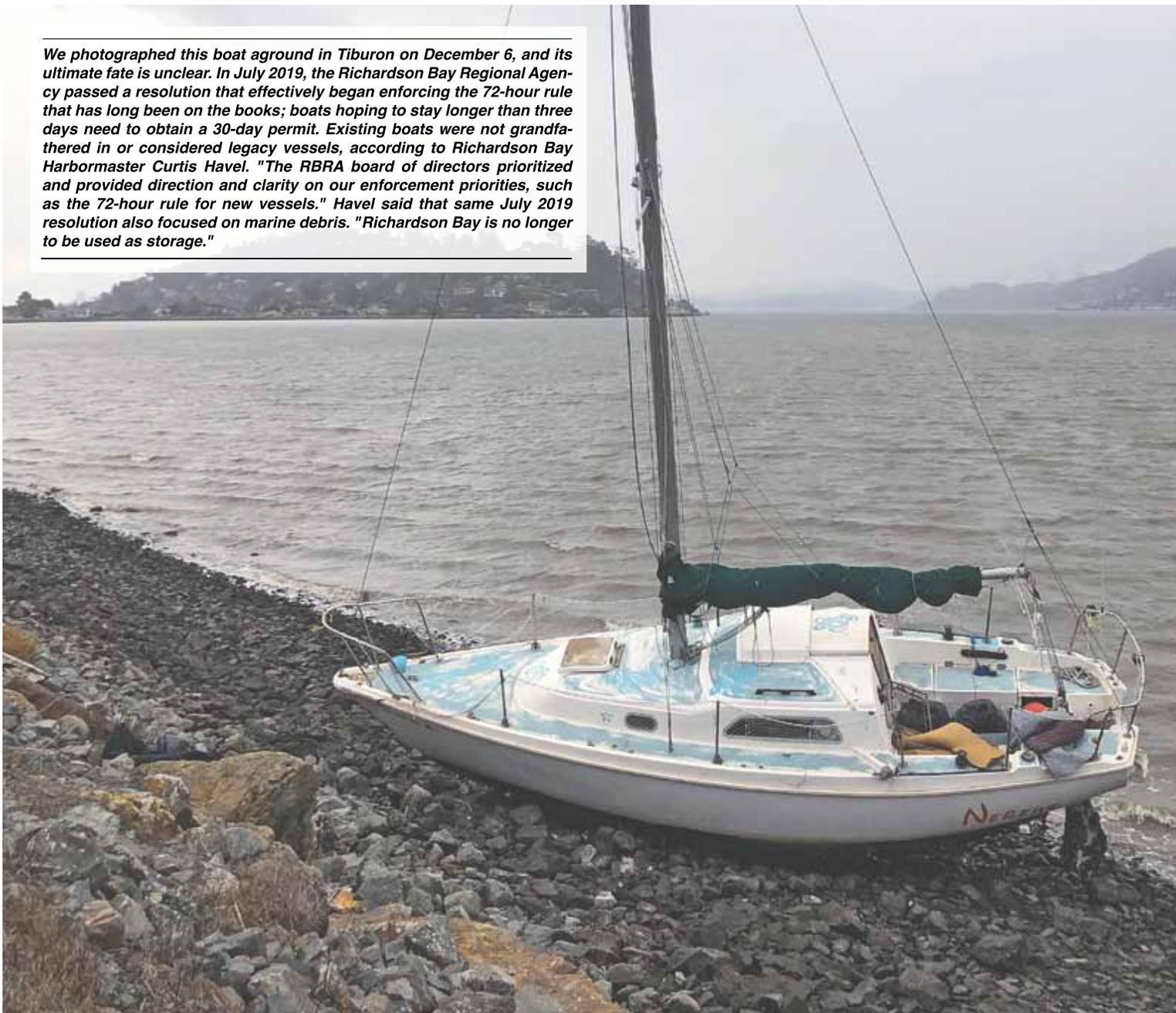
— tim

boat fire

one other person doing the same thing on the 100 dock. When the fire crews arrived (it was pretty fast), Nicki had to let them on the dock. It was pretty crazy.

"The Swan, *Nuance*, is owned by members of Encinal YC. The sail cover evaporated in a 10-ft section; the exposed main then melted to itself. I don't see much damage to the hull beyond superficial sings of paint and varnish. The other boat, *Harvest*, is in pretty bad shape. The hull was hot enough to melt gelcoat and resin into the fiberglass.

We photographed this boat aground in Tiburon on December 6, and its ultimate fate is unclear. In July 2019, the Richardson Bay Regional Agency passed a resolution that effectively began enforcing the 72-hour rule that has long been on the books; boats hoping to stay longer than three days need to obtain a 30-day permit. Existing boats were not grandfathered in or considered legacy vessels, according to Richardson Bay Harbormaster Curtis Havel. "The RBRA board of directors prioritized and provided direction and clarity on our enforcement priorities, such as the 72-hour rule for new vessels." Havel said that same July 2019 resolution also focused on marine debris. "Richardson Bay is no longer to be used as storage."

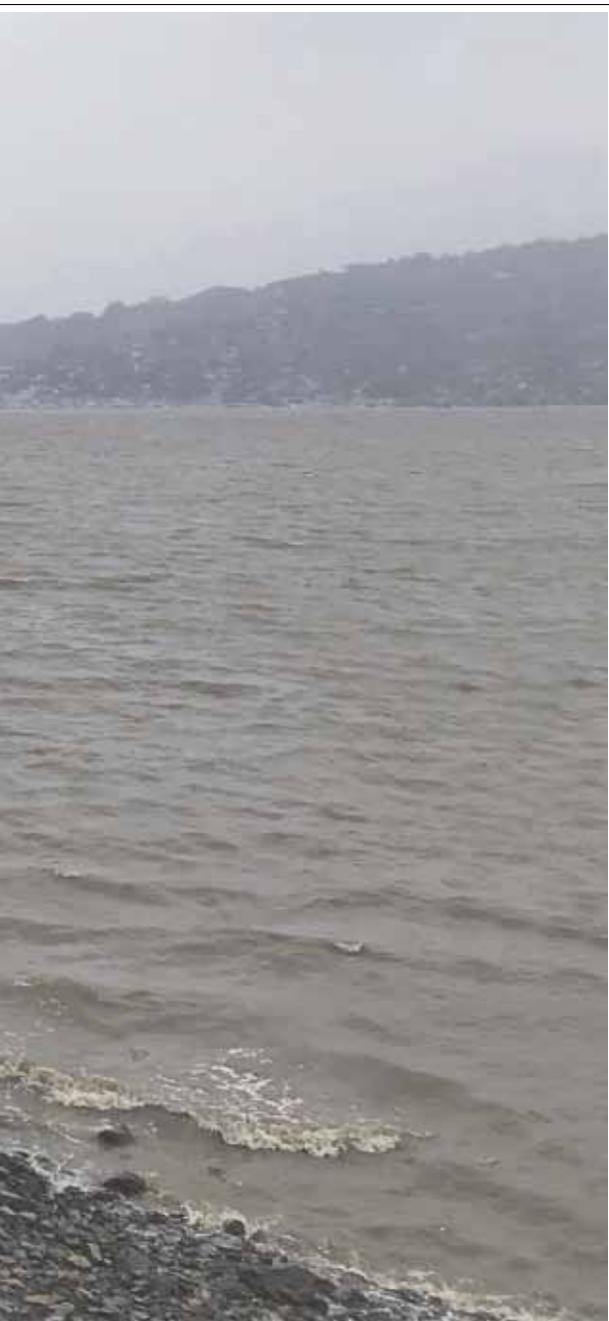


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Three or four windows on the cabin melted, as well as spots on the cabin top. I would say that there is easily \$40,000+ worth of repairs, most of it structural. I don't know the owners, but the boat was used frequently."

This is the third boat fire Darrell has experienced in 10 years of living aboard. "All three were during the first bad storms of the year. That boat went from no visible signs of fire to completely engulfed in less than 10 minutes."

— chris



LATITUDE / JOHN

sausalito indian navy

On the phone, Tim said there would be 60 Indians to take to Alcatraz that November pre-dawn. We counted 93. They were to park quietly in the dark by the Sausalito Yacht Harbor, stay in their cars and vans, lights out, and send someone across the street into the no-name bar near closing time and ask for me.

"I'll be back by the potted palms with the skippers. We'll come out and lead them to the boats." At 1:30 a.m., the bar's front doors slammed open. Their stained-glass windows rattled steadily as nearly 90 Indians crowded into the dark-paneled saloon.

In those days, odd things often happened in that bar. Peter Bowen, the bar's manager and one of our three skippers that morning — November 20, 1969, now more than 50 years ago — got them all out and headed for the docks. We followed the two other skippers: Mary Crowley, a young but experienced ocean sailor; and Bob Teft, yacht broker and symphony trumpeter. Ferrying these indigenous activists across the Bay would lead to a year-and-a-half occupation of Alcatraz prison to protest the federal government's treatment of native people.

As Peter and I crossed the street together, a cop rolled up. "Hey Peter," the still-small-town officer said. "What're all these Indians doing here in the middle of the night?" We looked around. "What Indians?" Peter said. They'd vanished, leaving only smoke, from cigarettes, probably. The baffled cop drove away slowly.

All afternoon following the phone calls, after recruiting Mary and Peter (who recruited Bob), we'd run around the harbor borrowing enough lifejackets for 60 people — for if the boats sank or if we got caught. We had 25 for each boat to cover all the passengers each could take. The boats were all around 30-ft long, all wooden, with two sloops and a small cabin cruiser. With 93 Indians, two boats would have had to make two trips. With all but two or three people below, and with running lights on, the boats would head toward Raccoon Strait as if catching an early tide for the Delta, though it was the wrong time of year. When well off, with running lights blending with shore lights, they'd go dark and turn right, heading for The Rock.

Mary's borrowed boat's engine balked, but Peter and Bob's boats were loaded and ready when someone saw a bright-white light aimed our way from Alcatraz! Damn! The Indians had *publicly* promised to try an occupation again, but had not said when. Word must've leaked. To double-check before my friends and passengers steamed into danger, I borrowed a fast inflatable and zipped through the dark in a long arc over the Bay until I could see the light wasn't on Alcatraz — it was on a dredge working near a shipping channel, but lined up perfectly to be on The Rock. Whew!

I sped back and two boats quickly got underway. Mary's engine still wouldn't start. She finally said, "To hell with it," and sailed to Alcatraz. Without lights in pitch-dark with a boatload of occupiers, she threaded her way to the landing on the island's east side where she'd never been, and where currents were said to be treacherous. She landed every Indian and all their stuff safely and completely dry, then she sailed back to Sausalito.

For nearly 30 years, few people knew how the first Indians reached Alcatraz. Even the Indians involved couldn't say: "All they said was some people in boats brought them from over there," a National Park ranger on The Rock told me in the mid-'90s. He gestured vaguely north.

What was dubbed the Sausalito Indian Navy took occupiers to Alcatraz before dawn for the first few days of the 19-month occupation. On the second late night, we encountered a Coast Guard blockade. Running it was fun. We left radar reflectors off; the boats were wooden, rigging to reflect radar minimal. At first, only one cutter circled Alcatraz, and while it was on the west side, we quickly landed Indians on the east side and peeled off into the dark. Then they put two boats around the island, but we had our ways and still landed

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sausalito indian navy — continued

every Indian and supply safe and dry. In truth, the Coasties didn't always seem to try very hard.

Just before Thanksgiving, they dropped the blockades. After nine days and long nights, we were burned out. We had day jobs. We'd stayed up all night, night after night on adrenaline for the challenge, the excitement, to help, from white-guy guilt. That first night I crewed for Peter on his little motorsailer, the *Seaweed*. We were the first to the island and decided to tie up briefly and take a look. It had only taken maybe five minutes for all our passengers and gear to get ashore, and no alarms rang. We watched through guardhouse windows as a couple of Indians surprised the lone watchman. He was tilted back in a steel swivel chair watching a scratchy late-night movie on black-and-white TV, his feet atop a government-issue desk. We remembered one occupier yanked the phone cord from the wall while the other slid the startled guard's chair back until his feet fell off the desk. It was time to split.

I crewed for Peter again, taking the last bunch out. We rounded the corner, approaching a water barge, which served as our landing spot, and heard bagpipes. In the gloom we could see a man standing on shore in a kilt playing the thing.

"What tribe plays bagpipes?" I asked. Peter didn't know. It appeared to be the lone watchman. Indians we'd landed earlier brought booze and shared. We were told the watchman said he was part Indian, despite appearances, and he wanted to welcome his people ashore. Big signs around Alcatraz continued to warn all to stay 200 yards from the island or face federal prosecution, though it was years since the place had been a prison. We were pretty sure we'd broken a few laws, and paranoia can be powerful, so we got in the habit of saying little to strangers about our role in the occupation. We returned to busy lives, which left most of the world ignorant of how the first Indians got out there. In books about the takeover, authors made things up to explain that part.

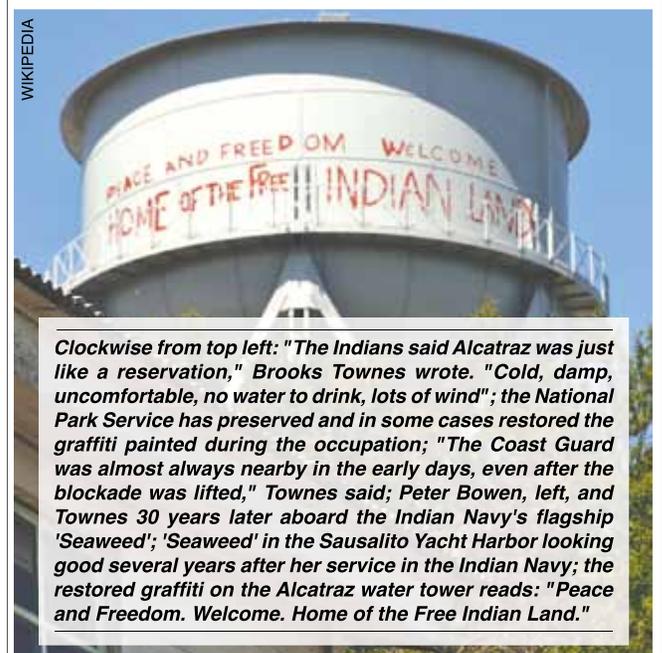
By Thanksgiving, the feds had backed off to mostly keeping an eye on things. We heard there was talk of sending in the National Guard to clear the island, and that local officials called the White House for clearance and were told no. The nation already had enough strife over civil rights and the Vietnam War. President Nixon reportedly had an Indian father figure, a coach at Whittier College. He felt for Indians, and awakened to injustices, Nixon ordered the closing of Indian boarding schools and ended "assimilation" — a program where Indians were to lose their culture and become like European-Americans. He restored their rights to several traditional Indian lands.

Once Indians could come and go and stay on Alcatraz, they were ferried by all sorts in daylight — a Chinese junk from Berkeley, Fisherman's Wharf barf boats, boats donated to them, and still by yachts from Sausalito. Some from elsewhere ran afoul of the Coasties and got boarded, or in a couple of cases, rammed!

Why us? Back then, the revival of Indian canoe journeying had yet to happen on the West Coast, so when Bay Area Indian leaders wanted to take over Alcatraz, they needed boats and asked a friend for ideas. They'd recently tried three times, with dismal luck, to take the island by chartering boats in San Francisco. Then, San Francisco *Chronicle* reporter Tim Findlay got involved. Tim had become a friend to Bay Area Indian leaders while covering the arson burning of

the San Francisco Indian Center months before the occupation. Alcatraz could become its replacement. There was room for an Indian university. Plus, taking over the famous prison would draw attention to the Indians' broader plight. There also happened to be a Texas millionaire around town then making a public splash with plans for a casino on Alcatraz; it looked like he might get to build it. That didn't sit well with many, including San Francisco's tasteful and powerful elite.

Findlay invited Indian leaders to his 30th birthday party on Halloween that year, and in his kitchen in the Sausalito hills, a group was sequestered with libations aplenty and began to scheme. Included were area Indian leaders Richard Oakes and Al Miller; Oakland businessman Adam Fortunate Eagle and his wife Bobbie; also Willie Brown (later California



Clockwise from top left: "The Indians said Alcatraz was just like a reservation," Brooks Townes wrote. "Cold, damp, uncomfortable, no water to drink, lots of wind"; the National Park Service has preserved and in some cases restored the graffiti painted during the occupation; "The Coast Guard was almost always nearby in the early days, even after the blockade was lifted," Townes said; Peter Bowen, left, and Townes 30 years later aboard the Indian Navy's flagship 'Seaweed'; 'Seaweed' in the Sausalito Yacht Harbor looking good several years after her service in the Indian Navy; the restored graffiti on the Alcatraz water tower reads: "Peace and Freedom. Welcome. Home of the Free Indian Land."

50th anniversary of the occupation of alcatraz

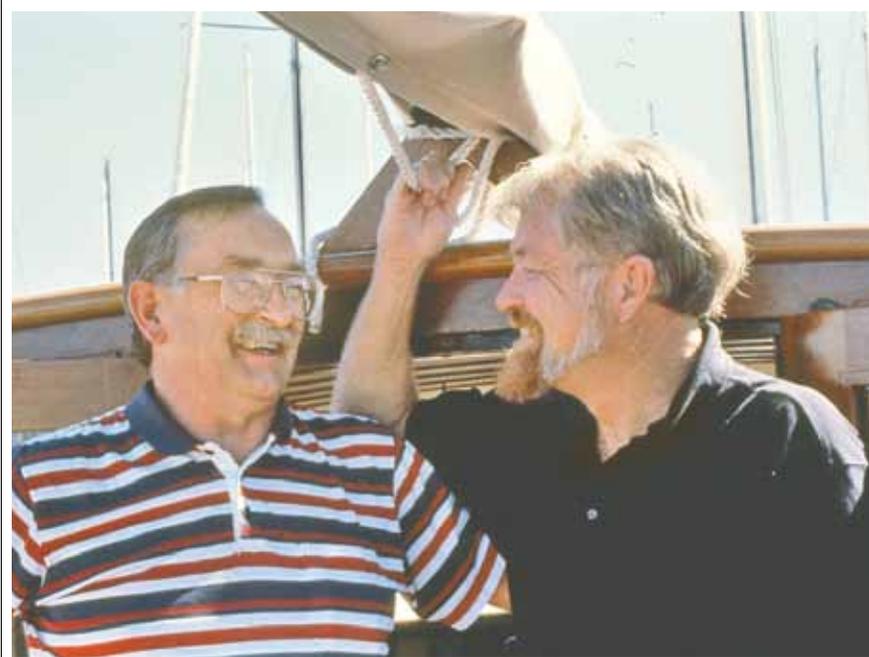
Assembly speaker, then San Francisco mayor); a prominent radical-chic lawyer; plus Birney Jarvis, a former Hell's Angels vice president before he became a *Chronicle* police reporter, and me, a former *Chronicle* reporter.

Birney and I were also ocean sailors and liveboards knowledgeable about the Bay. In the kitchen, Indians, lawyers, politicians and Findlay talked logistics and political and legal angles. For the boatlift, they turned to Birney and me. After a few useless notions, somebody said we were overthinking — maybe there were enough Sausalito sailors to get the Indians out there and still keep it a surprise.

A rim of new-day light showed over the Berkeley hills when I wandered out of the smoke-filled room and headed home to the Sausalito Yacht Harbor. I was living on my

friend Harold Sommer's freshly restored gaff sloop *Freda*. He'd recently bought the schooner *Wander Bird*, but had too much love for the sloop to sell her right away, so we worked out a maintenance charter that lasted several years. The 1885-built *Freda*, a beauty of the Bay and delicate museum piece, wouldn't do for ferrying lots of people. I thought of adventurous friends with more suitable craft, but then having heard nothing about Alcatraz for several days, I began to think that was just cocktail chatter in Tim's kitchen. Then mid-morning, November 19, the phone rang. "Do you think you can get enough boats and skippers who can take 60 Indians to Alcatraz tomorrow?" Findlay asked. "Let me check," I said. "I'll call you back in two hours."

— brooks townes



ALL PHOTOS BROOKES TOWNES UNLESS OTHERWISE NOTED

SEASON CHAMPIONS, PART III —

This third installment of our annual Season Champs series shines the spotlight onto the divisions of the Singlehanded Sailing Society, Bay Area Multihull Association, Yacht Racing Association and even the Master Mariners Benevolent Association. Most, though not all, of these segments of the Bay Area's yacht population race under ratings assigned by the YRA's PHRF committee (for monohulls) or BAMA (for multihulls). The YRA, SSS and MMBA also offer divisions for one-design fleets, given enough signups.

The Yacht Racing Association's chairman Don Ahrens, addressed a crowd gathered for awards at Berkeley Yacht Club on November 17. "The participation was up," he said, "which was really great to see. I'd like all you guys to go out there, find those skippers that should be racing, and use those cattle prods to get them out there next year, because we need all the participation we can get. If folks have recommendations on how we can get more racers out, feel free to email me because we love getting feedback from our customers." Contact Don at chairman@yra.org.

John Arndt, publisher of this fine rag, MC'd the awards. "I'm here to help congratulate all the winners," he commented, "but the first thing I want to do is say thanks to all the losers, because if you don't have losers, you can't be a winner. And I think what Don is saying is we got to recruit more losers, right? One organization in California has done

The 'Ferox' crew, left to right: David Sharp, Phillip Meredith, Anja Bog, Peter Weigt, Porter Teegarden.

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

an amazing job recruiting and getting losers to come back every time, and that is the California Lottery. People lose and lose their whole life and keep playing. We need more people like that."

But for now, on to the winners.

OYRA PHRO1 — *Blue*, Swan 53 Ray Paul, SFYC

Topping his offshore division for two years in a row was Ray Paul.

"*Blue* has the secret and the secret is its crew," he said.

"The crew except, for a couple, have been racing on *Blue* since the beginning,"



Ray Paul

reports her boat captain, Carlos Badell. "They are Ray Paul, Carlos Badell, Seadon Wijzen, Jeff Wayne, Dennis Rowedder, Sonny Lopez, Tim Lidgard, Elizabeth Mitchell, Peter King, Janine Largent, Mark Imus, Joe Crum, Delmar Badell and Orlando Montalvan. We usually sail the ocean series with 12 people."

"It's kind of a bittersweet time for me," says Ray Paul, "because we campaigned *Blue* for a number of years, and this will be the last year. We're moving on to a somewhat more racy boat. It's a Botin 65, *Artemis*. We're looking forward to sailing

that this coming season in 2020 in at least some of the YRA races. That will certainly be a lot of fun. It will be my same group sailing that boat. You'll see us on the racecourse next year."

OYRA PHRO2 *Ferox*, Pogo 36 Anja Bog, SeqYC

Peter Weigt, Phillip Meredith, David Sharp, Porter Teegarden and Patrick Szeto sailed with Anja Bog on her new steed. "The first three were in all the races with me. Plus a few one-off visitors in between when one of our crew did not make it. Some races we also ended up shorter, just four or five rather than the usual six that we were targeting for most of the ocean races.

"Going from *Head Rush*, the Antrim 27, to the Pogo was definitely a huge upgrade in confidence, comfort and speed. We were eyeing the ocean races before, but were never really sure if we wanted to do them on *Head Rush*. With *Ferox*, even 31 knots of steady wind leaves us happily chugging along doublehanded. On the ocean, we definitely expected there to be more wind and adventure based on

our previous experience, but this season did not quite deliver except for maybe the Farallon Islands race, which was the most fun one. In the other races, we mostly had our adrenaline 'lit-up' moments trying to make the finish line at the high angles coming in from the Golden Gate Bridge. Good old Slot always delivers!

"2018 was a hard year for my husband, Peter. His mother passed



ERIK SIMONSON / WWW.PRESSURE-DROP.US



LETTERING IN YRA, SSS, BAMA AND MMBA



New to San Francisco Bay, the Pogo 36 'Ferox' heads out the Gate in June's OYRA Farallones Race.

away before her time with still so many dreams unfulfilled. That opened our eyes, as one of our dreams is to go cruising around the world. We decided that now is as good a time as any to start making that dream a reality. The earlier we get the right boat and get to know her, cruising and racing, before we leave the Golden Gate behind, the better, we thought. We'll go cruising with a boat that we know inside and out by the time we leave. Peter was also always on the lookout for other boats, and he was looking for one that fulfills my requirements of comfort and his requirements for speed and modern design without compromises. That's where the Pogo really fit perfectly. We both fell in love with the boat when we visited the factory in France and got on the wait list in June 2018. The wait at that time was three years. Lucky circumstances brought Hull #6 into our lives. Peter had reached out to other owners. One of those owners reached back out to us a few months later that he was thinking about selling. We told him 'Sold!' #no-buyers-remorse-at-all.

"We'll kick off 2020 with my favorite race, the Three Bridge Fiasco. Our big vision for 2020, however, includes the two first legs of the California Offshore

Race Week — Spinnaker Cup and Coastal Cup. We'll also participate in our favorite races of the OYRA series including Farallon Islands, Half Moon Bay and Drake's Bay fully crewed. If we get to them, the other shorter races we are considering doublehanded. If we can throw in some of the Sequoia YC races, our year will be perfect. I'm

still race-captaining the Single/Doublehanded series at Sequoia, so we won't miss that one for sure. Looks like another year of sailing every weekend — bad life."



Nick Schmidt and Dante Branciforte

OYRA SHS — Concussion, Olson 30 Nick Schmidt/Dante Branciforte, SSS

Another owner switching designs in 2019 was Nick Schmidt, who won his OYRA division last year with the fully crewed Express 37 *Escapade*.

"Dante and I bought the Olson with the intention of racing Pacific Cup in 2020," Nick told us. "We're signed up to race in the crewed division, but with three people, so racing in the OYRA SHS division seemed like the most effective

training for that, since during Pac Cup we'll have one person on watch most of the time. I do miss sailing with the crew we had on *Escapade*. They were the best team that I've ever sailed with.

"The Olson is more squirrely than the Express, particularly deep downwind in breeze, but very fast and more fun to sail. In nine years of racing *Escapade*, we reefed the boat one time on a Doublehanded Farallones race. This season on the Olson we've started at least half our races with a reef in.

"Sailing downwind, big masthead kites and a light boat mean big masthead-in-the-water crashes, so we've been working hard on modes where we can keep the kite up and the boat under control in heavy air. As with most ULDBs, once you get the boat surfing, everything unloads and becomes easier. That said, we saw a lot of light air offshore this year, which is a big O30 strong point.

"*Escapade* was sold shortly after we bought the Olson. The Express 37 is such an ideal and reliable offshore platform that it's almost unreasonable to move onto anything else. But I had always wanted a 'real' old-school ULDB, and had been looking at the classic options for years: Moore 24s, Express 27s and Olson 30s. It just so happened that Dante (who also crewed on *Escapade*) was shopping for the same boat. So it was on to a new challenge.

"And it has been a challenge. We just got the boat in February. We had two months from when we took delivery of the Olson to our first race, and we spent every day after work at the boat preparing it for the season. Everything from bilge pumps to rig tune had to be gone through, and everything in between."

OYRA Multihull — Round Midnight, Explorer 44 trimaran Rick Waltonsmith, BAMA

"I sail with exactly the same crew on all of our races," said Rick Waltonsmith. "We trade off every 30 minutes. We do all the tasks, go forward. It's really a very interesting way to do it. Sometimes we get into discussions on where the wind was, but we have a great time." *Round Midnight's*



Rick Waltonsmith

SEASON CHAMPIONS, PART III —

crew are Carlos Runng, Dave Olson and Norbert Kiesel. "They have become life-long friends, after spending so much time together. Great sailors, all," added Rick.

OYRA SERIES (9r, 1t)

PHRO 1 — 1) **Blue**, 19 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, RYC, 21; 3) **Twist**, J/120, Timo Bruck, SSS, 27. (11 boats)

PHRO 2 — 1) **Ferox**, 15 points; 2) **Bullet**, Express 37, Larry Baskin, SSS, 21; 3) **Psycho Tiller II**, JPK 1080, James Goldberg, SSS, 22. (11 boats)

PHRO 3 — 1) **Yeti**, Express 27, Adam Mazurkiewicz, PCYC, 21 points; 2) **Incognito**, Moore 24, Scott Racette, EYC, 22; 3) **Green Buffalo**, Cal 40, Jim Quanci, RYC, 22. (11 boats)

SHS — 1) **Concussion**, 11 points; 2) **Hang 20**, Express 27, Lori Tewksbury/Andrew Redfern, BYC, 17; 3) **Mirthmaker**, Archambault 35, Kirk Denebeim/Robb Daer, PCYC, 28. (7 boats)

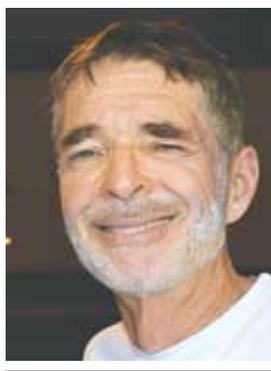
MULTIHULL — 1) **Round Midnight**, 12 points; 2) **Raven**, F-27 tri, Truls Myklebust, BAMA, 16; 3) **LookinGood II**, Corsair 31 tri, Rafi Yahalom, BAMA, 23. (3 boats)

YRA Summer Series PHRF 1

Peregrine, J/120

David Halliwill/Mike O'Callaghan, SFYC

Peregrine is a well-known name on the Bay. "The boat has had more than its share of successful series including this past year as the YRA champion," writes *Peregrine's* crew chief, E.J. Rowland.



Mike O'Callaghan

"There are many reasons why the boat has enjoyed the success it has, but perhaps the two most important ones are boat preparation and crew. *Peregrine's* owner, David Halliwill, works closely with Brendan Busch, who performs all the work and repairs. David spares no expense in making sure the boat is in top condition whenever she crosses the start line. This preparation runs the gamut from the boat itself to the standing and running rigging to the sails that go on her. I can't think of a better prepared program on the Bay.

"*Peregrine* is blessed with an excellent bunch of sailors who have sailed together for many years and have extensive experience racing the J/120. Some of the crew include Mike O'Callaghan, Chris

Davison, John Verdoia, Tad Lacey (The Commodore), Don Jesberg, Mark Maymar, Steve Fentress, John Hayes, Greg 'Radar' Felton, Kurt Hemmingsen, Jeff Wayne, Denis Mulligan, Jenny Krone, Matt Frymier and Bill Melbostad. The program added some younger blood to the crew, benefiting from their skills and energy. These included Noah Barrengos, Tyler Daniels and Ryan Treais.

"This year, the program was without its primary tactician, Randy Smith, who had many commitments that kept him out of town and off the water. As a result, *Peregrine* leaned on the depth of its bench to bring in people to fill various positions in the afterguard in an effort to keep the boat at the front of the pack. Tad Lacey and Don Jesberg filled the void at the back of the bus as did Steve Taft and Ethan Doyle. This mix of talent and experience has allowed *Peregrine* to sail with faster boats and be competitive and at times even finish ahead of them.

"Each year the YRA series presents new and fun challenges for the competitors. The variety of locations and of race committees, not to mention the different weather conditions throughout the Bay, provides something for everyone. Generally, we like it when the breeze is up, as these boats tend to get a bit 'sticky' in the lower wind ranges. However, with the higher wind speeds, the opportunity for things to go wrong increases, and when it does, it happens faster. That's where the experience of the crew with each other and with the boat really shines. When things go wrong, as they inevitably do, the crew is very skilled at damage control, sorting out the problem and keeping the boat rolling forward, losing little time and distance."

YRA Summer Series PHRF 2

Sea Star, Cal 39

Bob Walden, RYC

Bob Walden and crew had another fun season racing on *Sea Star*. "The old girl just keeps getting better and better, and the crew too," commented Bob. "While we didn't win our offshore division this year, we were within striking distance, and we were able to hold onto the championship in our Summer Series division.

"This year the winds seemed a bit on the mellow side overall, which is a challenge for an older, heavier boat, but makes us better sailors, I think."

In 2019, *Sea Star* got new electronics, a reconditioned rig, a new boom, a new #1, and a new bottom. "The work continues this winter and into spring in

preparation for our Pacific Cup race next summer," says Bob.

That preparation will dominate their 2020 season. "We'll do the usual mid-winter and spring races, but as we get into May and



Bob Walden

June, we'll mostly focus on preparing the boat and ourselves. None of us have done this race before! We're all pretty excited. Once we get back I look forward to the late summer and fall racing back in the Bay.

"I want to thank all my 2019 Sea Stars — so many of you performed so well all year. In particular, I want to recognize Craig Charles for making it to every single one of the Summer Series races. He's become a very good main trimmer. Other crew who did most of the Summer Series were tactician Moni Blum, trimmers Jocelyn Nguyen and Simone Martin, foredeck Elizabeth Bishop, mast Tyler Sipla, and floater Dave Garcia. Looking forward to another great season!"

YRA SUMMER SERIES (10r, 1t)

PHRF 1 — 1) **Peregrine**, 16 points; 2) **Invictus**, Jeanneau SunFast 3600, Nico Popp, SBYC, 20; 3) **Bad Dog**, J/111, Dick Swanson, StFYC, 29. (4 boats)

PHRF 2 — 1) **Sea Star**, 14 points; 2) **Ahi**, Santana 35, Andy Newell, BYC, 17; 3) **Mintaka 4**, Farr 38, Gerry Brown, BYC, 22. (4 boats)

CBRA Bird — Cuckoo

Bill Claussen, RYC



Bill Claussen

with me in every race. Along with Carl have been John Skinner, John Ravizza, John Paulling, Charlie Brochard, Chris

"It's really not about me," commented repeat champion Bill Claussen. "It's about my crew. I've been very fortunate to have wonderful sailors racing with me. Since I got into Bird Boats years and years ago, Carl Fleming has been

LETTERING IN YRA, SSS, BAMA AND MMBA

Boome and Jim Coggan. They are all great sailors in their own right and keep me doing the right things. After my shoulder replacement, Jim Coggan and his son Brian and Carl took over and finished the season in splendid fashion.

"It was another fun, close season. Racing these restored classics is a treat. They are a young 97 years old.

"I want to thank YRA for running everything," he added. "If you're involved in running races or race committee, you know how much time and effort everybody puts into making it happen, so that when you're out there, all you do is show up and go around the corner and have a great time. If you see somebody on a race committee or involved in running the races, thank them for their time and effort to make yours a great day."

CBRA SF Bay IOD

Xarifa — Paul Manning, StFYC

Designed by Bjarne Aas, the 33-ft IOD was first built in 1936 in Norway.



'Xarifa' was built in 1927 on the Isle of Wight.

"Our fleet has had a few challenges over the past few years, and we are currently suffering from a bit of infighting regarding some members," writes the local champ, Paul Manning. "There seems to be a majority of owners who would like to keep the International One Design class one design while a few others would like it to become a 'multi-design' class. And as this confusion has come down from our World Class Association, the majority of our local fleet has elected to create our own Local Class so that we can race under the Closed Rules as the SF Bay IOD Class."

Sailing aboard *Xarifa* are Paul's wife Amy, his boat partner Spencer Fulweiler, and Spencer's wife Rena Fulweiler. "I also got my godson Charlie Calhoun (a student at UCSC) out for the Knox races on August 24.



Paul Manning

"Racing down on the Circle in early June was the toughest race format for us. The wind came up early. The BYC RC showed up late, and we got drenched by the time the first race got going. One boat broke down, and we elected to not even start the second race. And it blew a steady 35 to 40 knots on our trip back to the Cityfront."

"Xarifa" is ancient Arabic for "my beloved." Paul explains: "With the masculine/feminine nature of that language, the literal translation is 'my beloved mistress.' It is a name my great-grandfather gave to five yachts that he owned back in England from 1895 to 1930 — one of which I saw when I sailed into Vineyard Haven on Martha's Vineyard this past summer."

YRA One Design J/88

Inconceivable

Steven Gordon, SBYC

The J/88 one-design fleet is growing on the Bay. "We have a solid group of seven J/88s racing regularly now, and that number is going up," said YRA champ Steven Gordon. "The J/88 is a relatively new boat design. It is a perfect match



Steven Gordon

for the Bay — big enough to handle these conditions, but still small enough to feel nimble.

"The more stable the crew, the better we can race," he said. "We were lucky to have mostly the same team throughout the racing season, including Ben Coquillette, Julie Harness, Eric Ihli, Charlie King, Will Law, Kira Maixner and Andy Philips.

Inconceivable dismasted during the big breeze of Saturday afternoon's race at the Rolex Big Boat Series in September. "Dismasting during the Rolex Big Boat Series was a disaster. It happened so suddenly, and within a few minutes two J/105s had also lost their rigs. Fortunately, everyone on board was absolutely fine. That moment ended our racing season, and we are currently waiting for our new mast to arrive. The original manufacturer of carbon masts in the US is out of business, so the new mast has to get fabricated in Europe and shipped over here. With luck, *Inconceivable* should be racing again in time for Three Bridge Fiasco. The YRA Summer Series had already ended before the dismasting, so we were able to race that whole series without any technical difficulties."

You may recall that Northern California had a rainy spring, with the downpours persisting until the end of May. "The Summer Series had some really cold, wet, rainy days," said Steven. "We won the series in part through persistence and showing up consistently. There was at least one day when even heading off the dock required a real commitment to sailing."

StFYC will host the 2020 J/88 North American Championships in San Francisco at the Rolex Big Boat Series, so Steven expects more J/88s to join the fun.

CBRA/YRA ONE DESIGN

BIRD (9r, 1t) — 1) Cuckoo, 10 points; 2) Oriole, Jock MacLean, SFYC, 14. (3 boats)

IOD (5r, 1t) — 1) Xarifa, 7 points; 2) Ariel II 87, Robert Vellingner, Zephyr YC, 17; 3) One Hundred, Paul Zupan, SSS, 18. (3 boats)

FOLKBOAT (7r, 1t) — 1) Freja, Tom Reed, StFYC, 9 points; 2) Thea, Chris Herrmann, SFYC, 15; 3) Polruan, James Vernon, GSC, 25. (7 boats)

SANTANA 22 (8r, 1t) — 1) Albacore, Mike Quinn, RYC, 19 points; 2) Alegre, Chris Klein, RYC, 23; 3) Tchoupitoulis, Steven Meyers, MBYC, 26. (3 boats)

J/88 (8r, 1t) — 1) Inconceivable, 10 points; 2) Split Water, David Britt, RYC, 16; 3) Juno, Jeremy Moncada, SSS, 30. (3 boats)

EXPRESS 37 (4r, 0t) — 1) Golden Moon, Kame Richards, EYC, 4 points; 2) Stewball, Bob Harford, RYC, 11; 3) Expeditious, Bartz Schneider, SFYC, 12. (5 boats)

See www.jibeset.net and www.yra.org

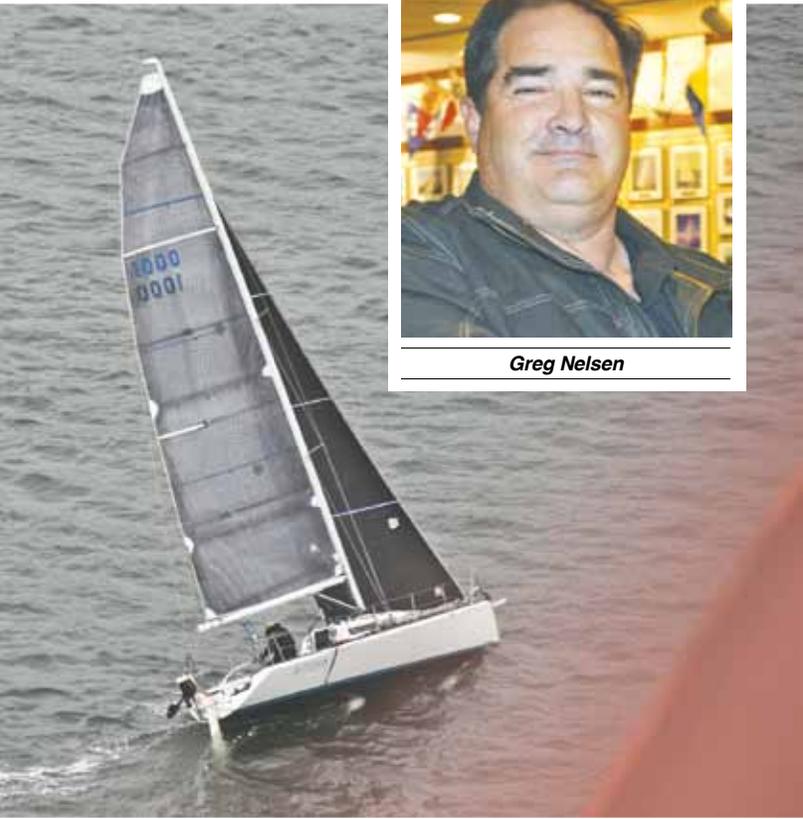
SSS Singlehanded Monohull

Outsider, Azzura 310

Greg Nelsen, SSS

In accepting the trophy for first-place at the SSS awards presentation at Oakland YC in October, Greg Nelsen commented that he won by 3 seconds.

SEASON CHAMPIONS, PART III



Greg Nelsen

Greg Nelsen on 'Outsider' about to sail under the Golden Gate Bridge on his way to the rockpile in the Singlehanded Farallones Race.

The Singlehanded Sailing Society's season scoring uses a boat's overall placement for each race in a low-point scoring system. "I didn't do the LongPac and it's the only race you can't throw out," explained Greg. "So Bob Johnston on *Surprise!* pulled into a healthy lead by finishing the LongPac. There were three races after the LongPac, and I narrowed the point gap each time.

"Going into the Vallejo 1 race, Bob was at 1.8781 and I was at 2.102. I had to put enough boats between my corrected finish time and Bob's in that final singlehanded race to win the season overall. When the results came in I had taken a seventh overall and Bob 15th. If Bob had finished 3 seconds faster on corrected time, he would have won the season. If I had been 5 seconds slower, he would have won the season. It truly came down to the last race and a few seconds of corrected time. Talk about close!"

Over the years, Greg has won the Singlehanded and Doublehanded series on *Outsider*. "It's generally more fun to sail doublehanded and share the experience, bad and good, with crew. Singlehanded is very gratifying, as you know it all rest-

ed on your performance alone. It's been 20 years since I won my first singlehanded season and 10 years since my last. This year makes it #7 (plus four times doublehanded).

Most of the last decade I had been doublehanded the SSS seasons. A few times I made a run at the Singlehanded season and came close once, so I thought I'd give it another go this last year as a personal goal.

Greg won the 2000 Singlehanded Transpacific Race overall on his previous boat, the Black Soo 30

Starbuck. "Never say never, but the *Azura* is a bit of a handful to singlehand, so that is not likely on the schedule. I've tried to get together an effort to doublehand the Pacific Cup a few times — it's on the bucket list for sure — but work commitments for myself or crew interfered each time."

SSS Doublehanded Monohull Arcadia, Mod. Santana 27 Gordie Nash, RYC

The SSS Doublehanded winner was another repeat champion. Gordie Nash and *Arcadia* also prevailed in 2013, 2014 and 2018.

In accepting the trophy this year, Gordie said that the names on the trophy represented history, an archive of yacht racing, and that he was proud to a part of that history.

Arcadia started her life as a Gary Mull-designed Santana 27. Mull and Nash put their heads together over a cocktail napkin to redesign her, and Nash remodeled her himself after Mull's death.

Ruth Suzuki, Gordie's wife, sails with him aboard *Arcadia*. Terry Bennett or Gordon Lyon filled in when Ruth was unavailable.

SSS Singlehanded Multihull Rainbow, Crowther 10M catamaran Cliff Shaw, BAMA

We tend to think of Cliff Shaw and his catamaran as more cruisy than racy. But that's not quite accurate. "I've actually been racing all the single- and doublehanded ocean races sponsored by SSS and BAMA since 2008, except a hiatus during 2015-2017 while the boat was in New Zealand. I got the boat home and resumed racing in 2018 and 2019, with good results both years, so perhaps I'm more visible recently," said Cliff.

"I'm still not really a racer; I just like ocean cruising, and the races provide a nice venue and friendly competition. I love bluewater sailing. Surfing down long 8- to 15-ft swells in 20-30 knots of wind for hours at a time just seems to put everything right in the world. The short ocean races offer a little taste of that without the drama of lots of other boats fighting for room at a mark. The only Bay race I do is the SSS Vallejo 1-2, because it is longer and doesn't have crowded turning marks. Also, *Rainbow* is a somewhat heavy catamaran, so she is at her worst in upwind tacking duels on the Bay. She needs 110-120 degrees between tacks, a good 20+ degrees farther off the wind than good monohulls and the fast trimarans, so I'm not competitive on round-the-buoy courses. But give me

Ruth Suzuki and Gordie Nash



LETTERING IN YRA, SSS, BAMA AND MMBA



Cliff Shaw and Truls Myklebust

a long reach in good wind and flat water, like the Vallejo race, and she can shine on the Bay."

Cliff had no idea he was in contention for the Singlehanded Multihull season championship until fellow multihuller Truls Myklebust told him. "I never pay attention to the season scores," said Cliff, "so I didn't know where I stood. Apparently the LongPac counts more, so that's what kicked me to the top — the trimarans that usually beat me don't usually go that far offshore. Winning the Vallejo race was a bit of an exception for me. In 2018 I think I took four firsts, but it was because I was the only finisher in division. In the Vallejo race this year, I actually won on corrected time by coming in within about half an hour of the fast trimarans — conditions were just right for me that day."

Cliff is planning to take *Rainbow* to French Polynesia in April 2020, then on to the Cook Islands and back home through the Line Islands and Hawaii in October-November. "If that plan falls through for some reason, as it did this year, I'll do the SHTP at least."

For now he's heavy into preparing the boat for the South Pacific. "I'm replacing and upgrading my solar system and also having transverse ring frames added inside the bows to reduce flexing and repair damage sustained in heavy weather offshore over the years."

SSS Doublehanded Multihull Raven, F-27 trimaran Truls Myklebust, BAMA

"This was a fun season!" says Truls Myklebust. "I won the Singlehanded Multihull trophy last year, but went for the Doublehanded Multihull championship this year, where there were more boats and more competition. Therefore the victory was sweeter this year."

Truls's favorite SSS race every year is the Drake's Bay race — "a beautiful spot to sail to, and

it's always an adventure. This year, we had very light wind conditions in both directions, but I managed to pick the right route and win on both days (I was double-entered for both SSS and OYRA). It was also great doing the SSS Half Moon Bay Race with my daughter, Mia Karine, this year." The crew on *Raven* varied this year but also included Steve Petersen and Andrew Muff.

"Several races were challenging this year. The Three Bridge Fiasco, the Round the Rocks Race and the Vallejo 2 all featured major challenges, with light wind against current. The most satisfying of these was the Vallejo 2, where I was able to leverage the late-arriving northwest wind to post a come-from-behind victory to finish off the season."

Truls plans to compete in the SSS and OYRA series again next year. But... "I am looking at possibly getting a different boat sometime next year, so I'm not sure whether I'll be racing *Raven* all the way through the season."

SSS SEASON

SINGLEHANDED MONOHULL (8r, 1t) — 1) Outsider, 2,277 points; 2) **Surprise!**, Alerion 38, Bob Johnston, RYC, 2,296; 3) **Fugu**, Wilderness 30, Chris Case, RYC, 2,663. (47 boats)

DOUBLEHANDED MONOHULL (7r, 1t) — 1) Arcadia, 2,689 points; 2) **Siento el Viento**, C&C 29-1, Ian Matthew, TYC, 3,778. 3) **Bombora**, Express 27, Rebecca Hinden, EYC, 4,086. (253 boats)

SINGLEHANDED MULTIHULL (8r, 1t) — 1) Rainbow, 7.25 points; 2) **Raven**, F-27 tri, Truls Myklebust, BAMA, 8.667; 2) **Wingit**, F-27, Dave Wilhite, BAMA, 9.333. (3 boats)

DOUBLEHANDED MULTIHULL (7r, 1t) — 1) Raven, F-27 tri, Truls Myklebust, BAMA, 3.771 points; **Wingit**, F-27, Amy Wells, BAMA, 4.838; 3) **Papillon**, F-27, Andrew Scott, BAMA, 6.052. (22 boats)

Full results at www.jibeset.net
More info at www.sfbaysss.org

BAMA Cup Greyhound, F-22 trimaran Evan McDonald, BYC

In only their second year together, Evan McDonald and *Greyhound* have won their second BAMA season.

Comparing the two years, Evan said, "The wind for almost all the BAMA Cup races this year was more predictable than last year. There were not as many wind holes and light days this year, just moderate to strong breezes across the courses. Great sailing!"

His favorite BAMA race this year was the Doublehanded Farallones. George Kiskaddon sailed with Evan, who describes the race: "The way out to the Farallones was tame, but it started blowing hard on the way back. When we couldn't carry our spinnaker any longer in the building breeze and swells, we tried reaching downwind under white sails. That was the ticket. The fun was working together to safely drive down the wave faces without plowing into the wave in front of you, with one guy trimming the main and the other guy carefully driving.

"We kept that up a up for a couple of hours, doing 10 to 13 knots the whole time. It was a blast, but we were very happy when we reached Bonita Cove and could relax our white knuckles."

That sounds like challenge enough, but actually the most difficult race for *Greyhound* was the InterClub #5 in the South Bay. "IC #5 really showed how my crew and I needed to improve our boat and sail handling around the buoys. We came in second to last in this race, mostly because of timing errors and sail handling mistakes rounding downwind marks. We did so badly that we went out and practiced between IC #5 and IC #6, and simplified some of our rigging where we had problems. It paid off for our last race.

"My incredible regular crew this year included George Kiskaddon and Sarah Rahimi, with guest appearances by Guillermo 'Matute' Maturana and Ryan Alder."

Evan's plan for 2020? "Sail faster, and

SEASON CHAMPIONS, PART III

have fun doing it!"

The BAMA Cup series consists of the long-distance Three Bridge Fiasco, the SSS Corinthian Race, DHF, Delta Ditch Run and Silver Eagle, followed by three shorter InterClub races.

The BAMA Fast Cat Cup uses the Three Bridge, the Big Daddy pursuit race, the SSS Round the Rocks, the Great Vallejo Race, the Delta Ditch Run, InterClub#5, the Jazz Cup and the Great Pumpkin pursuit race (which was blown out in 2019) for its series.

BAMA CUP (8 regattas, top 5 score)

1) **Greyhound**, 24 points; 2) **LookinGood II**, Corsair 31 tri, Rafi Yaholom, BAMA, 20; 3) **Wingit**, F-27, Amy Wells, 19. (19 boats)

BAMA FAST CAT CUP (8r, 1t)

1) **Shadow X**, Extreme 40 cat, Peter Stoneberg, StFYC, 22 points; 2) **SmartRecruiters**, Extreme 40 cat, Jerome Ternynck, StFYC, 9; 3) **Celeritas**, TF10 tri, Malcolm Gefter, NYYC, 9. (9 boats)

See www.sfbama.org

New in 2019 was the SF Bay Classic Championship. This series combined



GREYHOUND

George Kiskaddon, Evan McDonald, Sarah Rahimi and the BAMA Cup

the Master Mariners Regatta in May, the Belvedere Cup (ex-SF Schooner Cup) in August, and the Jessica Cup in October.

Three champs received trophies following the Jessica Cup at StFYC.

classic boats was exceptional," commented Bill Claussen. "What a wonderful display of 'oldies'! If you have a wooden 'oldie' come join the fun."

— **latitude**/chris

Terry Klaus and *Brigadoon*, a 1924 65-ft LOA Herreshoff schooner, won the Gaff division; John and Gena Eggleston's 1928 56-ft Stone cutter *Water Witch* won Marconi I (>40-ft LOD); and Bill Claussen's 1929 Bird Boat *Cuckoo* won Marconi II (<40-ft LOD).

"The series of Master Mariners, Belvedere Cup and Jessica Cup for

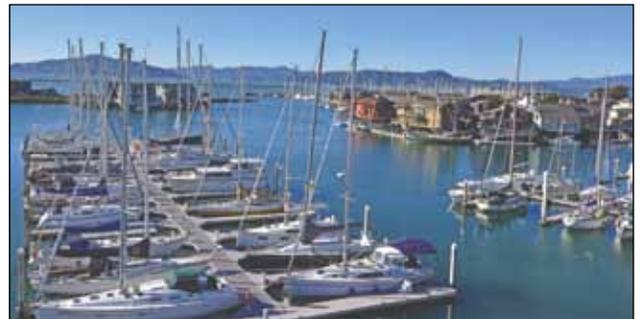
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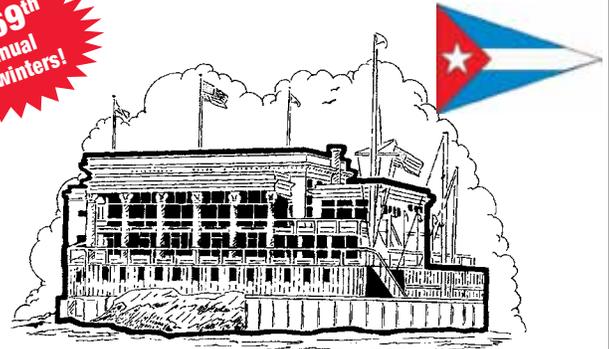
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HOMESCHOOL DAZE

PHOTOS / THE WINSHIP FAMILY

I should have been giddy with excitement the day we untied our dock lines and set sail to embark on our cruising life, but instead I was being smothered by my biggest fears: losing someone overboard and bombing at homeschooling. After only nine months of the latter, Kendall and Quincy were staging an all-out revolt. We were almost to the bottom of Mexico's Gold Coast and I was at my wits' end. "There's gotta be a better way," I thought. My students were uncooperative, and they didn't complete their assignments with the gusto I had envisioned. Somehow the girls just weren't excited about me in the role of teacher.

Worries about my homeschooling skills or lack thereof were resurfacing and keeping me awake at night. What if Kendall and Quincy were grade levels behind when we returned to the United States? What if they couldn't make friends and were known as "those super-weird boat kids?" We'd do them a huge disservice if we didn't give them a proper education. Self-doubt crept into my consciousness and ate away at the dreams I had of being an exemplary teacher with two enthusiastic scholars.

Sailing down the Mexican coast, I had heard of a popular destination for "kid boats" where I hoped to meet other homeschooling moms and learn how they mastered their teaching afloat.

At last we had arrived. I took *Chewbacca* for a spin around the crowded anchorage looking for a good spot, and counted 45 boats. Most looked as

comfortable as a well-worn pair of jeans, complete with patched dinghies, faded sun awnings and thinning bottom paint. Maybe we had stumbled upon a den of sailors balancing the challenges of cruising and raising kids. Perhaps I would find a few kindred spirits here to help pull me out of my fugue. Not long after Bruce set the anchor, the radio chirped to life.

"*Chewbacca, Chewbacca, Chewbacca*, this is *Rebel*, over," hailed a friendly female voice from the VHF. "*Rebel*, let's go seven-two," I replied and switched channels. "Hello *Chewbacca*, this is Kimberly, welcome to our little slice of paradise! We've heard you are a kid boat and so are we. School's out at 2 o'clock, come join us on the beach."

"Kimberly, April here. Sounds great and I look forward to meeting you. See you then," and with that I signed off, a smile etched across my face. Little did I know we had just put down roots in Homeschooling Central.

Sure enough, at 2 p.m. sharp, the tranquil anchorage burst to life with the sounds of dinghies zooming to shore, followed closely by surfboards, boogie boards, kayaks and rowboats. We piled into the *Blaster* and trailed the surge. It was a cruising kid's fantasyland. There were children of all ages frolicking along the shore and at the river's mouth. Two dozen little people and a few older teenagers commandeered the beach. Some sat crosslegged building moats around sandcastles. Others congregated at the river's edge and delighted in making



mini avalanches that slowly slid into the shallow water. The more energetic youngsters rode boogie boards through the ocean surf while others ran along the beach pulling homemade kites. The girls raced off to make new friends.

We merged with the group of parents to introduce ourselves. I was anxious to discuss the subject of school with other boat moms and was relieved to hear over the course of the afternoon that *everyone* had rocky patches — I was not alone in doubting my capabilities as a teacher. Just like us, none of these parents had homeschooled their kids before cruising. New cruisers had to ingest a tremendous amount of knowledge quickly. There was the long-distance sailing component, the cruising-life element coupled with traveling in a foreign land and learning the roles of captain and first mate. It was sink or swim. The scope of the changes in our new lives had most of us overwhelmed. When children were added to the mix, it upped the ante to the stratosphere. Each one of us gathered on the beach had a healthy level of concern about our kids' education and it turned out we had all asked ourselves the same question at some point. Was it fair to take our kids on this adventure?

Some critics back home went so far

The Winship family aboard their 33-ft Australian Crowther cat 'Chewbacca' in Cartagena, Colombia.



THE ROUTINE TO RAISE CRUISING KIDS



Main spread: The Winship girls hanging out with other cruiser kids in Costa Rica. Above: Kendall, left, and Quincy. Bottom: Not a bad-looking classroom.

batted around solutions to our thorniest problems of keeping our kids on track, and excited about studying.

This was no easy feat when enticing new countries and cultures lay just outside the classroom. It would be so easy to forget school for one day, and then another day and another, rather than buckling down and staying on target.

As the sun set, it was clear we had exhausted the topic of schooling for one day. Our little band hung up and we dispersed back to our floating homes. The girls were equally exhausted from racing around with their newfound friends. Armed with fresh knowledge and new strategies, Bruce and I set to work planning the next week of school, adding some new twists to our lessons.

as to declare that taking our children away from our culture and formal education would result in their not being able to compete in our modern society. They would be stunted intellectually and socially if we carted them off outside the conventional norms, the argument went. Would they be proved right? When our adventure ended, would Kendall and Quincy be able to keep up with their peers who had traditional schooling? Sometimes in my darker moments, I felt as though the naysayers who embraced the mainstream thinking secretly wanted to see us fail in our children's education as a weird way of validating the well-worn path they had chosen.

Of course, we all wanted to make our new life a success story. Each one of us wanted to see our children become productive members of society. Deep down, most of us hoped our kids would excel beyond our wildest dreams, changing lives for the better and inspiring others. I felt an intense need to set our children up for success, and meeting new friends in the same situation proved we were not alone in our schooling quandary. Everyone seemed to agree that with a little creativity and consistency, success was achievable.

Sitting in low-slung beach chairs,

we traded schooling experiences while my bare feet were caressed by the warm sand and occasionally cooled by a rogue wave racing up past my ankles. This wasn't how I'd imagined my first PTA meeting would be. We



HOMESCHOOL DAZE



The Winships found that consistent classroom time was a key to success.

We adopted guidelines for school hours, daily reading, writing and math work. Afterward, I retired to our bunk feeling satisfied that we were on the right path. We had a plan and I was feeling empowered.

Bright and early the next day, Kendall and Quincy were chatting animatedly about playing with their friends. They were shocked when I told them it was a school day and we had lessons planned. I guess the other kids forgot to tell them how school time worked in this anchorage. Until 2 p.m., all the boat kids had school. Only after school was completed could they come out and play on the beach to their hearts' content. So, for the next 12 weeks, *Chewbacca's* crew came to terms with a new format of schooling while afloat and we hit upon a comfortable, successful groove. Hallelujah! From that day forward, we adhered to a few cardinal rules: School was consistent; five days a week.

If we were exploring somewhere new, history, science, English, social studies and math lessons were tailored to take into account our new surroundings.

If we were passagemaking, we studied sailing, nature, weather and the world around us, not bookwork.

The first day in a new country was spent completing official business and getting our bearings, then we resumed the school routine.

The 'school year' was finished when the subject lessons were completed. That might take six months, nine months or a year.

We also added a team element to schooling: Bruce acquired the title of Professor of Mathematics and Music while I commanded English, history and social studies.

With the girls' input, we also designed a flag to raise from the spreader when school was in session aboard

Chewbacca. Much like a *Do Not Disturb* sign on a hotel doorknob, it signaled to our non-kid boat friends that we were busy with school.

With these logistical guidelines set in motion, I had at last found peace with my role as mother and teacher.

During our time anchored in 'Homeschooling Central', I saw many of the attributes our girls were developing as ones that cruising kids displayed daily with their friends. They were flexible, resourceful, creative and uninhibited. It was our challenge to support their growth and incorporate our new bag of tools into homeschooling on *Chewbacca*.

Before then I had never heard the

term 'third-culture kids' but it described cruising kids to a T. This term is bestowed on children raised in a way of life other than their parents' for a significant part of their early development years, before they've had a chance to fully grow into their own identity. These kids become a combination of their parents' origin culture, the culture in which the family resides, and then an amalgam of the two. Many years later, Kendall and Quincy described their experience as "having one foot in America and another in Latin America, yet not firmly rooted in either place."

It had been a magical few months spent in an anchorage full of cruising families, but the seasons were changing and it was time to move on. I reluctantly waved a tearful goodbye to the thinning herd left in the anchorage as we set a course north toward new adventures. The subsequent 10 years we kept to the same school routine and teaching partnership we learned in our first year as "newbie" cruisers. Kendall and Quincy went on to graduate high school; both graduated with honors from university. Because of our encounter with fellow cruisers and their generous sharing of experiences, my fears of failure at homeschooling were never realized!

april winship

The Winships' book about their family's 10-year adventure cruising aboard their 33-foot catamaran Chewbacca, Set Sail and Live Your Dreams, (Seaworthy Publications, 2019) is available at www.seaworthy.com and Amazon.

The Winships (from left): Bruce, Kendall, April and Quincy.



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STEERING THE DREAM



BILL AND MELINDA ERKELENS —

Twenty-five years later, the jury is still out as to whether five pounds of candy (a large bag of Costco Halloween candy, to be precise) and chocolate espresso beans were the secret weapon that swept Bill and Melinda Erkelens across the Pacific to victory on their first doublehanded Pacific Cup. Not only did they win in class, but also on corrected time by some 22 hours.

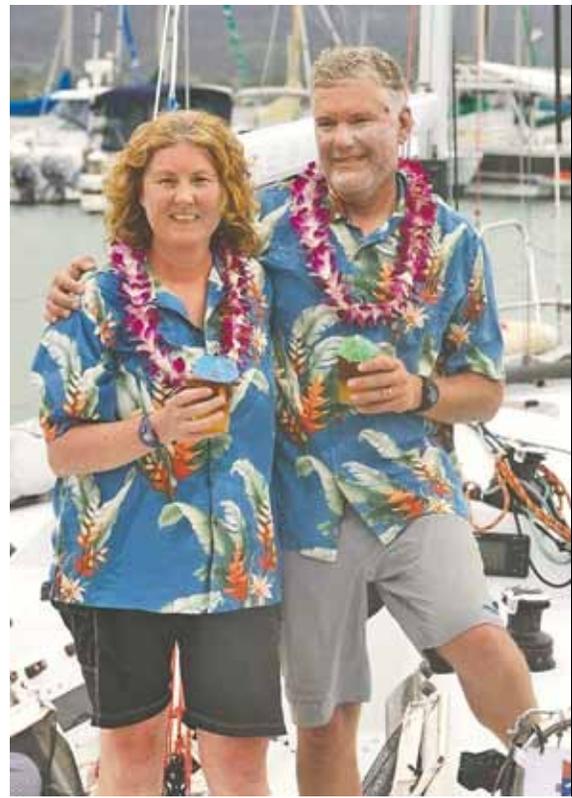
"We slowly eked out all the candy, but in hindsight it was terrible: You'd be awake, then you'd be asleep, then you'd be awake . . ." Melinda laughed.

That was in 1994, before the Erkelens had established themselves as the go-to couple in professional sailboat racing and even before Melinda was sure that doublehanded across the Pacific was something she was up for. They were racing on *Moonshine*, a 26-ft, light, hard-chine one-off design that was easy to sail. "I was really nervous, but I am almost always a little nervous," Melinda admitted. "I was nervous about all the unknowns around sailing doublehanded — I like to have a better sense of what the future is, whereas Bill's a lot more optimistic than I am in that regard. When he's thinking, 'We'll be fine,' I was thinking, 'How do you know we'll be fine? How do you know I'll even be able to stay awake? What if I can't?'"

Fortunately, the 1994 Pac Cup was a windy year, perfect for their boat. The Erkelens won by a lot, which got them hooked, although it would be another 20 years before they had the chance to repeat the experience.

Melinda and Bill both grew up in the Bay Area — Melinda in Piedmont and Bill mostly in San Francisco. Melinda's parents got their first sailboat when she was about 6, although at the time they didn't know how to sail. They figured it out, and Melinda's dad would take them cruising to Angel Island and the Delta. Before college, Melinda sailed on a Wylie Wabbit with longtime friend Kim Desenberg and had a great time racing the Lake Series, traveling around, camping and sailing. She got into sailing FJs at UC Berkeley — she sailed as much as she could; she just loved it.

One of four brothers, Bill and his family started with a Columbia 26 and his parents also sailed to Angel Island, where they would also camp out and listen to Mystery Theater, just like Melinda's family did. The Erkelens would sail down the coast in the summer to the Channel Islands to scuba dive, pulling into Half Moon Bay, Santa Cruz and Santa Barbara. "We were really young, so on the coastal trips we'd just hang out with a basket of toys down below and



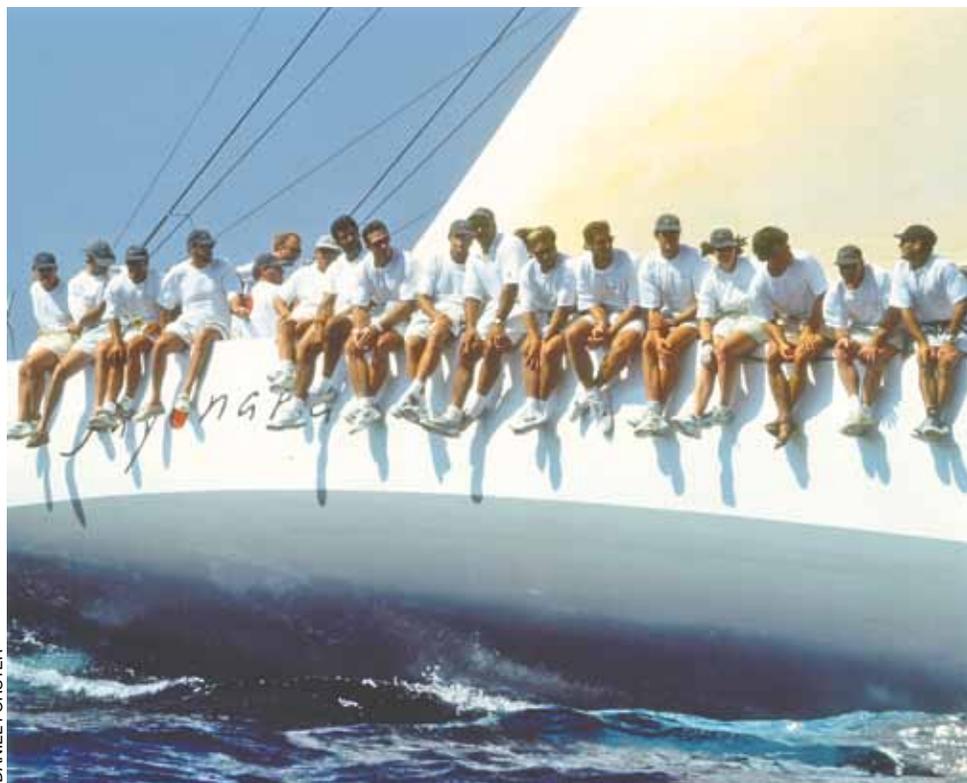
a bucket to throw up in," Bill recalls. His dad got into racing quarter tonners, where a young Bill joined him.

While they're not quite certain, the pair think they probably met circa 1977 when Bill Erkelens Sr. launched his new 40-ft fractionally rigged IOR racer *Lois Lane*. Some years later, Melinda was trying to get on the boat to do the 1985 Transpac, and was hoping she could convince Bill senior to take her. That didn't work out, but he did ask Melinda if she'd like to do the Golden Gate Yacht Club midwinters with them. The younger Bill was doing bow, Melinda was on mast. The pair became friends and started dating in spring 1985.

Melinda completed law school and was practicing when Bill opened his own rigging shop — Transpac Rigging — where he helped prepare and raced on *Kotuku*, a Farr 1220 that won division in the 1993 Transpac. The client/boatowner was a neighbor of Larry Ellison, for whom Bill would eventually work. It was a definitive turning point in Melinda and Bill's early professional lives. Working for the founder of Oracle became a full-time job for Bill, and the infamous *Sayonara* program paved their way to successful careers in professional sailboat racing.

Bill sold his shop and moved to New Zealand to build *Sayonara*; Melinda quit her job and joined him, becoming full-time in the *Sayonara* program. The couple ran both boat and shoreside

Bill and Melinda Erkelens are in that crowd on 'Sayonara's' rail at the 1997 Maxi Worlds in Sardinia.



DANIEL FORSTER

LIVING AND WORKING THE SAILING DREAM



DANIEL FORSTER

Left: Bill and Melinda at the completion of the 2016 Pacific Cup, where they took first in class doublehanding aboard 'Wolfpack'. Right: That's Melinda in the foreground aboard 'Sayonara'.

operations from 1995 to 2000. Melinda did much of the logistics — the housing, insurance, contracts and hiring — while Bill focused more on technical challenges like boat optimization and logistics related to moving the boat around.

They also raced aboard *Sayonara*, sharing the pit, which was a two-person job. Melinda did much of the short racing like Chicago-Mac, Big Boat, Antigua Race Week, and all the Maxi Worlds.

Then they started having babies, and two little kids created some logistical challenges. "The crew used to borrow our son and a stroller and go meet women while we'd have dinner," Bill noted with a smile. Melinda interjected, "Apparently it was very effective!"

The *Sayonara* program was undoubtedly the couple's career highlight, Melinda recalls fondly. "It was fun, although a lot of work. It was like 25 family members showing up to go racing together — by the end everyone was very cohesive, fun to race with, successful and professional — not at all snooty." While *Sayonara* wasn't the beginning of truly pro sailing — the 50-footers had been around for a while, and that was a full professional circuit — its program was more the level of the America's Cup.

"We had the opportunity to hire a bunch of Kiwi sailors who had just won the Cup in San Diego and who had also done the Volvo Around the World Race,

and won — they were just really good sailors," Bill describes. "Larry would say, 'Where shall we go?' We would make suggestions, and he'd say, 'Let's do it!' We could take the boat to race pretty much wherever we wanted to go as long as he enjoyed it. We ended up with a crew who were just really nice to work with."

"Bill and I did pit together," Melinda said.

Melinda concurred. "*Sayonara* gave us an opportunity to be introduced to a lot of high-level sailors and professionals in the industry like Brad Butterworth, Mark Turner, Robbie Naismith, Joey Allen, and Tony Rey. We were really fortunate to learn from their experience."

Following *Sayonara*, the Erkelens worked the America's Cup for Ellison from 2000-2003, the formative years of the Oracle Racing program. Melinda stayed for another two Cup campaigns while Bill left to work on other programs.

Sayonara was a productive learning platform for professionals like Bill and Melinda in what was then a somewhat nascent industry. Melinda observes that part of what made *Sayonara* so successful was that they were able to give people an opportunity to do what they do well without over-directing. "Bill is really good at bringing in people who are very skilled at what they do and have them do that," Melinda stated. "I think that's part of what made *Sayonara* so successful, and I think it also worked really well in the America's Cup." Keeping in mind that at the time it was basically sailors organizing and managing these big teams, Bill figured out that a huge part of being successful was to work with professionalism.

"Show up on time, ship stuff on time, order stuff on time — just be organized — and all of a sudden you were at the top of the game because you paid attention," Bill said. "It also helped that we worked alongside an outstanding crew with a boat that turned out to be a really good



DANIEL FORSTER

THE ERKELENS

PHOTO COURTESY GROVE/ATLANTIC INC.



DANIEL FORSTER

Left: 'Sayonara' won the deadly 1998 Sydney Hobart race. "I was on the boat," said Bill, "but Melinda [who was pregnant at the time] wisely was not!" Right: That's Bill in the foreground, with Melinda on the rail in the background on 'Sayonara'. The couple that plays (and works) together, stays together.

design, which we were able to constantly develop and upgrade — it was a really good boat."

Melinda, always a small-boat sailor, concedes it was Bill who brought her into the realm of bigger boat sailing and a love for ocean racing — Bill grew up racing to Hawaii or delivering a boat back as early as his mid-teens. Neither can really pinpoint a time when they made the serious commitment to doublehand to Hawaii, but they had started doing a little ocean racing together with friends, including some Mexico races and the Coastal Cup. Then Bill found *Moonshine*, a boat he thought would be perfect for the Pac Cup. "I saw it walking the docks in Sausalito and thought it was an interesting boat," Bill recalls. "I stood on it, it tipped way over and I thought, 'Wow, amazing boat!' The owner was a professional woodworker/boat builder in Sausalito. I started doing beer can racing

"We're skiing this winter," Bill said.



DANIEL FORSTER

with him, then we did the Coastal Cup with him and fell in love with the boat."

The Erkelens teamed up with two boat partners and campaigned the boat locally, with the loose goal of doing the 1994 Pac Cup. It was another 20 years, affectionately referred to as the "kid hiatus," before they would again race across the Pacific. In 2014, they decided to leave the candy at home, which worked a lot better for them. It was a fast race that they blitzed in 11 days, taking first in class on their Donovan 30 *Wolfpack*; they would take first in class on the same boat in both the 2016 and 2018 Pac Cup events. For the 2020 Pac Cup they are currently upgrading a Hobie 33, which Bill points to moored on the dock outside their living room.

"This boat popped up — we had tried to buy it in 2015, but the price was unreasonable at the time. We weren't planning on going again this summer, but then I heard the same boat was for sale. I emailed the owner and this time the price was a steal — it hadn't moved off the trailer since we looked at it years ago. It has an upgraded carbon rudder; they're a well-built boat and rate well in ORR, and easy to handle in big breeze — we're excited. This will be a perfect boat for us." Even better, when they tie up at the Kaneohe Yacht Club on Oahu after racing 2,070 miles, a new owner will be at the dock ready to take it off their hands. Melinda and Bill will only be required to

enjoy post-race Mai Tais and fly home.

A curious thing about people who love racing is that they never really cruise. Bill noted, "We're probably not going to — we almost looked into home schooling the kids and getting a Cal 40 to try it in Mexico for a little while to see if we liked it — but we never did." Melinda added, "We kind of got sucked into all the work opportunities and it's hard to disengage from that. It's pretty hard to have a job and cruise." They've recently moved into their new digs in Point Richmond, right on the water with fabulous views of San Francisco, Angel Island, and Marin — and being a stone's throw from Richmond Yacht Club, it almost feels like they *are* cruising, but without kids (Josh is now 22 and Ashley 20). They live in a neighborhood with many longtime sailing neighbors, and they have kayaks and SUPs tied up at their dock.

As the current COO of 11th Hour Racing, Bill's out of town frequently preparing for the Ocean Race, which starts in October 2021, while Melinda volunteers the lion's share of her time to sailing organizations. She's currently assisting with the setup of the FAST USA program at Treasure Island Sailing Center.

What do hardcore sailors do when they're not sailing? "We're skiing this winter," Bill said. "We just bought season passes for Squaw — we both grew up skiing, but business often takes us away from winter," he commented. "We've been settling in here, which has taken a while. We lived in Piedmont for 15 years, so it's been an adjustment. We're learning to SUP right off our dock. I went out to the outer breakwater yesterday — you go out there and it's totally different!"

michelle slade

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YEAR IN PREVIEW —

As we bid farewell to the 20-teens, we find that our 2020 dance cards are filling up fast with plenty of regattas and events to keep us busy on waters near and far. (Some of these events even conclude with actual post-sail dancing!)

Here we sample a few top hits from each month, but you'll find a much more comprehensive list in the *2020 Northern California Sailing Calendar and YRA Master Schedule*, published with this January issue on December 30.

January

After the holidays, the **Corinthian Midwinters** serves as a kind of sailors' reunion, as it draws entries from all over the Bay. A Saturday night raft-up and party add to the conviviality — there might even be some of that aforementioned dancing. January 18-19 and February 15-16; www.cyc.org.

The most talked-about race in January is already the **SSS Three Bridge Fiasco**, a massive Bay Tour pursuit race for singlehanders and doublehanders. January 25; www.sfbaysss.org.

Registration is already well underway for the 2020 **Pacific Puddle Jump**; www.pacificpuddlejumps.com.

February

Michael Chammout, rear commodore of CYC, says, "I'm hoping to make the **SSS Corinthian** regatta, hosted at CYC, a bigger affair for the SSS. Maybe a post-race party, dock availability for folks to tie up, a BBQ on the deck, and more hospitality for the race committee." February 29; www.sfbaysss.org.

Richmond YC will host their **Sail a Small Boat Day**, a free event where sailors young and old can try out a wide variety of small boats and watercraft. February 29; www.richmondyc.org.

March

Golden Gate YC will again host *Latitude 38's* **Spring Crew List Party**, an evening of meet-and-mingle. March 5; www.latitude38.com/crew-list.

The action offshore turns to Mexico in March. The **San Diego to Puerto Vallarta Race** is followed by **MEXORC**. March 5-13 and March 13-18; www.pvrace.com and www.mexorc.com.mx.

RYC's **Big Daddy Regatta** will race around the drop marks on Saturday, and around a couple of islands on Sunday. March 7-8; www.richmondyc.org.

The shift to **Daylight Saving Time** opens the door for Beer Can (weeknight evening) racing. March 8.

BAMA's **Doublehanded Farallones** will launch the S.F. Bay Area ocean season on March 21; www.sfbama.org.

Meanwhile, in the Bay, Oakland YC's **Rites of Spring** celebrates the arrival of the eponymous season. March 21; www.oaklandyachtclub.com.

www.berkeleyyc.org and www.yra.org.

The **Pacific Sail & Power Boat Show** will return to the Craneway Pavilion and Marina Bay Yacht Harbor in Richmond. April 16-19; www.pacificboatshow.com.

Shut out by stormy weather in 2019, the **Bullship Race** for El Toros will cross the Gate from Sausalito to San Francisco on April 18; www.eltoroyra.org.

Due to last year's conflict with SailGP, the YRA **Great Vallejo Race** moves to the last weekend in April. April 25-26; www.yra.org.

Opening Day on the Bay also hap-



SailGP, a huge hit with spectators on land and on the water, will return to San Francisco Bay on the first weekend of May.

"A bigger affair...a post-race party, dock availability, a BBQ on the deck, more hospitality."

Oh, wait, you're still in PV? Then check out the **Banderas Bay Regatta**, with racing for cruisers. March 24-28; www.banderasbayregatta.com.

Look for info about **Delta Doo Dah Dozen** in March; www.deltadoodah.com.

April

More clubs jump aboard the **Beer Can Wagon** in April. A few others get their start in May.

The CBRA and YRA One Design will join forces with the **YRA Summer Series**, and they'll kick off the season at Berkeley YC's **Wheeler Regatta**. April 4-5;

pens to fall on April 26; www.picya.org.

May

Yes, they'll be back. **SailGP** returns to San Francisco. A Spanish team replaces the Chinese one, and a Danish team has been added to the fleet, so now they are seven. May 2-3, www.sailgp.com.

The **Singlehanded Farallones** will test sailors' mettle on May 16; www.sfbaysss.org.

Memorial Day Weekend comes early and will be a busy one for racing;

The **Master Mariners Regatta** is a Bay Tour worthy of spectating. May 23;



So as not to conflict with SailGP, the YRA has moved the Great Vallejo Race to the last weekend in April.

www.sfmastermariners.org.

California Offshore Race Week kicks off with the Spinnaker Cup. May 23; www.offshoreraceweek.com.

Trailer-sailors head to northern Northern California for the **Whiskeytown Memorial Regatta**. May 23-24; www.whiskeytownsailing.org.

The **Transpac Tahiti Race**, with 13 entries as of this writing, will depart from L.A. May 28; www.transpac-tahiti.com.

RYC will host the **Santa Cruz 27 North Americans** in conjunction with the **J/24 District 24 Championship**. May 29-31; www.richmondyc.org.

June

The 30th annual **Delta Ditch Run** will sail 65 glorious downwind miles from Richmond to Stockton. June 6; www.stocktonsc.org.

Stockton too hot for you? Cool off with the **Race to Alaska**. June 8 start; www.r2ak.com.

Encinal YC and South Beach YCs will take over running the PICYA **Lipton Cup**. June 19-21; www.encinal.org or www.southbeachyachtclub.org.

Tahoe YC's **Trans-Tahoe Regatta** will welcome summer. June 20-21; www.tahoeyc.com.

Summer Sailstice celebrates the Northern Hemisphere summer solstice. June 20-21; www.summersailstice.com.

CYC will host the Master Mariners **Wooden Boat Show**. June 21; www.sfmastermariners.org.

The **Singlehanded Transpacific Yacht Race** will start from Tiburon, and the **Shaka Challenge** will start from Marina del Rey, launching a mass migration from the West Coast to the Hawaiian



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

Isles. Both will finish in Hanalei Bay, Kauai. June 27; www.sfbaysss.org, www.pssala.com and www.jibeset.net.

The first wave of **Pacific Cup** starts will follow in a couple of days, with Kaneohe Bay, Oahu, the destination. June 29; <https://pacificcup.org>.

July

The **Vic-Maui Race** will sail from Victoria, BC, to Lahaina, with starts on July 10-17; www.vicmaui.org.

Two YRA Weekend Regattas fall two weeks apart. The **Westpoint Regatta** sails from Treasure Island to Redwood City on July 11. The Encinal Regatta will be on July 25-26; www.yra.org.

In between, Bay View Boat Club's 36th **Plastic Classic** will invade the newly redeveloped and gentrified environs of San Francisco's Mission Bay. July 11; www.plasticclassic.com.

St. Francis YC will host the **Laser North Americans**. July 18-19; www.laser.org.

The **Santana 22 Nationals** rotate to Santa Cruz YC this year. July 24-26; www.santana22.org or www.scyc.org.

Spectators can marvel at the speeds exhibited by kites during StFYC's **Hydrofoil Pro Tour**, but beginners best stay on the beach. July 30-August 2; www.stfyc.com.

Half Moon Bay YC will host the **El Toro Nationals** for Seniors and Juniors. July 31-August 2; www.eltoroyra.org.

August

San Francisco YC's **Midnight Moonlight Marathon** will enjoy a just-past-full moon. August 15; www.sfyc.org.

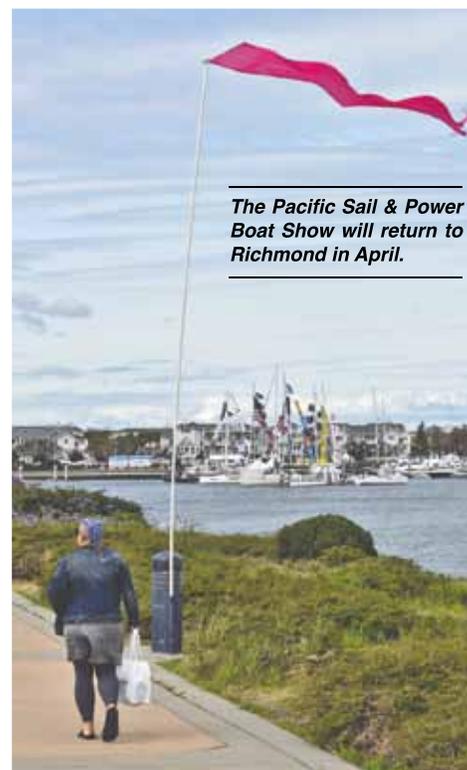
EYC's **Gracie and George** requires

'Catapult' at the Monterey start of the Coastal Cup race to Santa Barbara in late May.

Gracie to drive. This is just one of many women skipper races on *Latitude 38's* Unofficial Women's Circuit. August 16; www.encinal.org.

Another falls the next weekend: Sausalito YC's **Women Skippers Regatta**. August 22; www.sausalitoyachtclub.org.

RYC will host the **Moore 24 Nationals**. August 22-23; www.moore24.org or www.richmondyc.org.



The Pacific Sail & Power Boat Show will return to Richmond in April.

2020 VISION

Stay inside the Bay with StFYC's Phyllis Kleinman Swiftsure Regatta or venture out the Golden Gate for the only race that drops anchor in **Drake's Bay**. August 22-23; www.stfyc.com, www.yra.org or www.sfbaysss.org.

September

The Bay Model Visitor's Center in Sausalito will host *Latitude 38's Fall Crew List Party* for the second year in a row. September 3; www.latitude38.com/crew-list.

The last warm run inland, the **Jazz Cup** from Treasure Island to Benicia, kicks off Labor Day Weekend. September 5; www.southbeachyachtclub.org.

We're personally relieved that the **SSS Half Moon Bay Race** is not on the same weekend as Rolex Big Boat Series this year. That was always a tough juggle. September 12; www.sfbaysss.org.

The **Wylie Wabbit National Championship** will take place during RYC's **Totally Dinghy**. September 12-13; www.richmondyc.org.

StFYC's **Rolex Big Boat Series** is a high-class event available to mere mortals. This year, it's scheduled a week later than usual. September 17-20; www.rolexbigboatseries.com.

Women teach women at Island YC's **Women's Sailing Seminar** in Alameda. September 19-20; www.iyc.org/wss.

SYC will host the **RS Tera Nationals**. (The Tera is a singlehanded dinghy for kids.) September 19-20; www.rsterana.org or www.sausalitoyachtclub.org.

RYC will welcome the **Express 27 Nationals**. September 25-27; www.express27.org.

October

You'd think the first full month of fall would see a winding down of yacht racing in the Bay Area. You'd be wrong. The weather is usually nicer than in the summer, and lots of fun sailing is yet to be had.

Golden Gate YC will host the **Islander 36 Nationals**. October 3; www.islander36.org.

Bay Area sailors converge on the San Francisco waterfront for **Fleet Week** and the hugely popular air show headlined by the Blue Angels. October 4-13; www.fleetweeksf.org.

Many of the regattas in October cluster around the 17th. Among them is SBYC's **Red Bra Regatta**, which is probably the only all-female yacht race in Northern California. October 17; www.southbeachyachtclub.org.

Vintage woodies will have another chance to compete on the Cityfront in the



RICHARD SPINDLER

Jessica Cup, hosted by StFYC. October 17; www.stfyc.com.

The SSS **Vallejo 1-2** sails from the Berkeley Circle to Vallejo YC singlehanded on Saturday, and from VYC to RYC doublehanded on Sunday. October 17-18; www.sfbaysss.org.

As in 2019, the YRA again plans to join forces with Berkeley YC's **Oktoberfest Regatta**. October 17-18; www.berkeleyyc.org.

The fundraising powerhouse that is the **Leukemia Cup** falls on that weekend too. It returns to SFYC after two years at CYC. October 18; www.sflcr.org.

More choices coincide the following weekend.

ICY's **Jill & Jack + 1** triplehanded women skipper race on the Estuary moved to avoid conflict with RYC's Grace Cheney women skipper race — now it conflicts with RYC's Great Pumpkin Regatta. October 24; www.iyc.org.

StFYC's **Fall Dinghy** and the **Great Pumpkin Regatta** will intersect somewhere west of Alcatraz. October 24-25; www.stfyc.com or www.richmondyc.org.

Blue Moon on a Saturday night — and it's Halloween to boot! And, for once, Tiburon YC's **Red Rock** Halloween regatta has a race date all to itself. October 31; www.tyc.org.

November

RYC's **Amazing Grace Cheney Cup** wraps up our 2020 list of women's races. November 1; www.richmondyc.org.

Hard to believe, but the **Baja Ha-Ha** Cruising Rally from San Diego to Cabo San Lucas turns 27 this month! Exact dates TBA; www.baja-haha.com.

With November comes any number of **Midwinter Series** debut races. Most of them have chosen to start on Saturday, November 7.

Is there a Baja Ha-Ha in your future? These Ha-Ha'ers are swimming off the transom steps.

BYC, at least, is sticking with the second weekend of the month for their two separate (Saturday and Sunday) **Midwinter Series**. November 14-15; www.berkeleyyc.org.

Around the holidays, including Thanksgiving Weekend, few clubs schedule regattas. But never fear! As long as there's some demand, BYC runs beer-can-style **Chowder Races** every Sunday October through March, except when it conflicts with the above.

December

More clubs hop aboard the **Midwinter Bandwagon** in December.

But, frankly, the longest list of on-the-water events in December belongs not to regattas but to **Lighted Boat Parades**.

As you can see, there's no shortage of excuses to get the boat out. Be sure to pick up a copy of the *2020 Northern California Sailing Calendar and YRA Master Schedule*. If you prefer, you can read it online at www.latitude38.com.

We'd like to encourage current racers to invite new ones, and those who haven't raced in a while to give it another go. The *2020 Calendar* contains lots of useful info to help get you started.

As in other aspects of life, change is inevitable. To keep up to date as events change, see our *Calendar* in the front of the magazine each month (pages 10-16 in this issue). In addition to non-race events, races and Midwinters, it includes an expansive list of regattas and rallies in the tropics.

Have fun, see you on the water, and remember to keep in touch!

— latitude/chris

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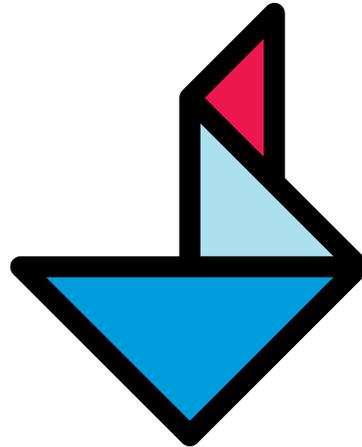


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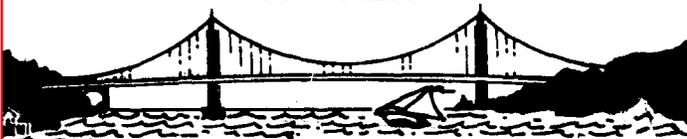


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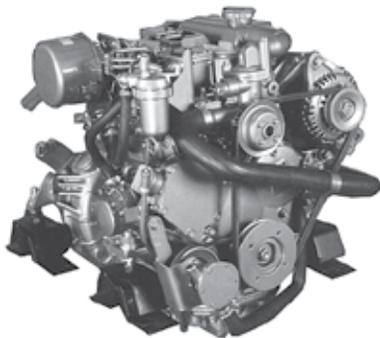
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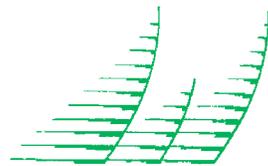


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MAX EBB

In 1990, Max and Lee time traveled 20 years into the future, to a dystopian 2010 in which only sailors with corporate sponsorship could race YRA, and the new and very popular high-speed powerboat racing circuit had right of way over the few remaining amateur sailing events. The government buoys were all gone, thanks to universal and mandatory GPS, but the wind turbine towers all over the Bay made perfectly good racing marks. Unless you rounded one a little too close.

Then in 2000, Max traveled back East and another 20 years forward to visit Lee Helm's virtual reality lab in 2020. The lab sent him back 100 years to race a virtual schooner on a virtual San Francisco Bay in the year 1900. It was not going well when Lee brought him back to 2020.

In 2010, Max and Lee jumped ahead to 2030, when sailboat racing is dominated by foiling catamarans with wing sails. Max was pickup crew, but he never did figure out the wing controls, and there was a disastrous collision with another cat on foils.

But here it is 2020, and the time machine needs to go somewhere to mark the approaching new decade. But where and when? It was late at night, and deadline was fast approaching. "Maybe I'll come up with something tomorrow," I thought as I leaned back in my chair and closed my eyes, just for a minute.

The sun streaming in through the east window of my home office woke me up. "Yikes, I'm late!" I raced to the car, to the ferry terminal, texted Lee to alert her that I would be on a later ferry than planned, and disembarked at the San Francisco Embarcadero.

As I had feared, we had missed the ribbon-cutting ceremony, and the first boat had already left. This was a new ferry route, and an important part of the Treasure Island, or T.I., development plan: frequent ferries from San Francisco to the new ferry terminal on the west side of T.I. Lee and I had planned to ride the first boat, but we'd have to settle for the second or third ride on this first day of the new service.

Also opening today was the Sailing Science Center museum, now located in its permanent home in Hangar 3 on Treasure Island. It was a little like the Exploratorium, only better. And every one of the 150 interactive exhibits had something to do with sailing science, hydrodynamics, navigation, boatbuilding or maritime history. Lee had contributed to some of the exhibit designs, and was eager to be my guide for the day.

Boarding the ferry, I was surprised to see that it was a vehicle ferry. It

could carry a few cars and trucks in addition to all the passengers.

"Ferries are not particularly efficient," explained Lee, "and the justification for the public subsidies is that ferries will be vital after an emergency. But the thing is, after a big earthquake or fire, the immediate

need will be to get fire trucks and ambulances across the Bay. People can wait a little. The new ferries all have room for trucks, and like, in regular service, they carry buses. The T.I. route, during commute hours, will loop around T.I., serving all the new condo towers, then the bus drives onto the ferry, drives off in S.F., goes up Market Street a few blocks, and ends up at the transit terminal."

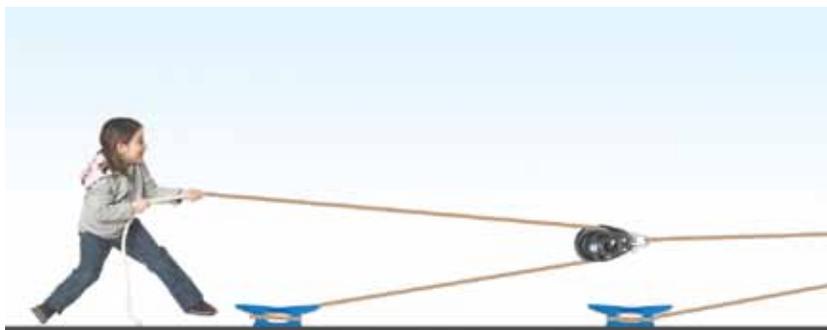
Max and Lee jumped ahead to 2030, when sailboat racing is dominated by foiling catamarans.

"What an easy commute," I said. "Barely time to check email."

"The new ferry route I'm really looking forward to," Lee added, "is the one that goes from the lab in the Berkeley Hills, down through the UC campus, down University Ave., onto the ferry, and then up Market Street, ending at UCSF on Parnassus. Like, that's what I call a useful ferry. And the best part is that the parking problem mostly goes away, because many more people can walk to the ferry and most of the parked cars are distributed along the feeder route. No big parking lot needed at the ferry terminal."

We were herded onto the ferry, a double-ended catamaran that wasted no time turning around. Lee pointed out that with 360-degree rotatable propulsion pods, there was no need for one of the propellers to act in reverse, as with traditional double-enders.

"I'm also involved in the design of an airport-to-airport ferry," Lee continued. "It's a wide, flat-bottom monohull with surface-piercing propellers for very shallow draft, so like, minimal dredging



The Block and Tackle Tug-of-War. With an 8:1 cascade tackle, the kids always win!

required at the airports."

"Does it really make sense to cross the Bay at its widest point?" I asked.

"In this case yes," she answered, "because both ends of the route are very high-value, high-volume transportation nodes. The boats will even have one deck that's inside security, for seamless transfers."

A few minutes later, we were on the island, and it was a short walk to the old Hangar 3.

The museum entrance is hard to miss. There are climbing structures outside, replicas of the rigging of a square-rigged ship from the mid-19th century.

"The Futtock Shroud Rigging Climb," Lee identified it. "You know how when you climb up the ratlines of a square-rigged sailing ship, there's a point where you have to climb the futtock shrouds, partly backward and upside down to get to that first platform?"

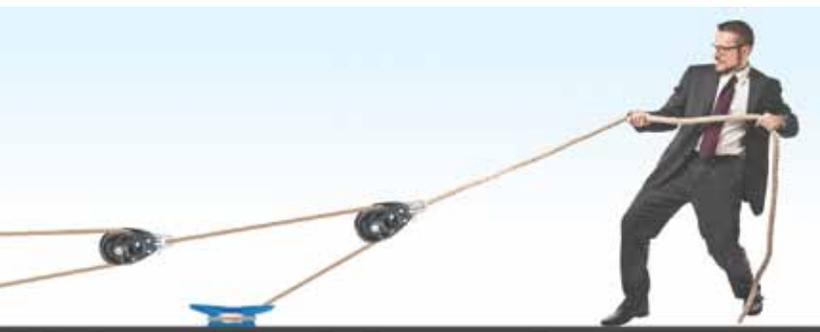
"Not from personal experience," I confessed. "But I always wondered if I could do that part of the climb, and get to the main top without going through the lubber's hole."

"Well Max, now's your chance! And it's all just a few feet above a padded surface, so it's safe even for grown-ups. For kids there's a three-quarter-scale version of the same thing. You can also walk out on the main topsail spar, on the footrope, and see what it's like to furl a square sail in a squall and pass the gasket. Except your feet are just a few inches above the sand instead of five scary stories above the deck."

"I'll definitely try that on the way out," I said, hoping Lee would forget my promise when it was time to leave. "Let's go inside before it gets too crowded."

Lee flashed her staff I.D. and we were waved past the line and the ticket booth. Inside the huge hangar, the scene was dominated by a selection of modern America's Cup racers and preserved historical sailing craft. All around them

BACK TO THE FUTURE, AGAIN



Lee picked up one end of the tackle, I picked up the other end, and no matter how hard I pulled, Lee could beat me at tug-of-war with only two fingers. It was an 8:1 cascade tackle, so she only had to pull with one-eighth as much force.

It's really just taking the 'dot product' of the two vectors. If they are lined up perfectly, it's the simple product of the force and the distance. If there's an angle between the two, the work done is a little less and you have to reduce it by the cosine of the angle."

"But there's another way to multiply two vectors," interrupted the docent placed there to explain the exhibit. "That's the 'cross product' of two vectors. This is how torque or twisting force is calculated, for example on a winch with a long handle. In this case, the torque is maximum when the force is at right angles to the radius, and zero if the force vector and the radius vector are parallel. In both cases, dot product and cross-product, the result of multiplying the two vectors has the dimension of foot-pounds, a force times a distance. But the dot-product results in an energy or work unit, while the cross product is a torque unit. To convert torque to work, multiply again by the angle through which the force turns, in radians. Radians are non-dimensional: arc length divided by radius, a distance divided by a distance. So the unit of energy expended remains in foot-pounds."

The winch exhibit made the concept of a force times a right-angle distance very clear, but as an adult with a technical background I had an advantage when they started talking about vector products.

"Do the kids really understand vector

were interactive science exhibits to play with, beginning with what looked like a huge train layout. Except there were no tracks or trains. It was a network of canals, locks and lakes at various elevations, and little boats and barges, all hand-powered, to navigate the network.

"This is something we learned from the Discovery Museum in Marin," Lee noted. "They have a huge Brio wooden train layout at the entrance, and a lot of three year olds never get past it. Same idea here, only with boats and water channels and locks."

"Looks like great fun," I said. "Although not very scientific at this level."

"For that you should check out the container ship loading game. Load containers of various weights onto a ship with a remote-control crane. All the containers transmit their weight and position on the ship to the computer display that shows total cargo deadweight, center of gravity, and metacentric height of the loaded ship. You can see how the calculations predict when the ship will go unstable and capsize."

"Is this concept of 'metacentric height' explained anywhere?"

"Lots of places," Lee said as we walked away from the miniature world of canals, lakes and barges and into the main hall. "Here's a demo with a user-adjustable center of gravity inside a wheel. Then another demo using a pie-slice section of a wheel, and another demo with a rocking chair. They all show the relationship between the center of gravity and the center of the circle, or arc, or runners. Finally, the conceptual jump to the meaning of the metacenter, where the effect of shifting buoyancy creates a virtual 'center of the arc,' the key to determining ship stability. The younger kids don't grok the formulas, but like, they love to see the model ships capsize after they load them up with the heavy containers on top."

Lee demonstrated an unstable container ship capsize for me, and then we moved on to the tug-of-war exhibit, in the "Ropes and Knots" gallery.

"Kids love beating their parents at tug-of-war," Lee added. "But actually, the work done on both sides is equal. Force times distance. So why is the easy end easy?"

I was not ready with a good answer, but of course Lee was. "This is about biokinetics instead of physics. Human muscles expend energy when producing a constant force, even when there is no motion. So like, for most people, far fewer calories are burned pulling 10 pounds through eight feet compared to pulling 80 pounds through one foot of motion. Even though the amount of mechanical work done is the same."

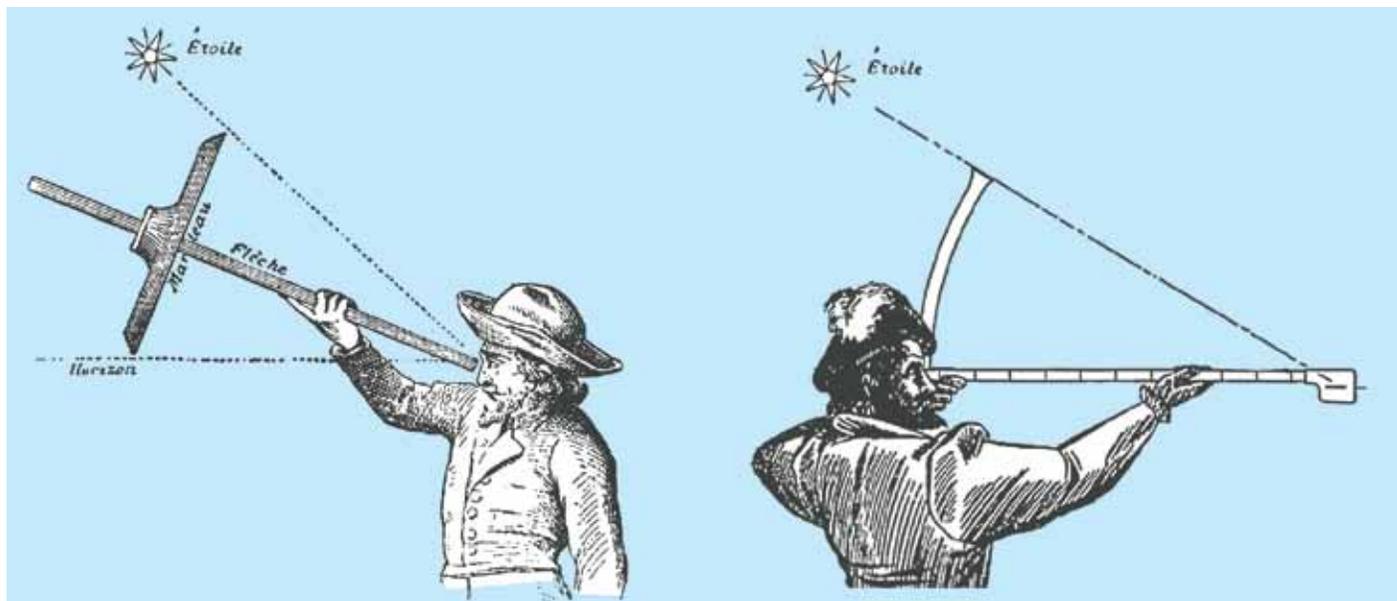
We switched sides. "It sure seems like a lot less work on the easy end of the tackle," I observed.

"Same energy, though. A force vector is just a force with a direction. Multiply by the motion vector, which is a length with a direction, to get energy expended.

Ever wonder if you could furl a square sail, or negotiate the futtock shrouds, such as on this actual tall ship? The climbing structure at the new Sailing Science Center will let you try it out, but from a safe distance above the padded ground.



ALL PHOTOS COURTESY THE MAX EBB ARCHIVE



Navigation Instruments Through History. See what it's like to take a sight with a cross-staff or a backstaff, and compare to antique and modern sextants.

cross-products?" I asked.

"Generally no," the docent admitted. "But they see and feel the results of force times a right-angle distance in action, and they'll get it much more easily when it eventually comes around in high school physics class. I think the kids who sort this out early are at a big advantage when they take the physics SAT."

Our next stop was in the Navigation Gallery, anchored by the Navigation Instruments Through History display. We walked into the darkened enclosure to see a dusk-blue gradient sky, a sharp horizon, an evening star and a crescent moon.

"It's just a painted wall and some light bulbs," Lee said. "This is not a planetarium: The focus is on the navigation gadgets that represent a 500-year timeline."

I picked up the reproduction of an astrolabe, at the far left end of the counter, and let it hang vertically while I aligned the sighting arm with Venus.

Next up was the cross-staff.

"The problem with the cross-staff is that you have to look at, like, two things at once," explained Lee. "And the two things, the celestial body and the horizon, are in two different directions. And if the celestial body is the sun, there are no filters. That could be why Columbus was like going blind later in his career."

I slid the cross-arm so that the bottom of the cross-member lined up with the horizon, and the top lined up with the star. I could read the position of the cross-arm on the staff to get the angle of the star above the horizon. Then Lee adjusted the "time of day" dial to light up

a bright sun on a stand behind us, so I could try out the backstaff.

"No need to look in two different directions simultaneously with this late 16th century invention. Adjust the baffle till its shadow falls on the target, which will appear aligned with the horizon when you get it right, and you'll have the angle of the sun. With this device you only have to look in one direction to line up the sun's shadow with the horizon, and because you use the sun's shadow, not the sun itself, there's like, no eye damage."

Then we moved on to sextants, where I could try out an 18th century, a 19th century, and several progressively modern 20th century versions. These were the genuine instruments, not simplified museum versions. They were all suspended by elastic cables so they were free to be manipulated but could not be dropped. Some plastic sextants completed the collection.

The exhibit was clearly set up for young students of navigation history, but we found something unanticipated: a small group of talkative old geezers demonstrating the instruments that they claimed were exactly like the ones they'd used for real, 50 or more years ago. We hung around for a while to listen to their sea stories.

Lee eventually pulled me away from the old-timers to show me her favorite exhibit: "It's the centerpiece of the Weather Gallery." On the way to the weather exhibits we passed two more interactive stations that I really wanted to check out, and I would have stopped if Lee had not had me in tow.

One was the Land Yacht Experiment Table, where people of all ages were adjusting little cars with wing sails on

them, to see how close to the wind they could get the land yacht models to point. Adjusted properly, they were doing 30 degrees or less to the true wind direction from a big fan.

Even more enticing was the Virtual Wind Tunnel, a large computer screen display of streamlines flowing past a user-defined airfoil. There were dials to adjust camber, thickness, angle of attack and other parameters, and the display calculated lift and drag. It even allowed for multiple airfoils, or sail section profiles, to be placed near each other to show the effects of bad air and safe leeward positions.

But Lee insisted on first showing off the "Coriolis Carousel." It was one of her projects, and also the only exhibit that required waiting in line to use. She assured me that it was worth the wait.

"This exhibit was inspired by playground carousels or merry-go-rounds," she said, "those kid-powered rotating platforms that used to be common in playgrounds everywhere. I guess playground designers decided that they were too dangerous."

"Not surprising," I agreed. "They way I used to use it, us kids would get it turning as fast as we could by running around the perimeter, then we'd all climb on, and working against the centrifugal force, climb to the center. That would make the thing spin two or three times faster. Except if one poor kid didn't make it into the middle before the acceleration took over, he'd be flung off, halfway across the playground."

"You were using it correctly," Lee confirmed. "And it's like, a great loss that they don't put them in playgrounds anymore. How else can kids learn about

BACK TO THE FUTURE, AGAIN

conservation of angular momentum? They shouldn't have to wait for it to come around in high school physics class."

"Do we get flung off this exhibit?" I had to ask.

"No, this one demonstrates something a little more subtle. It runs at a constant speed, and it's big — 12 feet in diameter — and has a view screen around the perimeter of the rotating platform that blocks the view of the outside world from inside the carousel. That way you don't get a visual sense that it's rotating. It's also powered, rotating at a speed calculated to demonstrate Coriolis acceleration without making people seasick."

When it was our turn, and the device was stopped, Lee opened one of the gates through the view screen and we climbed aboard.

"Sit on one of the low cushions so you can't see outside the carousel," Lee advised.

Then I pressed the "start" button, and the carousel began to rotate — but with no visual indication that we were in a rotating frame of reference.

"It's easy to forget that we're spinning," said Lee. "That's the idea."

Lee picked up one of the soccer balls and rolled it over to me from across the carousel floor. The ball veered to the right, as if by magic.

"Maybe the floor isn't level," I said, so I rolled the ball back toward Lee. But it still veered to the right, which was now in the opposite direction.

Then we tried hitting each other with a thoughtfully-provided Nerf gun. We



The Land Yacht Experiment Table. Perfect for skeptics who need to be convinced that yes, a sailboat really can sail into the wind. Adjusted carefully, these models can point within 30 degrees of the true wind direction.

always missed: The soft projectiles veered to the right just like the soccer balls.

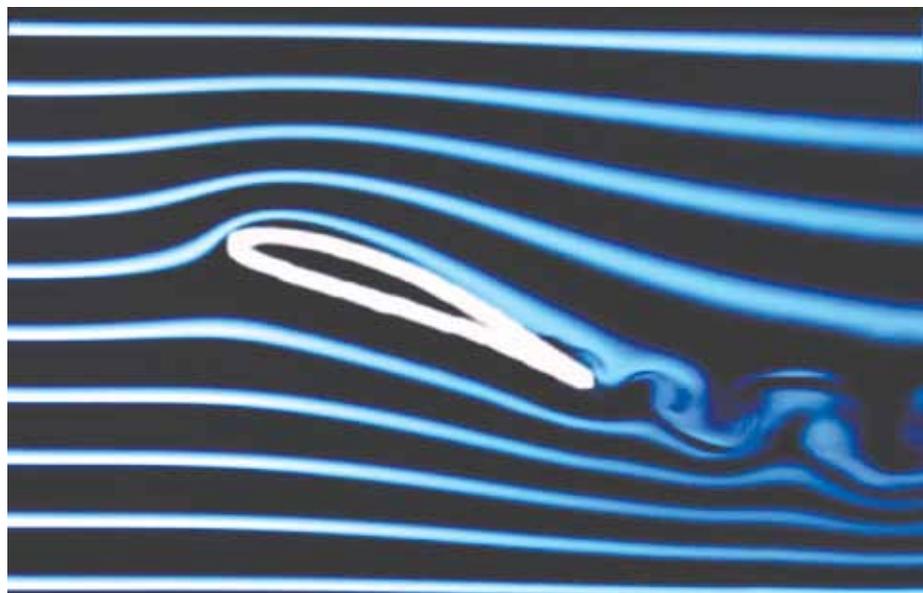
"What happened to Newton's First Law of Motion?" I asked. "According to Newton, an object moving in a straight

line should continue to move in a straight line . . . unless it is compelled to change that state by forces impressed on it," Lee finished Newton's law for me. "In this case, like, no force was applied to the moving objects — yet they followed a curved path!"

This was Coriolis acceleration in action, the dynamic effect that pulls moving objects to the right when viewed in a counterclockwise rotating reference frame. The counterclockwise rotation models the Earth's rotation in the Northern Hemisphere.

"To resolve the paradox," Lee explained, "we can check out the view from the video camera on the ceiling, fixed in position. It will be easy to see that the balls or the Nerf projectiles are not curving at all. They are still going straight, viewed in a non-rotating frame of reference, and Newton was like, right after all. But the rotation of the frame of reference inside the carousel produces the illusion of a pull to one side. This is the same force that causes high-pressure weather systems, with air flowing away from a high-pressure center, to rotate clockwise, and low-pressure storm systems, with air flowing toward a central low, to rotate counterclockwise as

The Virtual Wind Tunnel. Adjust airfoil parameters, or draw your own sail shape, and check out lift, drag, and the effects on other nearby foils or sails.



MAX EBB

observed in the rotating frame of reference that is the Northern Hemisphere."

"I know the theory," I said, "but it's always good to experience this sort of thing firsthand."

"Interestingly," Lee continued, "the magnitude of Coriolis acceleration does not depend on position in the carousel, direction of motion in the plane of the platform, or the distance from the center of rotation. Coriolis acceleration is the cross product of two vectors. One is the angular velocity vector, which is a vertical vector, with the units of angular motion per time, for example, radians per second. The other vector is the velocity of the projectile relative to the platform, in units of distance per time, for example feet per second. These two vectors are always at right angles to each other, so the cross product produces an acceleration vector in the plane of the platform. Since radians are non-dimensional — circumference divided



The Treasure Island ferry terminal will shuttle people to the Sailing Science Center. The artist had the good sense to show a double-ended ferry, an optimal design for the 1.6-mile route.

by radius — angular velocity has the units of one over time. When we multiply angular velocity by linear velocity we get distance per time squared, that

is, feet per second squared, which is an acceleration unit, as expected."

This was just a little confusing, so I thought I would step off the carousel to check out the video from the non-rotating camera that Lee assured me would make it all clear.

"Wait, let me stop it first!" Lee exclaimed, but it was too late. I stepped through the open door in the view screen and went tumbling along the carpet, a victim of combined Coriolis acceleration, centrifugal force and my own clumsiness. But when I pulled myself up I was standing in my office, the swivel chair next to my desk still spinning.

"Must have dozed off," I thought to myself as I turned back to the article I was working on. It was 4 a.m. and still dark outside the window. But I could not have been sleeping the whole time: The finished article was there on my computer screen.

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THE RACING

*Those bright orange **Hobie 16** sails sure worked to grab our attention; December 7's **GGYC Seaweed Soup**, **EYC Jack Frost** and **SDYC Hot Rum Series** provided contrast. Both Cal and Stanford won the **Big Sail**, we glimpse the **Transpac** through the lens of an onboard reporter, and we take a peek at the **Leukemia Cup Fantasy Sail**. **Race Notes** draws 2019 to a close.*

Welcome to the Hobie World

After a 35-year absence from the Hobie 16's country of origin, the beach cat's World Championship returned to native shores in 2019. Captiva Island, Florida, provided the beach, on November 1-16. Sixty cats were built in Australia and provided for the Worlds — all brand-new, all identical, with new sails in eye-catching sunset colors.

"It was different for each race. Toward the end in the Open there were qualifying races on Saturday and Sunday, and then if you qualified, you had three days of racing. If you qualified after that there were finals, so it's a whole ordeal of different steps you have to go through to get to the finals. The very last day of the Open Finals, it blew like it is here, like 30 knots, and they canceled racing."



Double-trapping at the Hobie 16 Worlds in Florida. Pictured are Steve Leo and Sherry Smith, who were among the sailors from California. We captured this image from a November 14 highlights reel. Watch the whole video at <https://www.youtube.com/watch?v=wZ01olw-Olg>.

"It was pretty windy, so we were double-trapping — so much fun," said Marin County sailor Sherry Smith, who crewed for two different skippers. "There were quite a few capsize." (Sherry's rides were not among them.)

"There were two weeks of racing," she explained. "There were Youths and Worlds and Great Grand Masters and Grand Masters. There was a week of Great-Grand Masters that I did and then a week of Open. During the Open, there were 500 athletes there, but they round-robin the boats, so you race, then you come back in and you switch boats and maybe you sit out a race, because there were so many teams and only 56 boats (they kept four on the beach for parts and spares and quick exchange). It's a very complicated system.

We interviewed Sherry on December 7, when the wind was indeed blowing on San Francisco Bay (see the next story in *Racing Sheet* for a report on that).

"For Great Grand Masters, we raced three days, and for Open, we didn't race Saturday and Sunday, but then we raced two more days to qualify and then the last day of actual racing."

To qualify for Great Grand Masters, skippers must be over 65. "The skipper that I raced with in the Great Grand Masters, Steve Leo, is from Thousand Oaks in Southern California. He did the first Hobie Worlds in Honolulu in 1976. He's 75 years old. I raced with him this whole year on the Hobie 16."

Sherry connected with the Hobie 16 class at a Corsair Nationals race in Florida three years ago. "Someone said to

me, 'What are you doing next weekend?' Like the networking sort of happens, and I said, 'I'm doing a delivery next weekend.' 'Oh but you can't; you're the perfect size.'

"The whole weekend during the Corsair Nationals, this couple would say, 'But you're the perfect size.' So I finally said, 'OK, what are you talking about?' 'Our friend Bill is doing this race in Charlotte Harbor,' also on the Gulf side of Florida. 'His crew is sick and he needs a backup crew.' I said, 'But I've never raced a Hobie 16.' And they said, 'Oh, he's very good.'

"So I moved the delivery and I went, because I have this philosophy of you just havta say yes to get these opportunities for fun adventures. I even posted it on my Facebook the other day, 'Just say yes.'

"I went, and it was absolutely hilarious because I had never been on a Hobie before. He sent me an email in advance. 'This is what I want you to do. When we round the leeward mark, do this.' When I got there, he pulled up in his rental car and popped the trunk and handed me a beer. We had a great time that weekend. We won the regatta, so I was really hooked. After that, they knew some folks in California that needed crew. It's very much a Hobie family. It's very tight-knit but if you get adopted, whenever someone needs a crew, you end up hearing about it. Word travels very quickly.

"I did a couple of other subs for other people over the last three years at Hobie regattas. And then about a year ago, Steve Leo contacted me and said, 'My wife's back's hurt; I need someone that's going to race with me leading up to Worlds.' He's gone to pretty much every Worlds."

Sherry's skipper in the Open was Wally Myers, who's from New Jersey. "He's also really good. I had never raced with Wally before. With all of my travel and being in Florida and racing on the East Coast, I had tried to race with him prior to Worlds, but we never made it happen. You can't take these boats out and practice. You basically get off the beach and run off to the startline and they start you. They did six races that day. We didn't even have five minutes to get used to each other and figure things out. So we just basically went out there and went for it. He's very different from Steve, so I had to adapt, and it

was windy, so we were trapping, which is very much a timing thing. But we got through it and got better as we went along." Wally and Sherry finished the Open Finals 45th out of 56 boats.

Smith said there were a lot of amazing teams from California. "Mike Montague won the Great Grand Masters. His crew, Kathy Ward, had sailed with Hobie Alter, and the two of them go to all these Worlds — they're the same team, for years and years and years."

Annie Gardner and Sarah Kraft, from SoCal, won the Women's Division. "I'd won in 1991 and 1995, but do the math. That's a *long* time ago!" Gardner wrote for SDYC. "And I had not been racing Hobies for many years until May." Annie was in Florida on her cruising cat, *El Gato* and decided to do the Midwinters.

her boat. There's nothing quite as sweet as a victory after months and months of preparation."

Marin County sailors Caitlin Froeb and Henry Vare finished fifth out of 10 Youth teams. "Ben Brown and Casey Astiz finished 20th in the Open Division," said Sherry Smith. "Dafna is Ben's mom.

The matching, bright, colorful sails catch the eyes of passersby, readers and viewers.

or something. The boats just tend to sprinkle all over the world.

"The Worlds was so special because there were people from all over the world, all different ages, a lot of women, a lot of youths. It's a great boat for couples. They say over 200,000 Hobie 16s were made." It's among the most numerous one-design boats ever made. "They characterize it as the Laser of the catamaran world. I think those things really tell a lot about why it's so perfect and why there are so many out there and why it's so fun. When it's really breezy and you're out on the trap, it's a thrilling boat. It's like surfing big waves on a sailboat.

"The Hobie way of life, there's a whole culture, almost like Deadheads. They say, 'The sails aren't going to be white, they're going to be all colorful.' It attracts people. People are walking down the beach on Captiva Island on vacation and they just walk over and say, 'What is this?' It helps get people involved in sailing when you have something sitting

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

December's racing stories included:

- RORC Transatlantic Race • SailGP
- Brest Atlantiques • Youth America's Cup
- New Favorite Boat for Teenage Sailors
- West Coast Teams at Youth Regattas
 - Legendary Race Boat *Imp*
- Previews of January races, the Bacardi Winter Series, the 75th Sydney Hobart, and more.



ALL PHOTOS HOBIE 16 WORLDS



The Hobie cats launch off the beach.

She placed fourth in an open fleet. "Since the Worlds were to be held in Florida, and we would be taking a break from cruising, it felt like a good idea to just go for it. To train I started doing yoga and Pilates, and sailed with Sarah in the North Americans in September. She also came down to SDYC and we trained on

She did really well, and raced Women's Masters, Qualifying and the Open.

"It really is very much a Hobie family. It's such an easy boat to find anywhere you are. I did a delivery to Guam just before the Worlds and there were four Hobie 16s on the beach in Guam. They said 'Hobie Worlds' on the side. They were from when the Worlds was in China

THE RACING



ALL PHOTOS THIS PAGE SLACKWATER SF

Soggy GGYC racers on December 7 included (clockwise from top left) 'Zamazaan', sporting a spiffy new paint job; Folkboats, IODs, and the Wyliecat 30 'Uno' (seen here about to win their division) and Hank Easom's Sabre Spirit 36 'Serenade'. StFYC's 'A' buoy served as the windward mark. The bigger boats visited it twice, their final leg a short run from 'A' to the finish, neighbor GGYC's 'X'.

on the beach that they can see and take out. The brightly colored sails attract attention.

"Some of the videos and photos are stunning. They encourage everyone on social media to share the videos and the photos without having to say copyright whatever. Everyone in the regatta was posting videos and pictures. It was a really fun social type of environment."

See <https://hobieworlds.com> for more, including complete results.

— latitude / chris

Weather Impacts December 7 Races

Clubs and marinas around Northern California chose Saturday, December 7, as the preferred date for midwinter races and lighted boat parades. Unfortunately, the weather did not cooperate, literally raining on the parade(s). Some of the holiday boat parades were canceled or rescheduled. The Mercury races at Monterey Peninsula YC were canceled due to the anticipated sea state, but many regattas proceeded despite the storm.

Approximately half the skippers regis-

tered in Golden Gate YC's Seaweed Soup series showed up to race. Participation was strongest in the bigger/faster-boat divisions, and dwindled farther down the list. The entire Knarr class sat this one out.

"It rained and the wind gusted above 25 knots," reports photographer Slackwater SF. "The J/111 *Skeleton Key* crossed the finish line first, with 40 seconds for the next two boats, *Velvet Hammer* and *California Condor*. The J/88 *Ravenette* was on the course; she was previously *Wings* from the American YC in New York."

Check the standings after two races at www.jibeset.net.

About a third of the registered racers in Encinal YC's Jack Frost Regatta made it to the two scheduled races that day, held in the Central San Francisco Bay near Treasure Island. Their results can also be found on Jibeset. The next installment for both series will be held on January 4 — rain or shine.

Down south, San Diego YC's three-part Hot Rum Series was supposed

to conclude on December 7. The club reports that, "Sadly, the third and final race of the 2019 Hot Rum Series could not be sailed due to a substantial lack of wind. The expected sea breeze that often develops from the WNW never fully materialized to launch the fleet of 125+ boats across the starting line with any hope of getting them all back in by sunset. As a result, the series standings from the previous two races stood as this year's overall results."

— latitude / chris

SDYC SINHOFFER HOT RUM SERIES (2r. 0t)

DIV. 1 — 1) **Menace XXIV**, N/M 43, Dennis Conner, 3 points; 2) **Staghound**, R/P 50, Alec Oberschmidt, 6; 3) **Hurricane**, Stealth 11.8, Lawrence Adams, 11; 4) **Zero Gravity**, Soto 40, Ivan Batanov, 12; 5) **Timeshaver**, J/125, Standish Fleming, 13. (25 boats)

DIV. 2 — 1) **Abacus**, Flying Tiger, Tim Chin, 8 points; 2) **A4**, Flying Tiger, Scot Tempesta, 10; 3) **Troublespot**, Farr 30, Oliver Michaelis, 11; 4) **Caper**, J/120, John Laun, 12; 5) **Arsenal**, Flying Tiger, Andrew Picel, 12. (21 boats)

DIV. 3 — 1) **Still Crazy**, Hobie 33, Jon Shampain/Robert Plant, 3 points; 2) **Sizzle**, Hobie 33, Bill Hardesty, 3; 3) **Ohana**, Swede 55, Joe Markee, 8; 4) **SuperFly**, Cheetah 30M, Erik Rogers, 10; 5) **Lugano**, Beneteau 40.7, Mark Stratton, 16. (25 boats)

CHRIS RAY / WWW.CRAYVVP.COM



At StFYC, four members of the Stanford University varsity sailing team pose prior to their victory at the 16th annual Big Sail regatta. From left: Jack Parkin (skipper), Wiley Rogers (tactician/trimmer), Jacob Rosenberg (trimmer) and Victoria Thompson (bow).

DIV. 4 — 1) **J-OK**, J/105, Dennis Case, 12 points; 2) **Sloop John B**, J/70, Tom Garrett, 12; 3) **Restless**, Cal 40, Alli Bell, 12; 4) **Sprig**, 6-Meter, Greg Stewart, 13; 5) **Sweet Karen**, J/105, Jeffrey Brown, 13. (28 boats)

DIV. 5 — 1) **Wani Racing**, Ericson 35, Karen Busch, 2 points; 2) **Shark Sandwich**, CF27, Chris Winnard, 4; 3) **Cimarron**, Ericson 35-2, David & Robin Basham, 9; 4) **Ruffian**, J/30, Tim Lynch, 11; 5) **Valkyrie**, Moore 24, William Betzer, 11. (31 boats)

DIV. 6 — 1) **Zealot**, Alerion 38-2, Don Garber, 2 points; 2) **Gaicho**, Tartan 3700, Chuck Peinado, 4. (2 boats)

Full results at www.sdy.com

The Big Sail

At St. Francis YC on November 17, the Stanford varsity team captured The Big Sail title for the 15th consecutive year, while crews representing Cal Berkeley won the other four divisions. With the two schools' marching bands and cheer teams duking it out on the clubhouse race deck, the Bay cooperated with conditions beckoning the best from these highly experienced sailors.

Stanford's winning varsity squad consisted of Jack Parkin, Wiley Rogers, Jacob Rosenberg and Victoria Thompson. For the Cardinal, this Big Sail victory capped off a notable November that included an ICSA Match Race National Championship at Marblehead, MA, and a second-place finish at the Fall Pacific Coast Championship in Santa Barbara.

All five slalom fleets competed in a best-of-three format, and remarkably, not a single one of the fleets reached a third race. The Cardinal incumbents and the four winning Bear squads all prevailed two races to none, meaning everyone got to enjoy lunch a little early.

In the Young Alumni fleet for athletes under 40, Berkeley graduate Lance Kim led a crew of Vincent Todosiev, Nicolai Sponholtz and Alexandre Mutricy. Melinda Erkelens skippered Cal alums Vicki Sodaro, Stephanie Wondollock and Manon Baze to victory in the women's fleet.

Cal's winning foursome in the Masters division (40 and up) featured skipper Jon Perkins, Seadon Wijssen and Bryan McDonald. And in the Grand Masters

Aboard the Schock 40 'Gamble' in the 2019 Transpac race to Honolulu.

competition for sailors 60 and up, Tad Lacey headed up the victorious Bear squad with crew Craig Healy, Mickey Caldwell and Eric Gray.

Coincidentally (or not?), two days later the Cal Bears defeated the Cardinal (by a score of 24-20) in the Big Game for the first time in 10 years — and on Stanford's home turf. The Big Game is a football rivalry — you may have heard of it.

— scott armstrong & latitude / chris

Transpac Video from on Board

In mid-December, Jared Wohlgemuth of San Diego YC and the Transpac YC sent us this hot tip: "Justin Edelman produced this video from his Transpac race aboard Schock 40 *Gamble* this summer. He held a premiere party in San Diego last week and gave a pre-film presentation about his life and career building toward his OBR [onboard reporter] experiences. It was a lot of fun, and he's looking to do another presentation at SDYC and maybe for a Transpac audience this winter.

"His overall goal is to open up more minds to offshore boats carrying on board reporters, and telling more race stories from the competitors' perspectives. The Transpac race was a tough one, being on a boat at the back of the fleet the entire race, so he made the film lighthearted."

"I am a filmmaker who grew up sailing," wrote Edelman. "I never imagined I would get the opportunity to combine these two passions when I went to



JUSTIN EDELMAN

THE RACING SHEET

school. I have worked on weddings, corporate films, documentaries, web series and short narratives, but always looked for ways to share stories from the sailing world." In 2016 he applied to the Volvo Ocean Race, but wound up working on a different project. That wrapped up ahead of the 2019 Transpac. A couple from Texas with a Schock 40 was interested. "I didn't know the crew or the owner, but came to the conclusion that even if the Schock 40 wasn't competitive, at least making it to Hawaii after its speckled past would be a good story." Edelman's goals included "showing the value of sharing the experience from on board the boat."

Read the complete story online here: <https://tinyurl.com/yz8nl3sg>.

To watch the video, surf on over to <https://youtu.be/eO6kBGQCe2g>.

— *latitude / chris*

Leukemia Cup Fantasy Sail

What began with one event in 1988 grew to 45 events throughout North America in 2019. The Leukemia Cup series of regattas combines the joy of sailing with the task of raising money to fight leukemia, lymphoma and other blood cancers.

The top fundraising Leukemia Cup participants from all the regattas in 2019 gathered for the Leukemia Cup Regatta Fantasy Sail on December 6-7 in Fort Myers, Florida.

The San Francisco Leukemia Cup Regatta received the Jobson Cup for the 13th straight year. The Jobson Cup is named for National Leukemia Cup Regatta Chairman Emeritus Gary Jobson, a long-time ambassador for the sport of sailing and a lymphoma survivor who championed the growth of the Leukemia Cup. Opti National qualifier and leukemia survivor Rhett Krawitt from SFYC and his sister Annesley spoke at the presentation.

The event also featured:

— Presentations about teamwork on and off the water by Offshore Sailing School president Doris Colgate, National Sailing Hall of Famer and Offshore Sailing School CEO Steve Colgate, and Linda Lindquist-Bishop of the all-women's America's Cup America3 team. Doris



KEN BROWN

Andrew Lindstrom's 1D35 'Leading Lady' is rail down at the Berkeley YC Midwinters on December 14.

and Steve Colgate and Linda Lindquist-Bishop are Leukemia Cup Regatta national celebrity ambassadors.

— The annual Leukemia Cup Fantasy Sail Challenge race on Offshore Sailing School's Colgate 26 boats. Southern Yacht Club won the Fantasy Sail Challenge.

— A salute to Doris and Steve Colgate by Linda Lindquist-Bishop for Offshore Sailing School's long-time national support of the Leukemia Cup Regatta campaign. Offshore Sailing School has raised more than \$175,000 in support of the Leukemia & Lymphoma Society.

— An announcement by US Sailing that members who participate in Leukemia Cups and purchase or renew a US Sailing membership through the Leukemia Cup Regatta campaign will have \$10 added to their Leukemia Cup online fundraising pages.

Among the top five individual fundraisers nationwide were two from the Bay Area Leukemia Cup, hosted by CYC: Ted Hannig came in at #3, and John McNeill at #5. Team Tenacious out of Bahia Corinthian Yacht Club in Corona del Mar, led by Ted and Connie O'Connor, was among the top five fundraising teams.

See www.leukemicup.org. The 2020 SF Bay Leukemia Cup Regatta is scheduled for October 18 at SFYC.

— *marty siederer & latitude / chris*

Race Notes

Former Marinite, pro sailor and paralympian Dee Smith won the **2.4mR**

US Nationals. Charlotte Harbor YC in Florida hosted the regatta on December 13-15. Twenty boats from the US and Canada competed in the nine-race series. The US Nationals was the second event in the five-regatta Can-Am Series for the singlehanded boat. Smith's worst finish, an eighth, was his throwout; all his other scores were in the top three. His boat was entered as *Four Sale, Could be Your's* [sic]. Several other sailors from the West Coast competed. See www.regattanetwork.com/event/19913.

Bruce Ayres won the 20-boat Melges 24 division at **Bacardi Invitational Winter Series #1** in Miami on December 1-2. His boat, *Monsoon*, hails from Newport Harbor YC. His tactician, Mike Buckley, is the co-founder and skipper of the Long Beach YC Stars + Stripes America's Cup challenger, which is still hanging in there. The Winter Series will wrap up on January 25-26. See www.bacardiinvitational.com.

In the December Season Champs feature, we profiled the 2019 El Toro Junior champion, Evan Sullivan. We had trouble finding out who won the **El Toro Senior** division (which is anyone older than 15). Turns out Art Lange repeated his wins from 2008, 2011, 2012, 2013, 2014, 2016, 2017 and 2018. "With three throwouts, my score was 7 points, and no one else was close." Congratulations — again — to *el maestro*, Art Lange! Learn more about El Toro racing at www.eltoroyra.org.

— *latitude / chris*

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WORLD

*We'll introduce you to **two summer chartering options** this month which may not have been high on your wish list previously. Both are **spectacularly beautiful** and both are in **temperate** climes.*

Pine Trees, Not Palm Trees: Chartering Beyond the Tropics

Throughout the year we dedicate much of this section's editorial real estate to tropical charter destinations where the weather is hot, the wind blows sweetly and shoreside attractions are enticing. Yet we realize that not every would-be yacht vacationer is interested in snorkeling over coral reefs, partying at barefoot beach bars, or acquiring the perfect tan. So this month for a change of pace we'll trade pine trees for palm trees and spotlight two splendid sailing venues in temperate climates and — assuming you're reading this on the West Coast — are closer to the home than most tropical charter venues.

Both the Salish Sea region of the Pacific Northwest and the waters of Downeast Maine offer relatively easy sailing conditions on protected waterways where you'll enjoy a visual feast of lush green hillsides, idyllic waterside homes, and picturesque towns and settlements, many of which have very colorful histories, having been established generations ago.

Two other things these regions have in common are their relatively short summer sailing seasons — from late May to early September — and relatively small rental fleets. So if you want your pick of dates for a particular style of boat, you'll need to lock in a reservation at least six months in advance — that is, now.

Despite the similarities between the Salish Sea and Downeast Maine, each

Below: The tranquil anchorages of Desolation Sound are dream-like in their unspoiled natural beauty. Right: Bareboating the San Juans.

venue has its own distinctive character and attractions.

The Salish Sea — Encompassing portions of both British Columbia, Canada, and Washington state, the Salish Sea takes its name from the region's indigenous people, who thrived here long before Europeans arrived in the 1700s. Today, it serves as a watery wonderland for sailors who flock here each summer to explore its vast maze of densely forested islands and glacier-carved fjords whose steep sides are punctuated by ribbon-like waterfalls.

Charterers can choose to sail in both American and Canadian waters within a single cruise, as dockside immigration procedures are among the easiest you'll find anywhere. As you probably know, the San Juan Islands comprise much of the US portion of the Salish Sea, while the adjacent Gulf Islands, and more northerly Desolation Sound, comprise the Canadian portion.



MAINE WINDJAMMER ASSOCIATION



LATTITUDE / ANDY

groomed hiking trails. (Park fees are normally included in your bareboat charter fees.)

In addition to these minimally developed anchorages, a number of marinas offer transient slips — at

both picturesque waterside towns and sophisticated port cities such as Victoria and Vancouver, BC. So, a wide variety of itineraries can be designed. You don't need to be a world-class navigator to safely pilot these waters, but you do need to pay close attention to tides and currents — which can be extreme in some areas. But fear not. It's relatively easy to safely pre-plan each day's route thanks to the amazingly detailed Tide Atlases that are found in every Salish Sea nav station.

On both sides of the international boundary, well-maintained marine parks offer designated anchorages or mooring fields for overnighting, plus basic shoreside amenities and well-



EAGER DREAMER

OF CHARTERING



Boatworks of Rockland.

Sailing conditions can vary considerably during summers in Maine — from near calm to boisterous. But whatever the weather, the scenery is usually stunning. As you coast

along from one overnight destination to another, you'll pass many stately, historical homes perched the head of broad green lawns, with unobstructed views of the water. Cruising the waterways of Downeast Maine gives you a rare opportunity — or should we say excuse — to connect with one of the most beautiful and unspoiled corners of the US, and we recommend putting it high on your wish list of 'where to charter next' — perhaps right before or after the Salish Sea!

— andy

In the steep-sided fjords of the Salish Sea, waterfalls are a common sight, even during midsummer.

Spread: In Downeast Maine, schooner sailing — or windjamming — offers hands-on participation for salty sailors of all ages and backgrounds. Easy camaraderie is a predictable result. **Inset:** Swan sailing out of Rockland.

Downeast Maine — In the coastal waters of Maine, there are two types of sailing vacations worth considering — although they are distinctly different from each other.

The first is what the local historical boat crowd calls 'windjamming'. That is, joining the crew of a traditionally rigged schooner — some true antiques and some replicas — for a spin through Maine waters in classic style. Folks of all ages join these scheduled weekly trips, and because hands-on participation is a big part of the allure, camaraderie develops quickly. One caveat, though: if you're a stickler for privacy, such trips may not be right for you, as schooners of the Maine Windjammer Association are almost all designed with open interior bunk layouts. It's fun and friendly, but bring your earplugs!

Throughout the summer there are all sorts of special events, such as music festivals, where schooners gather to join the fun and add to the ambiance. A quick Internet search will lead you to all sorts of enticing events around Camden and Rockland.

As for chartering a modern yacht, there are a number of luxury crewed yachts available in Maine. But if you're an active sailor, as most *Latitude 38* readers are, you'll probably be more interested in bareboating.

Needless to say, due to the short summer season, bareboat fleets here aren't huge in Maine, but quite a few well-kept, top-quality boats are available — if you book well in advance.

A fine example is the sweet-sailing Swan 40 *Blue Moon*, which *Latitude* readers Jim Tull and John Boesel each chartered at different times last summer from Johanson



WORLD OF CHARTERING

Charter Notes

As the new year begins, you're probably starting to fill in important dates on your brand new 2020 calendar. Wouldn't it be nice to block out a week or two right now for a **special sailing charter** with a boatload of **friends or family members along as crew**?

Many readers tell us they've got the time, the money and the desire, but their plans get bogged down when they try to put together the remaining pieces of the puzzle. That is, getting solid commitments from potential crew, and getting a consensus on a destination and trip dates.

Yeah, we know. In today's world of extended work weeks and often inflexible vacation schedules, **planning** a six- or eight-person trip **can be challenging**, to say the least.

Here's what we suggest: First, pick, say, three different venues that you and your spouse, sig other or best sailing buddy would like to visit.



MAINE WINDJAMMER ASSOCIATION

Wherever you charter, enjoying the local cuisine is likely to be a highlight: salmon in the Northwest, tuna in Tahiti and lobster in Maine.

Next, pick two or three sets of dates that would work well for you, and also put you in each proposed location for the primo sailing season. (For example: midsummer in Greece is often hot and windless, but early September promises cooler days and more breeze.)

Next, research the actual cost for flights, transfers, boat rental and provisioning for each of your potential venues.

Then set up a special gathering of your first-choice crew — a setting where you can have their undivided attention — and make your pitch. If you're super-organized, you might even want to give them a handout that spells out the details and costs.

If you're lucky, some may commit to one venue option or another on the spot — or defer to you to choose. Otherwise, give these potential shipmates a couple of weeks to decide, and if they opt out, give the pitch to your 'B list'.

Once your crew is verbally committed, comes the most important part of the whole exercise: getting a **deposit check** from each and every (adult) crewmember. Take it from us, once they fork out a deposit, they will build their lives around the trip dates. But with no money on the table, even your best friends can leave you stuck with a huge headache and berths to fill at the last minute.

— andy

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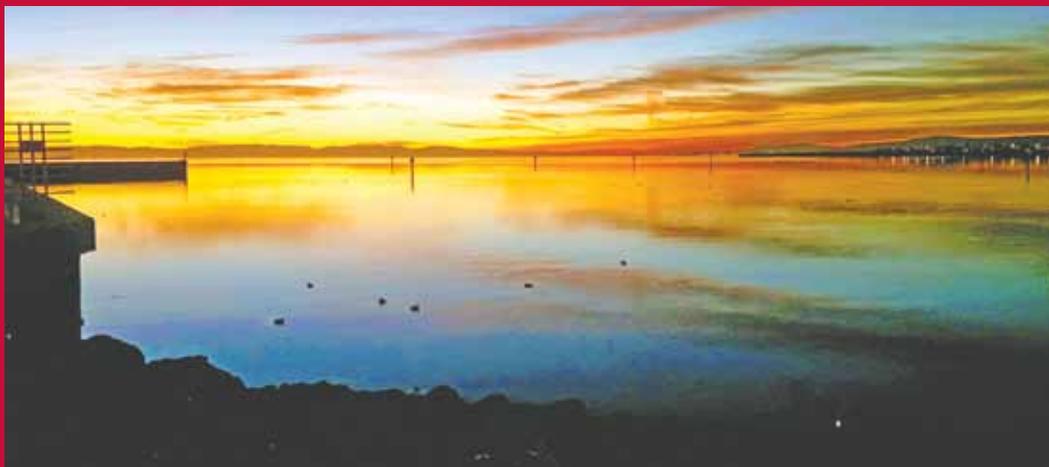
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CHANGES

With reports this month from the tall ship *Tecla* en route to the Galapagos; tales from the hurt locker on *Shindig*; adventures of the Turtle Girls on *Jersey Girl*; and some unwanted 'wrap music' on *ThisIdu* — all topped off by a generous first serving of *Cruise Notes* for 2020.

Tecla — 1915 gaff ketch Krista Swedberg Tall Ship Sailing Santa Cruz

I grew up with *Latitude 38* and sailing with my family on our *Islander 40*. Every summer, we would sail south to Monterey Bay, and north to the Sacramento Delta.



BARK EUROPA

Krista is getting a whole new take on the cruising experience aboard tall ships.

In 2001, we joined the *Baja Ha-Ha*, which became the start of several winters of cruising in Mexico. This culminated in an attempt to jump the Puddle in 2007, but we hit rough conditions early on and decided to return to Santa Cruz.

My sister and I were happy cruiser kids, and homeschooling on board gave many benefits and outside-the-box experiences, some of which I wouldn't come to appreciate until much later. Finishing schoolwork in the morning hours left the afternoon for adventures to the local *mercados* or meeting our buddies at the beach. Onboard education included standing watches and learning navigation. I also remember one windy passage along Baja when the schoolbooks just wouldn't stay

Swim call in the doldrums. If you're not moving anyway, might as well keep the crew happy.



TECLA

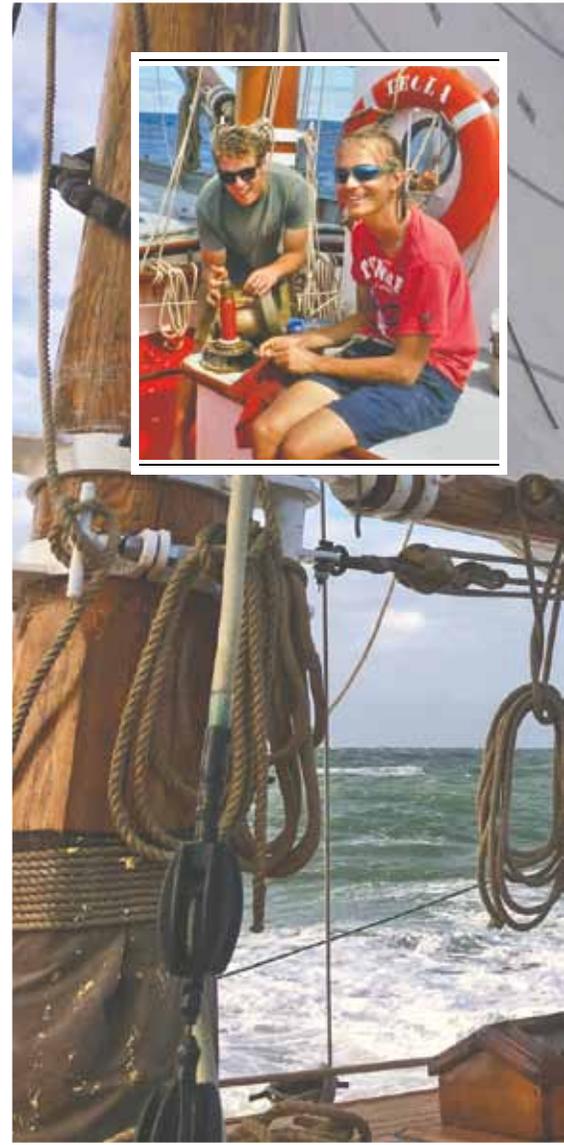
on the table and we escaped on deck to enjoy the sailing for the rest of the day.

Returning to land life was quite a transition, but soon I had other interests besides ocean crossings and Patrick O'Brian novels. When I was 19, a family friend suggested I should get my captain's license, and that led to working fulltime for Pacific Yachting & Sailing as well as a varnishing side job. Working outside and being on boats again was a happy change for me. Two of my coworkers had backgrounds in tall ships, and at one point they told me, "If you really want a career at sea, you need to do your time on a tall ship." All those *Master and Commander* adventures started coming to mind, and I soon sent inquiries to several ships. One positive response I received was from Søren Larsen, a brigantine in Sydney, Australia. I booked a one-way ticket.

The tall ship community is surprisingly small. During the few months' work I did on *Søren*, I made connections with some of the Dutch sailing ships. After spending the past six years working and sailing, including two winters of school in the Netherlands, I've ended up here; as mate on the gaff ketch *Tecla*, sailing from Alaska to the Falkland Islands via the Galapagos, Easter Island and Cape Horn.

Tecla, an ex-herring drifter, was built in the Netherlands in 1915. She has been family-owned and operated since 2006, specializing in sailing adventures around the world. She completed a circumnavigation in 2014, and since then has spent the summers exploring from the Netherlands to Scotland, Iceland and Greenland. This year has taken her far from home through the Northwest Passage to some new destinations including Alaska, the Galapagos, Easter Island, the Falkland Islands, South Georgia, Chile, and the 'lost continent', Antarctica. By next summer she will have completed a circumnavigation of the Americas. She is 38 meters (125-ft) LOA, and sails with a total complement of 16. A 'guest crew' of up to 12 people can join for any of the legs. Sailing as a guest includes standing watches, steering, and helping with the sail handling.

There are two winches on the foredeck for trimming the main topsail halyard and the jib sheet, but

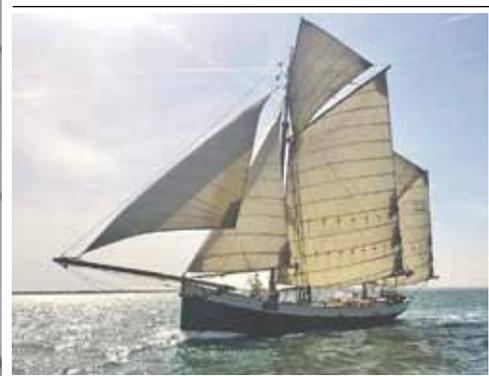


everything else is hoisted by hand with purchases, which is why teamwork is so important. The guests live in two-person cabins with ensuite toilets/showers, and stand watches in a 4-on, 8-off rotation. No experience is required for the guests, so a lot of my job is teaching, which is quite rewarding. Helping in the galley and on maintenance projects keeps me busy in addition to the sailing itself.

I've found there is much to be gained from sailing these traditional ships, from vigilance and hard work to a healthy respect for nature and the forces that occur at sea. There are not only the physical aspects, but also mental: patience, trust and everything else that comes with living with so many other souls for months on end. You learn to appreciate the little things in every day, and all the burdens of life in a 21st-century world suddenly lose their priority. People talk about the benefits of 'digital detox' but being at sea is so much more.

There are also endless things to learn about how to sail and maintain the ship. These ships have history, and sailing them allows you to become part of that.

IN LATITUDES



Spread: 'Tecla' (foreground) races another tall ship in the English Channel. Left above: Will and Nico having fun servicing winches. Above center: 'Tecla' with her full suite. Above right: Approaching Dutch Harbor.

This trip from Alaska to the Galapagos is an unusual one. *Tecla* completed the Northwest Passage in 47 days from Ilulissat, Greenland, to Nome, Alaska, arriving on September 16. Because of the uncertainty of the ice letting her through to the Pacific side, the guest bookings couldn't be confirmed until a few weeks in advance of her arrival in Nome. So this trip we are only six on board. Being on time for the start of the Antarctic summer also meant that this trip would be limited to one stop in Dutch Harbor. So we'd be spending a lot of time together offshore.

With this long passage in mind, I stuffed a few issues of *Latitude* into my bag as I left home. Man, were they a hit on board! My watchmates, Australian and Dutch, found the "Latitude Thirty Eats" to be excellent breakfast perusal material. Soon there were discussions on the demolished derelict boats, the Baja Ha-Ha profiles, and of course the *Letters*.

The leg from Nome to Dutch Harbor was a rough one. The Bering Sea is a wild place filled with depressions even during the 'good' seasons. The short, steep waves are similar to the ones in the North Sea,

and they are incredibly uncomfortable. There was an ugly-looking depression in the forecast, so we set what reefed sails we could and flew almost the whole way at 8 and 9 knots. The rugged coast of Unalaska Island was a welcome sight, and we took shelter in Dutch Harbor for a few days.

After our departure from Dutch, I was impressed at the size of the Gulf of Alaska! As we sailed rather quickly east to get on the right side of the Pacific High, our position on the small-scale chart crept along like a tiny, lethargic bug. Eventually we were able to start easing south with the wind, and that was when we started going like a rocket. In fact, our progress was so good that it allowed us to make a stop in Santa Cruz. My having been mostly away sailing the last six years, it was a very special experience for me to bring a ship into my homeport! My shipmates saw some redwood trees and met my family, and we were happy to pick up the latest *Latitude*.

We had another epic sail leaving Santa Cruz, but eventually the wind petered out and left us rolling around about 200

miles off the Socorro Islands. Some lighter breezes slowly pushed us toward the equator, but the rest of this trip has been fraught with light airs and mixed seas. Not only was the weather trying, we received news from the officials in the Galapagos that we now required an inspection and hull cleaning in Ecuador before being allowed to stop in the Galapagos. This meant sailing right past the islands to Salinas. It was a little demoralizing. However, a nice little puff of wind came up yesterday to blow us the last little way into Salinas. We are now stocking up on some nice fresh veggies, and with the inspection hopefully finishing Monday, we will be on our way again.

— Krista 11/10/19

Shindig — Oyster 485 Nancy and Rob Novak Trouble in Paradise Sausalito

After an idyllic three months in the Tuamotus, in mid-July we returned to familiar cruising grounds around Tahiti to welcome aboard our niece Ali, 19, and nephew Nick, 16, aboard for a special sailing vacation. We had chosen the waters around Tahiti and Moorea as it is an area that offers something for everyone — good shopping, local crafts and culture, plentiful dining options (including the favorite local food trucks called *roulettes*), and the 'big city' feel in Tahiti. After several days and nights in Tahiti, we then sailed across to Moorea, the little sister island to Tahiti, for more quiet areas with clear waters for snorkeling with sting rays and blacktip sharks. From the anchorage of Opunohu Bay, we quickly relaxed into the cruising lifestyle with daily outings

Before the fall — Nancy and Ali on the scooter.



ALL PHOTOS: TECLA EXCEPT AS NOTED

SHINDIG

CHANGES

in our dinghy to check out different areas, and some long walks along the local roads. However, with more than 37 miles of perimeter road, and an inland ascent to the top of Moorea, we agreed that renting motorscooters would be a great idea



SHINDIG

for further exploration. Halfway into the scooter adventure, the accident happened. The most vivid recollection I was rounding a corner, and seeing a large commercial truck coming right at me. To avoid a collision, I gave the scooter full throttle and took a sharp left into a nearby paved parking lot where we crashed onto the asphalt. Ali, who was riding behind me, recalls jumping off as the bike came down on me.

With her previous lifeguard training, she immediately enlisted bystanders to turn off the ignition and lift the bike off me. The lower half of my face had lacerations and my right side, especially the knee area, had multiple abrasions and several large puncture wounds. I was confused due to what we later found out was a concussion.

Luckily, an ambulance was nearby and arrived almost immediately. By then, Rob and Nick had turned around, and were off their scooter about the same time as the ambulance arrived. Ali rode in the ambulance with me, and the guys

We're happy to report Nancy is well on the way to a full recovery.



SHINDIG

followed with the two scooters. We arrived at the small Moorea hospital in about 25 minutes. A doctor and several nurses worked a long time to clean out the wounds. While the process was painful, I was thankful for the attention. The doctor arranged for

me to stay the night in the hospital as the last ferry to the big hospital in Tahiti had already left. The plan was to transport me to there on the first high-speed ferry the next morning.

Rob and the kids returned to *Shindig* and readied it to head back to Tahiti. Their plan was to leave at daybreak and motor across the channel so that they would arrive as I was getting settled into the hospital. That night I shared a room with an older Tahitian woman who mostly spoke French. We communicated pretty well, shared some stories and were generally sympathetic to each other's maladies.

At 7:30 the next morning, I was transferred from the Moorea hospital to the ferry. My doctor accompanied me. He seemed apologetic to ask that I pay the \$40 for the ticket. I carried my paperwork with me to give to the new hospital and was told they were expecting me.

Everything went smoothly as I checked into Tahiti's *Centre hospitalier de la Polynésie française*. I was given a private room, met with a slew of nurses and doctors, and agreed that the surgery they proposed was necessary to determine if the puncture wounds had done damage to my knee. I surprised many of the staff by speaking mostly French, but then realized it would be better for me if we communicated in English. The hospital found English-speaking nurses and doctors, who were able to translate when needed. Rob and the kids arrived right before my surgery. By midday, the operation was done. My recovery could begin.

Meanwhile, Rob worked to situate our boat temporarily at the Papeete City Marina. Our niece and nephew had their return flights back to Dallas four days later, and we didn't feel it was necessary to send them home early. After two nights, I was moved to a hotel of our choice, where we had stayed several times before. As I continued my self-administered medicine routine, Rob went into super-captain-husband mode. He literally ran all the errands back and forth from the boat to the hotel, going daily to pharmacies for more supplies, keeping Nick and Ali happy, and decommissioning the boat so we could leave ASAP. We were told we could hire a nurse at the pharmacies to give me injections in my hotel room, but never found any. So Rob relied on his memory of giving injections to a family dog years ago and a few YouTube videos to do it himself. Our hotel room turned into a makeshift hospital ward. The housekeepers stopped cleaning, but left extra bottles of water.

Rob had immediately started dialogues with both insurance companies: our primary insurance company, Western



Health Advantage (WHA); and our auxiliary one, Divers Alert Network (DAN), which many US cruisers keep for emergencies and evacuations. DAN was ready to start the evacuation process, but only as a secondary option to any other insurance we might have. Turns out there was an evacuation coverage clause in our policy with WHA. Rob worked with Assist America, a company that WHA uses to validate travel needs and get clients home safely.

There was a lot of paperwork to complete with the insurance company and the hospital in Tahiti. We needed to get a "Fit to Travel" declaration from the orthopedic physician, in addition to numerous operational procedure documents, to qualify for the evacuation. Rob was authorized as my 'Non-Medical Escort'. WHA paid for us to come home first-class from Tahiti to Los Angeles, with reclining beds so that I could keep my post-surgery leg straight. We then transferred to American Airlines and flew back to Santa Rosa. A stretch limo(!) was waiting for me at the tiny Santa Rosa airport, and we were home 30 minutes later.

In retrospect, the medical care and emergency services in Moorea and Tahiti were really good. While much of the communication was in French, most of



Above: The picture of happiness: 'Shindig' in Bora Bora. Inset: The picture of unhappiness: Nancy bruised and battered in the hospital. Ali and Nick were on hand to lend support.

the medical doctors and staff, who had been trained in Paris, also spoke English. Of course there were cultural and general procedural differences, but I was used to being in different environments and just focused on the health care part.

The emergency doctors were thorough and the orthopedic staff were competent. An English-speaking 'liaison' was assigned to us who was a huge help in navigating the paperwork, both for the hospital and our US medical insurance.

We tried to have the hospital bill paid automatically by the insurance company but that proved too difficult to arrange in the short time we had. So we paid our bill and crossed our fingers that reimbursement would occur down the line. The final bill for my two-night stay was 455,000 xpf (Pacific francs), which is about \$4220 per day. That included all the prep, surgery and post-recovery services. The ambulance from the ferry to Tahiti was separate — 2100 xpf, or about \$20.

Once we returned to Northern California, we inserted ourselves into the US-based health care system. It has

been very challenging getting to see physicians. Timely access to specialists for the post-surgery treatments was slow and disappointing. It has been a full-time job to be your own advocate and make the system work for you. Three months later, and after one more operation, I am doing much better, and continuing to work on range of motion and leg strength. My personal goal is to return to an active lifestyle of kiteboarding in Mexico by February, and then back to *Shindig* by this summer.

A few lessons learned:

- Know your insurance and how it works with international coverage and evacuations. (WHA was good and allowed for medical evacuations for the first 90 days out of the country.)

- If you have DAN, understand how it works as a secondary policy. Also, DAN will only evacuate you to a hospital in the US that has agreed to take you. This could be difficult to arrange remotely in some cases. (We had prior experience through another cruiser's emergency in the Sea of Cortez, where DAN had evacuated him from the Loreto area to San Diego.)

- Have a good cell phone plan for the countries you visit. Rob was on the phone constantly with insurance and medical providers as well as family that we kept in the loop.

- Be prepared to pay for all the medical care before you leave the hospital. We put the entire bill on our credit card and then worked with WHA to be reimbursed, less our deductible.

- If you are not proficient in the local language, request or hire a translator to navigate the system. I was enjoying communicating in French at the hospital until I realized it would be better to speak English to completely understand and communicate my medical issues. If we had to stay longer in Tahiti, we would have hired a medical English-speaking aide to help navigate the local resources and continue to provide care. We saw this approach work really well in La Paz, Mexico, several years ago. Our cruiser friends engaged a local bilingual woman to accompany them to the hospital for all medical discussions.

— Nancy 12/3/19

(www.shindigsailing.com)

Readers — Rob and Nancy have been cruising *Shindig* since 2012, five years in Mexico and the last two years in French Polynesia.

Jersey Girl II – Irwin 65 Abigail, Danielle and Kimberly The Turtle Girls Colorado State University

How can one make an event as momentous, adventurous and fabled as the Baja Ha-Ha even better? Well, three biologists on this year's trip answered that question: Add a layer of scientific purpose by engaging fellow cruisers in marine conservation — sea turtle conservation, to be more specific. Abigail Bearce, Danielle Palm and Kimberly Wynn, recent graduates from Colorado State University (CSU), joined Ken Knoll and Donna Cramin's Irwin 65

Gatherings of new friends are common on Ha-Ha boats. But some of those aboard 'Jersey Girl' this year were both friendly and educational.



TURTLE GIRLS

CHANGES

Jersey Girl II on this year's Baja Ha-Ha with the mission of educating the sailing community on the threats sea turtles face, and showing interested cruisers how to participate in *Sea Turtle Spotter*. This is a citizen science project spearheaded by Upwell, an organization focused on sea turtle conservation. Participants help researchers better understand sea turtle

behavior in the wide and difficult-to-observe expanse of the ocean by recording turtle sightings. As it turns out, along with all the fun stuff, the Ha-Ha is an excellent avenue to acquire meaningful data on sea turtles.

So how did the Turtle Girls come to find this opportunity? Through a previous sailing adventure, of course! During an internship in March 2019, with marine biologist and Upwell's coordinator for Mexico, Stephanie Rouso, the team visited Marina la Paz to ask sailors about their experiences and interactions with sea turtles. Kenny and Donna excitedly invited them onboard *Jersey Girl* to share their wisdom about turtle hangout locations, and graciously offered to take them on a two-day sailing trip to observe

the many green sea turtles that call Isla la Partida home. As soon as they anchored in the bay and everything on deck simmered down, they started to hear turtle heads popping out of the water for breaths all around the boat. Realizing that sailors must see sea turtles all the time, over distances much greater than most scientists ever travel, they saw the potential for expanding the scope of sea turtle research manyfold. Kenny and Donna also shared their turtle experiences on the Ha-Has they had sailed in previous years. Up to that time, *Sea Turtle Spotter* had recorded fewer than 15 sightings for the whole Pacific coast of Baja. The Turtle Girls realized that the Ha-Ha could be an incredible chance to increase that data, as well as engage sailors in sea turtle conservation efforts.

Baja Ha-Ha organizers, particularly Patsy Verhoeven, were instrumental in assisting the mission by helping broadcast its purpose on pre-trip blog posts, spreading the word, and even setting up an educational table for the Turtle Girls at the Ha-Ha kick-off party in San Diego in early November. But it was Ken and Donna who really made the mission possible by once again inviting the Girls to be part of their crew. With the Upwell flag proudly flying, and 11 souls on board, we departed San Diego on November 4, bound for the aptly named Turtle Bay. As expected, there were no sightings the first few days — we wouldn't encounter turtles until we were farther south — but there was still much to inspire awe. This first leg revealed jaw-dropping sunrises and sunsets, and escorts of playful dolphins. It was also an excellent introduction to the human camaraderie that builds at sea — a time when crewmembers learn to trust and respect one another. Carefully crafting relationships under sail is an element of this type of trip that cannot be understated. The Turtle Girls found themselves thrilled to be part of an outstanding crew. All aboard realized how important hard work, willingness to lend a hand, and mutual respect are. It was never a problem finding someone to jump in when needed; more often, there were too many volunteers to handle each task! Whether grinding, cleaning, night watches, cooking or doing dishes, this team was there for each other — all under the command of a wise, caring, and competent captain and first mate.

Once anchored at Turtle Bay, the Turtle Girls continued their outreach. They were able to use the morning net to announce *Sea Turtle Spotter* presentations and workshops aboard *Jersey Girl*, and many Ha-Ha'ers took part. At the



Abigail was one of three biologists aboard 'Jersey Girl' during the Ha-Ha.



The 'Gals flash their colors. More than 40 turtle sightings were recorded during the Ha-Ha.



first beach party, many Ha-Ha boat kids joined the biologists in playing sea turtle-themed educational games. Surveys of sea turtle knowledge were taken before and after presentations, which eventually yielded results that displayed a robust effectiveness of this type of education.

Within hours of starting the second leg, another display of effectiveness became apparent as turtle sightings started pouring in. The Turtle Girls manned the radio and carefully logged coordinates, potential species, and observed behaviors of each sighting. This leg also provided a good deal more wind, which kept the next three days exciting. A blown spinnaker in big swells briefly dipped our rail into the water. A swift recovery by the crew kept the shredded remains from getting under the boat and potentially around the propeller. We weren't so lucky with kitchen appliances, however, as the toaster and microwave went flying to their demise.

Making it safely to Magdalena Bay, the Turtle Girls continued their efforts and even pulled off a successful bonfire presentation with the help of a mobile projector and two gracious volunteers holding

IN LATITUDES



Left: Though neither teenage, mutant nor ninja, the Turtle Girls were on a mission (l to r — Abby, Kim and Danielle). Above: Turtle-themed games on the beach were a hit with cruiser kids. Right: In addition to their scientific goals, the Turtle Girls were willing and able crew on 'Jersey Girl'. Below: A green sea turtle cruises by at Isla Partida.



STEPHANIE ROUSSO. ALL OTEHR PHOTOS TURTLE GIRLS

up a sheet as a screen. They were also able to give a presentation in the local *palapa*, after wood-fired pizzas were cooked, to an audience of more than 30 cruisers.

Unfortunately, the Turtle Girls could not make the third leg to Cabo San Lucas as their captain decided to safely wait out big winds in Mag Bay. They ended up leaving the boat there, while *Jersey Girl* continued on, eventually catching up with the fleet at Cabo.

Armed with triple the number of previous sea turtle sightings and many valuable anecdotal stories, the Turtle Girls made their way across land via hitchhiking and buses to meet up with Rouso, compile their data, and catch their flights home. All in all, the mission was a big success, and the Girls went home with memories of a great adventure and the sense of a job well done.

— Abigail 12/9/19

If you are a cruiser interested in learning more about the Sea Turtle Spotter project or would like to report your sightings, visit <https://www.upwell.org/sea-turtle-spotter>.

Thisldu — Rafiki 35 Audrey and Garrett Ruhland That's a Wrap! Sausalito

"Tired. I'm so tired," I thought to myself as I fought to keep my eyes open. It was hard to focus as there was nothing to focus on — we were shrouded in fog, and my eyelids were as heavy as the air around us. We were 100 miles off the coast of Ensenada on the first night of the 2019 Baja Ha-Ha. It was 4:30 in the morning and I was hand-steering; had been for two hours since we'd cut the engine. We'd hit something in the black of the night. Jim, our crew member, was at the helm, and Garrett and I were trying to catch some sleep in the V-berth. That first time, the engine bucked and stuttered, jolting us awake, springing us out of bed.

"Did you hear that?" Garrett yelled to Jim over the roar of the motor.

"Yeah, I think we hit something, but I can't see. There's no visibility out here. Might have

caught some kelp," Jim yelled back.

"Let's put her in reverse and see if we can unwind it," Garrett said. Jim lowered the throttle and shifted into reverse. A few clanks, clunks, and loud thuds later, the 'kelp' seemed to have worked its way off and we were on our way again.

Garrett went back below to try again to get some sleep. I stayed up; my shift was due to start in a half hour anyway.

"What did it sound like, from up here?" I asked Jim, worried that I might run into the same predicament on my watch.

"It—," we hit something again. The motor chugged, gears grinding like an old railway car. Garrett shot back up into the companionway. After spending a month motorsailing down the California Coast — during which time there was barely any wind — he was well attuned to the sounds of our engine. Jim made the same attempt to reverse and clear our propeller. This time it didn't work.

"I think we need to cut the engine," Jim said as he backed down the throttle, pulled the lever and twisted the key. In an instant, we were blanketed in silence, quiet and dense like the fog.

There wasn't any wind, so there wasn't any steerage. Or not much, anyway. The main was up, but the autopilot was confused, turning us in circles. It was now 3 a.m., time for my watch. I released the autopilot as I got behind the helm.

"Watch the compass and try to stay around 120 degrees," Jim said. His instructions calmed my nerves — until the compass spun down to 90 degrees, then up to 150. My triceps burned as I tried to keep our heading.

The hours crawled by. We couldn't do much until dawn, when there would be enough light that Garrett could dive under the boat and see what was going on.

Until then, he and Jim were lying on either side of me in the cockpit. Garrett's eyes were closed, but his rest was fret-

A fouled prop might have slowed 'Thisldu' down for a while, but the fishing was good!



THISLDU

CHANGES



Audrey and Garrett might have hit not one, but two crab pot lines. Right: 'Thisldu' underway.



ful; Jim, able to sleep in any condition, snored gently, the only sound that cut into the air.

The sun slowly rose, giving way to a muted gray morning light. At 6:30, it was bright enough for Garrett to dive down. He strapped on his safety harness, securing it to the boat with a length of line, and jumped in. Visibility was good and he saw the problem instantly — lengths of rope wrapped around the prop. We handed him his knife and he soon had the prop freed. The lines were almost certainly

lines. A jackpot of crab pots! Once Garrett was back aboard, we restarted the engine and tentatively put it into gear. It sounded fine. We gave it more throttle, tried both forward and reverse, and decided the problem was resolved.

By now, we were hours behind the rest of the Ha-Ha fleet, but that didn't matter. *Thisldu* was underway, unencumbered, once again making her way down the Baja California coast. We arrived after all the others, but in plenty of time for the festivities.

— Audrey 12/2/20
(www.thisldu.com)

from a crab pot, but the differing lengths and types of purple and yellow ropes had us wondering if we might have hit not one, but two crab pot

Readers — Audrey and Garrett got the dream of cruising five years ago, at which point neither of them knew how to sail. Garrett started volunteering as crew with the Blue Water Foundation, while Audrey started Basic Keelboat classes at OCSC in Berkeley. They acquired Thisldu (a play on 'this will do') in fall 2016 and spent three years getting her (and themselves) bluewater ready. The plan is to head south, transit Panama this spring, and head up the East Coast to Newport, Rhode Island, where Audrey is originally from. "But," says Audrey, "you know what they say about a sailor's plans being written in the sand at low tide . . ."

Cruise Notes

- Last time we communicated with Allison and Nick Edwards early in 2019, we were sad to find out they had put **Salt**, the Beneteau 393 on which they'd cruised Mexico and Central America for the past couple of years, up for sale. But we're tickled to learn the reason: Allison was expecting the couple's first child! We were even more tickled a few months later to find out that they'd welcomed baby Mara



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on August 27 — and had decided to keep the boat! In fact, Nick and some buddies had just completed the last hop home from Ventura to Sausalito at the end of November.

• They also caught us up on their cruising grandparents, Marvin and Ruth Stark (whose Nautitech 44 cat **Microbe** they helped deliver from Sint Maarten to Panama last spring). Marvin and Ruth, multi-Ha-Ha veterans now both in their 80s, are currently in La Cruz, Nayarit, "hanging with the Grand Poobah and our friend John Schulthess aboard *Baja Fog*," says Allison. "We plan to visit early next year and possibly help them get the boat from La Cruz to La Paz. It will be Mara's first overnighter away from the comfort of mom." (www.saltsailing.com)

• Seattleites Pajo Gazibara and Ava Ryerson of — as far as we know — the world's only electric-powered Ericson 35, **Cinderella**, have been having a ball in the South Pacific. Lots of diving, spearfish-



Baby Mara and Papa Nick.

ing, sailing, and exploring for this young couple. Of course, it's not all fun. A failed lower stay on a trip from the Marquesas to Tahiti led to the replacement of all the old Navtec rod rigging with synthetic Dynice Dux (with the exception of the headstay, which has to be wire to accommodate the

furler). Put to the test earlier this summer, they are quite pleased with the new standing rigging. "You learn so much when stuff breaks," notes Ava. Pajo suffered his own downtime in September with a several-week bout of dengue fever. Both boat and skipper are now fully functional again. 'Cindy' is currently in New Zealand. (www.sailingcinderella.com)

• Not all cruising 'adventures' occur on the water. Following the 2015 Ha-Ha, Bryan Martin commuter-cruised his Corsair F31 trimaran **Kailani** in and around the Sea of Cortez. The winter of '15-'16 was windy, leading to several unplanned layovers at various anchorages. But the real 'rough going' came when he put the

boat on its trailer in Guaymas and headed home to Santa Cruz.

"What should have been a three-day ride home turned out to be much longer," he recalls. First, in the middle of the desert only 100 miles into the trip, the fuel pump in the truck went out. "I spent four



Pajo and Ava (foreground) are all about sharing the pleasures of cruising with friends and family aboard 'Cinderella'.

nights and five days out there trying to get the problem diagnosed and finding parts to repair it. If it weren't for the help of a female *federale* stationed at a nearby toll station, and the kindness of a local mechanic, I would still be there."

That wasn't the end of it. On Highway 5, Bryan set some kind of new record with

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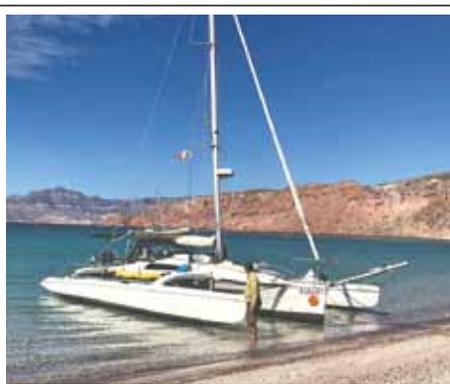
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CHANGES



KAILANI

Left: Trevor, Yoonie and Bryan. Right: 'Kailani' at Isla San Francisco.

three flat tires within an hour of one another, which involved spending another night on the highway — "But at least I was back in California!"

Once back in her home waters, *Kailani* stayed active, heading out as often as two to three times a week until October, when Bryan headed for San Diego again. He took part in the 2018 Ha-Ha with his son Trevor among the crew. "We had tons of fun, caught lots of fish, met nice people, took first place in our multihull group, and overall had a great time," he says.

was behind the same truck and this time relatively uneventful. Well, except for the trailer brake fire in the Baja desert and getting stuck in rush-hour Tijuana traffic.

Bryan is currently prepping *Kailani* for a northern adventure this spring. In May, he's heading up to Port Townsend, Washington, to enjoy the festivities and tag along with the wild-and-crazy fleet of boats and sailors who do the R2AK — the Race to Alaska. After spending the summer exploring the Pacific Northwest, he'll sail the boat back to Santa Cruz — and on to the 2020 Baja Ha-Ha!

- With a couple of dozen attendees

The perfect ending to the trip was attending Trevor and Yoonie Pomper's wedding in Todos Santos with 50 of their best friends and family.

The trip home

currently signed up, the **Class of 2010 Puddle Jump Reunion** (mentioned a few issues back) is gaining momentum, says one of the organizers, Behan Gifford of **Totem**. It's gaining a new dimension as well. "Events aren't just for the salty dogs, but the newly-salted, as well: Marina Nayarit will have a 'Then and Now' exchange to learn what's new, what's changed and share experiences across the years." Festivities start the afternoon of February 8. For more information: ppjreunion201@gmail.com.

- There are plenty of other Mexico cruiser events coming up in the next few months, too, including:

January 4, 11, 18, 25 — Vallarta Cup every Saturday in January. www.vallartayachtclub.org

February 3-9 — 19th Annual Zihuatanejo Sailfest. 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, or www.banderasbayregatta.com



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Photo By LaDonna

It was high tide when I stopped for a sandwich.

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24 FEET & UNDER

J/22, 1985. Dana Point, CA. \$10,000. J/22 race boat, fully professionally restored last year. All new Harken hardware and new running rigging. 2 suits (North and Quantum) both like new. 3hp Nissan, boat cover. Contact (949) 547-1000 or islandinspired@earthlink.net.



17-FT WATERLUST SAILING CANOE. 2019. Benicia. \$3,200. New CLC, 17', 115lbs, 36" beam, 4" draft w/pedal drive. 32" board down, 62sq ft. mainsail, 18sq ft. mizzen. New Hobie Mirage Turbo Drive. See website: <http://tinyurl.com/vr6fzot>. (707) 980-4012 or swbk@hotmail.com.



12-FT HOBIE CAT KAYAKS (2), 2010. Sausalito, Sea Trek. \$995 each. Get back in the water! Two classic Hobie Cat kayaks properly stored in Sausalito, CA. In great condition, storage is optional. Includes: two paddles, seats and storage compartment. Email karma3315498@gmail.com.



24-FT COLUMBIA CHALLENGER, 1963. Lowrie Yacht Harbor. *Esprit* is for sail - again. Hi everyone, it's *Latitude* editor Tim Henry. *Esprit* has a very good 8hp Honda OB, a good-condition main, spinnaker and two old headsails. The decks are in excellent condition, but the boat really needs to come out of the water and get some bottom paint. I'm going to put the price at \$1,000, but if you're interested in a partnership - where you would take over a large portion of the slip fees at the fabulous Lowrie Yacht Harbor in San Rafael - then I could make you a very good deal. (415) 368-8210.



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. Trailer-able. 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.

23-FT BEAR CLASS SLOOP, #54, 1952. Point Richmond. \$2,000/best offer takes. Replaced rigging, fiberglass decks, keel bolts, anchor and safety equipment. Good condition. Contact stefroche916@gmail.com or (916) 783-3150. Leave message.



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28-FT CHEOY LEE TAI PAN, 1969. At Oakland Yacht Club. \$8,000/obo. Good sails, furling jib, spare jib, fiberglass hull. Great 2 GMF Yanmar diesel. New prop and running gear. New lines. Very pretty Bay boat. Photos on request. (510) 846-4646 or mr.jamescarroll@gmail.com.



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30-FT OLSON 911-S, 1991. Port of Redwood City. \$30,000. Late-model, well maintained Olson 911-S by Pacific Boats ready to race. Schumacher-designed, FG sandwich construction with balsa core. Double-spreader masthead rig by Ballenger. Excellent sail inventory on Harken furler plus four two-speed winches. NCPHRF 126. Freshwater Yanmar 2GM diesel, Martec folding prop plus full B&G electronics suite. Shore power. Enclosed head and many recent upgrades including new bottom. Complete equipment and maintenance records plus CG documentation. (805) 459-4659 or (510) 459-5566 or larry@westlandpv.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 engine, new instruments (compass, Garmin GMI 10 wind, depth, and speed), new standing and running 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.



25-FT MERIT, 1980. Seaside, CA. \$2,500/obo. A bit of a project but fast and easy to sail. Needs some deck hardware, otherwise everything is there, just old and worn. Trailer rebuilt <50mi. Need to sell. Email 3constables@gmail.com.

30-FT CATALINA, 1978. Stockton. \$13,000. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.



NEWPORT 30 MK III, 1986. Brickyard Cove Marina. \$17,500. Hauled, cleaned, painted, polished at KKM1, 2019. Tiller steering provides roomy cockpit, very responsive sailing. Cockpit cushions and dodger for comfort. Radar, autopilot, VHF. Contact johnseals.kv@gmail.com or (760) 417-1882.



30-FT WYLLIECAT 30, 2007. Kawaihae, HI. \$95,000. Vacuum-bagged balsa core construction. Bulbed fin keel. Unstayed carbon fiber mast and aluminum wishbone with carbon fiber joints. New mast track hardware installed with machine screws and flanged nuts. Ullman square-top sail. New Yanmar 2-cylinder diesel engine. Folding prop. New Raymarine electronics package. New running rigging lines and hardware by Steve Seal. AC & DC electrical systems. Fast and fun boat. Over \$30k invested in the last year, + \$8.5k for engine in February 2018. This is certainly one of the nicest Wylliecat 30s out there! Maintenance logbook and additional photos upon request. Contact (808) 895-0480 or (808) 495-5511 or tim@valleymaritime.net.



25-FT PACIFIC SEACRAFT, 1978. Morro Bay. \$15,000. Super-seaworthy, stout, well maintained, sought-after pocket cruiser. Full keel double-ender with out-board hung rudder. One cylinder inboard Yanmar diesel, genoa tanbark main and jib. Contact 1stpo1nt.ps@gmail.com or (805) 459-4659.

31-FT SEA EAGLE, 1979. Long Beach, CA. \$55,000/obo. Fewer than 10 built, very rare. Perfect couple's cruiser, Long Beach sistership circumnavigated single-handed. Airex cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. Contact (323) 656-5176 or hhholmes323@gmail.com.

25 TO 28 FEET



26-FT CHRYSLER, 1979. Alameda. \$9,500. Excellent condition. 2006 Mercury 9.9 OB power lift, electric start, inboard controls, 108 hrs. AGM battery. New upholstery, Engel refrigerator. Roller furling headsail, newer mainsail. Sleeps four. New bottom paint. See more at <http://Zephyr-sailboat.squarespace.com>. (408) 229-3135 or Westwinds@gmail.com.

29 TO 31 FEET



30-FT BABA CUTTER, 1981. Sausalito. \$49,000. Oceangoing pocket cruiser. Beautiful Art Nouveau teak interior, marble counter in head. Teak decks, self-steering, roller furling, wheel steering. Volvo 28hp engine, full boat cover. (415) 868-2401 or (415) 328-2853.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$10,500. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haulout. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.

32 TO 35 FEET

CAL 34, 1978. Oakland. \$7,000. Cal 34, project boat. Needs engine, bow and stern pulpit. That's the bad. The good: 4 self-tailing winches, dodger in decent condition, interior DC panel, and all navigation lights working, stereo, VHF, OB support all in working condition. Sails seem in OK condition. A lot of boat for a very low price! Price is firm, and cash. The title is clean. No low-ballers. Email ithacanews@gmail.com.



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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.

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. \$18,250. 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, (269) 986-4831 or Rhwins1060@AOL.com.



ERICSON 35 MK II, 1979. Marina Village, Alameda. \$15,500. Solid well-built boat, ideal for Bay and offshore. Yanmar diesel, three-blade prop and Martec two-blade folding prop. Like-new Pineapple main, Quantum spinnaker, dodger. Autopilot, microwave, hot/cold pressurized water, refrigeration, VHF radio, AM-FM cassette, alcohol stove. Extra gear, sails, parts, tools, lines, BBQ and anchors. Contact (209) 603-7204 or (209) 464-0983 or almaas@sbcglobal.net.



35-FT IRWIN 34, 1986. Alameda. \$22,000. GREAT opportunity from a motivated seller... moving out of state in November. Well-appointed and lovingly maintained for liveaboard and/or comfortable weekend cruising. Great late-season buy! For further specs: www.sailgrigris.com. Contact (510) 864-1373 or cb@sailgrigris.com.



32-FT DOWNEAST 32, 1976. Vallejo. \$38,000. New running/standing rig, new Beta 375hrs, Hydrovane, AIS, EPIRB, solar, watermaker, dinghy, autopilot, \$9,000 in extra stuff, 2nd set of new sails, etc. You will not be disappointed! (530) 434-9044.



33-FT HUNTER, 1993. \$39,900. This 33.5-ft Hunter is in sail away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS, radar and chartplotter. Stove with oven, fridge with freezer. USCG Inspected 2019. (510) 878-1142 or amaylon44@gmail.com.



36-FT CATALINA, 1988. San Francisco, Pier 39. \$42,000. *Rascal* hits a sweet spot for weekend cruisers. Owned by a fire-fighter 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.



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 FREEDOM EXPRESS, 1983. Alameda, CA. \$40,000. Freedoms were designed for sailing ease. The Express is fast, stable and a great liveaboard. Read about Freedoms in Ferenc Mate's *World's Best Sailboats* (Vol I). See www.ketch-22.com/4Sale.html. Contact (928) 554-1877 or ketch22@gmail.com.



36-FT LANCER SLOOP, 1978. Pt. Richmond. \$32,500/obo. Classic performance cruiser capable of offshore or daysailing. Makes a wonderful liveaboard. Modern galley with new washer/dryer combo mid-ship. Head w/stand up shower. New Neil Pryde headsail. Running rigging updated last season. Yanmar diesel. (415) 948-3248 or lancer36@gmail.com.



WAUQUIEZ HOOD 38 MK II. 1983. Emeryville, CA. \$63,000. Strong, fast and safe offshore beast in good condition. Excellent motion comfort rating. No teak decks. 20k (2018) in improvements. Sails great in light and heavy air. See <http://saltyposse.wordpress.com>. Email ryanharperadvertising@gmail.com.



38-FT HINTERHOLLER NIAGARA-35. 1980. Grand Marina, Alameda, CA. \$42,000. *S/V Gambit*. Equipped for offshore. Volvo, Saildrive, nav computer, lazy jacks, solar panel, watermaker, composting head, refrigerator and more. For sale "as is". Contact (925) 202-0992 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.



MAGELLAN 36, 1977. Marina Seca, San Carlos, Sonora Mexico. \$19,900. *Shamaness*, 40hp Yanmar, fiberglass, teak, full keel, sleeps 5, cruising gear, 9 sails, dinghy, windvane, autopilot. Frigoboat refrigerator/freezer. See <http://sailshamaness36footketch.weebly.com>. (650) 269-5827 or (669) 400-6383 or cal20dennis@yahoo.com.

36 TO 39 FEET

38-FT SEABIRD, 1981. La Paz. Mexico. \$25,000. 38ft steel sailboat. Isuzu 60hp, 100gal water, 120 fuel, Icom 710 SSB 24gal/hr watermaker, extensive ground tackle, roller-furling headsail. Much more. On the hard in La Paz. (707) 367-6290 or edpermenter@gmail.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.

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SABRE 38 MK I, 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 workshoe99@yahoo.com.



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.



44-FT C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. (707) 291-3223 or karl.wilber@sbcglobal.net.



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.



WATKINS 36 CENTER COCKPIT. 1981. San Francisco. \$36,000. US rare center cockpit cruiser, all basics to go. 2nd owner. Lived aboard last 6 years. Must see at location. The *Bay Bounty*, name of boat = awesome. (415) 244-0167 or tgrfill67@gmail.com.



40-FT SABRE, 1999. Newport Beach. \$198,000. Cruise-ready. Pristine condition. Cutter-rigged. Windvane. Watermaker. Rod rigging. Cruising sails with drifter and gennaker. Yanmar diesel with low mileage. Electric main winch. VacuFlush head. And much more. Email 2aquadreamers@gmail.com.



IRWIN 43 MK III, 1988. Coyote Point Marina. \$64,900. New 2015: standing/running rigging, stanchions, mainsail, jib, solar, upholstery. 2018: Yanmar 66hp overhaul, AGMs, alternator, 600 hrs. 2019: Bottom stripped, epoxy barrier coat, Prop glazed, Max-Prop. (831) 402-9069.



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.



38-FT ERICSON 200, 1986. Brickyard Cove Marina. \$50,000. Ready to cruise! Standing rigging, sails, electronics, AIS, autopilot, solar, inverter, electric windlass all replaced in past three years. Fun to sail with low engine hrs. (415) 272-4615 or curtis.d.havel@gmail.com.



48-FT TAYANA DS, 2002. Puerto Vallarta, Mexico. \$319,000. The nicest Tayana 48 DS on the market. Priced below recent survey value. Highly maintained. Many upgrades and cruise-loaded. Turnkey ready. Easily sailed by a couple. Cruise Mexico now and start your adventures. Yanmar 75hp diesel, 1645hrs. Custom hard dodger and full cockpit enclosure w/ window coverings. 2 cabin, 2 head, gen set, air/heat, watermaker, full electronics, AIS, autopilot, boom furling, furling foresails, spinnaker, electric winches. Sails & 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.



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, Pac-Cups, 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.



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. See www.saga43viva.com. (206) 487-4077 or trevor@seattlecharters.com.

40 TO 50 FEET



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.



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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.

51 FEET & OVER



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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55-FT TRIMARAN. Horstman-inspired, 1989. Panama City, Panama. \$90,000/obo. Must sell majestic, comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kw Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935 or (775) 782-7035 or bssevers@msn.com.



38-FT CUSTOM DESIGN CROSS. Trimaran, 1990. San Rafael. \$48,000. Professionally built by Lost River Marine. All epoxy, composite hulls, 4 sails. A really solid and beautiful all-seas boat. Perkins M30 diesel. Must see. (707) 246-3719 or pfoy.arts@gmail.com.

27-FT FARRIER CORSAIR F-25C, 1998. Kaneohe Yacht Club. \$60,000. Professionally built, all carbon fiber with aircraft grade balsa core. New 6hp Yamaha OB. Includes trailer, new tramps, and new North Sails. Excellent condition. Contact (808) 262-9095 or (808) 375-9266 or pgoodman@oahutravelinc.com.

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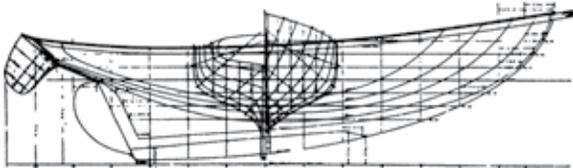


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