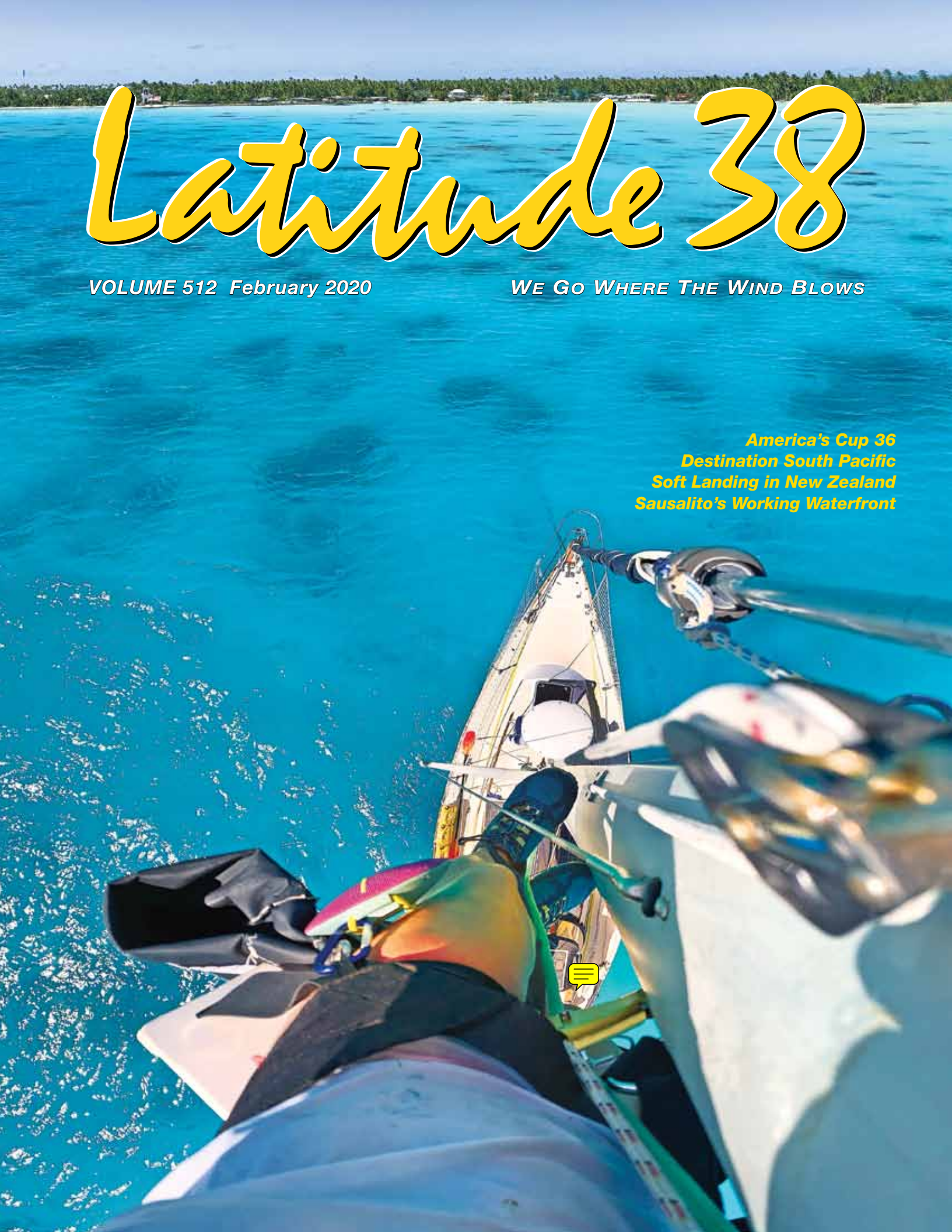


# Latitude 38

VOLUME 512 February 2020

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Cover:

Elana Connor takes a break from repairs to enjoy the picture-perfect view of Kauehi atoll's lagoon in the South Pacific.

Photo: Elana Connor

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



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## FEBRUARY EVENTS

### WEBINARS:

SCAN & SIGN UP



**Feb 5** Your Yacht  
as a Business



**Feb 19** How to Buy  
a Used Boat

### EVENTS & EXPERIENCES

SCAN & VISIT OUR EVENTS PAGE

**Feb 15** Champagne and Roses  
Sail on the Bay

**Feb 22** Test Rides  
& Open House

**Feb 29** Leap Year Day  
Sail on the Bay



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1990 Storebro 40 \$99,000



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1981 Grand Banks 42 Classic \$175,000



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2004 Riviera M470 \$350,000



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## CALENDAR

### Non-Race

**Jan. 24-Feb. 1** — Seattle Boat Show, CenturyLink Field Event Center & Chandler's Cove in South Lake Union. Free shuttle in between. Info, [www.seattleboatshow.com](http://www.seattleboatshow.com).

**Feb. 1** — Sailing Convention for Women, Bahia Corinthian YC, Corona del Mar. Info, [www.sailingconventionforwomen.com](http://www.sailingconventionforwomen.com).

**Feb. 1, Mar. 2** — Chantey Sing aboard *Eureka*, Hyde Street Pier, S.F., 8-10 p.m. Free, but RSVP to Peter, (415) 561-7171.

**Feb. 1-29** — 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](http://www.baads.org).

**Feb. 2-23** — 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](http://www.baads.org).

**Feb. 3** — First Mondays, live jazz with Randy Craig, 7:30 p.m. Members of reciprocal YCs welcome. No cover. BVBC, [www.bvbc.org](http://www.bvbc.org).

**Feb. 3-5** — US Sailing Instructor Powerboat Clinic, San Diego. SDYC, [www.sdy.org](http://www.sdy.org).

**Feb. 4-25** — Live jazz with Don Prell every Tuesday night, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, [www.bvbc.org](http://www.bvbc.org).

**Feb. 5-26** — 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](http://www.stfyc.com).

**Feb. 6-8** — Sailing Leadership Forum, Hilton San Diego Resort. \$150-\$450. US Sailing, [www.sailingleadership.org](http://www.sailingleadership.org).

**Feb. 7-9** — North U S.O.D.A. Youth Match Racing Clinic with Dave Perry in San Diego. SDYC, [www.sdy.org](http://www.sdy.org).

**Feb. 8, 29** — Trekking the Bay Model, Sausalito, 1-2 p.m. A guided tour. Free. Info, (415) 332-3871.

**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](http://www.northu.com/product/tactics-redwood-city-ca).

**Feb. 9** — Full moon on a Sunday.

**Feb. 11-Apr. 21** — USCGA Boating Skills & Seamanship Course, Tuesdays, Loch Lomond YC, San Rafael, 7-9:30 p.m. \$75 includes text. Mary, [marinboatingclasses@yahoo.com](mailto:marinboatingclasses@yahoo.com) or (415) 246-3585.

**Feb. 14** — Take your Valentine for a sail.

**Feb. 15-16** — US Sailing International Offshore Safety at Sea Course with Hands-on Training, Mission Bay Aquatic Center, San Diego. John, (760) 650-6901 or [www.ussailing.org](http://www.ussailing.org).

**Feb. 16** — US Sailing International Offshore Safety at Sea Course Hands-on Training only or Safety at Sea Refresher Course, Mission Bay Aquatic Center, San Diego. John, (760) 650-6901 or [www.ussailing.org](http://www.ussailing.org).

**Feb. 16** — Race Management Seminar, Santa Cruz YC. \$45. US Sailing, [www.ussailing.org/education](http://www.ussailing.org/education).

**Feb. 17** — Presidents Day.

**Feb. 19** — Singlehanded Transpacific Race Seminar: The Return Trip — by Container or Sailor? OYC, Alameda, 7:30 p.m. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Feb. 22** — US Sailing Offshore Safety at Sea Seminar, Encinal YC, Alameda. Laura, (415) 771-9500 or [www.ussailing.org](http://www.ussailing.org).

**Feb. 22** — The Bay Model: A USACE Engineer Tribute, Bay Model, Sausalito, 1:30-2:30 p.m. Free. Info, (415) 332-3871.

**Feb. 25** — Northern Elephant Seals of Point Reyes National Seashore, Bay Model, Sausalito, 7-9 p.m. \$5-\$10 donation. Info, (415) 332-3871.

**Feb. 28** — Live R&B with Tommy D', fourth Friday nights, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, [www.bvbc.org](http://www.bvbc.org).

**Feb. 29** — Marine Weather and Sea State II: Analysis and Forecasting Symposium, Seattle YC, 8:30 a.m.-5:30 p.m.



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37' Tiara 3700 Open, 1987.....	49,900
26' Sea Ray 260, 2006.....	54,900

#### Pre-Owned Ranger Tugs

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27' Ranger Tug 27, 2011.....	99,000

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## CALENDAR

\$175. Cruising Club of America, [www.cruisingclub.org/wx20](http://www.cruisingclub.org/wx20).

**Feb. 29** — Boat Buying 101: How to Avoid Costly Mistakes, OYC, Alameda, 3-4 p.m. Free seminar. Space is limited, so pre-registration is required. Info, [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com).

**Feb. 29** — Open House, OYC, Alameda, 4-6 p.m. Discover the benefits of joining. Info, [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com).

**Feb. 29-Mar. 1** — US Sailing International Offshore Safety at Sea Course with Hands-on Training, Bainbridge Island, WA. Margaret, (425) 869-2727 or [www.ussailing.org](http://www.ussailing.org).

**Mar. 1** — US Sailing International Offshore Safety at Sea Hands-on Training only or Safety at Sea Refresher Course, Bainbridge Island, WA. Margaret, (425) 869-2727 or [www.ussailing.org](http://www.ussailing.org).

**Mar. 8** — Daylight Saving Time begins — more time for sailing after work, and thoughts turn to beer can racing.

**Mar. 11** — Singlehanded Transpacific Race Seminar: Rigging and Sail Plans, OYC, Alameda, 7:30 p.m. With Ryan Nelson of Rogue Rigging. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Mar. 14-15, 21-22** — US Sailing Level 1 Instructor Course, TISC. \$370-\$440. US Sailing, [www.ussailing.org/education](http://www.ussailing.org/education).

### Racing

**Feb. 1** — Double Up and Back. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Feb. 1-2** — California Dreamin' Match Race. SDYC, [www.sdyg.org](http://www.sdyg.org).

**Feb. 7-9** — Birthday Regatta & Leukemia Cup, Lake Pleasant. Arizona YC, [www.arizonayachtclub.org](http://www.arizonayachtclub.org).

**Feb. 8-9, 15-16** — SCYA Midwinter Regatta. Hosted by many SoCal clubs in five racing areas, with associated sports at Arizona YC. Info, [www.scyamidwinterregatta.org](http://www.scyamidwinterregatta.org).

**Feb. 21-22** — Islands Race, Long Beach to Point Loma. NHYC/SDYC, [www.sdyg.org](http://www.sdyg.org).

**Mar. 7** — Mercury Series #1. EYC, [www.encinal.org](http://www.encinal.org).

### Midwinter Series

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

**BENICIA YC** — Frostbite Series: 2/8, 3/7. Dan, (707) 319-5706 or [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**BERKELEY YC** — Midwinters: 2/8-9; Champion of Champions: 2/23. Chowder Series: every Sunday through March except when it conflicts with the Midwinters. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 2/15-16. Info, [www.cyc.org](http://www.cyc.org).

**COYOTE POINT YC** — Winter Sails: 2/9, 2/23, 3/8, 3/22. Info, (650) 347-6730 or [www.cpyc.com](http://www.cpyc.com).

**ENCINAL YC** — Jack Frost Midwinters: 2/1, 2/29. Info, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Regatta: 2/1, 3/7. Info, [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days: 2/9, 3/15. Info, [www.iyc.org](http://www.iyc.org).

**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon, year round. Info, [www.kbsail.org](http://www.kbsail.org).

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 2/8, 3/8. Gary, (510) 653-1743.

**MONTEREY PENINSULA YC** — Perry Cup for Mercurys: 2/1. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**OAKLAND YC** — Sunday Brunch Series: 2/2, 2/16, 3/1, 3/15, 3/29. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Small Boat Midwinters: 2/2, 3/1. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SF MODEL YC** — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, [www.sfmryc.org](http://www.sfmryc.org).





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## CALENDAR

**SANTA CRUZ YC** — Midwinter Series: 2/15, 3/21. Info, [www.scyc.org](http://www.scyc.org).

**SANTA ROSA SC** — Spring Lake Winter Series: 2/16. Info, [www.santarosasaillingclub.org](http://www.santarosasaillingclub.org).

**SAUSALITO YC** — Chili Midwinter Series: 2/2, 3/1. RegattaPRO Winter One-Design Invitational: 2/8. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 2/8, 3/14. Redwood Cup: 2/22, 3/28. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — It Ain't Over till It's Over: 2/15, 3/21. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**TIBURON YC** — Bob & Esther Mott Midwinter Series: 2/8, 3/7. Info, [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinter Series: 2/1, 3/7. Info, [www.vyc.org](http://www.vyc.org).

### In the Tropics

**Feb. 3-9** — Zihua Sailfest, Zihuatanejo, Mexico. Fundraiser for kids' education. Info, [www.porlosninos.com](http://www.porlosninos.com).

**Feb. 14-16** — Caribbean Multihull Challenge, Sint Maarten. Info, [www.smyc.com/caribbean-multihull-challenge](http://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](mailto:cruisingnotes@yahoo.com).

**Feb. 21-23** — Caribbean Foiling Championships for leisure and pro kite/windsurf foilers, Orient Bay, St. Martin. Info, [www.caribbeanfoiling.com](http://www.caribbeanfoiling.com).

**Feb. 24-28** — RORC Caribbean 600, with starts and finishes in Antigua. Info, [www.caribbean600.rorc.org](http://www.caribbean600.rorc.org).

**Mar. 5-8** — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 5-13** — San Diego to Puerto Vallarta Race, 1,000 miles. Followed by MEXORC. SDYC, [www.pvrace.com](http://www.pvrace.com).

**Mar. 6-8** — St. Croix International Regatta. St. Croix YC, [www.stcroixyc.com](http://www.stcroixyc.com).

**Mar. 11-15** — Antigua Superyacht Challenge. Antigua YC, [www.superyachtchallengeantigua.com](http://www.superyachtchallengeantigua.com).

**Mar. 13-18** — The Centennial MEXORC, Puerto Vallarta, Mexico. Info, [www.mexorc.com.mx](http://www.mexorc.com.mx).

**Mar. 19-22** — St. Barths Bucket Regatta. St. Barth YC, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Mar. 24-28** — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 27-29** — St. Thomas International Regatta in USVI. St. Thomas YC, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 30-Apr. 5** — BVI Spring Regatta & Sailing Festival. Royal BVI YC, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 1-7** — Antigua Classic Yacht Regatta. Antigua YC, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 3-7** — Bay Fest, La Paz, BCS. Club Cruceros de La Paz, <http://clubcruceros.net/TheClub/BayFest.html>.

**Apr. 8-13** — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, [www.bequiaregatta.com](http://www.bequiaregatta.com).

**Apr. 12-18** — Les Voiles de St. Barth. St. Barth YC, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**Apr. 24-26** — Newport to Ensenada Race. NOSA, [www.nosa.org](http://www.nosa.org).

**Apr. 25-May 1** — Antigua Sailing Week. Antigua Sailing Association, [www.sailingweek.com](http://www.sailingweek.com).

**May 5-9** — Tahiti Pearl Regatta. International fleet racing. Info, [www.tahitipearlregatta.com](http://www.tahitipearlregatta.com).

**May 6** — Antigua Bermuda Race starts. Royal Bermuda YC, [www.antiguabermuda.com](http://www.antiguabermuda.com).

**May 28** — Transpac Tahiti Race starts from Los Angeles. Transpac YC, [www.transpac-tahiti.com](http://www.transpac-tahiti.com).



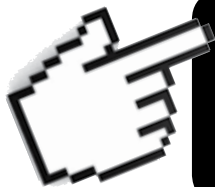
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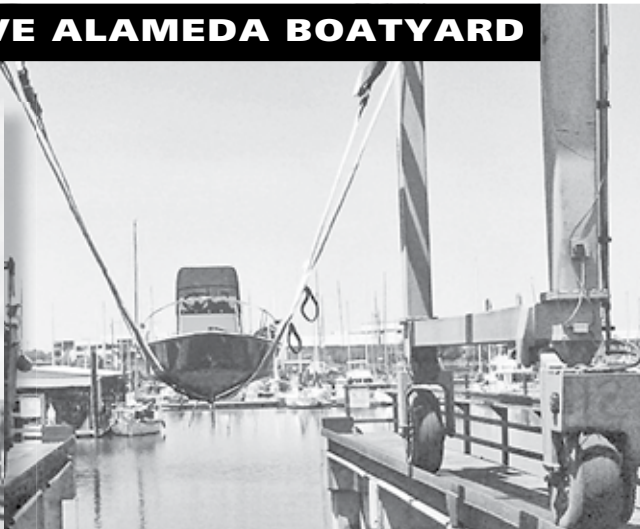
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# CALENDAR

**June 27** — Singlehanded Transpacific Yacht Race starts in Tiburon, bound for Hanalei Bay. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 27** — Shaka Challenge starts in Marina del Rey, bound for Hanalei Bay. PSSA, [www.pssala.com](http://www.pssala.com) or [www.jibeset.net](http://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. Latitude 38 co-sponsors. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

**July 10-17** — Vic-Maui starts. Victoria, BC, to Lahaina, Maui. Info, [www.vicmaui.org](http://www.vicmaui.org).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto:calendar@latitude38.com). No phone-ins! Calendar listings are for marine-related events that are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

## February Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/01 Sat	0428/5.2	1115/1.8	1720/3.5	2221/2.3
2/02 Sun	0512/5.3	1221/1.3	1907/3.5	2324/2.8
2/08 Sat	LOW 0403/2.7	HIGH 1010/6.7	LOW 1658/-1.3	HIGH 2240/2.8
2/09 Sun	HIGH 0007/5.1	LOW 0450/2.3	HIGH 1059/6.7	LOW 1740/-1.3
2/15 Sat	0411/6.0	1053/0.7	1731/4.0	2223/2.2
2/16 Sun	0506/6.0	1210/0.4	1911/4.0	2338/2.7
2/17 Mon	0606/6.0	1319/0.1	2033/4.3	
2/22 Sat	LOW 0427/2.4	HIGH 1024/5.9	LOW 1702/-0.4	HIGH 2240/2.8
2/23 Sun	HIGH 0002/5.0	LOW 0505/2.2	HIGH 1103/5.8	LOW 1733/-0.2
2/29 Sat	0242/5.2	0905/1.3	1533/3.8	2040/2.2
3/01 Sun	0320/5.2	1006/1.2	1702/3.6	2129/2.7

## February Weekend Currents

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

date/day	slack	max	slack	max
2/01 Sat		0300/2.2F	0618	0854/1.2E
	1224 2342	1600/1.2F	1948	2154/0.5E
2/02 Sun		0348/2.1F	0700	0942/1.3E
	1354	1718/1.4F	2112	2254/0.5E
2/08 Sat	0042	0300/1.3E	0530	0854/3.1F
	1136	1430/2.8E	1842	2154/3.7F
2/09 Sun	0118	0336/1.5E	0618	0942/3.2F
	1224	1518/2.9E	1918	2236/3.9F
2/15 Sat		0224/3.1F	0524	0800/1.9E
	1212 2342	1530/2.3F	1854	2112/1.1E
2/16 Sun		0318/2.8F	0624	0906/1.8E
	1342	1648/2.4F	2018	2224/1.0E
2/17 Mon	0048	0424/2.6F	0724	1018/1.8E
	1500	1800/2.6F	2130	2336/1.0E
2/22 Sat	0036	0300/1.7E	0600	0900/2.9F
	1154	1500/2.2E	1854	2154/3.7F
2/23 Sun	0118	0342/1.7E	0642	0942/2.9F
	1242	1542/2.2E	1924	2230/3.6F
2/29 Sat		0124/2.3F	0424	0700/1.5E
	1018 2212	1412/1.5F	1806	2018/0.6E
3/01 Sun		0212/2.1F	0500	0742/1.4E
	1118 2254	1524/1.4F	1942	2124/0.4E



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## LETTERS

### THANKS FOR THE MEMORIES, *LATITUDE*

When I picked up the November 2019 copy of *Latitude* 38 at the Waikiki Yacht Club, it had been many years since perusing those pages. I was hungry for information, looking for cruising friends and characters we had met on the docks, and dreaming of an offshore adventure — especially *Why You Should Linger in Mexico* [written by cruisers Bruce Balan and Alene Rice]. Which is exactly what we did.

We participated in the Baja Ha-Ha circa 1990, before GPS was affordable or internet was available — like, anywhere. We did have an SSB converted with a Ham, by 'Gordie', and participated in the local nets. We cruised at a time when our sat nav would keep a running DR, and we knew how to use our sextant. But as we approached land, we always had to make that fateful decision: right or left? A copy of *Charlie's Charts*, with its hand-drawn pictures of harbor entrances, was close at hand on our deck.



PATRICIA DUPUIS

*The 41-ft Formosa ketch 'Mistress' entering Vuda Point Harbor, Fiji.*

Captain Bob and the one-woman-crew Patricia set sail south to Mexico aboard the *Mistress*, a 41-ft Formosa ketch, in November 1990 after spending the summer cruising the Channel Islands and working at Catalina's Isthmus in our 'piss-ant' jobs. We were in our early 50s/late 40s respectively, and we were about to live off the grid. In the time it took us to sail south along the Baja coast and on to Puerto Vallarta, then up the Sea of Cortez, then back north to San Diego in summer 1991, many of our cruising companions had sailed all the way south to Panama, transited into the Gulf of Mexico, and were back to work on the East Coast. But that was not our plan.

We seemed to spend weeks almost everywhere. We always watched the weather; if it didn't look good, we didn't go. We thought we would jump off from Mexico and sail the Big Blue to Hawaii, but family issues brought us back to San Diego for a while before we earned the coin to continue on. We eventually sailed to Hawaii in early summer 1993, and left for the South Pacific in spring 1997; we eventually sold *Mistress* in 2001 in Vanuatu. It was hard to leave her behind, our home for 14 years. We were always self-supporting via our own contributions, and we basically got too far to keep the cruising kitty healthy. But there were never any regrets.

We tended to move slowly and safely, and always short-handed with just the two of us onboard. Our shortest passage in the open Pacific was seven days. We were becalmed, we were slammed, we were humbled, we were awed — by the great expanse of the Pacific Ocean, the natural beauty, the constant energy of the sea, and the incredible people we





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**Adventure**

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## LETTERS

encountered. We were always cared for in the vessel we cared for. "Take care of the boat and the boat will take care of you," Bob would always say. We gave up a lot of the 'socially acceptable' goals of mid-life, without remorse. The kids were grown and we chose not to wait for retirement. Little did we know that Bob had carried with him the remnants of Agent Orange from his service in Vietnam, and he would not survive to his 70th birthday.



"Captain Bob in his favorite place," wrote Patricia Dupuis.

So, here I am in beautiful Hawaii. I have family and friends here in the islands and close in California. I'm still staying wet and salty on a different kind of vessel: A 40-ft six-man outrigger canoe. How fun is that?

Thanks for the memories.

Patricia Dupuis

Formerly S/V *Mistress*, 41-ft Formosa Ketch  
Honolulu, HI

### ⇅ WHY AM I HERE AND NOT THERE?

After sailing *Tally Ho* nearly 1,800 total nautical miles from Point Richmond to San Diego to take part in this year's Baja Ha-Ha, followed by a leisurely cruise over to Puerto Vallarta where she now rests comfortably in a slip at Paradise Village Marina, I find myself sitting on a couch in cold, rainy Petaluma, wondering, *why?* Why am I here and not there?

To do such an adventurous journey has now created the yearning for more. To feel the power of the sea. To attempt understanding the rhythm of the waves and swell and finally realizing it's better to just accept them as they are. To sail at night. To see the glowing bioluminescent trails streaming off the leaping dolphins. To smell the breath from a whale's blow. To listen to the wind.

Rest up *Tally Ho*. We shall return.

Rich Brazil

*Tally Ho*, Nauticat 43  
Richmond

Rich — We ask ourselves the same question all the time, and have yet to come up with an adequate answer.

### ⇅ ROUNDING, AND LANDING ON, RED ROCK

I loved the post about Red Rock [from a December 16 'Electronic Latitude']. It brought back memories of my trip around the Bay in the little mahogany dinghy that I wrote about in *Cruising World* in April 2019. The cover image from the article is on Red Rock.

I don't know the legality of landing on the island, but I did, and it was pretty cool being the only one on an uninhabited island in the middle of a city. I really wanted to climb up to the top of the island, but I didn't want to leave my little vessel alone for that long. Plus I had a favorable tide to catch!

Benjamin Shaw

Host of the podcast *Out the Gate Sailing*  
San Francisco





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## LETTERS

### ⇅ **MY FAVORITE FACT ABOUT RED ROCK**

This factoid is my favorite bar bet: "What's the farthest northerly point in San Francisco?" Alcatraz and Angel Island are the common guesses, but Red Rock it is!

Kirk Wallis

### ⇅ **A COMPLETE-ISH HISTORY OF RED ROCK**

Red Rock is an interesting place. Part of Red Rock is back on the East Coast, in New York and Boston. The Peabody Museum has several 'rock baskets' that clipper ship captains took to their wives, who used them as laundry baskets, etc. They were woven by Chinese women and used to haul rock from Red Rock, the quarry at Telegraph Hill in S.F., and other locations to the sailing ships that needed ballast for the return trip to the East Coast. When the ships returned, the rock was unloaded and used for seawalls and other masonry. Red Rock is soft, so easy to quarry. The ships would lie alongside while the Chinese workers chipped chunks and loaded the rock, using the baskets. There was a small village where the workers lived; it was one of the Chinese communities sprinkled around the margins of S.F. Bay when it was impossible for them to live in S.F. Think China Camp and, farther up the Delta, Locke.



NATHANIEL BEILBY

***The hidden-in-plain-sight mysteries of Red Rock. Poison-oak-prone sailors beware . . . ?***

There's also the story that Red Rock poison oak is so virulent that poison-oak-prone sailors take the windward side when passing it. The wind blowing over the plants is supposed to pick up the oil and waft it out over the water. Believe or not?

After WWII, when plans for filling in the Bay were being hatched and mulled over, Red Rock was envisioned as a hill alongside the channel that would lead up through S.F. and San Pablo bays for the Sacramento River. Ships would pass by on their way to Sacramento, which was envisioned as an S.F. replacement — think the Sacramento ship canal through the Delta.

There are several other races [besides the Three Bridge Fiasco] that use Red Rock as the northern mark. Over the years many of us have 'found' the submerged rock on the NW corner of the island when rounding too closely. Several boats have grounded on the north side due to ebbing current and lack of wind. A few years ago, a Three Bridge doublehander sailor fell off a Cal 20 on the east side. His skipper couldn't get back to him against the ebb — the wind was very light. We offered to pick him up as we sailed by, but he declined,





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## LETTERS

awaiting a boat with a stern scoop so he could board more easily. He passed up several other offers and chose his boat. After boarding the larger boat, it caught up with his Cal 20, he jumped back onboard, and they finished the race.

Pat Broderick  
Nancy, Wyliecat 30  
Sausalito

### ↑↓ SEEING THE ROLEX SYDNEY HOBART IN PERSON

Thrilling start to the Sydney to Hobart race today [December 26, 2019], with clear conditions and 15-20 knots of breeze. I was standing next to the start lines off Sydney's Nielsen Park, and it was pure magic, from a spectator's point of view.



*The 2019 Rolex Sydney Hobart line honors winner, the VPLP 100 'Comanche'.*

After a couple of weeks of having the maxis grace our waterways during practice runs, there was great satisfaction to be had in seeing them slide by in full splendor — and all this, on the most beautiful harbour [sic] in the world!

Sailing's reach amongst Sydneysiders cannot be understated. I listened to one parent explain to her little girl the series of tacks needed to get to the heads and beyond; there's nothing dumbed-down about the commentary. If you've ever been made to feel that sailing is a "niche" sport, I highly recommend you come see the Sydney to Hobart race — you'll find here that even landlubbers have a love for sailing, and well, what's not to love about 80-degree days, when most of the US has gone into deep freeze?

Rosanne de Vries  
The Sunken Hat, J/24  
San Francisco [with some Australian roots]

*Ros — Thanks for your comment. Great to hear from someone who was there!*

### ↑↓ SEEING BUOYS BACK IN THE WATER

Great to see these buoys back in the water. [Susan is referring to a December 23 'Lectronic' by YRA board chairman Don Ahrens on the recent replacement of at least five buoys.] Any updates on Anita Rock buoy?

Susan Ruhne  
St. Francis YC  
San Francisco

*Susan — Here's a response from Don Ahrens himself: "We're currently not planning on replacing Anita because it seems sailors who sail in that part of the Bay know about Anita Rock. I also believe the St. Francis sets a temp mark there for the Big Boat Series when we do have sailors who are not aware of Anita Rock."*

### ↑↓ THE DUMBEST THINGS I EVER DID WHILE SAILING

Here's a brilliant goof that I put together sailing on Bob DuBois' boat with a substitute helmsman in a Benicia Thursday night beer can race years ago. I was a novice crewman,

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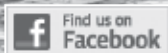
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## LETTERS

and it made sense to me to coil and wrap lines and sheets after sails were raised so, after the main and jib were raised, I coiled up the main halyard, which was at the mast of the older 30-ft Catalina where the winch was located. After the sail was over, we dropped and secured the jib (which was hanked on), lowered the main, and like a rocket, the coiled halyard flew up to near the top of the mast.

Amazing.

I had to rig a 30-ft pole out of pieces of plastic pipe with a hook at the end to drag the halyard down a couple days later. That will never happen again. Bottom line is we all make mistakes . . . hopefully as comical as this was.

Phil Anderson  
Benicia



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*Remember, recounting stories of the dumbest thing that any of us have done while sailing is not an attempt to shame, poke fun at or otherwise self-deprecate. Rather, it is to remind us that we're all members of a not-so-illustrious club — but that's how we learn. Above, a Laser sailor, learning the hard way.*

### ⇅ DOUBLE DUMB

In the 1980s, I co-owned a Santa Cruz 27, which we sailed out of that harbor. We were on our boat off Santa Cruz with three guests one fine day when we decided to return home. Between us and the goal was a kelp forest with much floating on the surface. We figured, "Hey, this boat has a heavy keel, so she'll cut right through," and we attempted to do so on a close reach.

Nope.

The boat rounded up immediately, but we were able to recover by tacking around and quickly going back the way we came and then sailing *around* the kelp. That was dumb, but it also ignored some basic issues about respect for marine life. Double dumb.

Philip Anderson  
Former co-owner of a Santa Cruz 27  
Santa Cruz

### ⇅ SINGLEHANDED DUMBNESS

Dumbest thing? I was at Catalina, singlehanded sailing, with my Columbia 28, and was maneuvering to pick up a mooring buoy in a remote location (no other boats around). Backing down, the inboard engine suddenly died, and, to my horror, the dinghy painter had wrapped the prop and shaft. Naturally there was no wind, and I was only about 100 feet from shore while the current was taking us to the beach.

Whoopee.

I had enough sense to stay on the boat and throw out the bow anchor, which luckily stuck immediately about 50 feet off the beach. Lesson here: Don't ever use polypropylene line for a painter. This particular product did not float and will entangle submerged objects (use nylon or Dacron).

Joe Ratliff  
USCG 100-Ton Masters license, 1984  
14-ft Morgancraft  
Winnemucca, NV



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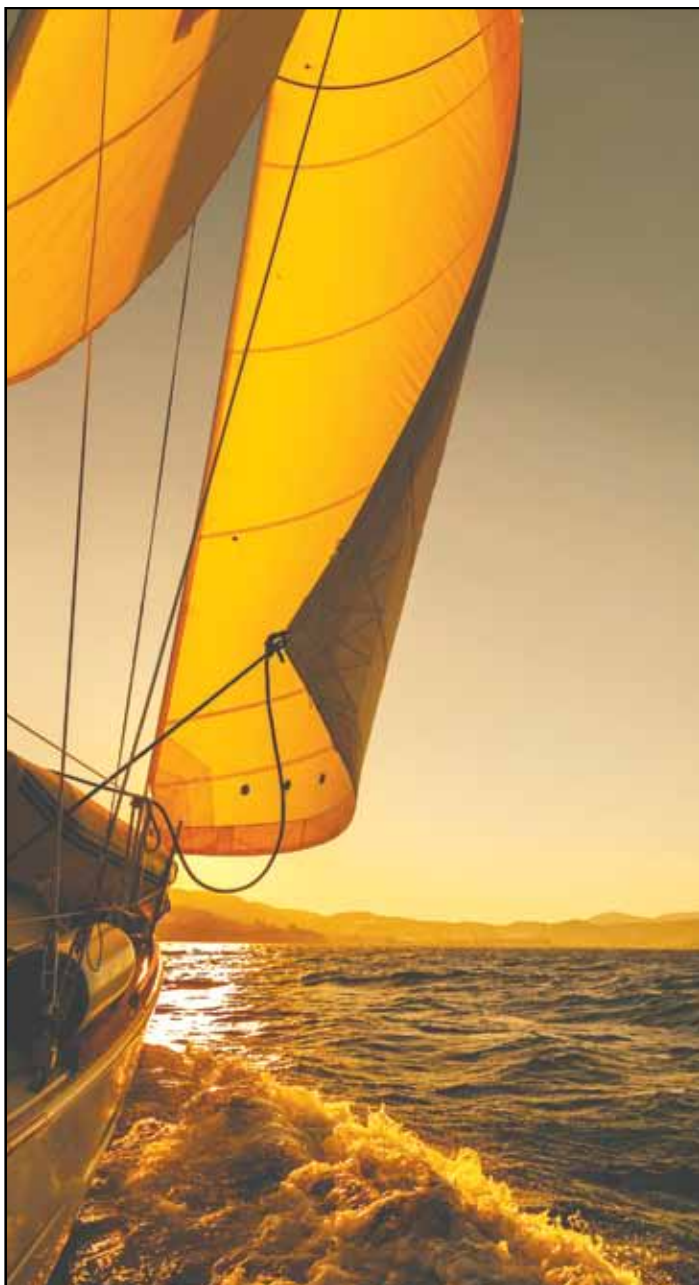
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## LETTERS

### ⇅ **505 ANGER-INSPIRED DUMB**

Loved the story of humility from Stan and Sally [Honey]! I had no idea that happened that day. [Jonathan is referring to a December 30 *Lectronic Latitude* in which Stan Honey wrote: "I've done all of the normal dumb things, but the dumbest probably came during a 505 regatta off the Cityfront in 1980. Sally and I did poorly, and she was giving me a particularly hard time for some no-doubt less-than-spectacular tactical call. I got fed up, picked her up, and dropped her into the water. After retrieving her it took a couple of days until she spoke to me again, and 20 years until she agreed to get married. As it happens, we get along great on boats now."]

You were both so good in the 505. Seems like the synergy you have found has bonded you both in the best possible way. Full and by, with respect,

Jonathan Livingston  
505 #7096

### ⇅ **CHOOSE YOUR OWN DUMBNESS**

Take your pick:

We were pulling into our Shelter Island slip, having returned from the 2019 SoCal Ta-Ta. Winds in the marina



© DENIZKILIC1355

were a calm 6-8 knots off our port side, and my wife Teri missed the cleat with our stern bridle line we use on our port tie-up. We immediately blew toward starboard and into our neighbor, and chaos ensued getting our starboard fenders between us and him. A couple of good Sams came and pulled us back over to

***Some of the dumbest things we do while sailing are actually immediately after sailing. Remember, never turn your back on the ocean.***

our dock. We were wondering why we'd drifted so quickly to starboard in such relatively calm winds. Then one of the Sams said, "Nice mainsail."

We looked up.

Brain-dead, we never furled the main on entering the marina after a long day at sea, sailing and motorsailing.

Or there's this one: I was at the helm steaming in a (luckily) empty marina in Chicago, and a pesky wasp started buzzing me. I got the swatter and started swatting, when, *crunch*, I rammed and glanced off the end of a dock finger. I bent the hell out of one of our stanchions that had a fender attached, and rubbed against the dock. Luckily that was all that was damaged. Had the marina been full, it would have been a major disaster.

Not even sure if I killed the wasp.

Both excellent (or poor) examples of loss of situational awareness.

Mark Helm  
Nalani, Beneteau 373  
Shelter Island, San Diego





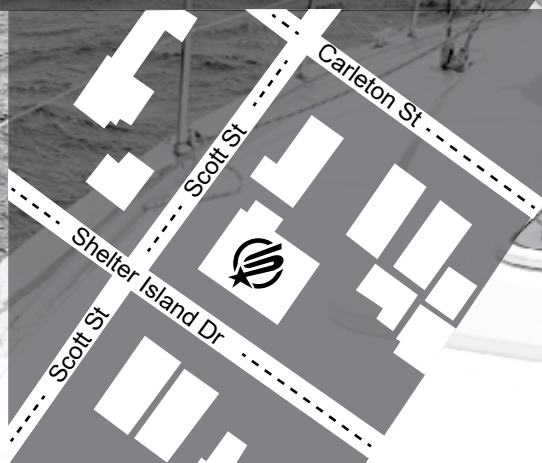
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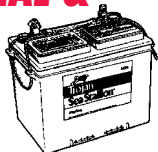
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## LETTERS

### SWEDISH YOUTUBE SAILORS RAN SAILING VISITED THE BAY, BUT HAD TO LEAVE IN A HURRY

I love RAN Sailing. Very classy, quiet and supremely competent. I was emailing with them as they approached the Bay, but never got to see them and show 'em around as wished because they had to leave so quickly! As mentioned in the story [from a December 27 'Lectronic Latitude by Jake Goza], they were on the clock and he had to get out of the US [because of their visa]. So much for the welcome mat.

Charlie Pick

Box of Rain, J/105

Belvedere

### THE IRONY

[RAN Sailing] tried hard to get a short extension of their stay in the USA, but they were told to get out of the country. They had to rush south to Mexico or become illegal aliens. The irony! Catch it in episode 161, RAN Sailing, on YouTube.

Kevin

Latitude Nation



JAKE GOZA

### I MISSED THEM . . .

Disappointingly, I missed meeting Malin and Johan when they came through the Bay Area, but I completely agree with the Goza family about the RAN Sailing videos on YouTube. Not only are they pragmatic sailors, the couple clearly enjoys sharing their explorations with the rest of us.

The *Delos* videos take a different approach to cruising (I follow them too) but RAN Sailing is clearly my favorite escapism.

Peter Detwiler

Sacramento

*That's Johan Hammarlund and Malin Löf in Sausalito last summer, with William Thomas Goza in the foreground.*

### AND AS LONG AS WE'RE TALKING ABOUT YOUTUBE SAILORS . . .

*Sailing Zatarra* is fun. They admit they are not really sailors, but they do pretty good with the help of a lot of tech. *Burns on a Boat* is goofy, and they are just working on their boat. Don't know if they will ever actually sail.

Joe

### WHAT HAVE YOU BEEN D.I.Y.-ING LATELY?

A few weeks ago, I was sailing with my 'winter' sail, the genoa. During a gust, the track pulled up. Needless to say, I terminated that sail pretty quickly.

Fortunately the trip back to my slip (in Alameda) was on the other tack (and mostly downwind). It turns out that the genoa track is only screwed into the teak toerail, which is through-bolted and holds the deck-to-hull joint together. The boat is only 24-ft long, so the screws are actually strong



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## LETTERS

enough, assuming the 51-year-old teak rail doesn't split. Unscrewing 10 feet of one-inch stainless flat track was made easier by an electric screwdriver. I then epoxied the cracks and clamped them over a few days. I re-screwed the track (and moved it forward by a few feet, to better suit more modern sails). I just finished the job on the last trip to the boat, so haven't had a chance to try it out yet.

Oh, I still need to move the track on the other side, so the boat is currently asymmetrical.

Scott Henry

Amaya, 1968 Yankee Dolphin 24  
Fortman Marina, Alameda

### ↑↓ D.I.Y.-ING? ALL THE USUAL STUFF. BUT NOW I HAVE A 3D PRINTER

We purchased a 1986 Olson 25 in summer 2018. All the usual stuff needed upgrades: running rigging, standing rigging, sails, getting the cruising stuff off the boat, etc. But perhaps the more interesting aspect has been incorporating parts printed from my home 3D printer. As material options improve and the price of personal 3D printers drops, this seems like an area that will likely continue to evolve and expand in the niche world of boat parts.

To date, we have printed and installed a number of different parts that either provide a level of customization or avoid the cost and hassle of sourcing commercial parts. Most parts are printed out of a PETG carbon-infused filament. This provides good UV protection, and the carbon adds improved stiffness and compression strength. This is not anywhere near the same as actual carbon, but a step up from the more common plastics used for 3D printing. In general, we only use 3D-printed parts where load-bearing is low and not in tension.

A few examples (most are simple solutions to not-uncommon problems):

— We had an issue with our traveler lines getting fouled in the double block on the cockpit sides. One simple spacer to the rescue.

— One of the stripper guides on our old Harken 32-2 winches was broken. This is a plastic, non-load-bearing part.

Harken no longer has this part, but we were able to source a design online and print. The part has been working flawlessly for 18 months now.

— We needed a replacement cover for the deck plate. This is one that we could have probably sourced through a number of marine suppliers, or even replaced the receptacle. But making your own has a certain appeal.

— We wanted to put a cover on the back side of



**A simple spacer to prevent traveler lines from getting fouled.**



**Deck plate replacement.**



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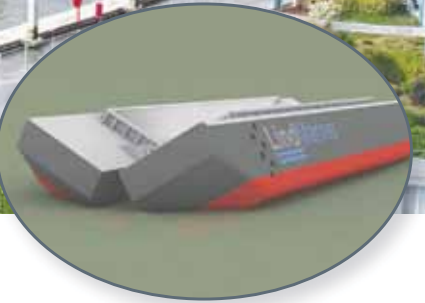
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## LETTERS

the knotmeter to protect wiring and connections.

— We wanted to replace the holder for the tiller extension and are not a fan of the metal spring designs.

— The main floorboard was originally installed with four screws, making it a pain to remove and sponge out the boat. We designed and printed a spring-loaded clip to make the

floorboard easily removable and ensure it stays in place underway.

— A simple cover for the upper shroud turnbuckle. This is covered in low-friction tape and allows the genoa and the sheets to pass over the turnbuckle more easily. It also means we do not have to replace the low friction tape any time we either drop the rig or tune the shrouds.

It's been a fun way

to solve problems at very low cost while at the same time getting it exactly as we want it.

Dave Gruver  
Sketch, Olson 25  
Sausalito

### ↑↓ WHAT KIND OF TRANSPORTATION DO YOU HAVE ON YOUR BOAT?

We found this photo, of a yacht with what we think is a



Fiat on the aft deck, on one of our favorite sailing social media sites. Naturally, we were curious what kind of transportation you have on your boat.

Four years out of SoCal, but the SoCal ain't out of me. Two electric boards and a regular skate. Current location Krabi, Thailand.

Scott Thomas  
*Morning Light*, Explorer 45  
San Diego

Decades ago I had friends with a 90-ft motorsailer, which had a Honda on the top deck next to the launch. Sadly, they had to cut it loose in a storm.

David Barten  
*Ikani*, Gecco 39  
San Diego

What kind of transportation do I have on my boat? The coolest kind — a jetboard.

Simon Jordan *"SoCal ain't out of me."*



DAVE GRUVER

*A new tiller-extension holder, courtesy of a 3D printer.*

THE INTERNET

SCOTT THOMAS



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## LETTERS



SIMON JORDAN

Note the jetboard on deck.

My broom!

Jim Cope  
ex-Caranita, 21-ft sloop

↑↓ **WHAT KIND OF  
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ONBOARD? (WE'RE  
TALKING ABOUT SAILING**

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Cathy Simon  
*Celebrate*, Tassel 58  
Spokane, WA/Nuevo Vallarta, Mexico

Inspired by Joshua Slocum's spirit of adventure, I named my Lagoon catamaran *Spray* and sailed to the Bahamas. I'm loving it!

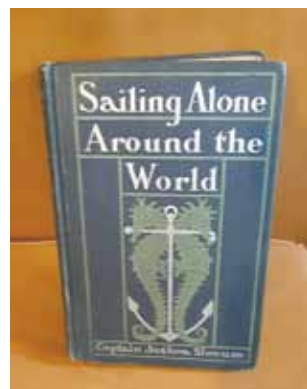
Byrne Falke  
*Spray*, Lagoon cat  
Currently in the Bahamas

My first edition is always with me aboard S/V *Thane*, a modified wooden *Spray* replica. I have read it numerous times.

Rob McCallum  
*Thane*  
Victoria, BC

Great book, and an awesome feat, although if you read some of the stories written about Slocum in the *Coast Seaman's Journal*, you'd know why he was sailing alone.

Colin Dewey  
Turning Point, Ericson 29  
Encinal YC, Alameda



ROB MCCALLUM

Rob McCallum's copy of SAATW.

I read it a long time ago and it is still on my bookshelf. I'm double impressed he could make corrections to the sight reduction tables on the fly.

Michael Scott  
*Latitude Nation*

↑↓ **WEIRD ROUNDINGS OF WAYWARD MARKS**

I think we found the ultimate wayward mark when doing a Lightship race. As we approached the expected location all we saw was a Coast Guard buoy tender that was underway west slowly, but no Lightship buoy.

Once we got closer we all realized the Lightship buoy was on the Coast Guard tender, being repaired. Eventually we decided in the spirit of the race that if we rounded the tender we could consider that we had rounded the Lightship. Everyone else in the race did the same.

Steve Haas  
*Tesa*, Catalina 42  
San Jose

↑↓ **CHASING AND MAKING THE MARK**

I remember the Jazz Cup a few years ago when the last downwind mark dragged upstream, with boats chasing after it to try to round it.



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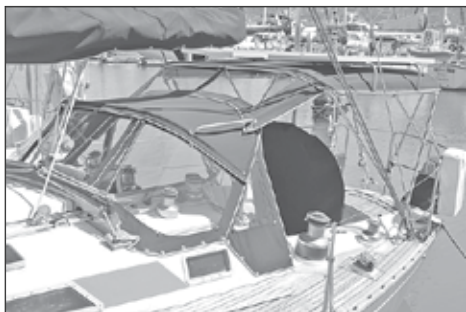
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## LETTERS

Luckily, we had rounded before it broke free.

Greg Clausen  
*Free Spirit*, Beneteau 390  
San Rafael

### ↑↓ A RAFT-UP TO RING IN THE NEW YEAR

Cool that you caught a picture of our raft-up! [Jeremy is referring to the January 3 *'Lectronic*, *Welcoming the New Year Under Sail*.]



LATITUDE / CHRIS

*The Colvic Watson 'Nord Heks' is the green hull in the center. Her trusty anchor, which apparently held these boats plus two more at Clipper Cove on New Year's Day, is deep under water.*

We left Clipper Cove because the tide was high at 3 p.m., and I wanted to get past the shallows at the mouth of the Cove, so we disbanded the rest of the raft and caught the last of the tide push and sunlight back to the South Bay. We were anchored out all night and the anchor never budged from

its trusty holding in the mud, even with a total of six boats hanging on. We use a stainless steel spade 120.

*Nord Heks* is a Colvic Watson, 34-ft 6-in at the waterline and 38-ft overall. She has a full keel with 4-ft 6-in draft.

Jeremy Deininger  
*Nord Heks*, Colvic Watson 38  
South Bay

### ↑↓ TIDE WIMPS?

I wouldn't want to suggest that Californian boaters are tide wimps, but getting excited about a tidal swing of seven feet? [Ron is referring to the January 8 *'Lectronic* *Latitude*, *Beware the King Tides*.]

Tides in British Columbia and Washington state are fairly commonly 15 feet in the summer — even more in Alaska and, of course, on the East Coast, the Bay of Fundy swings over 40 feet. Your area is positively lake-like compared to what your northern comrades deal with.

Ron Richings

Ron — Sure, we'll give you your tides, man, which are admittedly milder at our latitude. The point of the article wasn't about the degree of tide swing, but rather, the flooding that occurs here in the Bay as a result. With the combination of winter runoff from our wet season, as well as sea-level rise, King Tides can wreak a certain amount of havoc on our docks, piers and waterfront roads.

It's not that we're like, defensive or anything, but do you really want to call the Bay Area "lake-like?" We've heard many Pacific Northwestern sailors use the term 'stick boating' when referring to the high-pressure-system summers that envelop the higher latitudes and turn sailboats into motorboats. Meanwhile, down here in the Bay, it's blowing 25 every day.

It's not that we're wind elitists or anything, but we do feel



## LETTERS

*that we've paid our dues — and we'll happily pay them again next summer. We're sure that there's a certain seamanship that's bred from dealing with big tides, but we would invite you to come visit the Bay next summer, and experience the seamanship forged from our seven-month-long windy season.*

### ⇅ **MERCURY WINNER INVITES YOU TO GO SAILING**

I wanted to thank *Latitude 38* for the 'shout-out' in the December winners story. Like in all classes, the people involved are moving in and out. After 80 years of Mercury history, it doesn't mean we can rest on our laurels and expect people to come banging down the door wanting to sail a Mercury.

There are all kinds of positives I could mention, but I have always felt that actually experiencing a boat was the only way to know if it was a right fit. The Richmond Yacht Club has a great program we used for the high school sailing, "Come Sail Day," but they now call it "Sail a Small Boat Day." Mercurys have participated in the last two, and will be there again this year. Come leap into one on February 29 at RYC.

Lyn Hines  
Citron, Mercury  
Richmond

### ⇅ **A CAUTIONARY TALE ABOUT SELLING YOUR BOAT**

After I placed an ad in the October issue of *Latitude* to sell my boat, I had a buyer within the month. The new owner is from out of the area and decided to buy the boat without a sea trial, survey or even wanting to start the engine. Very odd to me, but if that's what he wants, OK. There was a huge learning curve in the new owner trying to figure out how the boat works, with lots of emails and phone calls to tell him what he does and how. I even had to show him how to raise the mainsail (he never even looked at the sail before buying the boat). He told me he was going to deliver the boat a few hundred miles north to its new home port, and was going to do it solo because he had no one to help. Wow, really? A solo offshore passage north in the winter? Last I heard, he figured out how to start the engine and was going to be off.

A few days later, I was awoken by the police department coming to my house at 3 a.m. to check on me because the Coast Guard asked them to. They asked if I was the owner of the boat; I told them I sold it a month ago. They made me call the Coast Guard to confirm this. I was told that my former boat was found 10 miles offshore and 200 miles from San Francisco motoring on autopilot. It was reported to them because its masthead distress strobe was on. They sent a helicopter because the seas were too rough; it hovered overhead for an hour while they tried to make contact by VHF and loudspeaker. No one was spotted. I spent the rest of the night and into the morning talking to the CG. They wanted a description of the new owner because they believed he'd gone overboard and they were searching for his body. We also tried to judge how far the boat could go on the amount of fuel it carried.

My last call from the CG was them telling me that after 8-plus hours of tracking the boat, the owner came outside and said he was sleeping. They were going to board the boat and check things out.

So many, many things had been done wrong:

— The first time the new owner leaves the slip, he does an offshore passage north in the middle of winter while not knowing much about the boat's systems or even how to sail it. And not waiting for a good weather window because he was in a hurry to get it home.

— No float plan filed with anyone in case he was overdue.


— Sailing solo without crew to help with the boat or



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## LETTERS

maintain a watch.

— Not changing the boat's documents with new owner emergency contacts.

— Not monitoring VHF.

— Turning the emergency strobe on.

— The boat did not have AIS, so it was in stealth mode.

I'm glad the guy made it, because that night all of us were sure he was dead and the Coast Guard had to deal with it. I am just blown away that the CG helicopter was hovering for an hour over the boat and the guy slept through it while motoring at 5 knots offshore during the middle of the night.

Former boat owner  
Marin County

### ↑↓ A STUDY LINKED HIGH LEVELS OF DEPRESSION, ANXIETY AND SUICIDAL THOUGHTS AMONG SEAFARERS

The article [from a November 19 post on *gCaptain*] described the problem as very poor working conditions, including violence and bullying as well as "lack of adequate

training, an uncaring work environment, low job satisfaction, and existing medical conditions." That's not the sea's fault.

I'll stick with Melville's prescription (spoken by Ishmael):

"Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos get such an upper hand of me, that it requires a strong moral principle to prevent me

from deliberately stepping into the street, and methodically knocking people's hats off — then, I account it high time to get to sea as soon as I can."

Rick Drain  
*Espire*, 1965 Ocean 40  
Alameda

### ↑↓ THE MIND FIRST, THEN THE SEA

These are not times that people are happy. The family, the community, nation and globe are in conflict because people do not know their mind. Schools should train people on the mind *first*. The Maritime Academy is depressing enough but like all schools it's not like the real world.

If you can't shut off the music and live within the confines of your own head, (most cannot), then you won't be happy. Happiness is not a place. It's only in its anticipation that we field our desire. Cynicism is 'caution', and if at the helm, that is what drives your world.

Will Leroy

AUGUSTUS BURNHAM SHUTE



Ishmael, left, and Queequeg, middle, are directed to the 'Pequod' in an illustration from a 1920 edition of 'Moby-Dick'.

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# LETTERS



LATITUDE / TIM

*The 'Point Reyes', a wrecked fishing boat in Inverness, has apparently become a draw for people looking to get that perfect shot for social media. "This abandoned boat in Inverness used to be a favorite of North Bay locals, but thanks to its booming popularity on Instagram, it was sadly loved to death," reported SFGate. "In 2016, the fishing vessel was gutted by a fire. Locals speculated that the fire was started by photographers using lit pieces of steel wool for a nighttime lighting effect."*

↑↓ **MUCH OF THE BAY AREA'S WATERFRONT HAS BECOME FODDER FOR PHOTOS. ESPECIALLY THIS ONE BOAT . . .**

I quit trying to photograph S.F. and the Bay in about 2016. There are too many selfie-takers out there. The end for me was when I was with a historical preservation group photo-documenting a site and a bunch of tourists with cell phones just crowded the site and got very rude when we asked them to move.

Douglas Love

Same reason I don't post about the exotic anchorages we visit any more.

Joe Saylor

While I count myself as one of the saddened people who are outraged by this stupid act, I also note that I've already shot the boat several times, once even after the fire.

Bill Daniels



GREG CLAUSEN

I expected much worse when I went to shoot her at dawn in fall 2017, but I can guarantee you I was not alone that morning, and had to work hard to have a shot with no people in it.

Chris Tucker

Very cool pics, but at the end of the day, it was just trash littering the bay.

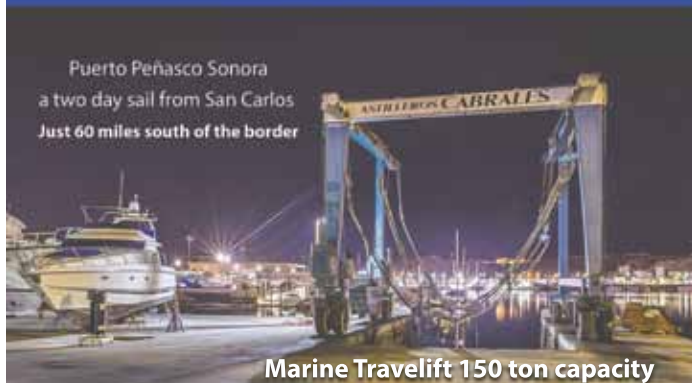
Erik Camo Linker

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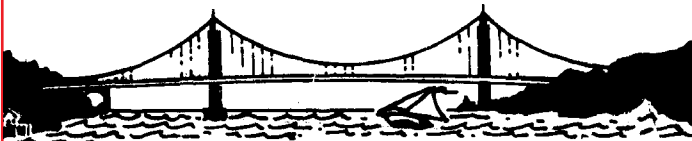
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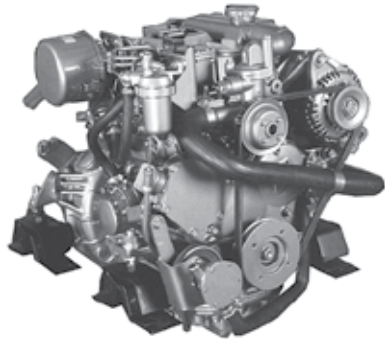
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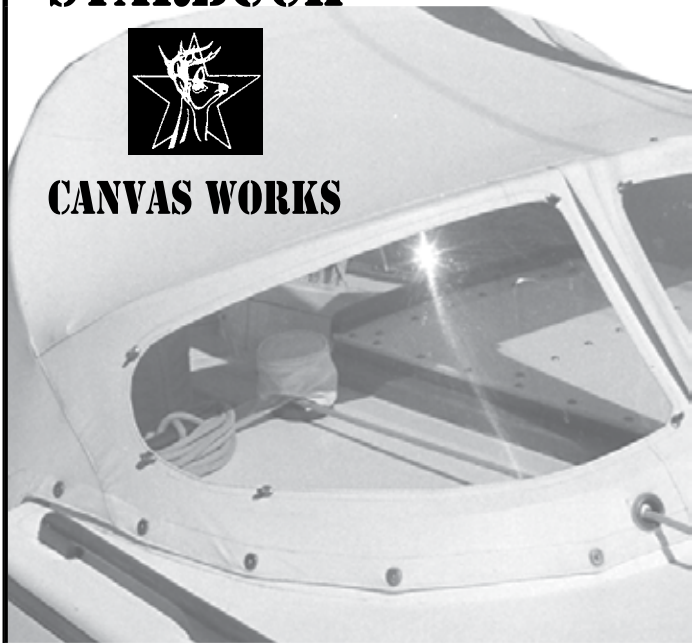
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## LETTERS



BILL ULRICH

If you don't like being constantly around an excessive number of people, you might consider leaving the Bay Area.  
Shube Dubedo

Shube — No, sorry, we don't subscribe to the 'love it or leave

"I caught it like this," wrote Bill Ulrich.

it' theory. It's true, the world is getting crowded, and a certain amount of acceptance, tolerance and patience is necessary to be a good, welcoming neighbor. But we don't believe that because the place where we were born and raised is becoming crowded — and because there are some weird social habits being spawned by technology — we should pack up and leave when times start to change. Because guess what? The next waterfront we move to will also get crowded, and the next rustic wreck will draw hordes of social media-lites.

Rather than running away, we prefer to engage these problems, and at the very least, start a conversation and listen to what people have to say. As is typical of the human experience — especially among those of us who have a soap box upon which to preach — we are guilty of everything that we now find annoying: We have taken pictures of the Point Reyes and other iconic Bay Area waterfront locales. We have snapped selfies on the docks. We're not saying that waterfront photography should be banned, we're just saying that maybe, just maybe, we should start developing some manners and decorum around this evolving part of our lives.

### ⬆️ A CAUTIONARY TALE ABOUT REZONING IN SAUSALITO

My name is Brooke Marino. I am both the education director and a general boatyard employee at Spaulding Marine Center and Boatworks.

I am writing you today to express my concern for the zoning changes and soon-to-be-proposed development of the Marinship. As a part of the working community in a boatyard that has been active on the Sausalito waterfront since 1951, I can attest to what a truly special place the Marinship is. The Pacific Coast is peppered with the ruins of bygone maritime industry, and few are the places that have been able to resist the gentrification of once-working landscapes. Fewer still are the people who recognize what is lost when we swap the cultural depth and vibrancy that comes from industries and economies firmly rooted in place for a spectacle marketed at tourists and vacationers.

The layers of material history, the structures, vessels, and stories that have built up along the shores of Richardson Bay are unlike those of any other place, because *they are* of this place. Likewise, the skills of maritime tradesmen and women in the Marinship have been sharpened against the rocky shores and cultural context of Sausalito. This sort of experience is invaluable and ought be treasured, protected, and, importantly, worked and improved.

As a global citizenry, we are at a critical juncture as to how we move forward in the structuring of our societies and economies in the face of the multifaceted existential crisis commonly referred to as climate change. I firmly believe that industry, specifically local and regionally specific industries,



# LETTERS



WIKIPEDIA

**An abandoned building in the Marinship. You could probably make more money doing something else on this land, like building condos, but is that the kind of community we want to live in?**

are a necessary part of insuring the resiliency of both land bases and economies. These industries will need to be adaptive and creative in addressing these challenges, and they will need their communities' support, not abandonment. If Sausalito is interested in fostering a resilient community, decision makers will have to begin to value the relationships and skills forged from those who work this waterfront above possible revenue from real estate investment and good views for the elite.

Sausalito's City Council are the cartographers tasked with the mapping of the future of the Sausalito waterfront. That map can still be drawn in several ways, the result of which may be a city and a stretch of shoreline indistinguishable from so many others, washed clean of the marks of history and the hands that make this place distinct. Or it can choose to leave the Marinship on the map, to invest in the working parts of this city, and to help navigate us toward a resilient future.

Brooke Marino  
Spaulding Marine Center and Boatworks  
Sausalito

*Brooke — We couldn't agree with you more. We don't believe in the public-planning theory of "highest and best use," which suggests all decisions gravitate toward the most economically productive value, or the most money to be made from real estate.*

*Democracy was created so people didn't have to live by a Murphy's Law perversion of the Golden Rule, which states, "Whoever has the gold makes the rules." We urge everyone to speak up now and voice their support for a working waterfront. And please go to page 64 for our coverage of Sausalito's evolving waterfront.*

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

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

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## LOOSE LIPS

As connoisseurs of fresh, high-quality, locally grown artisanal captions, we have come to recognize the unique vintage inspired by the so-called 'crossing photos', where the reflexive entry is, with great fidelity, "Starboard!" Of equal prominence is that most famous of Captain Ron's maxims: "Don't worry. They'll get out of the way. Learned that driving the old *Saratoga*."

A few readers brought to our attention, without irony, that this photo does *not* represent a crossing situation, but instead, the ship and boat's proximity is an illusion created by the camera — which is in fact true. As purveyors and curators of good caption, we realize that perhaps we, as a *Latitude Nation*, have outgrown this particular varietal. Onward and upward, then. Here are this month's top 10 entries, aaaaaannnnnnndddd the winner:



LATITUDE / JOHN

"Yelp review for 'Argent Sunrise': Worst boat washing service ever!"  
— Vince Clements

"We're on starboard so I'm sure they will give way any second now." — Mark Wheelles

"Have you ever stopped to consider the inconsequential nature of our existence in relation to the larger universe?" — Bill Willcox

"Honey, did you renew the insurance on the boat? How about our life insurance?" — Jerry Kepler

"Sweetheart, would you fall off just a tad?" — Mark Blackburn

"Honey, grab the EPIRB while you're down there." — Jim Cope

"Scotty, more power to the shields." — Dave Peterson

"Hold your course. We don't want to confuse him with any quick moves." — Brian Richards

"And then the wind died for 950 feet." — Alan Mathison

"Sailboats have right of way! Oops, are we in a shipping lane? OMG, this is gonna really hurt!" — Rube G. Junes

"Prepare to come about and ride that wake! COWABUNGA!"  
— Marcus Cove

"Sailing saved my life. Sailing brought me closer to the sea, to nature, and to God — if I believed in that sort of thing. And yet, sailing also took so much away. What if I had been as passionate about my job, or my relationships? In the end, sailing was just like life: It gaveth, and it tooketh away."

— anonymous



# LOOSE LIPS

"A photo shared by NASA of an unusual sunrise over the Persian Gulf went viral because of the sun's uncanny resemblance to a pair of devil horns," Fox 2 Detroit reported on January 9. "The sunrise shot was snapped by photographer Elias Chasiotis, who was on vacation in Al Wakrah, Qatar to catch the solar eclipse that occurred on Dec. 26 [2019]."

"The visual phenomenon seen in the photo is the result of the moon eclipsing the sun at the same time that there was an inversion layer of unusually warm air in the Persian Gulf. This warm air essentially functioned like a refraction lens, causing the mirage/mirror effect seen at the bottom of the 'devil horns.' Chasiotis submitted the photo to NASA's Astronomy Picture of the Day (APOD) via Dr. Robert J. Nemiroff, a professor of physics at Michigan Technological University and an editor for APOD."



ELIAS CHASIOTIS

We found the photo of the 'devil's horns', which was captured in Qatar by photographer Elias Chasiotis, floating around on social media.

"The Earth's atmosphere created two images of the Sun as it was being partially eclipsed by the Moon," Nemiroff explained. "The relatively warm air over the Persian Gulf caused an image of the Sun and Moon to dip near it. A similar effect occurs when you're driving down a road in the summer, and the warm road ahead seems wet. It is not really wet; you're seeing a second image of the sky." The common term for this kind of mirage is *Fata Morgana*, named after the fictional Arthurian character Morgan le Fay, who used mirages to lure sailors into traps. *Fata Morgana* mirages could potentially be the source of the legend of the *Flying Dutchman* — sometimes the mirage effect is so strong, it can create the optical illusion that a ship is flying above the horizon."

Latitude reader Jim Cope saw the 'devil's horns' image on our Facebook page, and was reminded of a strange, hot day in the Bay Area. "I just love the optical illusions the heat can produce, especially down at the water's surface. Years ago, during a September heat wave in 90-plus degrees, we were 'sailing' off Berkeley (maybe 3 knots), when the entire middle span of the Golden Gate Bridge was above the North and South towers. It looked like a piece of orange spaghetti. I'll never forget that. It lasted several minutes."

"But [with men aboard], a woman sailing with me will never be recognized for her skill. I thought the only way we'll prove that women can do this is if we have an all-female crew." — Tracy Edwards. The documentary *Maiden* received a 'shortlist' nomination for an Oscar.



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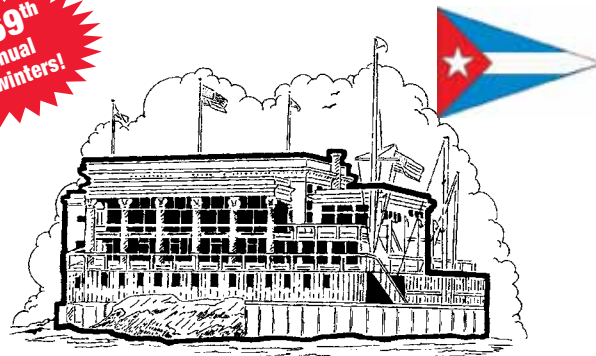
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## destination: wherever you are

We here at *Latitude 38* would like to think that we're about more than just the sailboats and the ensuing adventures they may bring. To be sure, we love talking about provisioning, passagemaking, equipment and technique. But more than the methods, we believe in the dream. It is the simple idea of throwing off the docklines and pointing the bow toward the horizon that excites us most. The dream sustains us through the realities of financial trouble and old, troublesome engines and mile-long lists of boat projects. For this reason, we think that lots of people, whether they sail or not, have dreamt of an iridescent blue lagoon surrounded by a white-sand beach in the South Pacific.

The vision of a tropical getaway is easy; it's almost wired into our DNA. The dream that's harder to imagine — perhaps because, on the surface, it seems plain, even boring — is what shape our local communities will take in the next five, 10 and 50 years. This dream is not sexy; there's no blue lagoon as a reward at its end. There are only long hours spent at city council meetings. There's only persistence and diligence, and the sole prize is that we simply try to maintain a lifestyle that we grew up with, rather than seeing an old boatyard or chandlery or marina bulldozed, or seeing a once-thriving waterway silted in.

As a case study, consider dredging in the San Rafael Canal.

Designated as a federal waterway 100 years ago, the Canal was last dredged in 2011; some areas haven't been dug since 2002. Dredging San Rafael Canal is not just a matter of preserving a lifestyle or providing access for sailboats; there are also very real public safety concerns. We reached out to Congressman Jared Huffman's office, which told us that, "[The Congressman] believes the Canal will have public safety benefits, including not only flood and sea-level rise mitigation, but also the use of the Canal by first responders, using the Canal as a base, as well as a location for refilling helicopters during wildfires."

The Canal is technically on a seven- and four-year cycle to dredge its outer and inner sections, respectively, but the money for these projects has not been consistently allocated by Congress. The net result is that municipalities must lobby the US Army Corps of Engineers. In spring 2018, San Rafael Public Works Director Bill Guerin and Nadine Urciuoli, the CEO of the newly formed San Rafael Channel Association and general manager of Helmut's Marine Service, went to Washington, DC, to meet with Corps of Engineers officials for that fiscal year. The *Marin Independent Journal* described that year's multi-faceted effort as a "full-court press." Also involved in the lobbying were two Marin County Supervisors, who received pledges of support from Senator Dianne Feinstein and Congressman Huffman.

Despite these efforts, San Rafael Canal has still not been dredged. No one is at fault; this is simply the protracted nature of the process. It is fair to say that stronger environmental regulations have made dredging more expensive. One local harbormaster told us that pesticides used in residential landscaping drain into the Canal, creating toxic soil that, when dug up, must be hauled by barge to a designated site where it can be safely dumped, thus dramatically increasing the cost of the project. We think that strong environmental laws are a good thing, but recognize that they come with a trade-off.

We asked Congressman Huffman's office if they could pinpoint a date for dredging. "The timeline is dependent on when the Army Corps provides the funding, so as of now there is no estimate," a spokesperson told us. When we asked if the congressman has to "lobby" the Army Corps of Engineers, his office said that the process was more like "advocating."

Publicly, Congressman Huffman said, "I'm pushing the Army Corps of Engineers to include dredging the San Rafael Channel, along with the Petaluma River, in the upcoming agency work plan that's due later this spring." The Congressman described the many meetings and repeated pleas for action: "At a Transportation and Infrastructure Committee hearing earlier this month, I pressed Assistant Secretary

continued on outside column of next sightings page

## spring crew list party

Over the decades, *Latitude 38's* Crew List parties have connected untold numbers of skippers with willing sailors eager to accompany them on watery adventures near and far. Partygoers range from young bucks to old salts, first-timers to regulars who wouldn't miss it, fierce competitors to passagemaking explorers to casual picnickers. Somewhere in this melange of sailorly social mixing, the right match(es) await you.

As they have for many years, the Golden Gate Yacht Club on the San Francisco



The turning basin of the San Rafael Canal, near the Grand Avenue Bridge and San Rafael Yacht Club, as seen in late January on a -0.7 dead-low winter tide.

LATITUDE / TIM



## coming march 5

Marina will generously open their doors for the Spring Crew List Party on Thursday, March 5, from 6 to 9 p.m.

Admission will be \$10 (cash only), or \$5 if you are 25 or under (bring an ID). Everyone is welcome at the party, and no reservations are required. There's no recommended dress code; come as you are, whether you're coming straight from your boat, from the FiDi, or on your way to a dressy event.

Included in the price of admission are  
continued in middle column of next sightings page

## wherever you are — continued

James and Lieutenant General Semonite of the Army Corps about this significant regional dredging backlog, and the federal appropriations bills for 2020 directed the Army Corps to prioritize both dredging projects. I hope we'll see good results in the agency work plan due later this spring so that we can finally address the recreational, commercial, and public safety problems that come from delayed dredging."

Tireless work is involved to protect and realize our vision for the kind of community we dream of having. If you're wondering what you might do, please consider writing a letter to Congressman Huffman's office urging the Army Corps of Engineers to dredge. Letters can be sent to either 999 Fifth Ave. Suite 290, San Rafael, CA 94901, or 1527 Longworth House Office Building, Washington, D.C., 20515.

— tim



# SIGHTINGS

## roy's new toy

Roy Pat Disney's *Pyewacket* has registered for the 3,575-mile Transpac Tahiti Race, which will start from Los Angeles on May 28. This is not his old *Pyewacket*, mind you, this is his new *Pyewacket*, actually a 9-year-old Volvo 70. The boat lived her first life as *Telefónica* and raced for Spain in the 2011-12 Volvo Ocean Race. In her second life, she was a turboed Aussie named *Black Jack*.

*Pyewacket*'s homeport is National City in Chula Vista, down by San Diego. "The reason for that is she draws 19 feet," explained her rigger, Scott Easom, "so she can't make it into Marina del Rey where our other boat is. She can't make it into Long Beach. She can only be in either San Pedro or San Diego. That's where all the Navy ships are, so it's deep."

The team has been working on a major refit, including a new engine. "The engine runs 24/7 because all the winches are controlled by hydraulics, and the hydraulics run off the engine," said Easom. "We have a bunch of her lines here at the shop; we'll be making new

## spring crew party

appetizers; *Latitude 38* logowear door prizes; color-coded, informational name tags; and a sailing slideshow. GGYC will sell drinks at their bar.

There's free parking between the St. Francis and Golden Gate clubhouses and west of St. Francis YC. Just be careful to avoid the red spots; they're reserved for slip renters.

Among the highlights of the evening will be Sal's Inflatable Services' liferaft. A party guest will get to pull the cord, inflating the raft right in the middle of onlookers, who will then have an opportunity to pile in and snap selfies.

You can sign up to crew or find crew

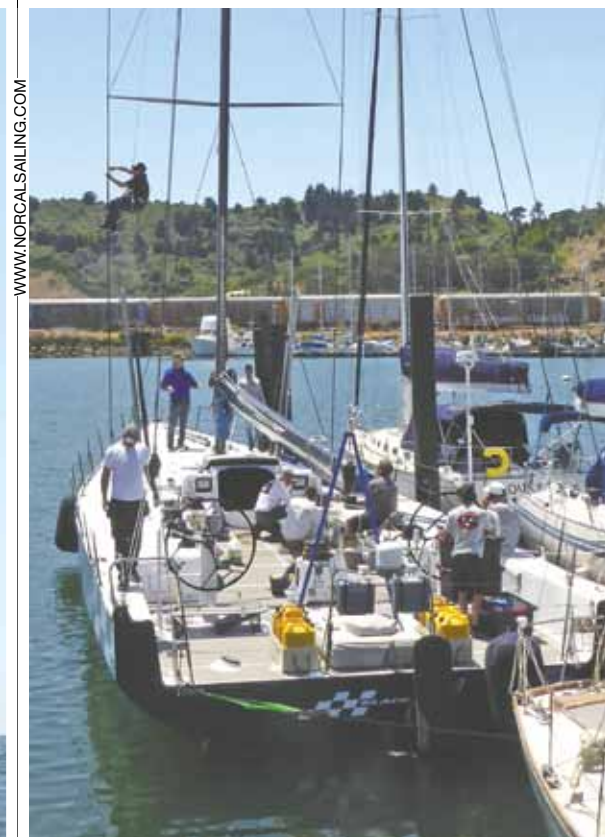
**Clockwise from left: 'Pyewacket' sports a Code Zero during practice; the 'old' 'Pyewacket', an Andrews 70, finishes the 2017 Transpac; the 'new' 'Pyewacket' starts the Berger/Stein Race in January; practicing off Point Loma; still branded as 'Black Jack', she was prepped at KKMI last May.**



SHARON GREEN / WWW.ULTIMATESAILING.COM



NICK MCCABE



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## — continued

using our free online Crew Lists, but you don't have to be on a Crew List to come to the party. One advantage of signing up soon, though, is the chance to make contacts whom you can then arrange to meet on the neutral ground of the Crew List Party. You're not required to register yourself in order to peruse others' listings. Find all the lists, the forms to fill out for yourself, and updates about the Crew List Party at [www.latitude38.com/crew-list](http://www.latitude38.com/crew-list). While you're there, you may also opt in to get occasional emails about the Crew List and Crew List parties. We don't sell your information or share it with anyone else.

continued in middle column of next sightings page



ANDY KOPEZKY

NICK MCCABE

## roy's toy — continued

running rigging. We've done a few new sails, new rudder and keel bearings, and some electronics."

The crew has been practicing off the SoCal coast. "We've done some crew practices, because it's quite a technical boat," explains Easom. "This is not a boat where you show up the day before the race starts and just take off and go. You've got to do some practicing.

"We love the old boat," he pointed out, referring to the Andrews 70, also named *Pyewacket*. "The old boat is a perfect old guys' boat, because the rig is very short. You can pick up the sails and carry them around, no problem. This boat, while it's 70 feet just like the old boat, it is twice as big at least, in terms of loading, speed and technical attributes.

"It's a challenge again. We're very good at sailing the old boat. This is a completely different animal. Fortunately, when Roy Sr. was alive, we had the Reichel/Pugh 86, a canting keel MaxZ86, and then we cut that boat in half and made it a 100-footer. So we've sailed on big boats before. It's not a problem. It's just that this thing is wickedly fast and loaded up. Fortunately, we do have hydraulic winches for everything, but we still have to move sails around on the deck, so it's a very physical boat. When you're doing 30 knots and you stuff the bow, that can take your feet out from under you. So you have to be very careful and deliberate when you're adjusting everything on the boat because of the hydraulics. You can really do a tremendous amount of damage if you don't know what you're doing."

The team has recruited some younger sailors who have Volvo 70 experience, particularly most of the people up on the bow. The Tahiti crew is not yet finalized, but Easom expects around 12 will sail the boat in that race.

Ahead of the Transpac Tahiti, *Pyewacket* will sail in San Diego Yacht Club's Islands Race on February 21-22. That race starts in Long Beach, sails around Santa Catalina and San Clemente Islands, then finishes off Point Loma. Next up will be the San Diego to Puerto Vallarta Race on March 5-13 (but not MEXORC afterward; the boat will turn right around and go back to San Diego). NOSA's Newport to Ensenada Race on April 24-26 will wrap up *Pyewacket's* winter-spring West Coast schedule.

After Tahiti, "I'm personally pushing for us to take the boat to Australia and do the Sydney Hobart race and then some other races down there," says Easom. "The boat would then come back to San Diego. Transpac would be on our list the following year for sure, because that's one of our favorite things to do.

"It's a very exciting boat. For us, as a rigging company, it's great to get challenged again at this point in our career. This boat definitely demands incredible rigging in the way of the weight and breaking strength. It causes us to think critically again about what we're doing and develop some unique and thoughtful stuff. It's fun for us. This boat demands that we come up with some super-nice, competitive stuff."

As of press time, 13 boats had signed up for the Transpac Tahiti, including Peter Askew's Maryland-based Volvo Open 70 *Wizard*; Erik Brockmann's Volvo 65 *Viva Mexico* from Acapulco; Bob Lane's Long Beach-based Andrews 63 *Medicine Man*; Steve Meheen's Botin 80 *Cabrón*; Benoît Parnaudeau's Tahiti-based Class 40 *Nacira*; Andy Kurtz of Sebastopol's Columbia 57 *Angelique*; Damon Guizot's R/P 77 *Zephyrus*; Kjeld Hestehave's Tanton 73 *Velos*; and Jim Partridge's Antrim 49 *Rapid Transit*, built at brother Cree's Berkeley Marine Center. See [www.transpac-tahiti.com](http://www.transpac-tahiti.com).

— chris



**Rigger Scott Easom checks on prep work in progress at KKMI in Richmond after 'Pyewacket' was shipped from Australia.**

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# SIGHTINGS

## what you can't see

Despite keeping a lookout with both eyeballs and electronics at all hours of the day and night, some of the biggest threats to safe offshore passagemaking are hazards you simply cannot see, especially after sunset — things like semi-submerged chunks of rubble and migrating whales sleeping on the surface. But as we learned recently, impossible-to-see elements *inside* your boat can be equally threatening.

Before setting sail from Mexico to French Polynesia last spring aboard our 34-year-old cold-molded trimaran *Little Wing*, my wife Julie and I spent countless hours — and probably enough money to buy a small tropical island — making typical upgrades, including new sails, new electronics, new safety gear, a down-to-the-bare-hull bottom job, and new rigging. Through the process of installing, replacing or rewiring everything from a fridge compressor to an anchor windlass, I felt as if I'd squeezed my head, arms and shoulders into every nook and cranny on the entire 42-ft boat. Except one, that is: the tiny bow compartment that's separated from the forepeak by a 2-inch-thick solid mahogany bulkhead. Through-bolted to it is the forestay's 15-inch-long chainplate, made of 1/4-inch-thick stainless steel. A fist-size hole in the bulkhead allows the only possible inspection via a mirror or small camera.

At 4:00 in the morning on the day after Christmas, as we beat upwind from the Tuamotu atolls to the Marquesas Islands, that beefy chainplate broke in two a couple of inches below the deck, sending the forestay, plus the roller-furling gear attached to it and a half-deployed genoa, flying across the foredeck. The whole works lashed back and forth against the upper and lower shrouds like an angry bull determined to break free of its tether, and the sturdy Pro-Furl housing jackhammered our newly-painted foredeck mercilessly.

Luckily, we were able to hog-tie the furler, pull down the genny, and stabilize the deck-stepped mainmast with spare halyards led forward before the damage escalated to game-over status.

After dumping the mainsail to take pressure off the rig, we caught our breath and took stock of our situation. It was at that point that we gained a new appreciation for our seldom-used, removable Solent stay. Top-ended just beneath the forestay, it would allow us to keep sailing upwind — 'jib and jigger' — using an old hank-on headsail in combo with our mizzen. Clawing upwind at only 2 to 3 knots, the remaining miles would be very slow going, but at least we wouldn't have to abort the passage and retreat hundreds of miles downwind to Tahiti.

Did I mention that we'd lost the use of our diesel engine earlier that same day? Yeah, that too. Without it we had to maximize collection of solar juice through our four panels in order to keep the batteries

continued on outside column of next sightings page

## spring crew party

Roughly 200 people show up for the Spring Crew List Party. How can you stand out from the rest of the crowd at the gathering? In the past, some more extroverted types have shown up in costume, in funny hats, or carrying large signs. We'd suggest that even the more introverted types at least carry business cards. Many boat owners have cards made up for their boat, often featuring a photo of it. That's a great idea. Skippers



**One cool thing about a ketch rig is if you're unable to use your mainsail or mainmast for whatever reason, you can fill that slot with a mizzen staysail. Ours was put to good use during the long slog to Nuku Hiva.**

SPREAD & INSET LATITUDE / ANDY



## — continued

and crew with some experience may want to bring copies of sailing résumés to hand out.

These parties are pretty casual; they're more about mingling than a formal program. Although staff and volunteers from *Latitude 38* will be on hand, you'll mostly be on your own to make connections. So, if you're shy, it makes sense to bring a wingman or two.

— chris

## what you can't see — continued

up for, well, everything, including water-making and refrigeration. As a backup to our chartplotter, we pulled out paper charts, and began plotting our painfully slow track to Nuku Hiva, where we finally made landfall nine days after the mishap.

We would bet that when new, 1/4-inch-thick chainplate like ours could lift many tons before breaking. But after three decades of use, the effects of stress and corrosion apparently left it vulnerable to what could have been a real disaster. So if there are virtually uninspectable structural elements on your boat, we suggest you find a way to access their viability — sooner rather than later.

— andy



*We don't know much about metallurgy, but this 1/4-inch-thick stainless chainplate seems to have corroded and weakened in an area where moisture was trapped. The process probably took years.*

# SIGHTINGS

## ray paul's downwind desire

As the old adage goes, if you can't beat 'em, join 'em, which was pretty much the decision Ray Paul came to after realizing that he was never going to squeeze better downwind performance out of *Blue*, his Swan 53. "Over time it was just like a drug. You do one race, then another," Paul, a now-avid racer who enjoys being offshore, said. "I was looking for any opportunity to race *Blue*, which was a great boat, a surprising boat, frankly; [she was] very fast upwind and we did very well with her over the years, but the problem was downwind — she was terrible."

Not surprising, as the beautiful 53-ft racer/cruiser weighs in at 54,000 pounds. *Blue* didn't plane and there was no way the boat was ever going to plane. "*Blue* was a difficult boat to race on the West

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## a coast guard rescue

The Coasties out of Station Bellingham, Washington, rescued a man adrift on his dinghy in Bellingham Bay after he was beset by weather on January 22.

The 26-year-old resident of Ferndale, WA, was rowing his 7-ft wooden boat across Bellingham Bay to an anchored sailboat, which he claimed to be working on, when he lost his oars and had no other means of propulsion. The man had no lifejacket, possessed no means of communication, and was not wearing adequate clothes for the conditions.



Before she was Ray Paul's 'Artemis', the smart-looking Botin 65 was 'Caro'. Inset: Paul at the helm of his new downwind machine.



## in bellingham bay

At 9:03 a.m., watchstanders at Coast Guard Sector Puget Sound received a call from a good Samaritan on the shore who reported spotting a man on a dinghy waving his arms and calling for help.

A Coast Guard Station Bellingham 45-ft Response Boat-Medium crew launched at 9:12 a.m., arrived on scene in about 20 minutes, and took the man aboard.

He reportedly suffered from the early stages of hypothermia and was immediately taken to emergency medical service

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PHOTO COURTESY RAY PAUL

## downwind desire — continued

Coast, where so many of the races are essentially downhill rides to the south. It's hard to find much upwind work here," Paul said. "The old OYRA was a good series for us on *Blue*, because those races are usually balanced up- and downwind."

This past year Paul, a member of the San Francisco Yacht Club, finally decided that it might be fun to own a boat that was more geared toward racing. But he didn't want a flat-out race boat like a TP52, as he knew he'd like to take the next boat to Hawaii and craved a few creature comforts, like a head! He'd looked at *Pyewacket V*, a Reichel-Pugh design 60-ft racer/cruiser built by Roy Disney as a weekend cruiser. While a beautiful boat, she was 12 years old and not really intended for racing, let alone the kind of downwind racing Paul had his eye on.

Then *Caro*, a Botin 65, appeared on Paul's radar.

*Caro* had been on the market the previous year, and Paul watched with great interest as the boat took on the 2019 Transpac, literally tracking the boat — and the owner — across the Pacific. During the race, he made an offer on the boat and was shoreside when it arrived in Hawaii.

Designed by Botin and built in Kiel, Germany, *Caro* was launched in 2013. She's a high-tech, stylish racer/cruiser designed for offshore action. The owner wanted a fast boat he could race and sail with his friends, and as Paul understands, the design concept became racier and racier as the project progressed.

The result is that she's more like a scaled-up TP52, of which Botin has built many. *Caro* has twin rudders, a 16-ft-draft lifting keel and many automated systems. She has performed well in significant races, including third in class in the 2014 Rolex Sydney Hobart and second in class in both the 2016 and 2018 editions of the Rolex Middle Sea Race. Paul quickly changed the boat's name to *Artemis*, as the previous owner wanted to keep the name *Caro*.

"She's all carbon fiber and a little heavy, but not like *Blue*, and she has some creature comforts," Paul described. "She's a terrific boat and one that I can take friends out on and not worry about not being able to get them back home again. She's had a lot of seconds and thirds in significant races, which is good enough for me, and I think I can make her go even faster. I like a challenge!"

Given that the boat had been raced heavily, Paul was thrilled when he got a survey back reporting that she was in great shape. "The previous owner did an incredible job of taking care of it. I'm pretty happy," Paul said. Currently, *Artemis* lives at KKMI Richmond where the boat is undergoing a paint job and some general freshening up. The sail inventory was in good shape with essentially all new racing sails. The A2 spinnaker has been replaced, which took a bit of beating on the way to Hawaii during the Transpac, and Paul's added a jib-like version of a Code Zero for light air. "The biggest issue they had doing the Transpac was getting out of L.A. — the boat doesn't like light air, so that sail will be a big help."

Paul grew up sailing in Warwick, Rhode Island, and did some dinghy sailing during grad school in Michigan. When he moved west to Santa Cruz, he started racing with a friend on an Olson 30, which he sailed for some time. In the '80s, Paul bought an Express 27, which he loved. Family life ultimately curbed his sailing passion for quite a while, and *Blue* was Paul's first foray back into racing. On *Artemis*, he'll turn the racing dial up with races like Pac Cup this summer; he'll do the entire California Race Week, in addition to some OYRA races that will be a good tune-up for the boat. He typically finishes the race year with the Big Boat Series, which he really enjoys.

"We'll see how we do in [the BBS] with *Artemis* — it'll be interesting to see if she can live up to her rating," Paul mused with a smile. "We have to give *Merlin* roughly 10 minutes an hour, and we'll see if we can do it. I'm really looking forward to the coming season."

— michelle slade

## sight shortings

**NOAA Phasing Out Paper Charts** — On February 1, the National Oceanic and Atmospheric Administration, or NOAA, will end a public comment period meant to help shape the manner and timing in which the process of 'sunsetting' paper charts will proceed. NOAA is essentially getting out of the business of printing nautical charts, but will still make electronic files, which can be customized, available for sailors to download and print themselves.

NOAA said that since 2008 there's been a 425% increase in the sale of electronic navigational charts, or ENC's, while sales of paper charts have dropped by half. "Production will ultimately be shut down for all raster chart products and services associated with traditional NOAA paper nautical charts," NOAA said. This includes print-on-demand (POD) paper nautical charts, full-size chart PDFs, NOAA raster navigational charts, and other products, which will be phased out starting in mid- to late 2020 and be completed by January 2025.

**The San Francisco Sailing Stadium** — In mid-January, *Sports Business Journal* named San Francisco the "Sports City of the Decade." The title didn't just include the Bay Area's teams, but also its geography. "San Francisco Bay is now considered a professional sports arena. In 2013, with the help of Giants Enterprises, San Francisco Bay welcomed the 34th America's Cup, the first time the action has ever been viewable from the shore. SailGP brought pulse-raising races back to the Bay in 2019, and the worldwide, international event featuring seven countries will return for Season 2 on May 2-3, 2020."

**Minney's Will Close for One Year** — For over 50 years, the Minney family has run Minney's Yacht Surplus in Costa Mesa, with Ernie Minney at the helm since he and his family completed their circumnavigation in 1970. So right now seemed like a good time for a break. But it is just a break. Ernie sent us the following note: "We will be closed the entire year of 2020 for remodeling. My staff has departed, and there's no one to handle sales or shipping." Minney's Yacht Surplus will be buffed up and ready for you in 2021.

"Projects include the repaving of the back parking lot, new restrooms, cleaning and painting sail containers, building new spar racks, and better display spaces and lighting in the lower part of the store. Sorry for the inconvenience. I am reading your emails but don't have the time to answer all of them. If you have a refund coming, want to cash out of Minney Money, etc., I'll get back to you. Have a great year."

**Jim DeWitt Turns 90 in February** — Jim DeWitt, a Bay Area-born bonafide Renaissance man, will celebrate his 90th birthday on February 13. "Before retiring in 1983 to concentrate on painting full-time, Jim owned and operated DeWitt Sails, one of the top racing sail lofts on San Francisco Bay," Patch.com said. "During his years as a sailmaker, he also gained international recognition as a winning yachtsman and artist."

## the rescue of green dragon II

It was 7:30 in the evening on the second day of a two-day crossing aboard our Tartan 38 *Hajime* from La Paz to Mazatlan, when we heard the mayday call. The skies were cloudy with distant storms on the horizon. We had set course to avoid the weather system for the next 12 hours, but knew we were likely to catch a little short-period wind swell, as well as some wind. Out of nowhere, a scratchy voice came onto channel 16 and said, "Pan-pan, this is sailing vessel *Green Dragon II*. We are taking on water . . ." We were missing every other word, but the urgency was undeniable.

Now, I had no desire to deal with this. Jim had no desire to deal

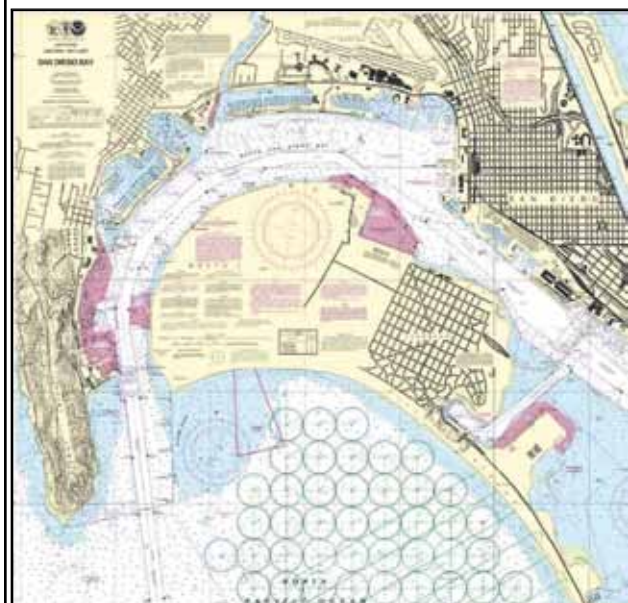
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## coast guard rescue

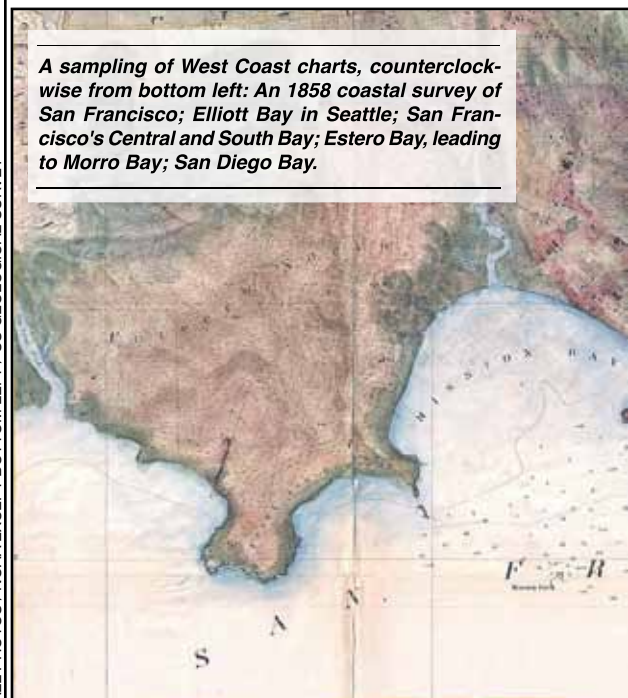
technicians from the Bellingham Fire Department, waiting at Station Bellingham.

The Coasties returned to the scene shortly thereafter hoping to recover the dinghy, but they couldn't find it.

"He is incredibly lucky that we reached him in time," said Petty Officer 2nd Class Alexander Franzese, a crewmember of Station Bellingham. "He was drifting toward rougher water, and it would have totally swamped his boat. Considering how cold the water was and his lack of safety equipment, he narrowly avoided tragedy



A sampling of West Coast charts, counterclockwise from bottom left: An 1858 coastal survey of San Francisco; Elliott Bay in Seattle; San Francisco's Central and South Bay; Estero Bay, leading to Morro Bay; San Diego Bay.



ALL PHOTOS / NOAA EXCEPT BOTTOM LEFT / US GEOLOGICAL SURVEY



## — continued

today." Franzese recommends that boaters pay attention to weather warnings, keep a waterproof marine radio with them, use oarlocks in rowboats, and, above all, never go out on the water without wearing a lifejacket.

A small-craft advisory was in effect at the time of the incident. The Coast Guard reminds all mariners to take into account the effects that wind and waves will have on their boat prior to getting underway and throughout their voyage.

— *chris*

*green dragon II* — continued

with this. My mind was already in Mazatlan, where I was promising myself all sorts of earthly delights to motivate me to keep my chin up in sketchy weather and uncertain passage. We would be there at sunrise. Except there was this call.

It was a mayday, and we heard it and so we answered. There were lightning storms up there. The seas were getting rowdier, and we knew the wind would swing from west to north. We headed north anyway, relaying the distress call to anyone at all. Ominously, no one responded. There was complete radio silence.

We used our Garmin InReach to text my brother to call the US Coast Guard, who told us they'd received an EPIRB alert and had passed it on to the Mexican Navy. The USCG said the Mexican Navy

continued on outside column of next sightings page



# SIGHTINGS

## the rescue of green dragon II off mexico

had dispatched a unit, causing us to heave a sigh of relief. But we kept going, because Mazatlan was 80 miles south of us, and that's a long way off in water time. Even a fast boat only does 20 knots. How long does it take a boat to sink?

The wind turned north, so we were fighting eight-foot seas of a five- to eight-second period, and everything inside the boat was shaken, not stirred. We were 'walking' the boat — standing behind the wheel and moving from foot to foot as the waves threw the boat from side to side — and holding on to whatever handholds we could as we motored on, through lightning storms on either side of us. We looked anxiously for a boat. Any boat. And where the hell was the navy?

Very close to midnight on the 1st of the year, we approached our target. We could finally see her, lit up with her running lights and masthead, in spite of the fact that the water was reported to have reached the battery level at about 10 p.m. We had been in intermittent radio contact with *Green Dragon*, who reported water still rising; they could not figure out where the water was coming in from, and they were prepared to abandon ship.

The scene became surreal. We approached the boat and turned on our deck lights. We had been asking ourselves how we were going to do this, and we knew that in these seas, we could not come alongside. There was too much movement, and if we banged into them we could both need rescue. We circled once, assessing the scene, the seas, the situation. The boat itself was low in the water, down at the nose, like a dejected donkey. They had the liferaft deployed behind the boat, and it was a terrifying thing, rolling slickly with the waves.

They weren't in the liferaft yet. We circled again. We had agreed, by radio, that they would get in the liferaft and stay tethered to *Green Dragon* while moving away from the mother ship and hopefully toward us. This is more easily said than done. The waves and water were moving, foam-flecked, the wind was howling at 20 knots, and the lightning was occasionally illuminating everything like a flashbulb. Waterbirds were strafing something just beyond the reach of our brilliant deck lights, looking like restless and relentless ghosts as they flickered into shadow.



Jessica Lockfeld and Jim Carmer onboard their 1978 Tartan 38 'Hajime' in La Cruz de Huanacastle, Nayarit, Mexico. "Jim's expert piloting in heavy seas deserves high praise," Jessica wrote. "His unhesitating willingness to change course in spite of personal desire was admirable. Me being a judo practitioner and knowing that bodies move when hauled upon was important; having that visceral knowledge that I can hold and move a person, that was important."



## — continued

Jim was piloting the boat, while I was scampering around on deck, hoping to catch the throw line. The first throw fell short. We circled back around and tried again. I tried to catch the next toss, and damn near went overboard. A third throw went across the foredeck, and then we had some control.

Ever tried to winch in someone from the water, with a multi-ton vessel on one side and your bare hands on the other? Cleating them off, pulling, swearing, cajoling the gods, till the man got a hand up, couldn't get around, got pulled off, pulled back on, heaved himself heavily up the ladder. "Welcome aboard," I said formally. He moved aside and his wife handed up a bag, and then tried to get on the ladder. Both hands slipped and she fell back into the life raft. Jim grabbed onto some of the fabric of the cowling, but a wave fell away, and the fabric ripped. He had a strip of fabric in his hand, and the raft drifted away.

"We'll come for you!" yelled Jim, and we did, but it was a moment of quivering fear. "Line, throw a line," he told me. There was one he had prepared at hand, the heavy nylon rode of our spare anchor.



I don't have a good aim. I tossed it and it somehow landed where it needed to go, and she grabbed it. We started pulling it in. "I can't hang on," she said breathlessly. We got her alongside, and I had elbowed her husband aside for space, for my agility, and I'd be damned if I'd see her slip again. I caught her wrist. Reached down, other hand, grabbed a handful of jacket and life vest and hauled up. "I'm caught, my ankle is caught!" she cried. I decided that whatever in the liferaft was holding onto her could just come with her. I changed grip down to her trousers at the base of the spine, and hauled. Jim abandoned his post at the helm to grab her shoulder, and we rolled her aboard, with some part of the sleeve of her jacket snared on the ladder pin. A fuss for a knife. A screech of metal as *Hajime's* bow hit the aft end of the sinking vessel. Jim says he saw their dinghy engine, which had been clipped to the aft rail, flip up through the air as we pried it off with our prow like the cap of a bottle. He backed us off and took control of *Hajime*, I cut the sleeve to free her, and we spent a moment or two collecting ourselves back into the cockpit.

That was when the engine overheated. We turned it off, and let the boat drift. It was almost peaceful, the wind pushing us away from catastrophe, nothing of urgency for the moment. Two dripping castaways on our deck. We nattered about the engine. The wind was pushing us, with bare poles, at three knots. The overheating was a known issue we'd been intermittently chasing. We decided that we could try starting up again. She behaved this time. We set course for Mazatlan.

Meanwhile, there were communications. The Coast Guard said they'd been informed that the Mexican Navy was already on site. We told them, and it would have been tartly if we could have mustered it through the Garmin, that they were nowhere to be found. We got our guests below, into dry clothes, and tucked into our bunk. I went below and honestly slept for an hour and a half. I don't think I'd actually done that since we left La Paz. I woke up and relieved Jim, who came below to do the same.

There was another lightning storm between ourselves and Mazatlan — an evil thunderhead blocking the stars. I, alone on deck, eyed it grimly and told myself that we hadn't been hit yet, and if it was going to hit us there was nothing I could do about it. Carry on, sailor. And yet, yes, the wind was moderating, and the seas were starting to lie down a bit. Maybe, just maybe, we could carry a jib and get home a little sooner.

The sun came up. Coffee happened. The storm dissipated. Our guests woke and were fed a real breakfast. The skies cleared and a pod of dolphins played around us. Jim saw a whale in the distance. The sea started to boil with fish feeding, birds wheeling overhead, all the celebration of life that is the heart of Mazatlan.

We made it into port at 16:30, welcomed by the marina office, who graciously agreed, to my exhausted pleas, to explain to the port captain, who had been looking for us, that we would be happy to talk to him tomorrow.

Jim's expert pilotage in heavy seas deserves high praise. His unhesitating willingness to change course in spite of personal desire was admirable. His patience in assessing the scene and having ready lines to throw was important in this rescue. We were also fortunate not to have fouled with *Green Dragon II* more than we did. Skill and luck saved us, and saved the Greens.

—jessica lockfeld

# CRUISING WEST BEYOND TAHITI —

**G**lance at a world map and you'll see that Tahiti and her sister isles lie halfway between Panama and Australia — at what you might call the geographic center of the South Pacific. Now take a closer look and you'll see that there's nothing but the color blue between the west coast of the Americas and the archipelagoes of French Polynesia. So before westbound voyagers can enjoy cruising these waters, they must cross 3,000 miles or more of open ocean *nonstop* — an ambitious, 20- to 30-day passage dubbed the Pacific Puddle Jump.

West of Tahiti, though, it's a totally different story. Clusters of alluring tropical isles are sprinkled across the entire 4,000-mile stretch between French Polynesia and Papua New Guinea, with the prevailing easterlies fueling the relatively short hops between them. It would literally take decades to explore them all — not to mention the extensive cruising grounds of New Zealand and eastern Australia.

Despite the enormity of the subject,

*From savoring chocolate croissants in Tahiti to watching ritualistic 'land diving' in Vanuatu, the South Pacific Islands offer a wealth of contrasts and experiences.*

we'll attempt to give you a capsule overview here of the cruising possibilities west of Tahiti — if for no other reason than to rekindle your cruising pipe dreams.



**Not many cruisers venture as far 'west' as Kara. Now a teenager, she was only four when she began a complete circumnavigation with parents Anne Crowley and Uwe Dobers aboard their San Francisco-based Peterson 44 'Magnum.'**

**A**lthough all were born of the same volcanic fury, each island nation or territory that westbound cruisers might encounter along their route has its own unique cultural history and present-day personality.

Wise cruisers avoid making rigid plans whenever possible, as they know that the vagaries of wind and seas can affect any bluewater crossing. That said though, the first decision sailors have to make when checking out of French Polynesia at Bora Bora is whether to take the southeasterly route to Rarotonga, a majestic volcanic isle encircled by a fringing reef that is the capital of the tiny nation of Cook Islands (550 miles), or opt to head northwest to the low-lying coral atoll of Suvarrow, in the Northern Cook Islands (nearly 700 miles).

Its special status as a protected marine park has a lot to do with Suvarrow's longtime appeal to cruisers, as does its association with the legendary New Zealander Tom Neale, who lived alone on the atoll during the 1950s, reportedly searching for buried treasure (which he never found). The book Neale wrote about his life there, *An Island to Oneself*, was once a cult classic.

(Editor's note: We're told the enjoyment of a visit to the park these days has a lot to do with who the onsite overseers are, so be sure to consult the 'cruiser grapevine' before going.)

While we're on the subject of Cook Islands legends, you may find it interesting to note that Capt. Cook himself never saw

these islands. They were named for him by a Russian explorer long after Cook's voyages. It was, in fact, the *HMS Bounty* mutineers who first chanced upon Rarotonga while en route to Pitcairn. How's that for historical trivia?

Despite Suvarrow's unique appeal, most cruisers opt for the southern route, which puts them on track to visit Tonga's popular Vava'u Group of islands (870 miles west of Rarotonga), often with a brief rest stop en route at the unique limestone isle of Niue. This tiny speck on the ocean is a cruiser favorite, as it offers spectacular snorkeling and diving near and within its ancient limestone grottoes. The island is steep-to, however, with no possibility of anchoring, but if you're lucky you can snag one of several deep-water moorings. The locals speak English and most are exceedingly friendly.

*The vagaries of wind and seas can affect any bluewater crossing.*

**S**till today, the islands collectively known as Tonga officially comprise the Kingdom of Tonga which is reputed to be the only major island group in the South Pacific never conquered by a European power.

The cluster of lush, green isles called the Vava'u Group are a sailor's paradise





# WHERE TO NEXT?

with virtually no industry, dozens of protected anchorages, crystal-clear water, and just enough shoreside services and eateries to keep life comfortable and interesting.

Neiafu is the capital as well as the focal point of all Vava'u commerce and community life. Tonga was aptly dubbed the 'friendly kingdom' years ago, and we've always found its people to be exceedingly friendly and welcoming — attributes that are undoubtedly associated with the fact that virtually every citizen is deeply religious, as the entire population is educated in missionary schools. Consequently, although Tongans have Polynesian roots like Tahitians, they are much more culturally conservative than their French Polynesian cousins. That is to say, they dance similar dances, to similar music, but never wear coconut bras and grass skirts.

The biggest draw to Vava'u among non-sailors is of great interest to sailors, too: the opportunity to swim in open water with humpback whales (while accompanied by a licensed guide). Just as West Coast humpbacks migrate from Alaska south to Mexico and back, these giant cetaceans migrate north from New Zealand to Tonga every year to spawn in Tonga. Please be aware, though, that approaching whales in Tonga *without* a

**Below:** Cruisers race through the blue lagoons of Vava'u during an end-of-season festival. **Inset:** Like their Tahitian cousins, Tongans take great pride in their cultural traditions. But you won't find them wearing coconut bras or skimpy grass skirts.



guide can get you in a lot of trouble — and screw things up for future cruisers — so please don't be tempted to do it.

Every September in Neiafu, the Festival Vava'u serves as a final celebration of yet another splendid sailing season. Soon afterward, many cruisers who've chosen not to winter-over in the tropics make the 1,200-mile crossing to New

Zealand's North Island to refit and enjoy the Southern Hemisphere's summer in temperate climes. (See sidebar.)

This year, toward the end of the upcoming SoPac cruising season (September and October), we expect that more cruisers will

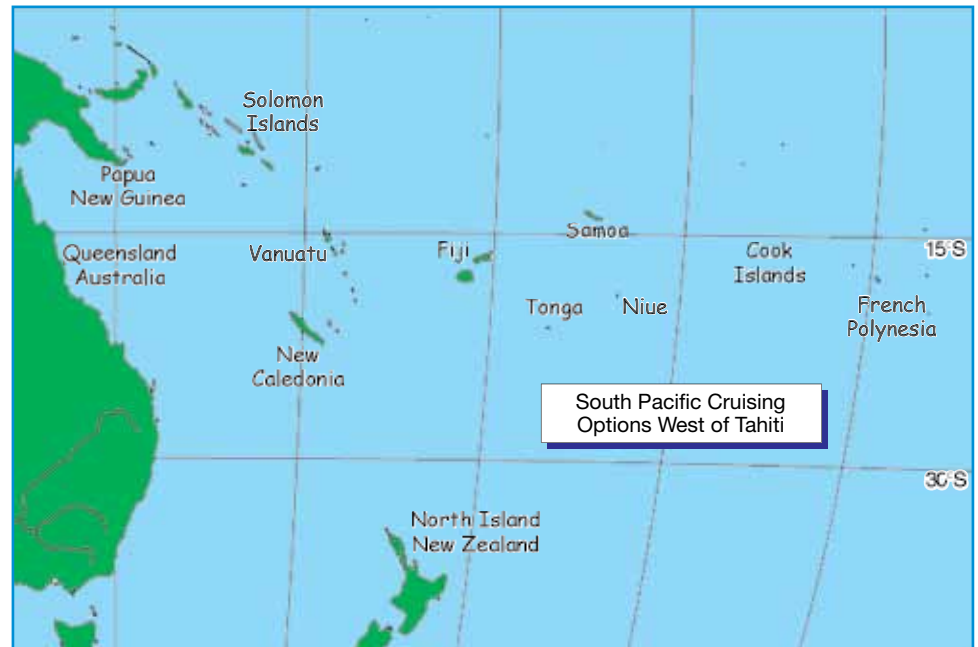
divert to New Zealand than have done so for years, due to all the fun, frivolity and general hubbub surrounding the 36th America's Cup in Auckland (March 2021), and the colorful events leading up to it, such as the AC World Series in October 2020.

**R**elatively few cruisers visit either Western Samoa or American Samoa (which lie north of Niue and Tonga). Why? Our guess is that neither place has much in the way of yacht-friendly marine facilities. Plus, cruisers don't typically find these isles to be as culturally enticing as their southern neighbors.

It's worth noting, though, that American Samoa is the one and only American possession in the region, complete with US Post Offices and US-based shipping services. If you find yourself in need of a major parts shipment while heading west, remembering this little factoid could save you a bundle.

**M**uch larger and more diverse than either Tonga, the Cooks or the Samoan Islands, Fiji has several distinctively attractive cruising areas, as well as sophisticated marine services and 'big city' amenities in Suva, the commercial hub. (Another plus is the availability of cheap flights on Fiji Airways to and from LAX, should you need to head stateside or fly in crew.)

A centuries-old island culture with





# CRUISING WEST BEYOND TAHITI —



***Fiji's Musket Cove Resort has long been a favorite stop for Kiwis, Aussies and other international cruisers — especially at regatta time.***

Melanesian rather than Polynesian roots, contemporary Fijians tend to be a joyful people who pride themselves on their welcoming, helpful attitude toward visitors.

In practical terms, that attitude apparently trickles down to government policies, especially related to tourism. For example, when you've reached the end of your maximum stay in the country, all you need to do to start your customs and immigrations clock over again is sail across the international boundary to nearby Wallis Island, clear in and out again during the same 20-minute visit, then sail back to Fiji.

Pull up a Fiji tourism website and you'll see that the country is renowned for great surfing and diving, in addition

to interisland cruising in the Yasawa, Mamanuca and Lau island groups.

To give you an idea of the possibilities, Fijian waters contain more than 300 islands, and only about 100 are inhabited.

Similar to the annual Festival Vava'u, Fiji's annual Musket Cove Regatta has long served as an end-of-season celebration for visiting yachties, complete with at least one yacht race and plenty of silly beach games. Soon afterward, many cruisers, including Kiwis and Aussies, head south, while others make plans for safely riding out seasonal storms, should they come.

**E**specially at the end of the season, Fiji tends to serve as a dividing line for international cruisers. Those who are ready to take a break from cruising, or cash out of their boats, typically sail south to New Zealand, New Caledonia or eastern Australia to regroup. Others, plop their boat's keel

***Raiatea Carenage is one of the oldest and highly trusted boatyards in the South Pacific. Its dry storage yard is a cruiser haven.***

into a truck-tire-lined pit (Vuda Point) and stay put in Fiji for the off-season, and a smaller segment pushes on west to Vanuatu, Papua New Guinea and/or the Solomon Islands. Probably a majority of these are would-be circumnavigators or avid scuba divers in search of spectacular dive sites that lie far from the cruiser milk run.

**W**e'll have to save our reports on such places for another day. But in the meantime, the 2020 South Pacific cruising season is soon to begin, with a few earlybirds planning to jump off from



***Many cruising yachts are expected to flock to Auckland for the 2021 America's Cup action. And along the way they'll have the pleasure of touring the spectacular Bay of Islands.***

Panama this month, and the bulk of both the Mexico- and Panama-based Puddle Jump fleets heading around April 1.

If your own boat isn't ready for such





# WHERE TO NEXT?

ambitious cruising — but you are — why not make it known that you're an experienced, able-bodied watch-stander who's ready and eager to join this year's 'westward migration'.

We'll see you out there.

— **latitude**/andy

***Specially designed to withstand cyclones, Vuda Point Marina is the first choice for many cruisers when wintering-over in Fiji.***



## Trying to Reason with Hurricane Season

Fear of tropical cyclones (hurricanes) is one of the chief reasons why many westbound cruisers rush all the way to New Zealand or Australia in a single season — despite having dreamed for decades about cruising the South Pacific's tropical isles. Before you commit to doing that, consider the following.

Given the fact that major storms are extremely rare in French Polynesia (as it lies at the eastern edge of the cyclone region), many cruisers opt to leave their boats in a French Polynesia marina or on the hard in a boatyard, or linger in the Marquesas Islands, which are historically cyclone-free due to their location between 08°S to 10°S.

Farther west, Tonga's Nieafu Harbor, on the island of Vava'u, is a popular hurricane hole among cruisers, offering nearly 360° protection. Another option here is to haul out at the nearby boatyard.

Fiji has been hit by some whopper storms in recent years, but most marine facilities are well prepared. (At popular Vuda Point Marina, no boats were seriously damaged during Super Typhoon Winston in 2016.)

If none of these options puts your nerves at ease, then by all means zip down to New Zealand, and spend the Kiwi summer refitting or land touring. But don't forget to sail back up to the tropics as summer wanes for another stint of island-hopping. Some cruisers zigzag between Tonga, New Zealand and Fiji for years before finally moving west to the east coast of Australia.

Internet search these resources: **Tahiti Marinas:** Marina Taina & Papete Marina. **FrPoly boatyards with dry storage:** Leeward Isles: Raiatea Carénage & Chantier Naval. **Marquesas:** Chantier Naval des Îles Marquises. **Tuamotus:** Apataki Carénage. **Tonga dry storage:** The Boatyard Vava'u. **Fiji cyclone-safe marina:** Vuda Point Marina. **North Island NZ marine facilities:** Port Opuha Marine Group. Whangarei Marine Group.

# LOCH LOMOND MARINA





# THE FUTURE OF THE MARINSHIP —

For the past three years, the city of Sausalito has been working on a new general plan, or a discussion and ultimate vision for how the municipality will evolve into the future. Such planning, which all cities undergo every few decades, is no small undertaking in the Bay Area, where the pressures of limited housing, swelling traffic, gentrification and rising sea levels make directing growth a difficult task. This is especially true in Sausalito, which has long struggled to retain its salty identity.

Many advocates of Sausalito's working waterfront worry about the fate of the Marinship, a roughly mile-long swath of waterfront that's home to multiple boatyards, woodworking shops

***Few boats, projects or aspirations better exemplify the spirit of Sausalito's working waterfront at the Marinship than the 'Matthew Turner'. Few facilities better exemplify the Marinship than Bayside Boatworks, which has one of the largest haulout capacities (or can pull the biggest boats out of the water) on the West Coast.***

and marine services, as well as a 'light industrial zone' that houses numerous businesses producing cutting-edge innovations. Originally a WWII shipyard, the Marinship is, in many ways, the salty and cultural heart of Sausalito, but also a commercial and industrial hub where more than 300 businesses operate.

When I took a brief tour of the Marinship on a chilly Tuesday morning in January, workshops, boatyards and lofts were packed with people laboring away on boats and their accessories, as well as crafting high-tech products. I stood ankle-deep in aromatic wood shavings, next to a three-story, 100-plus-ft houseboat, saw a robot fabricate parts for a sonar device, and watched a renowned craftsman put the third of many coats of varnish onto a companionway hatch. In a corner of Bayside Boatworks, the 47-ft Philip Rhodes-designed *Copperhead* was in the early stages of a major restoration. The buildings in the Marinship are old, and could be described as rustic, or as neglected, but almost every business owner told me they were booked to the gills with business.

In the 1980s, the Marinship Specific Plan, or MSP — a set of zoning laws outlining what types of business are allowed in the Marinship area — was created to protect the maritime, light-industrial and artistic uses that flourished in postwar Sausalito. Decades ago, the Marinship was threatened by high-impact development and the idea of "highest and best use," which typically translates to the transformation of industrial space into condominiums, offices and service-industry businesses. This kind of new development seems, at times, inevitable in the Bay Area — as if it were a force of nature.

"The MSP stands in the way of developers," said one source; "The MSP was designed to preserve a certain way of life," said another. In its current discussion about future growth, the city of Sausalito has proposed "folding" the MSP into the general plan, though the city council has yet to commit to the existing use restrictions against housing and larger developments, "which

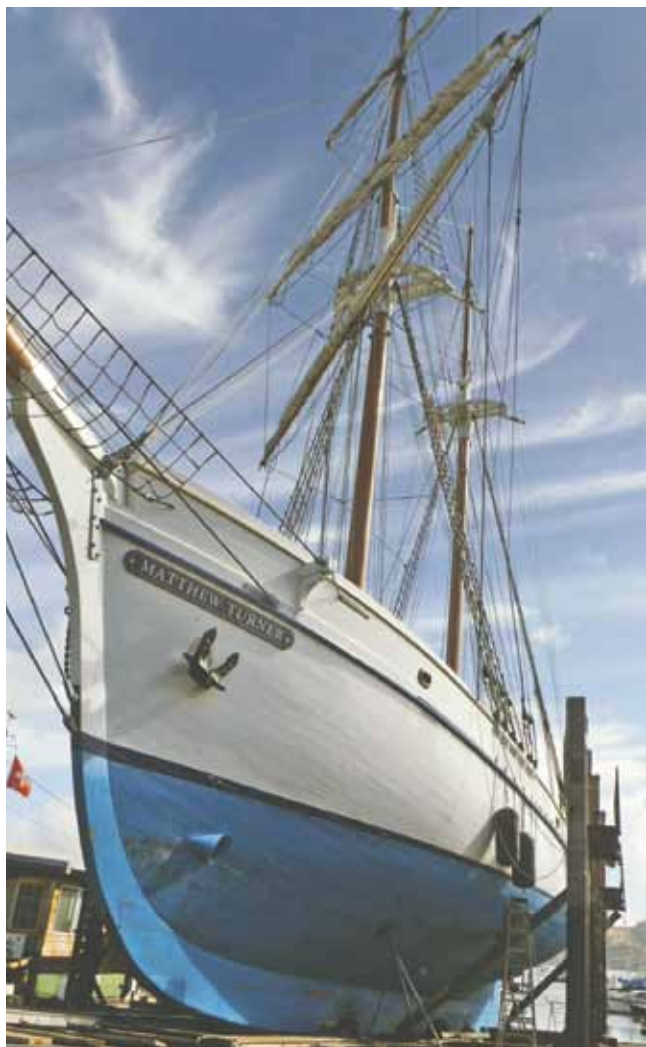


could ultimately drive up rents and change the character of the area," one source told me. Advocates for the Marinship fear that such a meld could amount to a 'watering-down' of the MSP's over-development protections, or even create a period of lax or non-existent zoning enforcement overdevelopment.

"The community is correct to be suspicious and concerned," Sausalito City Councilmember Joan Cox told me, "because we have not yet done enough to ensure that our consultants have the data and the experience to devise the best path forward for the Marinship that respects the views of our residents and the vision adopted in October by the city council."

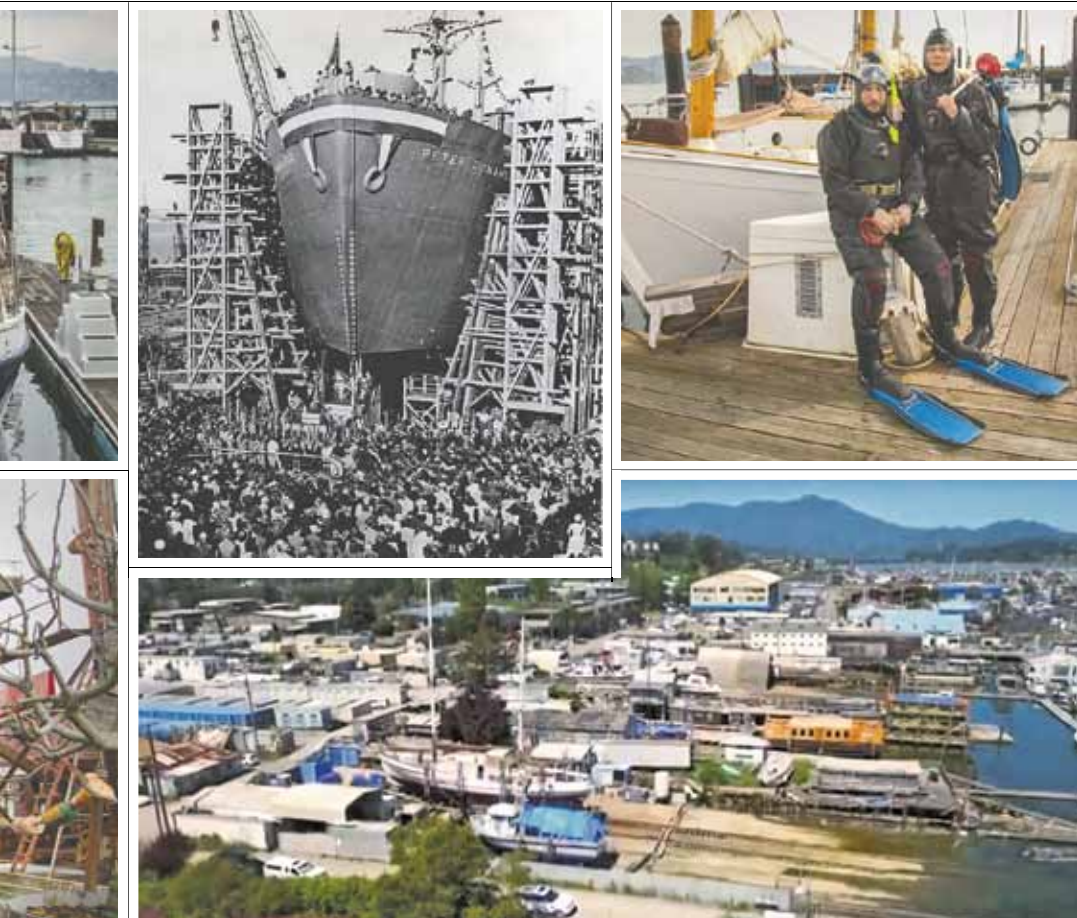
From the sidelines, the Sausalito Working Waterfront Coalition, or SWWC, has been advocating to protect the city's thriving waterfront, which they say is inextricably tied to the industrial and artistic community, making the Marinship an area where businesses are clustered, eliminating the need to outsource work. The Coalition is part of a growing national movement advocating for access and working waterways.

It's important to say that support for a way of life does not mean a rejection of change or a refusal to evolve; on the contrary, advocates want to see the Marinship expand into the future.





# SAUSALITO'S WORKING WATERFRONT



***Clockwise from top left: Paul Dines aboard the 'Freda B'; Don't forget that the Marinship built nearly 100 Liberty ships during WWII; Sausalito-based commercial divers Ron and Lisa Romero; the Marinship is a hodgepodge of buildings, yards and ships; Author, artist and cultural guide Victoria Colella owns and runs Valhalla Signworks and Boat Lettering.***

It's also important to say that 'development' doesn't always have to mean condos, restaurants and hotels, and that new municipal infrastructure doesn't have to be funded by that kind of investment, which is a common tool that many cities use. One city official said it's an "antiquated paradigm that you bring in a developer to pay for infrastructure."

In the short term, it appears that the maritime sector of the Marinship is relatively safe, though many business owners told me that rents continue to rise. It is the light-industrial sector that seems most vulnerable to development. Over the last several decades, there has been a dramatic increase in office space in the Marinship, which is technically illegal. The MSP carefully limits office space, but because of budget constraints, the city of Sausalito has been lax in enforcing the rule. Ironically, some 20% of the office space in the Marinship is currently vacant.

Some city officials also believe that sea-level rise is the most critical issue facing the Marinship, which was hastily built in the 1940s on bay fill and is slowly experiencing subsidence, or sinking into

the Bay. Several people told me they don't believe that sea-level rise is adequately being taken into account by some groups advising the city on how to plan for future growth. Advocates say that the Marinship — a historical, intellectual,

and manufacturing nexus — is uniquely qualified to be an innovator in sea-level rise solutions.

If sea-level rise is a force of nature, so too is gentrification, which is insidious: By the time you notice, it's too late; the decisions that converted a warehouse to a postindustrial coffee shop, complete with a steel-beamed ceiling and brick walls, were made years ago at city council meetings that went late into the night. But the decisions being made about the future of the Marinship are happening right now. What many people wonder is, "Are all voices being heard?"

When the United States entered WWII in 1941, a nationwide period of furious manufacturing for the war effort began. In Sausalito, the W.A. Bechtel Co. and the US Maritime Commission razed the Sausalito neighborhood of Pine Hill, which stood next to a railroad repair yard. Part of the city's steep mountain behind the shore was blasted with dynamite and bulldozed in order to fill Richardson Bay. The resulting shipyard was unceremoniously named the Marin Shipbuilding Division of Bechtel Co. before being called the Marinship, and would go on to build nearly 100 Liberty, or cargo ships, as well as oil tankers.

When I was touring the Bayside Boatworks, I saw the big timbers along the enormous ramps that date back to the WWII yard. At least two buildings currently in use, the Industrial Center Building and the Schoonmaker Building, are also from the original yard. The Sausalito Working Waterfront Coalition calls the Marinship "the most intact

***It's not just the boats in the Marinship, it's the buildings, too. The Industrial Center Building, or ICB, was originally constructed as part of the WWII Marinship yard. The ICB is known as the "Tribeca of Sausalito," and is home to painters, sculptors, fabric artists, photographers and sound studios.***



# THE FUTURE OF THE MARINSHIP —



On a cold January morning, we took a tour of the Marinship. Here are some of the people we found working. From left: Anton Hottner of North Bay Boatworks; his partner Holden Crane; Hans List of List Marine.

of the remaining WWII shipyards."

"There's symbolism around the community," said Sausalito Planning Commissioner Janelle Kellman. "The cultural heritage of the community is energetically infused throughout the city." Kellman, who has a background as an environmental lawyer, has been in Sausalito for over 20 years, and lives 'up on the hill'. "This city is built like an amphitheater. I can hear music, voices, masts clanging, and hear the foghorns. This is a thriving ecosystem. You look down from the hill and see the boats — that's what you think about when you see Sausalito — and the infrastructure for those boats."

Let's just go ahead and talk about the elephant in the room: Is there going to be new development in the Marinship? In mid-January, at a joint meeting of Sausalito's planning commission and city council, the latter body overwhelmingly voiced their support for the Marinship.

"I think there was a fear before I lived in Sausalito in the '80s that rampant economic development might occur in the Marinship, and that type of development was largely staved off through various measures," Sausalito Mayor Susan Cleveland-Knowles told me.

"But, I think there's a lot of fear that it's coming back. I honestly don't see that at all. [There's been] no conversation about hotels or market-rate condos that don't serve our workforce or seniors — that's clearly off the table. There isn't anyone in the wings, or any particular development that I know of, and I haven't heard any desire in that direction. It's more a moderate or realistic discussion:

How can we retain what's good there, but still fund infrastructure and plan for sea-level rise?

The mayor told me that there's a property owner potentially interested in transitioning an office park in the Marinship to senior housing and memory care. "We have been talking about some forms of senior housing in general; while the city council is not in complete alignment about where and when that should occur, I'm strongly in favor of exploring it in the Marinship — if it's displacing office or other non-priority uses — and elsewhere in Sausalito."

Cleveland-Knowles said she hoped the city could be flexible and consider "add-on spaces."

"We want to retain most of the light-industrial designation, we just need to make sure we have the right zoning," Cleveland-Knowles continued. I talked to the owner of one enterprise about having a retail space. Having space to make art, for example, is important, but folks are looking for accessory-retail and office space to support that use." Knowles said that add-on spaces have the potential to enhance business and bring customers into the Marinship, and, "It's not taking away from the primary use."

On another cold January morning, the day before this story went to press, I went to the seventh annual Herring Festival at Sausalito's Bay Model. This year's event was raising funds for the fledgling Sausalito Community Boating Center, construction of which will begin soon at the new Cass Gidley Marina,

just south of the Marinship. Bay Model is also home to *Matthew Turner*, one of the newest tall ships in the world.

Strolling toward the water, I ran into Alan Olson, the project director for the Sausalito-based nonprofit Call of the Sea, and visionary behind *Matthew Turner*. "A lot of people say that this boat symbolizes the waterfront and the sense of community," Olson said, motioning toward the 132-ft *Turner* that sat next to us on the dock. "And that's OK," he almost shrugged (Olson has been described but those who know him as exceedingly humble).

"I had this byline when we started the project: 'Building a ship, Building community.'" Olson said that community was about more than just getting the *Matthew Turner* built; it was also about sustaining the longevity of the vessel, and providing powerful learning experiences under sail for all.

"There's so much energy here in Sausalito," said Olson, referring to the symbiosis between the Marinship's maritime and light-industrial sectors. "There are mechanics, riggers and machine shops. They were able to cut metal plates for us and fabricate parts. Just about everything we needed was here: the talent, and the donors. People from 'the hill' and the waterfront wrote checks and volunteered. This was definitely the best community for this project that we could have hoped for."

In particular, the Sausalito-based Berg family made a vacant lot they owned available for construction of *Matthew Turner*. Not far from that lot is the Bay Model (which will begin discussions on



# SAUSALITO'S WORKING WATERFRONT



From left: Ross Sommer, right, and an assistant put on a coat of varnish at Richardson Bay Boatworks & Ways, a renowned hub for wooden boats; Starbuck Canvas Works owner Aldred Chipman, right, and artist and canvas worker Lauren McKeon.

its own general plan in February). "Chris Gallagher [the Bay Model manager] let us keep the boats here," Olson said. "I don't know how we could have done it without this facility."

Olson reiterated a point that I'd heard many people raise: Nearly everyone publicly supports the Marinship. "But what are they doing to *actually* protect it?" Olson asked. He was also realistic about the evolution of the city. "Things change. We understand that. But to whose best interests? If the waterfront loses its character, then what's left? Diversity is interesting and valuable here."

"I'm not sure in the end what will happen," Olson said.

"The proof is in the pudding," said Janelle Kellman, referring to the yet-to-be-determined zoning laws for the Marinship. "It's easy to get behind a working waterfront, but the Marinship has multiple layers — you can't have the working waterfront without the industrial areas."

Olson gave a shout-out to the other Marinship specific uses. "It's not just the maritime, it's the artists, light industry and craftsmen. People need to take a look at it. You don't realize it, and don't see it, until you walk around the Sausalito waterfront."

Several people believe that businesses in the Marinship are underrepresented in the general plan process, especially on the general plan Advisory Committee, or GPAC, a city council-appointed 13-member subgroup that supplements community input and feedback. "The ideas around the Marinship are being

generated by business owners not in Marinship; they want to expand the uses that are allowable there," said Kellman.

Councilmember Joan Cox echoed concerns that interests from the Marinship "are not adequately represented" on Sausalito's Business Advisory Committee, or BAC, some members of whom "aren't Sausalito residents." Cox added that part of the perceived problem is the lengths of terms people on the BAC serve. "The manner in which we select and replace members of the BAC committee has allowed some members to serve for nearly a decade despite existing term limits for that committee."

Mayor Cleveland-Knowles disagrees that the Marinship is underrepresented. "I've listened to quite a number of GPAC meetings and heard a lot of discussion about the Marinship; there are a lot of advocates for the Marinship speaking at the GPAC and city council meetings. I don't know if it's completely reflective of all points of view." Cleveland-Knowles conceded that there is not a tenant from the Marinship on the GPAC.

After telling me that she understands the Sausalito community's concerns, Cox cited a forthcoming land-use-and-economic-development report from Kosmont, a real estate and financial advisory firm that was hired by Sausalito to study the best uses of the city's business resources. "I'm very worried," Cox said. Kosmont doesn't have a lot of experience advising municipalities with industrial areas such as the Marinship. I'm concerned in their evaluation of the Marinship — they haven't considered sea-level rise, subsidence, liquefaction,

and contamination. When we're asking our consultants to perform a role, we need to provide them adequate data and existing-conditions information to knowledgeably carry out that role. All of these issues are particularly important as we face the challenge of carrying out our long-term vision for the Marinship in a financially viable manner."

Regarding the Kosmont report's focus, Kellman said, "They were providing a land economic study, and I urged them to include an analysis where industrial uses are given more resources and support. To have that not be the goal of an economic study blows my mind." Kellman also said that Kosmont was directed by the city council "to give those results to the council and the Business Advisory Committee. The planning commission wasn't going to see it."

Kellman also said that the city of Sausalito hasn't been "thoroughly weaving climate change and sea-level rise into the process." (She added that Kosmont has been lax in factoring sea-level rise into their report. "If the general plan [adequately] addressed sea-level rise, every conversation we have could be developed off that.")

With its history of shipbuilding and expertise in floating homes, Kellman said that the Marinship is a natural epicenter to innovate prototypes to adapt to sea-level rise. "Not only do we have the know how; we would be solving our need domestically and micromanufacturing here, and not China."

Mayor Cleveland-Knowles said that Sausalito's aspirations for future growth shouldn't be radically affected in a nega-

# THE FUTURE OF THE MARINSHIP

tive way by the Kosmont report. "We have already set our vision for the Marinship, and it's heavily visioned as a working waterfront. Hopefully, Kosmont won't have ideas that would be inappropriate or heavily at odds with our vision (such as a car dealership," Cleveland-Knowles said, purposefully seeking an outrageous example. "If that happened, we would all say, 'No.' The consultant's job was to find what the market might support in the next 10 years. It's Sausalito's job to figure out what our constituency wants for our town."

**S**o what's next for Sausalito? To be sure, there will be more meetings, more discussions and more debate.

I attended a special joint meeting of the city council and the planning commission in mid-January, and heard both citizens and city officials support the Marinship, as well as a few people speaking up for senior housing and eelgrass and birds. As *Latitude* has said before, this is democracy in action. It is



**Captain Alan Olson stands in front of the 'Matthew Turner', docked in the Marinship, in late January.**

slow, thick with minutiae, and it requires enormous attention (and patience) to stay informed.

One city councilmember voiced concerns that the general plan process was going too fast; another councilmember said that the process was going too slowly. (One official told me that the process should "take as long as it takes, and not follow an arbitrary deadline.") In city politics, it often seems as if there is little common ground, but we believe

that well-intentioned people are doing their best to serve the needs of a diverse community.

(After being at the meeting for three hours, I left at 9 p.m., thinking that it was about to wrap up. But the meeting went until after midnight. In other words, please take this article as just one snapshot of Sausalito as it tries to create a vision for the future.)

*Latitude 38* is unabashedly biased in our support for a thriving working waterfront. We believe in an infrastructure to support sailing — be it boatyards, marine services or chandleries — but we also believe in the people and community that staff such an industry.

The Marinship isn't just a cultural novelty, it's an economic powerhouse that creates money, jobs and important innovations. Could more money be made in the Marinship with office space or other "highest, best uses?" Maybe. The question moving forward will be: What kind of a community does Sausalito want to have?

**latitude / tim**



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# SAVE THE DATES —



EMIRATES TEAM NEW ZEALAND



Less than a year from now, America's Cup race fans will converge on Auckland, New Zealand, to marvel at the spectacle of AC75 foiling monohulls racing around Hauraki Gulf competing for the Prada Cup Challenger Selection Series followed by the 36th America's Cup Match. This got us to imagining that some of our readers might be among those on-the-scene spectators, having sailed their own boats to New Zealand, perhaps in the aftermath of a Pacific Puddle Jump.

## The Boats

Four of the five teams have launched their first of two boats allowed. Hull shapes vary widely. They've been described as: windsurfer, bulbous, bathtub, scow, cigar, cylinder (*Defiant*); lozenge, V-shaped (*Luna Rossa*); torpedo (*Te Aihe*); river barge, aircraft carrier (*Britannia*).

*Defiant's* bow is blunt, while *Te Aihe's* is pointy. With all the appendages, the boats can be compared to a Swiss Army Knife, a gecko or a weta (not the single-handed trimaran, but the Kiwi bug for

*The ACWS racecourse in Cagliari, Sardinia.*

*"Now you see them; now you don't," a fun social media post from Emirates Team New Zealand, shows just how gnarly sailing the AC75 can be.*

which it was named).

The hulls must be built in the team's nation. Although each team may build two AC75s, no two-boat testing is allowed, except that the Defender will be able to pit their two boats against each other while the Challengers are vying for the Prada Cup.

Each team is also allowed to build test boats, but their LOA must be within 12 meters (40 feet). ETNZ just launched one, called *Te Kāhu* (the Hawk), on January 22 (see that day's *Electronic Latitude* at [www.latitude38.com](http://www.latitude38.com)).

American Magic's test boat is *The Mule*, a 38-footer. Ineos Team UK's test boat, *T5*, is smaller, at 8.5 meters (28 feet) — scaled at 40% of the AC75. The two-crew boat sailed off Portsmouth starting in summer 2018 as part of the team's design development for the Cup boat.

Yachting Developments, an Auckland boat-building company, has designed a 30-ft boat to be used for the Youth America's Cup. It's a foiling AC9F monohull.

## The Players

The NYYC team, American Magic, has posted their crew of sailors on their website. Terry Hutchinson will lead them as their skipper and executive director. Sailors include Alex Sinclair, Anders Gustafsson, Andrew Campbell of San Diego, Bora Gulari, Caleb Paine of San Diego/Point Richmond, Cooper Dressler of Coronado, Dan Morris, David Hughes, Dean Barker (yes, *that* Dean Barker), Ian Moore, Jim Turner, Luke Muller (a rival of Caleb Paine's in the Finn), Luke Payne, Mac Agnese, Maciel Cicchetti, Matt Cassidy of San Diego, Nick Dana, Paul Goodison, Sean Clarkson of Mill Valley, Sean O'Halloran, Tim Hornsby and Trevor Burd (winner of the 2017 Race to Alaska). We profiled Caleb Paine in the July 2018 issue of *Latitude 38*.

Mike Buckley and Taylor Canfield co-founded LBYC's Stars + Stripes Team USA. They held team tryouts early last year in Long Beach, using foiling GC32 catamarans. But they have yet to list additional sailors. Canfield was featured in the February 2019 *Latitude*.

Down Under at ETNZ, Glenn Ashby, Peter Burling, Blair Tuke and Ray Davies

*The race village planned for Portsmouth, UK.*



AMERICA'S CUP



# AMERICA'S CUP 36 IS ON THE HORIZON



EMIRATES TEAM NEW ZEALAND

*A capsize captured on video on December 18, 2019. A team tender pulled 'Te Aihe' back up on her feet (last frame). Dan Bernasconi is ETNZ's design chief.*

continue as core crewmembers. Burling, you may recall, helmed ETNZ's AC50 cat to victory in America's Cup 35.

Patrizio Bertelli is the Italian team principal, and Max Sirena will skipper *Luna Rossa*. Ex-Australian, ex-American Jimmy Spithill is apparently now an Italian. The two-time Cup winner is part of the sailing crew. This will be his seventh America's Cup.

Sir Ben Ainslie continues at the helm of INEOS Team UK.

## AC World Series Schedule

**April 23-26, 2020:** Cagliari, Sardinia (Sardigna), Mediterranean (home base of the Challenger of Record).

**June 4-7, 2020:** Portsmouth, the Solent, UK, (home base of INEOS Team UK).

**December 17-20, 2020:** Auckland, Hauraki Gulf, New Zealand (home base of the Defender).

## The America's Cup World Series

The first America's Cup World Series event is scheduled for April 23-26 in Cagliari, Sardinia, an Italian island in the Med. Spectators will be able to take advantage of an admission-free race village and giant screens. Or they can buy

## Just the facts, ma'am:

**Defender:** Emirates Team New Zealand, Royal New Zealand Yacht Squadron.

**Challenger of Record:** Luna Rossa Prada Pirelli, Circolo della Vela Sicilia.

**Additional Challengers:** American Magic, New York Yacht Club.

INEOS Team UK (formerly Land Rover BAR), Royal Yacht Squadron.

Stars + Stripes Team USA, Long Beach YC (iffy).

**Dropouts** (both late entries): Altus Challenge, Royal Malta Yacht Club.

DutchSail, Royal Rowing and Sailing Society De Maas.

**Boats:** AC75 monohulls with T-shaped foils. Two allowed per team. Four teams have launched their Boat #1. No word on progress from Stars + Stripes. Boat #2 may be launched on February 1, 2020, but the ACWS will use the first-generation boats.

**Boat #1 Names** (in order of launching): *Te Aihe* ('dolphin' in Maori), ETNZ; *Defiant* (American Magic); *Luna Rossa* (Prada); and *Britannia* (INEOS).

**Sails:** Soft sails, with twin-skinned mains.

**Crew:** 11. At least 3 must be passport-holders in their team's country; the others must be permanent residents.

**Website:** [www.americascup.com](http://www.americascup.com)

tickets for on-the-water hospitality.

Justin Chisholm, communications director for the Prada Cup, wrote to us: "We are in the process of finalizing the schedule and plans for the race village right now. In the coming weeks we'll issue more information about the event. In essence, though, what is planned is:

- Four days of racing with a two-hour racing window from 1400 to 1600 local time.
- We expect to be able to have all the teams racing on each day.
- The racing will be shown live on the America's Cup website and on TV.
- On shore, there will be a free-to-enter race village with lots of family entertainment and big screens to watch the racing action.
- Places on our official spectator boats can be booked via our official Tour and Travel partner, Musement, using the [acscup@musement.com](mailto:acscup@musement.com) email address.
- VIP hospitality packages are also available.

"There is more information on the ACWS Sardegna event page at [www.americascup.com/acws/sardegna](http://www.americascup.com/acws/sardegna)."

The results of the America's Cup World Series will seed the teams for the Prada Cup round robin. These Challenger races will take place in January-February 2021 in Auckland. The winning team will receive the new, handcrafted silver Prada Cup and earn the privilege of competing against the Defender in the

# AMERICA'S CUP 36



CARLO BORLENGHI

'Luna Rossa'. Andres Suar Vulcano is the team's naval architect.



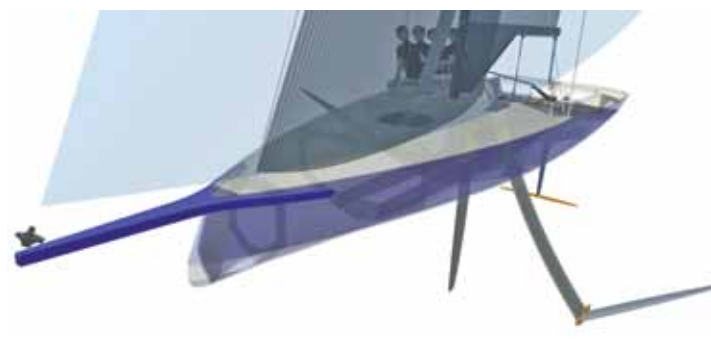
AMORY ROSS / NYYC AMERICAN MAGIC

'Defiant'. American Magic's principal designer is Marcelino Botin.



INEOS TEAM UK

'Britannia'. INEOS Team UK's head of design is Nick Holroyd.



ROYAL NEW ZEALAND YACHT SQUADRON

A rendering of the four-person Youth America's Cup 9-meter (30-ft) foiling monohull. The boat was designed at Yachting Developments in Auckland. The fleet of one-designs will be built there too.

36th America's Cup Match.

The Defender and the Challenger of Record were to have agreed on the Match Conditions by December 20, 2019. They could not reach an agreement, so, as

## America's Cup 36 Schedule

**January-February TBA, 2021:** Prada Cup Challenger Selection Series, Auckland, NZ.

**March 6-21, 2021:** The winner of the Prada Cup will face ETNZ in the 36th America's Cup Match, Auckland, NZ.

required by the Protocol, they went to an Arbitration Panel. If mediation is unsuccessful, the Panel will make a decision by March 20, 2020. Key among the factors in contention are the wind-speed limits for racing.

but two things they're not is informative and user-friendly. (The UK site is the worst — unless you own stock in Instagram.) The Stars + Stripes team site is not fancy, but it's not informative either. The team has maintained radio silence since last March. We've had better luck following ETNZ's own team site (see <https://emirates-team-new-zealand.americascup.com>).

François Chevalier and Jacques Taglang have had some interesting posts on their blog, including graphical comparative anatomies of the AC75s drawn by yacht designer Chevalier. Check it out at <https://chevaliertaglang.blogspot.com>. But the best source we've found is Jack Griffin's *Cup Experience* newsletter. See <https://club.cupexperience.com>.

We will, of course, continue to follow the news as best we can and keep our readers who are interested up to date.

## The Information Superhighway

The America's Cup website and most of the team sites may be fancy,

Are you planning to show up in person at any of the events described here? If so, we'd love to hear from you. Shoot us a note at [editorial@latitude38.com](mailto:editorial@latitude38.com).

— [latitude](https://latitude38.com)/chris

## Youth America's Cup Details

**November TBA, 2020:** Stage 1, China location TBA. A fleet-race seeding event. The top 20 teams will continue to stage 2.

**February 18-23, 2021:** Stage 2, Auckland, NZ. A repechage knockout series.

**March 8-12, 2021:** Youth America's Cup, Auckland, NZ. Stage 3 round robin, followed by semifinals and finals in a match-race format.

**Boats:** Foiling AC9F monohulls.

**Crews:** Four people, ages 18-24 years old, two male and two female. Three of the four must hold passports of their team's nation.

**Notice of Race:** The NOR is posted at [www.rnzys.org.nz/rnzys-events/youth-americas-cup](http://www.rnzys.org.nz/rnzys-events/youth-americas-cup). and Expressions of Interest can be emailed to [challenger@youthamericascup.com](mailto:challenger@youthamericascup.com).



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# A SOFT LANDING

PHOTOS ELANA CONNOR UNLESS OTHERWISE NOTED

When we sailed into New Zealand after an 18-day leg from the Cook Islands, I felt like all of us — my Sabre 34 *Windfolia*, dog Zia, and I — were in need of some serious rest and recuperation. Our final 70 hours at sea took us through a gnarly low-pressure system and the ensuing squash zone waiting between the low and a high off the tip of the northern Cape Reinga. While passing through all of this weather, the two-burner stovetop literally wore through its gimbals, the engine failed, and the hydraulic backstay stopped reliably holding tension.

Many of my friends were making landfall in the bigger city of Whangarei (pronounced Fong-er-ray), which is a few hours' sail to the south and upriver, but Opuā, in the Bay of Islands, is the only place on the North Island where you're allowed to arrive with an animal aboard. I crossed my fingers and hoped we'd find the facilities, marine supplies, and experts we needed in this tiny upriver village. Luckily, Opuā has it all, and a skipper couldn't wish for a better spot to make landfall and linger awhile.

By October, every cruiser in the South Pacific has to decide where they will safely pass the cyclone season. I met many cruisers opting to stay in Tahiti or other parts of French Polynesia — many even choosing to make the beat upwind back to the Marquesas. Those who traveled farther west could either head north to the rural equatorial Kiribati

Islands chain, go to Fiji (where you can haulout and put your boat in a trench), or make the difficult crossing to either Australia or New Zealand. I headed for New Zealand because I have significant refits to do this season, and the cost of importing those parts to Fiji would be as much as the cost of importing my dog into New Zealand. I knew that a major reprovisioning would also be cheaper here; the exchange rate for US dollars is great, and anyway, it's been in the Top Three of my want-to-go places for years.

We departed later than planned from the Cook Islands, and tropical depressions began to form in mid-November. I was relieved to reach the safety of Opuā.

Not long ago, this brackish delta 12nm from the mouth of the Bay of Islands was just a wide, muddy spot in the river. When the marina opened in 2000 with 250 slips, there was a small boatyard, a general store, and a part-time chandlery. Opuā was a port of entry, but most cruisers quickly moved on to Whangarei (56nm south) to get their repair needs met.

Now, Opuā is a small marine mecca, reminiscent of San Diego's Shelter Island, packed into the border of a modern marina. In 2017, the marina opened an expansion that brought the total number of berths to 400 slips and 132 swing moorings, as well as the addition of a small laundromat, expanded shower facilities, and cruisers' lounge with Wi-Fi. Two-thirds of yachts entering New

**The islands of New Zealand are home to nearly 5 million people. (That's two million people fewer than in the Bay Area.) The town of Opuā is home to fewer than 600 people, but has New Zealand's first port for boats sailing across the Pacific. Inset: The Opuā welcome kit.**



**From left: 'Windfolia' in mid-passage between Palmerston Island to New Zealand; there were also plenty of windless days. Inset: Elana Connor celebrates at the Opuā Cruising Club.**

Zealand clear-in here, but many have already booked accommodations for their boat in Whangarei, missing out on all Opuā now offers.

There's a large boatyard, fuel dock, small grocery store, cafe, and one or two businesses for every type of marine specialty service you could need — from rigging to wood carpentry. There's also a beautiful, nearly four-mile riverside trail for those days when you're sick of boat projects and need to stretch your legs.

Everything is within a short walk of the dinghy dock, including a low-key cruising club that's free to visitors without a yacht club membership. Some of the employees behind the bar are even newly arrived cruisers, like Oregon native Elizabeth Stacey of *Iwinish*. Her husband is a skilled boatbuilder and landed a job here while they were still in Fiji, so she was eligible for a partner work visa. New Zealand also has a special work visa for the under-30 set, making it an attractive place for young cruisers.

For those who choose to go to Whangarei, there are three times as many options for all services. There's a general consensus that technicians charge





# IN NEW ZEALAND



KATIE NOLET @SAILING ZOE

about \$5 less per hour down there, but it's a much busier port far up a river, there's only one marina (with 280 slips) in the main boating business center, and nowhere nice to anchor or gunkhole between boat projects. If you go there first, you'll want to set aside a few weeks to slowly sail back up the coast and in the Bay of Islands, because locals all say this region has the best cruising grounds on the North Island.

While Kiwis are known to be nice, the folks in Opua seem particularly kind. They know exactly what visiting cruisers need, and there seems to be no resentment or ill will toward our frugal ways. In fact, the marina will greet you with a welcome tote that includes (in addition to useful information) a \$5 certificate to the cafe, a voucher for a free loaf of freshly baked sourdough at the general store, and even a small bottle of Johnnie Walker Black.

November to April is the high season for boat repairs and also coincides with summer holiday vacations. No matter where you land, you need to plan ahead if you want to get a long-term slip, mooring, or major boat work done, especially from December 15 to January 15, when the country all but shuts down and everyone goes boating. If you arrive in Opua during this time of year and

you have an urgent boat problem, don't worry, says Bruce Fuller of Seapower. "For anyone arriving with a breakdown or major fault, we'll drop everything to make it workable and livable again." He's

sensitive to the perception that you can't get a slip or service if you need it on short notice. "Call the marina more than 12 weeks in advance," he recommends. "Just communicate with them about bookings. Tell them your plans and needs and they will work with you to meet them."

I arrived on December 11 with an anchor in need of welding and a failing windlass, and just a few days after I cleared-in, there was a two-day blow forecast with winds up to 35 knots. I called around to the shops, and though most were busy, two offered to squeeze in either the welding or electrical work I needed. Seapower could do both, and the fully-booked marina gave me a slip in the boatyard for 48 hours.

The electrician turned out to be my cruising friend Pajo Gazibara from the Seattle-based *Cinderella*, who, with his partner Ava Ryerson, is scrappily living the cruising dream. He'd been hired within weeks of making landfall because he could take advantage of New Zealand's under-30 "working holiday" visa.

Everyone from Seapower was friendly and efficient. The welder delivered on time and the mechanic even came by to catch my lines and take a peek at my engine. My friend James Mace of *Moonrise* arrived on the same day that

**Top: Tapeka Point in Russell, New Zealand, inside the Bay of Islands; Connor's 'Windfolia' anchored in Opua Harbor.**



# A SOFT LANDING



From left: That's Baja Ha-Ha veteran Pajo Gazibara working as a marine electrician and servicing 'Windfola's windlass; Connor's cruising buddy, singlehander James Mace of 'Moonrise', as seen anchored in Waitata Bay in Russell, New Zealand.

I did and had a similar experience with the marina and one of the local mechanics, JB Marine. He was able to get both a slip and welding repair on his engine completed within 48 hours of arrival, without advance notice.

*Windfola's* cable rigging is 16 years old and needs to be replaced, and the original Simpson Lawrence windlass hasn't proven strong enough to lift the 5/16" chain up in depths greater than 50 feet, so I frequently have to haul it up hand-over-hand, impacting our safety when the winds shift and we need to depart quickly. I've never hired a professional to work on her *Westerbeke 27*, and it's now due for its 1,000-hour servicing. Given the pleasant environment in the Bay of Islands and the competent professionals in Opuia, I'm choosing to stay here for a month and complete these projects before continuing down the cruising-friendly east coast of the North island.

Many cruisers had already left for seasonal trips back to their homelands by the time I arrived in December, but there is still a significant community here, of both the transient and long term. Kostya Marchenko, the founder of Following Sea (the digital net service formerly known as Cruiser Sat Net and used by 2019 Pacific Puddle Jump members), lives aboard here with his young family. He and his wife Jenya make an effort to meet up with every newly arrived net participant. They immediately connected me with the active local cruising Facebook group and a lot of useful information about the area, as well as rides to the doctor, pharmacy, big supermarket in Paihia (three-plus miles away), and the farmers' market in Kerikeri (just fewer than 20 miles away).

After making the most critical repairs

and reprovisioning, I took *Windfola* out to explore while I waited out Zia's absence — all animals are quarantined in a facility for a minimum of 10 days. There are 144 islands in the 13-by-8-mile area of the Bay of Islands, and the climate is similar to Marin County's. There seem to be anchorages with good holding around every corner, a few providing all-weather protection, and many with 180- to 270-degree protection. While some can be crowded with tour boats, there are still plenty of places where you can have a whole, quiet bay to yourself or shared with just a few others.

Most of the islands are wildlife reserves with hiking, birdlife, and dolphins. The water is so clean and clear that you can often see your anchor touch bottom in 25 feet. Locals say you can catch snapper easily using a flasher jig or baited hooks, but when I didn't have any luck, I simply went ashore and harvested oysters and limpets. Unlike oysters back home in the Bay Area, even a small oyster here is chock-full of meat because it fills the entire interior of the shell. This area is also famous for green-lipped mussels, which can be found on the rocks in many of the bays.

The seaside villages all have their own attractions. Russell, an old whaling town and original capital of the Northland region, has a small museum recounting the natural and human history of the Bay of Islands. Kerikeri has hardware, home-supply, and department stores, and hosts a large Sunday farmers' market. It's also the site of the Maori-British Treaty of Waitangi, considered the founding document of the country of New Zealand, and there's an interesting museum on the well-preserved treaty grounds.

This region is also known for its wine-

making, wool production, and cycling trails. You can rent a car in Opuia to explore the inland sights (just don't forget to stay on the left side of the road!) or drive to Auckland, which is just under four hours each way.

While this is a great place to make landfall, there are some drawbacks to Opuia itself. Most of the anchorage outside the marina is full of privately owned swing moorings that significantly limit anchoring space. In the areas where you actually can anchor, you need to leave plenty of room between boats due to the large and inconsistent tidal effects of the river. The nearby car ferry to Russell kicks up some swell, and the anchorage isn't protected by land, so there can be quite a bit of fetch when it's windy.

The small general (grocery) store is overpriced and has a limited selection, so you need to get a ride or cruise up to Paihia for any significant food provisioning. The marina has Wi-Fi, but only for tenants and only around the building with the office and lounge. Finally, it's a minor nitpick, but the tenant showers aren't free; they cost NZ\$2 per 5 minutes.

As far as I'm concerned, all of that is mitigated by the multitude of beautiful anchorages in the bay, the great exchange rate, and the 15% off on all parts and labor for visiting boats (we don't have to pay tax). I've heard from local cruisers that a few marine vendors in Whangarei will travel to Opuia without additional charge, increasing your options for some services. A boat can stay in New Zealand tax-free for two years, and most businesses offer specials on work during the winter, so it's a good place to leave your boat for major refits or a break from cruising.

If you arrive by mid-November, you'll



# IN NEW ZEALAND

also be here in time for the local business association's annual "Opua Cruiser's Festival" — a week-long event that kicks off with the "Pacific Princess Party," in which men must wear a dress to attend, and continues with a week of social and sightseeing events, and free seminars with local business owners. Bruce Fuller, the owner of Seapower and a keen sailor, hosts a diesel maintenance seminar during which he aims to "go beyond oil changes" and teach cruisers to "keep an eye on strange little things you might not know about, but if you watch out for can help you maintain your engine."

For an English-speaking cruiser who's crossed the Pacific in one season, New Zealand — with its boating culture, great provisioning, and common language — beckons like a haven on the horizon. While you can carry on south and make landfall in more developed ports, I think the Bay of Islands provides a softer landing for any bluewater cruiser, especially a singlehander, who might get over-



*Connor throws a party for one and makes a rum tribute to the ocean upon crossing the equator.*

whelmed by the sudden immersion back into "civilization."

After cruising down the east coast of the North Island, I plan to continue south. Many cruisers don't make the passage to the South Island because the Cook Strait is known to be rough, but after crossing the Alenuihaha in Hawaii twice and making the passage from the tropics, I won't let a 25nm channel prevent us from sailing into the famously beautiful Marlborough Sounds.

I'm anxious to see as much of New Zealand as possible in the next three months, before the cyclone season ends and we can return north to the South Pacific to explore the remote islands of Melanesia. As much as I already love it here, I also miss the warmth of tropical waters, the refreshment of a freshly opened young coconut, and the satisfaction of making progress on this singlehanded circumnavigation.

— elana connor

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"Goose eggs," sighed the jib trimmer, referring to the double zeroes on the knotmeter display.

"Not to worry," said Lee. "Ground speed is one knot. We're in, like, a really strong ebb."

"Wind is also zero," complained the foredeck crew, after wetting his finger and detecting nothing.

"Come on guys," Lee insisted. "The wind is never zero." To prove it, she reached into the front pocket on her PFD and produced a small bottle of bubble soap and a bubble wand.

"See? The bubbles never go straight down," she said after a swoosh of the wand. "There's wind here, about half a knot. Let's trim for it!"

The crew didn't think it was worth the trouble, but they shifted weight while the person on the helm sculled as hard as she could with the wheel, careful not to let the rudder cross centerline, to get the boat on the new course. Meanwhile the mainsail trimmer pulled a lot of slack into the mainsheet tackle so he could trim the main just by holding onto the boom, trimming in time with a slight roll caused by the remnants of ocean swell that made it into the Bay. "To keep the mainsail's angle of attack constant," he insisted. But it looked suspiciously like illegal pumping to me.

Lee did another soap bubble test, and announced that the wind was one quarter knot, gusting to one half.

"Ground speed is now 1.4!" I said as I read my handheld GPS from the leeward

rail. "Good thing we have all this runoff from the recent rains."

"Smooth patch in the water ahead," observed the driver. "That might mean we'll run out of favorable current."

"No, that's diverging flow smoothing out the surface ripples," Lee corrected. "That's where the current accelerates as it crosses over the shallow part of the shoal. Diverging flow spreads out the wave energy, so the water is smoother."

We all watched the GPS for speed over the ground, staring at our handhelds, phones with a GPS app, or the boat's cockpit instruments. Sure enough, when we drifted into the smooth patch, the ground speed jumped all the way up to a whopping 2.4.

"Good call, Lee," I said. "But what about the tide rip we're headed for? From the breaking waves it looks like the water flows in the other direction. That can't be right, against this strong ebb current."

"Converging flow on the downcurrent side of the shoal," said Lee. "The wave energy can't cross the current gradient on the surface, so wave energy is left to pile up, and we get breaking waves in the convergence zone, even when there's near-zero wind."

"You're going to have to explain that one," I said.

"OK, but you might want to take notes," she warned. "First, the concept of converging flow: Imagine two currents on the surface flowing toward each other. On the west side of the tide line, current is flowing to the east. On the east side of

the line, current is flowing to the west."

"Doesn't that violate a basic principle of hydrodynamics?" I questioned. "Don't the equations for fluid flow require that what goes in has to equal what ultimately comes out?"

"Add the vertical dimension," said Lee. "The surface currents flow toward each other, almost collide, and then turn down toward the bottom. No laws of continuity broken, even though on the surface it might look that way. This is classic converging flow. Happens in the atmosphere too, but in that case surface winds blow toward each other and then go up,

especially if the air is unstable and squall activity is developing. But like, I totally digress . . ."

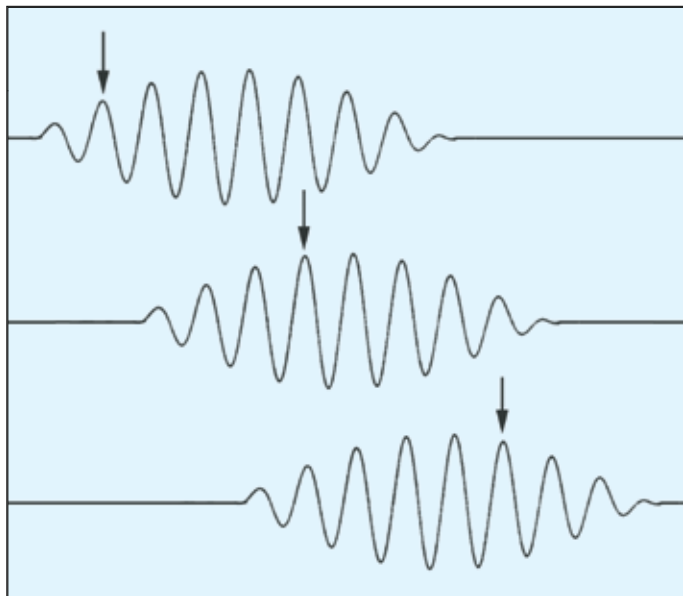
"Is converging flow what's causing the tide rip up ahead?" I asked.

"One more important fact to consider," Lee continued. "The energy in a set of deep-water waves moves only half as fast as the wave forms themselves."

"This isn't exactly deep water," said the helmsperson. "We are directly over the shoal."

"It's deep compared to the little wind ripples, which are only, like, maybe a half inch high. The difference between wave form speed, also called 'wave celerity', and the speed at which the wave energy moves, also called 'wave-group velocity', is an effect you can see clearly when you throw a rock into a pond: A set of waves radiates out from the splash, and the set quickly disperses into a ring of multiple wave forms. If you follow one of those waves carefully, you'll see something strange. Start with one of the large waves in the middle of the wave group, and watch it move toward the front of the

***If you follow one wave in a group of deep-water waves, it will migrate from the back of the group to the front, and fade out.***





# RIPPING THROUGH THE STRAIT



LATITUDE / TIM

**Is there wave energy pulsing underneath that calm but current-ridden water, or is it just glassy?**

wave group, then die out. That's because each wave in the wave train is moving twice as fast as the wave group. Each wave form starts at the back end of the group, grows as it moves to the middle, then dies at the front of the group. The wave train can't move any faster than the energy it contains."

We must have looked confused. Lee looked around the deck. "What do we have onboard that we can throw overboard? I think the water here is smooth enough for this to work."

The jib trimmer reached into his foulie pocket and pulled out an apple, a little worse for wear. It had probably been left in his pocket since last week's race. "I don't think anyone will be upset if this goes overboard," he surmised.

"Give it a good toss," I said. The apple landed in the Bay about two boatlengths to leeward, where we could all watch the waves from our perches on the rail.

Sure enough, the waves behaved exactly as Lee had described.

"I never really noticed that before," said the jib trimmer, "and I've been throwing rocks into ponds since I was

just a kid."

"I can't see!" complained the mainsail trimmer, who was standing up on the windward side of the boom, view blocked by the sail, as he discreetly worked the boom in and out in time with the gentle roll, matching the ever-changing angle of the wind vane at the top of the mast.

"Like, don't worry," Lee assured him. "The experiment is repeatable."

"What does this have to do with rip tides?" someone had to ask.

"Think of converging flow and wind ripples," Lee explained, "or the little ripples reflecting off the rocks from leftover wind waves or swell. Let's say the waves are a half inch high and one foot crest-to-crest. Use the hull speed formula to get the speed of the waves. Anyone?"

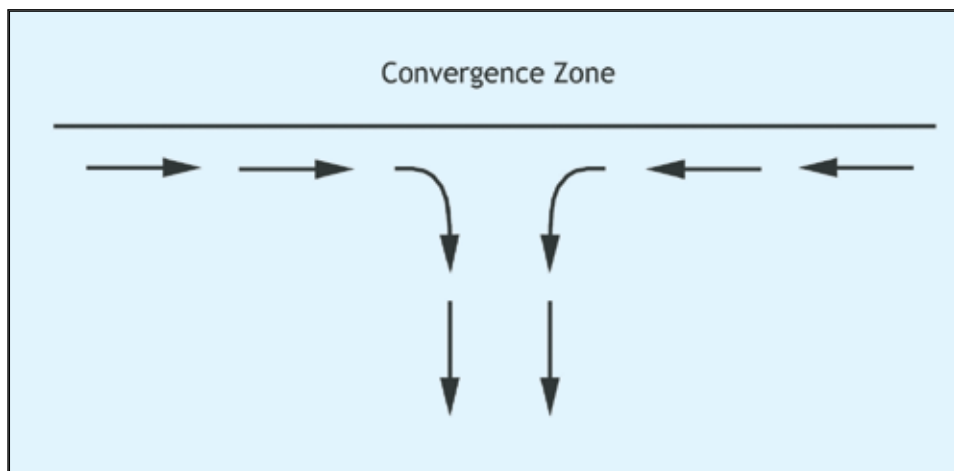
"One point three four times the square root of the waterline length," answered the woman on the helm.

"Speed in knots and wavelength in feet," Lee added. "The hull speed formula is really just the formula for the speed of a wave having the same crest-to-crest wavelength as the waterline length of the boat. For a wavelength of only one foot, the square root of one is one, so the waves move at 1.34 knots."

"But what does the speed of the wave have to do with the current?" I asked.

"The wave energy is only moving at half of wave speed, which in our example is 0.67 knots," Lee answered. "If these waves encounter a negative current gradient that reduces the surface current speed by that much or more, then the wave energy can't cross the convergence zone. The water can flow down toward the bottom, but the wave energy is left on the surface. So we get breaking waves

**Basic convergence of surface flow. The water flows down, but wave energy is left on the surface. When wave energy propagates too slowly to cross the velocity gradient, energy accumulates in the convergence zone and the waves break.**



MAX EBB

# MAX EBB

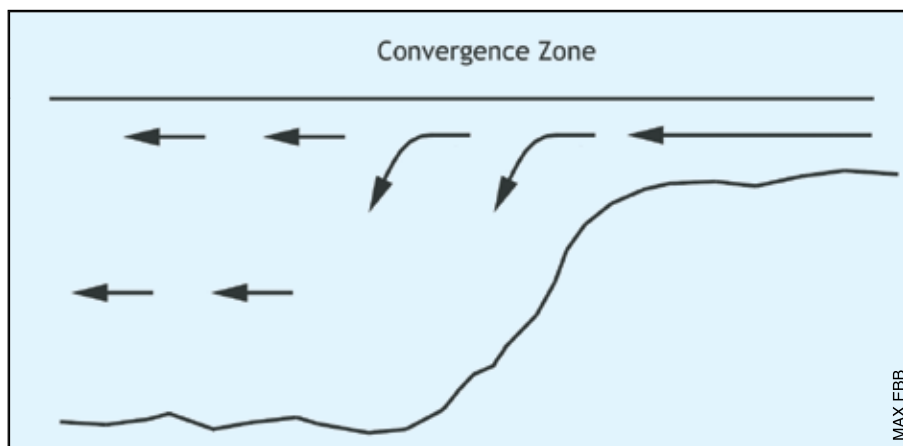
on a calm day."

"But the tide rip we're about to drift into," said the jib trimmer, "is not converging. It's all ebb."

"Wrong," said Lee. "We have faster ebb, where the water crosses over the shoal, flowing into an area of much slower ebb current, where the water gets deep

again and the current slows down. Surface flow is converging, so some of the water has to flow down toward the bottom, because like, what goes in has to equal what comes out. Wave energy is left to accumulate on the surface, where it forms a visible tide rip. The only way to dissipate all that energy, even from, like, those little wind ripples, is for the wave height to build up till the waves break."

Eventually we drifted with the current into the tide rip. Our water speed was still showing zero, even though our sails were perfectly trimmed to the wind



**Surface convergence can occur whenever the surface velocity decreases in the direction of flow, such as the current slowing down after crossing a shoal.**

direction indicated by the floating soap bubbles. We were heeled over enough to let gravity keep the sails mostly full, but it was hard to tell if any air was actually moving past them.

"Ground speed down to 1.0, and still going down," someone announced.

"See? Down from 2.4. It would take a wavelength of . . . let's see . . . speed

difference of 1.4, which is 1.34 times square root of wavelength, so wavelength has to be longer than 1.1 feet just to break even. These leftover ripples aren't moving fast enough to cross the convergence zone."

But our boat was still moving with the current, so we slid right across the con-

verging surface flow — we could even hear the gravelly sound of the sediment in the water coming from the small, breaking waves.

"Anyone ready for a sandwich?" someone called up from the cabin. I was about to say yes, but it was not to be.

"Wind line!" the jib trimmer shouted. His eyes were the best on the boat, and it took a minute for the rest of us to spot the dark stripe on the water, far on the horizon but getting closer. We could eat lunch later. Class dismissed.

**max ebb**



Photo Credit: SV Zingaro

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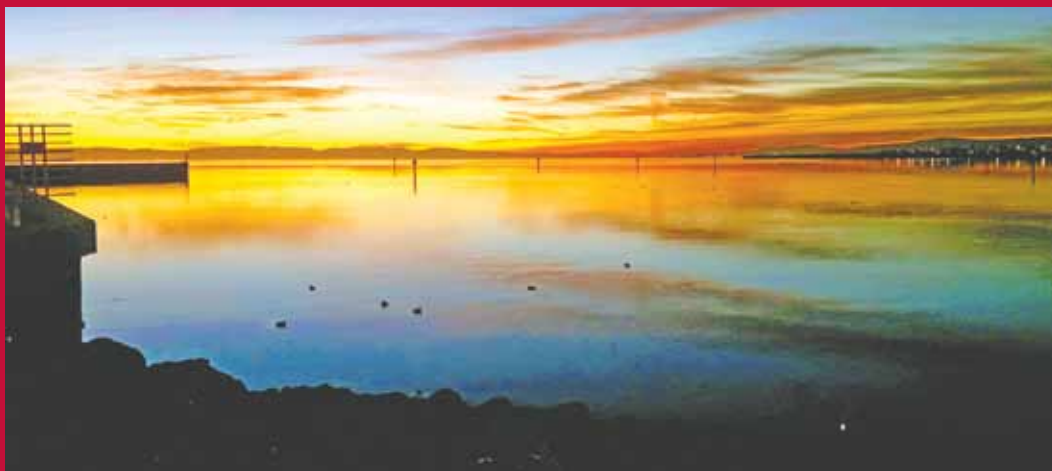
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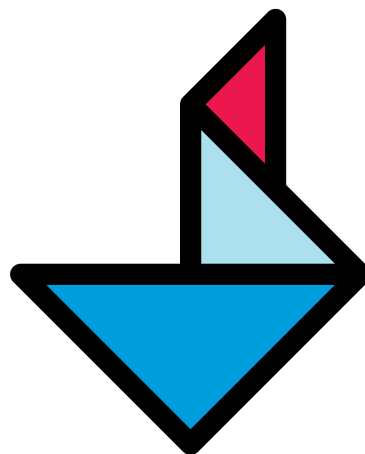
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# THE RACING

**We include reports and/or photos from the Corinthian Midwinters, OYC's Sunday Brunch, SYC's Chili Midwinters, EYC's Jack Frost, SeqYC's Winter Series, RYC's Small Boat Midwinters, SBYC's It Ain't Over Till It's Over, and DRYC's Berger/Stein. We wrap up a few more 2019 season championship series, and Race Notes checks in on West Coast sailors rockin' away games.**

## Nor'easterly Corinthian Midwinters

"The spinnaker is rather moist," announced the bow gal on one of the boats competing in the Corinthian Midwinters. The giant spinnaker had skimmed through the water on the reach from YRA 8 to the (theoretical) leeward mark in the race on Saturday, January 18. The douse might not have been too clean either.

With a northeasterly chilling San Francisco Bay, the kite in question would not dry in time for Sunday's repeat race.

Of the first three weekends in January, this third weekend would be the windiest — and coldest. Saturday's breeze was steady and fairly consistent, settling in at 9-11 knots with puffs to 13.5, and a shift toward the north in the afternoon. The current ebbed all day, flowing in the same direction as the wind, making for flat water.

The 93 boats registered were split into 14 divisions, including one-design classes for SF Bay IODs, Express 27s and 37s, and J/105s. Multiple divisions for Non-Spinnaker and Sportboat entries were included, as well as a new Short-handed division.

Under partly cloudy skies, the races started and finished off a powerboat set west of Angel Island's Point Knox.

With few marks available to the northeast, the race committee opted for a downwind start on Saturday. Some of the racers were relieved to not have to short-tack up Raccoon Strait into the ebb. Others thought that would make for an exciting tactical battle.

The courses sent the slower boats off to Yellow Bluff (near the Sausalito Headlands) for a leeward mark and faster boats to Blackaller Buoy (off San Francisco's Crissy Field) then to Blossom Rock. All converged on YRA 8, a red shipping channel buoy, for a windward mark. An inflatable temporary beyond the start-finish line made for a 'leeward' mark and a short windward leg to the finish. In actuality, it was sketchy to carry a spinnaker all the way to the temporary when the wind clocked forward.

Back at CYC in Tiburon, the large, usually-popular east-facing deck was exposed to the chilly breeze, so the convivial post-race gathering squeezed shoulder to shoulder into the small mem-

bers' bar. (A similar-sized crowd packed the bar at San Francisco YC, about half a mile to the west.)

A good portion of the CYC clubhouse was closed off for renovation work on the main floor. They're expanding the kitchen, and moving offices and bathrooms. The fabulous upstairs ballroom — site of many a memorable post-midwinter dance party — is being used for storage right now.

Sunday's forecast called for lighter breeze and slightly warmer temperatures. Neither transpired. Instead the breeze settled in around 11 knots, with bigger gusts up to about 17. The nor'easterly direction held.

The race committee stuck with the downwind start, but chose somewhat shorter courses for Day 2. The legs were even reachier, with less opportunity for spinnaker work.

Unlike on Saturday, a soft spot developed during the leg to YRA 8. The wind didn't die completely, and boats could still make way against the ebb. However, the slowdown compressed the fleet. Boats of diverse design, size and speed converged on the red can when

the wind piped back up, making for an exciting rounding.

Once it turned back on, the wind stayed. The racers made for Little Hard-



**Aboard the J/120 'Shenanigans' during the final leg on Saturday, jib trimmer Gautier de Marcy's PFD deployed with a bang. He hadn't even gotten a splash. Maybe the lifelines tugged on the pull-cord handle. "At least I know it works," he said with a shrug.**





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**YRA mark 8 (aka R4), 1 mile east of Angel Island's southernmost tip, Point Blunt, served as a windward mark on both days of the CYC Midwinters. Here, Glenn Isaacson's Schumacher 40 'Q', left, and Memo Gidley's Elliott 1050 'Basic Instinct' converge at the buoy on Saturday, January 18.**

ing, a green can, the final mark. Many set kites, but the wind angle was tight, and at least one chute blew up, shredding into pieces.

The overcast never cleared completely, leaving the crews shivering even more than on the previous day — once the adrenaline wore off.

A new experiment this year was the shorthanded division, announced a scant two weeks before the series began. Pat Broderick described it as a success. "I hope they keep it next year and include it in the entry possibilities from the beginning. Several SSS sailors told me they would have liked to enter, but were otherwise committed. If CYC does offer it next year, I think there will be a healthy entry list."

This year, the division attracted four boats: two Alerion 28s, an Express 27, and Pat's Wylicat 30. "The first two races demonstrated the division's competitiveness, with three of the boats trading first, second and third-place finishes," reports Pat. Chris and Denise Kramer, a husband-wife team double-handing their Alerion 28 *Sweet De*, said

they were "grateful to the CYC for giving us shorthanded sailors our own division this year." They're looking forward to the February races and hopeful for an Alerion 28 one-design division in future CYC Midwinters.

The four-race series will conclude with another full weekend of racing on February 15-16, followed by trophies for overall winners back at CYC.

You can still sing up for February; see <https://race.cyc.org/2020MidWins>. Go to <https://race.cyc.org/2020MidWins/standings> to check how everyone's doing in the results.

— latitude / chris

#### **Sunday Brunch (Racing) with OYC**

Oakland YC's 2020 Sunday Brunch series kicked off January 5, with the first race being dedicated to John Tuma, who passed over the bar on November 28, 2019. After the race, once most of the racers were up in the club, eight bells rang for John.

The day was sunny, even a bit warm, with winds 10-12 knots. The race offered pockets of no wind and Estuary shifts

— all was normal. Thirty-six racers had signed up as of the first race. It was full courses for all eight divisions, racing 2+ hours on the Estuary.

As is our history after the OYC Sunday Brunch races, the race committee hosted a buffet for the racers to enjoy while bending an elbow and swapping stories. It's a wonderful way to spend your Sundays.

On January 19, prior to Race 2, Ted Keech gave a talk, "PROTEST!" When should you do penalty turns after a close call? OYC has also scheduled two more presentations. February 16's will talk

For more racing news, subscribe to 'Lectronic Latitude online at [www.latitude38.com](http://www.latitude38.com)

January's racing stories included:

- More CYC Midwinters
- ETNZ launches Test Boat
- Cape 2 Rio • IDEC Sport Tea Route
- SSS E-Rudder Race/Show & Tell
- An Old *Latitude* War Story
- Rolex Yachtsman and Yachtswoman of the Year Shortlist and Voting
- Previews of race seminars, 2020 Q1, February races, and more.

# THE RACING

ALL PHOTOS SLACKWATER SF



about Cold Water Immersion with Angelo Perata of the Coast Guard Auxiliary. On March 1, Kame Richards will be there to talk about Sail Trim.

Race #2 found light winds, overcast

**During a postponement on January 5, SYC's race committee scans for breeze. Light air seemed to be the theme of the month.**

**Oakland YC's first Sunday Brunch race of the year on sunny January 5. Clockwise from top left: passing the floating homes at Barnhill Marina in Alameda; the Olson 25 'Foul Air' and Merit 25 'Bandito'; an El Toro appears to be racing the trimarans; and the parade from the weather mark.**

skies. A hoist that wasn't working caused a number of boats to remain on the hard. But racers can't be held back. Calls were made, and some sailors joined other boats as crew.

kicked off.

The February races will be held on the 2nd and 16th. See [www.jibeset.net](http://www.jibeset.net) to enter and for results.

— debby ratto

For one Merit 25, *Hard N Fast*, a full crew readied a boat not planning to race, *Double Agent*, and its owner and skipper made it to the club and raced his boat with his competitors on board.

This shows that it's all about time on the water and the camaraderie of racers and friends.

It was short courses all the way. The sailors were in at the bar and eating as the 49ers game

## Chili Midwinters in Sausalito

Expecting mild wind, SYC Chili Midwinter boats bent on large genoas, packed .75-oz chutes, and left their foulies in the car. Much to their surprise, shortly before the start, wind built into the mid-20s, with the 2.8-knot ebb creating ocean-like breaking waves. Carnage ensued.

There were several dismastings, multiple blown-out sails, and emergency calls to the Coast Guard for hypothermia evacuations. *Mercury*, SYC's trusty race committee boat, dragged its anchor, providing a moving finish line for those boats lucky enough to survive the 15-mile course the race committee sent them on.

The Alcatraz rounding was especially perilous, with several boats bouncing off the Little Alcatraz rock. Luckily, all persons overboard were recovered, although not necessarily by the boat they



JENNIFER MCKENNA





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were catapulted off by breaking waves. This created a headache for the protest committee: If a Cal 20 started with a crew of three, but finished with 12 onboard, were they owed time or penalized for finishing with a different number of crew than they'd started with?

Back at the SYC clubhouse, survivors gathered around the chili pots, trying to warm up. The party went on even though the sky was filled with orange Coast Guard helicopters rescuing hypothermic sailors while a fleet of BoatUS tow boats dragged dismantled, half-sunken boats back to KKMI for haulouts. The lucky sailors warming up at the clubhouse voted to impeach the race director after a raucous debate along spinnaker/non-spinnaker divisions.

"Was the race so dire that it could not even be scored?!" inquired *Latitude 38's* racing editor, who could not find results for January 5.

I think the committee boat was so wet their computer died. I hope Jennifer didn't share her photos. Fake photos! Her camera has a 'smoothing-out' feature that she accidentally switched on after we recovered her from her first overboard adventure.

Actually, after a 2 hour, 23 minute postponement, the SYC race committee

At the Jack Frost on January 4, clockwise from top left: The Farr 36 'Red Cloud', Melges 24s 'Smokin' and 'Posse' and Express 37 'Golden Moon' in PHRF 1; Jennifer McKenna and Fred Paxton on her Tuna 'Zingaro'; the Express 37s 'Elan' and 'Sprindrift V' (Fred's son Will Paxton is center screen, standing, on 'Sprindrift V', previously owned by the late George Neill, now owned by Andy Schwenk, who moved to the Bay Area from Anacortes last year); the Olson 25 'Sketch', seen demonstrating the use of a human spinnaker pole.

finally admitted defeat and canceled the January 5 race. The promised northerly low-teen wind failed to appear, while the scheduled 2.8-knot ebb did. The next SYC Chili Midwinter race is scheduled for Sunday, February 2.

See [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org) for results from November and December.

— pat broderick

### Encinal YC's Jack Frost

On January 4, the early morning rain cleared away to partially cloudy and 2-5 knots of light and variable north wind by the race start at 11:30. Starting in the usual EYC Jack Frost area off the Berkeley Pier, the first leg of series Race 5 headed toward Red Rock against a 2.9-knot ebb.

The A fleet picked their way up the course, leapfrogging positions when the leaders, *Smokin'*, *Posse* and *Golden Moon* fell into the wind holes and shifts. *Golden Moon*, with skipper Kame Richards, pulled out the first-place win.

By time the last group, the Santana

22s in Division E, had rounded the windward gate, the wind was beginning to shift WNW. The fleet split on which side of the course to sail downwind on. The west side proved to be slightly favored for the Santanas. *Zingaro* led the pack, followed tightly by *Meliki* and *Carlos*.

In the second race of the day, #6 in the series, the A fleet was sent off on their start before the rest of the fleets had finished. The wind was continuing to shift and fill from the west, and the windward mark was moved as soon as all of A fleet had cleared it, so the course would be more true to the wind for the rest of the fleets. A nice 5-knot-plus westerly made for a quick second race.

*Sketch*, an Olson 25 with skipper David Gruver, got good starts and kept her lead in both races. Second place shifted from *Balein* in Race 5 to *Synchronicity* in Race 6. Fleet C leaders switched places in the two races between *Azure* and *Renaissance of Tahoe*. In Race 6, the entire Santana 22 fleet of nine starters finished within four minutes of one another. *Car-*



# THE RACING

PETER WEIGT / FEROX



JEFF STINE



**SeqYC Winter Series race on January 11, clockwise from top left: Stan Phillips' Farr 30 'Frequent Flyer', as seen under 'Ferox's' spinnaker; Anja Bog at the helm of 'Ferox'; a diagram of the interesting course off Redwood City, with the most distant mark just shy of the San Mateo Bridge.**

los was in first place this time, followed by *Zingaro*, then *Meliki*.

The series will conclude with two more races each scheduled on February 2 and February 29. See [www.jibeset.net](http://www.jibeset.net) for more info, including series standings.

— margaret fago

## Sequoia YC Winter Series

The first race of 2020 at SeqYC on January 11 had great conditions — in January?! The winds blew 17-20 knots. Nine boats sailed an 11.6-mile course in a building ebb.

It was a close start. The ebb made the upwind legs fast, and added time to the downwind legs. Does it get better?

Recent winners of OYRA PHRO 2 (see the January issue of *Latitude* 38) were well represented, with Peter Weigt and Anja Bog doublehanding their Pogo 36 *Ferox*.

Phillip Meredith sailed his Dragonfly 25 *Phoenix*, a trailerable folding trimaran. *Phoenix* averaged 9.9 knots around the entire course, with a top speed of 15 (as shown on RaceQs).

The Winter Series will continue on

February 8. See the complete series standings at [www.jibeset.net](http://www.jibeset.net).

— jeff stine & latitude / chris

## Berger/Stein Race Greeted by Wind

Santa Ana winds had been predicted in Southern California on Friday before the 47th running of Berger/Stein Series Race 1. A thin layer of smog floated lazily over Santa Monica Bay near King Harbor on the following morning.

There wasn't much wind, and Del Rey YC PRO Bill Stump displayed the much-used Dr. Seuss hat (the AP pennant) prior to the noon start on Saturday, January 4.

A half hour later, the big AA boats, led by Roy Disney's 70-ft *Pyewacket* (and her enormous kite) took off on a shortened course to Topanga and back to the Marina del Rey South detached breakwater.

Although racers may have grouched about the short (13-mile) course, this was the first New Year's race in recent memory that featured more than a handful of finishers.

**The keel of Roy Disney's new-to-him Volvo 70 'Pyewacket' is so deep (19-ft draft) that the boat could not dock at Del Rey YC. Rather, after she was delivered from San Diego, the race crew was shuttled out to her.**







ALL PHOTOS SUSAN BURDEN

It wasn't that long ago that the only finisher out of a hundred-odd entries in this event was Robert Lane's 63-ft *Medicine Man*. Of the 66 boats entered this year, only one starter didn't finish.

*Pywacket* took line honors, finishing

*The Southampton Shoal* racing area at the RYC Midwinters on January 5, clockwise from top left: *The Wylie Wabbit 'Furrari'* with several Mercurys in the background; a 29er, Lasers and others converge on a mark; the U20 'U Decide'; more Lasers, two Thistles and an Ultimate 20. For standings, go to [www.regattanetwork.com/event/19900#](http://www.regattanetwork.com/event/19900#). The next races will be held on February 2.

The competitors were treated to comfort food and trophies at the club following the race. Complete results are at [www.dryc.org/racing](http://www.dryc.org/racing).

— andy kopetzky

#### A Few More 2019 Champs

If you read any of the last three issues of *Latitude 38*, you would have seen our profiles of 2019 season champions. Here we share a few more overall results from season series.

#### Vanguard 15

The Founders' Cup for Vanguard 15 Fleet 53 consisted of four regattas: BVBC's Dinghy Race on May 11; the Jeff Knowles Memorial Round-the-Island Race on Tuesday evening, June 18 (around Treasure Island and Yerba Buena); the High Sierra Regatta on Huntington Lake on July 13-14; and the Fleet Championship on October 12-13 on Tomales Bay. Each sailor's best three results of those four

events counted toward their scores," explained fleet captain Sam Wheeler. "Skippers and crews are scored separately, because people don't always sail in the same pairs."

#### VANGUARD 15 FOUNDERS CUP

1) **Dan Altreuter**, TISC, 41 points; 2) **Helen Lord**, StFYC, 40; 3) **Ben Pedrick**, StFYC, 38. (52 sailors)

Full results at <http://vanguard15.org>

#### Wylie Wabbit

The Wylie Wabbit fleet's Season Series comprised eight regattas: the Small Boat Midwinters, Big Daddy pursuit race, and Big Dinghy, all at RYC; KBSC's Konocti Cup on Clear Lake; the High Sierra; the Wiver Wun from Richmond to Rio Vista; the Wabbit Nationals hosted by Inverness YC; and RYC's Great Pumpkin. The Travel Series included just the Konocti Cup, High Sierra, Wiver Wun and Nationals. The Season Series scoring allowed three throwouts, the Travel Series two.



Dan Altreuter and Sam Wheeler at BVBC.

just before 2 p.m. All others were in by 5:30 before darkness set in.

MIKE DEADY



# THE RACING SHEET

PETER MOLETTIERE



RON DAVIS



## WYLIE WABBIT SEASON SERIES

1) **Mr. McGregor**, Kim Desenberg, RYC, 11 points; 2) **Bad Hare Day**, Erik Menzel, RYC, 16; 3) **Kwazy**, Colin Moore, RYC, 16. (17 boats)

## WYLIE WABBIT TRAVEL SERIES

1) **Mr. McGregor**, 2 points; 2) **Bad Hare Day**, 3; 3) **Kwazy**, 4. (17 boats)

Full results at <http://wyliewabbit.org>

## Moore 24

Seven regattas made up the fun-loving, trailer-happy Moore 24 fleet's 2019 Roadmaster Series.



**John Kernot**

## MOORE 24 ROADMASTER SERIES

1) **Banditos**, John Kernot, RYC, 23 points; 2) **Mooretician**, Peter Schoen, TYC, 33; 3)

**Firefly**, John Trumel, RYC, 35. (46 boats)  
Full results at [www.moore24.org](http://www.moore24.org)

## Islander 36

The Islander 36 fleet is celebrating

their 50th anniversary in 2020; we'll hear more from them in the spring. The Bay Area fleet is split into a spinnaker division and a non-spinnaker division. Counting regattas in 2019 were the Three Bridge Fiasco, Great Vallejo Race, BVBC's Plastic Classic and September's Coyote Point Destination Race.

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## ISLANDER 36 ASSOCIATION (5r, 1t)

SPINNAKER — 1) **Renaissance**, Steven Douglass, NoYC, 6 points; 2) **Island Girl**, Frank Burkhart, CSC, 13; 3) **Luna Sea**, Dan Knox, SBYC, 13. (3 boats)

NON-SPINNAKER — 1) **Serenity**, Eric Mueller, SJSC, 8 points; 2) **Cassiopeia**, Kit Wiegman, PCYC, 12; 3) **Windwalker**, Richard Schoenhair, BYC, 12. (7 boats)

Full results at [www.islander36.org](http://www.islander36.org)

## Race Notes

SFYC sailor Will Foox of Lafayette won the Laser Standard Division at the **Orange Bowl International Youth Regatta** hosted by Coral Reef YC in Miami,

FL, on December 26-30. Divisions were also offered for Club 420, Laser Radial and 4.7, and Optimist. Lots of other young Californians made the post-Christmas pilgrimage to the Sunshine State. See [www.coralreefyachtclub.org](http://www.coralreefyachtclub.org).

Besting the Aussies on their own home turf were Santa Cruz Mike Holt and Nevada Rob Woelfel. The duo dominated the **Australian Open 505 championship** right from the starting gate. Royal Brighton YC hosted the regatta on January 15-21. The Americans bested 32 Australian teams in Melbourne, on the continent's southwestern coast. Sunday, January 19, was described as a "typical Melbourne day. Some cloud, some sunshine, some warm and some cold, hailstorms and some lightning. Above all bloody good wind and near perfect 505 sailing."

For more, including some gnarly action photos, see [www.int505.org/au-2020-australian-championship](http://www.int505.org/au-2020-australian-championship).

— latitude / chris

LATITUDE / CHRIS



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# WORLD

When it comes to vacationing, sometimes **spur-of-the-moment trip plans** turn out to be the best. Learn what we mean in this month's **Charter Report**.

## An Investment in Family Fun on the Water

Early last year, Lyall and Katie Burgess of Hawaii's Sun Powered Yachts decided to place a boat in Dream Yacht Charter's worldwide management program. Their intention was not only to make a sound financial investment, but also to invest in spending quality time with their kids, Iwalani, 6, and Anela, 4, enjoying the wonders of the great outdoors.

As the end of 2019 approached, Lyall and Katie realized there were two unbooked weeks on their boat's schedule. They had a choice of using them or losing them, so they jumped at the opportunity to make a family getaway.

"The condition in our management agreement is that you can only book an unused time slot like this 14 days or less before your arrival day," explains Lyall, "so it often limits which base you can get to, since you have to quickly coordinate a lot of last-minute details, such as getting time off from work and school, making flight arrangements, booking hotels, etc. Hats off to Katie for pulling this trip off!

"We booked *Rubenstein*, a Harmony 52 for the full two weeks, and picked her up from the Dream Yacht Charter base in Raiatea — in the Leeward Islands of Tahiti. As soon as we got our two excited kids aboard, and installed a bunch of Christmas lights and decorations, it was amazing how quickly that bareboat felt like home and took on the Christmas spirit.

***Huahine is the favorite Tahitian isle of cruisers and charterers alike. In the lower right, 'Archer' and 'Rubenstein' are anchored off the shallows.***

"November through April is the rainy season in Tahiti, and we did have more than our fair share of overcast days and rain showers. So the colors of the lagoons weren't always 'popping' as they do in the postcards.

"We sailed from the charter base on Raiatea to Tahaa (which shares the same lagoon), then on to Bora Bora, back to Raiatea, on to Huahine and finally back to the base in Raiatea.

Trips within lagoons are often short and sweet, such as a motorsail to another mooring ball or anchorage. But distances between islands are roughly 20 to 25 miles from entry pass to entry pass, so usually a nice 4- to 5-hour daysail — enough time to blow out the cobwebs.

"During our trip



***"We're having some fun now!" Lyall and Katie strike a pose for a selfie while charging between islands.***

it was great to meet the [San Francisco-based] crew of the racing-red Outremer 51 *Archer*. No doubt *Latitude* reported the story of a Bora Bora mooring breaking loose with *Archer* attached. Anyway, the damage done is all fixed up now and the family is bound for New Zealand. (Follow them by visiting [www.the-sailing-family.com](http://www.the-sailing-family.com)). It was great to anchor up close to them in Huahine so their three boys and our two girls could have some buddies for the week. I once read a great phrase on the roof of a bar in Antigua: 'It's all





# OF CHARTERING



about the people you meet along the way.' That couldn't be more true!"

The Burgessess capped off their two weeks of sailing in Tahiti's Leewards by flying back to Hawaii on New Year's Eve. And we'll bet that before they touched down in Honolulu they spent some time wondering, "Where to next?" Thanks to the charter management program, they get around to some pretty exotic places. Last June, for example, the family celebrated Summer Sailstice (June 21) bareboating in Greece.

Investing in a bareboat charter fleet wouldn't work for every sailor, but it sure seems to be working for the Burgessess.

— andy

*Readers — The benefits of charter management programs vary from company to company. Some deals focus primarily on paying down your boat loan quickly, some feature a slower pay-down but more weeks blocked for your personal use. And, of course, when you fly off to some far-flung sailing venue to 'check up on your investment,' you can write off some of your travel expenses.*

## Additional Options for South Pacific Bareboating

We've sailed around Tahiti and her sister isles — the Societies — many times, yet we've never grown tired of them. But that's not to say there aren't

other fascinating South Pacific isles well worth considering for your next bareboat charter vacation — especially if you hope to cruise your own boat through South Pacific waters someday. There's no better way to sample the lifestyle and the sailing challenges than spending a week or more 'cruising' aboard a well-kept bareboat.

There are four large bareboat operators in Tahiti, as well as a few smaller operators. None of them actively advertise chartering beyond Tahiti's Leewards, but if you have an impressive sailing résumé and time flexibility, you may be able to arrange a special 'expedition charter' to the minimally developed Tuamotu Archipelago. This vast cluster of low-lying coral atolls is world-famous for spectacular snorkeling and diving in shallow, gin-clear waters. (The archipelago lies roughly 200 miles east of Tahiti.)

It's much easier to arrange a conventional bareboat charter among the lush green islands of Vava'u, Tonga. Sunsail maintains a small charter base at Neiafu, which is the only real town in the Vava'u Group.

Because Neiafu Harbour offers nearly 360° protection from rough weather, it serves as a primary hangout for world cruisers, some of whom stay through the December-to-April cyclone season. Like Tahitians, Tongans have Polynesian roots, but most contemporary Tongans speak English, which is a plus for travelers.

Because Tonga has a relatively small population and virtually no industry, its waters are clean and clear. Distances are short between the many safe anchorages, and navigation is

easy. But what really sets Vava'u apart from other SoPac venues is the annual arrival of migrating whales. Swimming with them (in the presence of a licensed

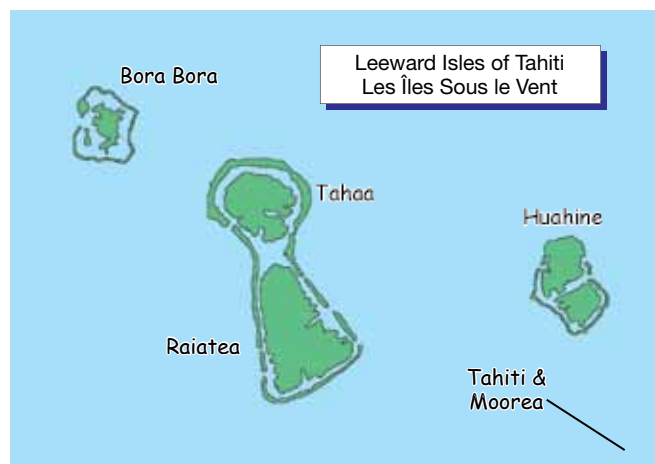


**Hangin' on the back porch.** The Burgess family seems to have the right idea about how to build lasting memories.

guide) can be a life-altering experience.

Heading farther west, the next stop for cruisers is Fiji, but sadly, bareboats are no longer offered there.

Not far to the southwest, however, lies New Caledonia, a tropical gem little known by North Americans. The region is rich in tropical beauty, and the sailing



# WORLD OF CHARTERING



LATITUDE / ANDY

**Most Tongans are extremely friendly people who love playing music and singing traditional songs — often fueled by a bowl of 'kava'.**

conditions are often ideal. The territory's French roots are evident everywhere, especially in the local cuisine and the population's passion for sailing. But be warned that not many locals speak English. Dream Yacht Charter maintains a sizeable bareboat base there, in addition to several smaller operations.

While visiting New Zealand's Bay of Islands last year, we were shocked to learn that this spectacular cruising

grounds no longer has a bareboat base. We expect that will probably change, though, as these semi-protected waters — which are peppered with islands and inlets — serve as a wonderful playground for sailors.

In the meantime, the east coast of Australia offers a boatload of outstanding charter

options — too many to list, in fact. The most popular venue is the Whitsunday Islands, which lie clustered in semi-sheltered waters a short sail from charter bases on the mainland of Queensland.

Some of these semitropical isles are uninhabited, while others offer the amenities of waterside restaurants and resorts. The most famous of these is Hamilton Island, home to the annual Hamilton Island Race Week, where visiting cruisers and bareboaters mix it up on the race course with local hotshots.

If you're an adventurous traveler —

and an avid snorkeler or scuba diver — you won't want to miss the chance to take a side trip and dive on the Great Barrier Reef, which lies farther offshore and can be visited via a float plane or a day-excursion boat.

Our final recommendation is to spend a few days or perhaps a week sailing fabulous Sydney Harbour. Reminiscent of San Francisco Bay yet more compressed, the harbor's various waterfronts have many personalities. In addition to the famous opera house, there are museums and historical vessels to visit, specialty shopping options, plus wonderful waterside bars and restaurants.

If any of this sounds enticing, we suggest you get busy and start doing your pre-travel homework soon.

— andy

## Charter Notes

Adventure Cat is kicking off their 2020 charter season with a special two-hour Valentine's Day sail out under the Golden Gate Bridge and around Alcatraz. For more information, call (415) 777-1630 or go to [www.adventurecat.com](http://www.adventurecat.com).

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# CHANGES

**W**ith reports this month from **Victoria** awaiting a weather window in Mozambique; **Ravenswing**'s tougher than imagined Baja Ha-Ha; **Taliesin Rose**'s ongoing love affair with cruising; **Bohemia**'s "much more than we bargained for" inaugural Mexico cruise; and a locker full of **Cruise Notes**.

## **Victoria — Amel Sharki 39 Emma Casey and Phil Zygmunt Sailing Back in Time Woodacre**

Fresh out of college with little inkling where to begin, I returned home to Marin and browsed *Latitude's* "Skippers Look-



**Heading ever westward — Phil and Emma aboard 'Victoria' in the Indian Ocean.**

ing for Crew" section of the online Crew List. After several emails and a video call, I found myself aboard a 36-ft cutter making a left turn down the coast of California with two people I had just met, a backpack of belongings, and many qualms. Almost five years and five boats later, I'm thoroughly enthralled by cruising life, though still asking myself what I want to be when I grow up.

My boat hitchhiking came to an end when I joined Phil Zygmunt on his Amel Sharki 39 in New Zealand three years ago. Phil has since become my partner and *Victoria* my home. We fund our cruising by working four months each summer at an Alaskan fly-fishing lodge. Every June,

**Many Malagasy craft are made of hand-hewn planks, with sails made of any available fabric.**

we haul *Victoria* out in whichever country we find ourselves, then splash her the beginning of October and pick up where we left off, heading ever westward.

This season finds us in the south Indian Ocean, where I'm writing from our anchorage just outside the shipping channel in front of Maputo, Mozambique's industrial waterfront.

This rugged coastline has few protected harbors in which to wait out frequent southerly gales, making the thousand miles to Cape Town somewhat arduous. The swift, south-setting Agulhas Current can whip up 50-foot seas in no time when paired with southerly gale-force winds, so weather windows in this region are not to be taken lightly. Patience is the *modus operandi*, so while I sit here with views of tugs leading freighters to the coal terminal, I'll ruminate on last month's adventures in Madagascar.

Madagasikara (the Malagasy name) was a sort of antique world to arrive in after our passage from the Seychelles. The boisterous Indian Ocean calmed as soon as we rounded the island's northern Cap d'Ambre, and a lighter land breeze carried that first whiff off the red dirt after days at sea; an amalgam of dust, cook fires and rotting jackfruit. The first locals we waved to as we sailed between dry forested islands toward the small city of Hell-Ville on Nosy Be were in sailing boats of their own. Outrigger *pirogues* dug out from single tree trunks, and impressive 20-50-ft dhows with one or two masts, crisscrossed our course — often close enough for a quiet "*bonjour*."

We know of Madagascar for its long-isolated endemic species and luxurious exports: cacao, coffee and vanilla (the seedpod of an orchid for which every flower must be hand-pollinated). But its



striking maritime culture is not to be overlooked. The craft are impressive: heavy, shallow-draft vessels that have gradually evolved from centuries of a cultural mélange, skilled seamen and limited resources. They are made from hand-hewn hardwood planks secured with locally-made nails, caulked with fiber, tarred and painted. Sails are hand-sewn patchworks of whatever cloth can be found, many with gaping holes and translucent sections worn thin with use.

The rigs are diverse, ranging from single lateen sails to gaff-rigged schooners with square topsails. A true sailing community, the Malagasy use these beautiful boats day in and day out for fishing and to transport building supplies, bags of sand, timber for flooring, charcoal for cooking, fronds for roofing — you name it — from mainland to island and back again. The inter-island waterways are teeming with silent, picturesque vessels and patient people at the whim of the elements. "*Mora mora*," they say here: slowly slowly, take it easy, no hurry.

We spent a few days anchored in Crater Bay, home to the funky, quaint Nosy Be Yacht Club, whose bar and restaurant are built into an old sugarcane railcar.



**VICTORIA**



# IN LATITUDES



ALL PHOTOS VICTORIA

kind of wind for 13 days now, anchored in a modern port where time is money and capitalism creed. The winds will change. Madagascar will change. *Mora mora.*

— Emma 12/27/18

## **Ravenswing — Farrier 39 Greg and Jean Carter Ha-Ha Reality Check San Francisco**

The Baja Ha-Ha has been our boatwork-motivation target since taking over the build of Farrier 39 tri *Ravenswing* on New Year's Day, 2012. After her June 2016 launch, we thought a summer of shakedown around San Francisco Bay would get us right to the Ha-Ha. But life intervened, including breaking the carbon mast off Angel Island just prior to

*"Hundreds of local boats materialized from the gold-tinged haze," says Emma of this early morning photo in the Mozambique Channel. Left and center above: Getting to know some locals. Above, 'Victoria' ghosts along in light air. Top right: The atoll-esque Nosy Antanimora Island, Madagascar.*



Evenings meant brick-oven pizzas, 3-for-1 caipirinhas, and catching up with friends from two boats we had met in other countries, over the din of drunk expats trying to seduce local girls of questionable legal age. Days meant boatwork punctuated with island explorations and a fabulous morning dive with whale sharks in the gin-clear waters of the outer bay. Three days of that routine, along with fuel, water and provisions, and we were ready to continue south to empty anchorages and quiet villages.

A diverse coast followed with a few atoll-esque sand islands and dramatic mainland bays edged by low karst limestone cliffs studded with baobab trees; otherworldly landscapes dotted with the omnipresent patchwork sails.

The people are kind but expectedly reserved. This is one of the poorest nations on the globe, and we pull in on a floating home, packed with creature comforts, to ogle their chameleons, lure calm lemurs with bananas, and watch in awe as women spend day after day pounding rocks into gravel on the roadside under the desiccating subequatorial sun. Village life is simple, though surely not easy. Activity is governed by the sun's schedule, as

electricity is scarce, and transport is dictated by the wind and sea, as roads and cars are an economic impossibility.

Northwestern Madagascar's commercial reliance on sailing vessels is fast becoming anomalous in a world of instant gratification. As much of an aesthetic and cultural emblem as the dhows have become, they are not a choice, not a convenience. This is an example of preservation of tradition through poverty; if outboard motors and fiberglass hulls were available and affordable, the Malagasy would use them in a heartbeat.

One dawn stands out in memory. We slid silently toward Mahajanga harbor in the light headwind of daybreak while hundreds of local boats materialized from a gold-tinged haze, headed into the Mozambique Channel. Ghosting through the fleet, our 1980 ketch felt out of place. It was as though we had been warped back a thousand years to a time when gaff rigs and outriggers were ubiquitous fixtures the world over. A time when nothing happened quickly, when humans could do little to defy nature. Our time in Madagascar was a reversion to a refreshing pace, a refreshing patience. A patience I try to embody here, waiting for the right

a 2017 departure. Finally, in September 2019, it was time to go.

Sailing under the Golden Gate, facing a nasty ebb chop in a pounding beat for the ship channel at 10+ knots, our crew of four hung on tight for the wet and wild start of our southbound adventure. This

*The boat that would become 'Ravenswing' was started in 1995. Greg Carter (shown here during construction in 2015), took over the build in 2012 and launched the boat four years later.*



ANDY TURPIN



# CHANGES

was an experienced racing and coastal daysailing crew, but limited in offshore passagemaking. We jumped in with a



RAVENSWING

**After the Ha-Ha — and all the years of building and dreaming — Greg thanks the boat for finally getting him 'out there.'**

400-mile, nonstop run to Marina del Rey, then the excellent 2019 Summer Splash multihull rally to Catalina in September. We arrived in San Diego on October 29 to begin our Baja Ha-Ha 26 festivities.

Our first Baja Ha-Ha was a great adventure. We met fantastic people, saw beautiful places, and did some serious sailing. But it was also different than expected, after all those years of jealously reading the glory recaps in this magazine. Here's a bit of what the Ha-Ha taught us about 'performance cruising'.

Unless you get a slip in Shelter Bay, the pre-Ha-Ha is quite spread out. We took our 27-ft beam to a lovely anchorage in Glorietta Bay, where we met a few other rally participants. But we should have gotten on the radio or dinghied over to get to know more boats around. We were busy with last-minute boat outfitting, and should have booked a week of prep time in San Diego.

The Baja Ha-Ha start is a don't-miss hoot! A few hours later, we sailed off the

**Maria's street kitchen in Turtle Bay was a big hit with the 'RavenSwing' crew (l to r) Jim, Chris and Anton. Maria is in the plaid shirt with her helper on the left.**



RAVENSWING

e-map; it was a big mistake not to carefully check the chartplotter for detailed cartography of our voyage route. We also didn't have a good paper backup.

This 39-ft, 9,000-lb trimaran is designed to sail upwind at 10 knots and reach off the wind at 20+. Those are 'bashing around the Bay' speeds. So what's realistic with an extra thousand pounds aboard, ocean fatigue setting in, and being 100 miles offshore of a remote, rocky coastline? A sistership just crossed the South Pacific averaging 8.5 knots. We wanted to sail the whole Ha-Ha, and did sail 100% of Legs 1 and 2; but the real learning was "throttling back". In Leg 1 we went far offshore and found more wind. We had great fun dueling jibes with other sporty boats. Then our borrowed old spinnaker blew up 120 miles from Turtle Bay, and it was a slow, white-sails-only downwind finish, to find 70+ boats had arrived before us.

Day 2 of Leg 2 gave us sustained 20+ knot wind and 15 knots boatspeed. But 12 hours of heavy pressure gave us problems at the top of the mainsail track attachment, and some smaller sail-handling gear. We were pushing it and starting to break things. The Ha-Ha teaching moment — there may be 120+ other boats out here, but we are actually alone and sailing our mobile home. We ran the jib and double-reefed main, no A-sail, and held 8-10 knots boatspeed, surfing hand-steered through two converging wave trains. The extra miles we sailed to get good reaching angles did not get us to Bahia Santa Maria ahead of other boats.

We really enjoyed combining the Ha-Ha's excellent participant roster book with AIS and the VHF underway. Look who's on the screen, read their bio, and call on the radio. It became our favorite part: trading stories, sailing brags, weather info, fish caught and wildlife spotted. We got skunked in that department — no turtles, dolphins or whales seen along our route, while boats closer to shore reported many sightings.

Arriving in Turtle Bay and later in Bahia Santa Maria felt like a



job well done, and time to sleep. But the Baja Ha-Ha covers a lot of ground quickly, and now I think it's important to get settled quickly and let the crew go exploring. Get into the villages, meet the people and find some onshore magic. Late on the last Turtle Bay evening, we found Maria's street kitchen. It was a fantastic \$10 home-cooked dinner, with the proprietor sitting at our table telling funny stories deep into the night.

The Ha-Ha's onshore events in San Diego and Mexico were as advertised: super fun and very social. But it's also a serious ocean rally and we were among the annual crop of newbie voyagers learning the ropes. More key lessons included: 1) Inspect *everything* about your auxiliary propulsion. Our three-year-old engine wouldn't start outside Cabo due to a corroded neutral-position sensor wire hidden behind the computer. 2) If it's new,



# IN LATITUDES

keep working on my Spanish in time for the Banderas Bay Regatta. P.S. — a big thanks to *Deek N' Blews* for the tow to Cabo! They had the Ha-Ha spirit just right.

— Greg 12/28/19

<https://cartersboat.com>

## Taliesin Rose — Bavaria 46 Fennel Family Wanderlust is Real Tiburón

In 2017, the crew of *Taliesin Rose* (Vikki, Rowan, daughters Lucy, 9, and Emmy, 7, and one old cat) cast off the lines from the SFYC docks, sailed out the Golden Gate, and took off into the sunset, never to be heard from again . . . or so it seemed to many. An actual quote overheard at the market in our hometown was, "They just got on a boat and sailed away!"

And we are so thankful we did! We bopped down the beautiful and rugged California coast and hooked up with 150 of our newest friends in San Diego to rally our way into Mexico with the Baja Ha-Ha fleet. What a blast! After the requisite jello shots and balloon hats in Cabo, we went around the corner and up into the Sea of Cortez for three months of remote island hopping, beach bonfires, buddy boating and tacos. No amount of time will ever be long enough in the Sea. To this day, when people ask our favorite cruising grounds, the Sea of Cortez is top of the list.

As hurricane season approached, we

**With cars, you have backseat drivers. On 'Taliesin Rose', you have . . . Emmy.**

**'Ravenswing's Chris Harvey at the summit marker above Bahia Santa Maria. The Ha-Ha fleet is in the background. Inset at left: 'Ravenswing' at anchor. Above left: Sunrays break through the cloud cover. Center: Chef Greg hard at work in the red light district. Right: A local volunteer organization releases 250 baby turtles in Cabo San Jose.**

simulate tough ocean passages for your autopilot before leaving home. Our Pelagic Autopilot steered beautifully, but wore out the boat's attachment points. 3) Practice reefing with your Ha-Ha crew, at night, in a blow. Can you reef the main downwind? Our full battens got caught in the lazy jacks, in a tough place to learn. 4) Gather up medical solutions for what you're likely to face. We didn't know how to treat a stingray puncture that hurt like hell. 5) Brief the crew on *all* your boat's idiosyncrasies. I didn't announce the toilet paper rules, which led to my full toilet deconstruct out on the trampolines, taking spray at 12 knots. 6) Study the route, talk to people about weather, current, islands, etc. And make sure your charts

are on hand and up to date. Have your plan in case of electronics failure. Buy a Mexico cruising guidebook in advance. 7) Consider San Jose del Cabo over Cabo San Lucas. It's 15 more miles after your Ha-Ha finish, but half the price for the nice marina, and the opposite vibe of CSL's loud, Americanized tourist vibe. We were among 25 Ha-Ha boats that headed there after checking in at Cabo. San Jose's Puerto Los Cabos was a great place to take refuge from the tropical depression, relax, and make plans with other boats for exploring Mexico together after the rally. 8) Start six months earlier to learn some cruisers' Spanish!

*Ravenswing* will sail from La Paz to Puerto Vallarta in February, and I'll

CHRIS HARVEY

ALL PHOTOS RAVENSWING EXCEPT AS NOTED

TALIESIN ROSE





# CHANGES

scurried south along the edge of mainland Mexico, making new friends, surfing here and there, exploring and enjoying



**The Fennel family (l to r): Vikki, Lucy, Emmy and Rowan, checks out a crazily-decorated 'party bus' in Panama.**

the cold *cervezas* and warm hospitality. Summer 2018 found us holed up in Bahia del Sol, El Salvador, with a very special community of fellow cruisers. *Papusas* and potlucks were the highlights, with happy hour at the pool a daily ritual. We celebrated birthdays with piñatas, traveled by car to see the wonders of our tiny host country, and made friendships to last a lifetime. But the most rewarding experience was volunteering at the conversational English classes for local young people.

Once the (river) bar opened for the season, we headed south to explore the Golfo de Fonseca and onward to Puesta del Sol,

Nicaragua. There we spent three glorious months in our favorite home away from home, with a special community of big-hearted, fun-loving surfers. Not only are the waves plentiful and relatively empty, the surfers who live here are always striving to uplift the rural community. It's inspiring to be surrounded by such regular and consistent acts of kindness.

As we rang in 2019 with friends and fireworks, we planned our route southeast toward Costa Rica. We maxed out our three-month visa exploring as many anchorages and islands as possible. We closed out our season by cruising through the stunningly beautiful islands of Pacific Panama.

The new year finds us living on the hard in the boatyard in Panama City. We are wrapping up our list of projects, and by the time you read this, we will be back in the water, heading back up to Costa Rica and Nicaragua, catching waves and catching up with friends, before we provision up and head due west for the South Pacific and onward to New Zealand.

There is no way I can adequately wrap up our two years of cruising in one short write up. But here is what I can tell you:

1) This is an amazing way to raise children and be a family. I'm so proud of the people my children are becoming, and so much of it is due to the way we are living and the things we are experiencing.

2) It takes a lot of faith in humanity to travel to foreign lands and hope to be welcomed. I'm so glad we have chosen to take that leap of faith, as we have been richly rewarded with kindness and generosity all along the way.

3) Wanderlust is real. You would think that after traveling full-time for over two

**'Talesin Rose' bounces across the bar off Bahia del Sol, El Salvador.**



years, we'd get tired of it. But after getting to see so much natural beauty and so many unique places, I realize there must be equally amazing places all over, and I wish I had time to see them all. I can't wait for the next part of the adventure.

— Vikki 1/3/20

## **Bohemia - 2001 Beneteau 361 Peter Hejno and Tom Watkins Adventures and Challenges Alameda**

After what felt like a lifetime of anticipation, preparation, and 'boat yoga', we sailed *Bohemia* under the Golden Gate Bridge and set off on our cruising adventure. As a (relatively) young gay couple, we're embarking on what we hope will be the adventure of a lifetime and perhaps challenge a few sailing stereotypes at the same time.

We've already had much more 'adventure' than we bargained for in the few short months since we left the Bay, with a near-fire, fouled prop offshore, and being chased back and forth across SoCal waters by Santa Anas and winter storms.



# IN LATITUDES



**Above: 'Bohemia' gets a friendly escort off the Channel Islands. Top: This mess required an off-shore pit stop to clear. The culprit turned out to be a plastic sandbag.**

Now that we know just how action-packed the cruising life can be, we're beginning to wonder what we signed up for.

Having moved to the Bay Area from the UK in 2016, we took sailing classes in Redwood City, not realizing just how addictive and all-consuming a pastime it would be. The sense of tranquility and detachment from the busy world around us became something of an obsession.

We began to spend every spare moment dreaming about the adventures we could have in warmer waters and exotic destinations. Peter even turned his passion into a business during this time, starting the 3D nautical charts business Neptune Maps, and becoming a regular exhibitor at the Richmond boat show.

As our passions grew rapidly and our skills, ahem, slightly less so, we somehow managed to rationalize buying a sailboat as a cheaper alternative to taking more classes or chartering more boats. (In

hindsight, I don't know how we arrived at those figures, but you can hire us by the hour come tax season.)

In 2017 we ended our search as proud third owners of *Bohemia*, our 2001 Beneateau Oceanis 361, which we have lived on in Alameda for two years while dusting off our DIY skills to fit her out for extended cruising. Among the work completed so far: fabricating mounts for a second alternator; adding another diesel tank; changing all thru-hulls, prop and shaft; making a bimini on the sewing machine; and installing solar panels and a watermaker. That's a whole lot of boat yoga in a 36-ft vessel — I think we've each done hurried headstands and 'downward dogs' in every locker so far.

After two winters living aboard in the Bay, we decided September was a great time to start heading south in search of warmer waters and more affordable bar tabs. Peter sold Neptune Maps to Lauren, a talented local artist from Oakland, and we said a tearful goodbye to the Bay as we headed under the bridge and turned left.

As for cruising plans, we're starting

with the scenic route in Mexico, splitting a couple of years enjoying a slower pace of life between the Sea of Cortez and the



**Tom and Peter. They moved to the Bay Area per a job relocation offer from Tom's company three years ago.**

mainland while brushing up on our Spanish. After that, our sights are set on the South Pacific. We know how challenging some of the sailing can be, so we're happy honing our cruising skills and striking more painful boat yoga poses while getting to know all that Mexico has to offer. After that, look out for us taking notes at a Puddle Jump meeting near you.

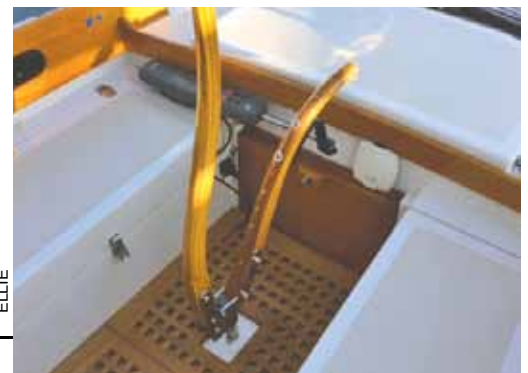
— Peter 12/30/19

[www.youtube.com/sailingbohemia](http://www.youtube.com/sailingbohemia)

## Cruise Notes

- Tom and Barbara Dilworth acquired **Ellie**, a 1967 Ericson 30, way back in 2005. They spent 10 years on a backyard refit at their home in Escondido, finally relaunching the boat in 2015. "That was a wonderful year for Barbara and me," says Tom. "We left in March for a six-month shakedown cruise to San Francisco — got a slip in Alameda for the summer and had a total blast. We sailed back to San Diego in September but missed the Ha-Ha because of a problem with our Mexican TIP." Once that got straightened out, they

**'Ellie' is one of the most beautifully restored old production boats we've ever seen. We hope to have more on her in an upcoming issue. In the meantime, check out this elegant 'aft tiller' solution for keeping the autopilot out of the way.**



ALL PHOTOS BOHEMIA

BOHEMIA

ELLIE

# CHANGES

headed south by themselves, loving every minute in Mexico. The original plan was to head through the Canal, but when



**Tom and Barbara will be headed north for a bit of a second honeymoon this spring.**

their East Coast daughter and family moved back west in 2017, they sailed back to San Diego. This coming March, they plan to head Ellie north for the Pacific Northwest, where the couple sailed on their honeymoon cruise in 1976. They'll do some leisurely exploring and likely leave the boat somewhere like Port Townsend next winter. "That will be a good jump-off place for a planned cruise to Alaska the following spring. I'm very thankful that we have the health, energy, and a seaworthy boat to make this happen, even in our 70s," says a fired-up Tom.

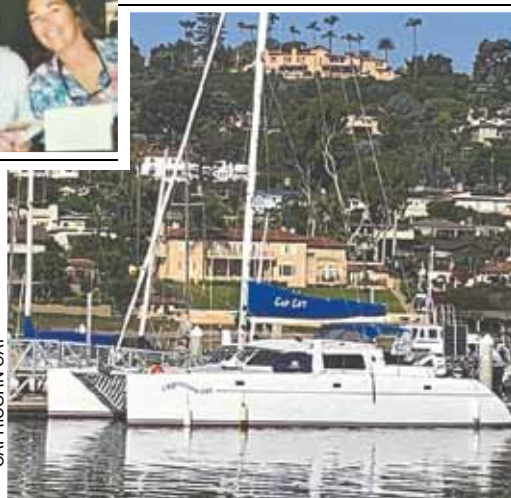
- The Dilworths might have missed

the 2015 Ha-Ha, but Peter and Susan Gierga's Oregon-based Hans Christian 38 **Penelope** did rally south that year. Afterward, they also returned to San Diego, where they worked for a time while living aboard in the Chula Vista Marina. A year ago this month, Susan got transferred to Santa Monica and the couple have been sailing out of Marina del Rey since then, with frequent trips to Catalina. This year marks the 14th year they've lived on the boat, and there are many more to come. "After we finish up our working careers, we'll be catching the 2022 Baja Ha-Ha for more epic adventures," says Peter.

• **Capricorn Cat** is one of the most active cruising cats out there. The 46-footer has done a number of Ha-Ha's (and a South Pacific trip) under original owners Blair and Joan Grinols, then even more Ha-Ha's under owners Wayne and Carol Hendryx. New owners Sue Fields and Kathy Tessmer are keeping up the tradition with their recent participation in the 2019 Ha-Ha. Well, actually, only one of them got to go. Unfortunately, Kathy broke her shoulder in Oceanside and had



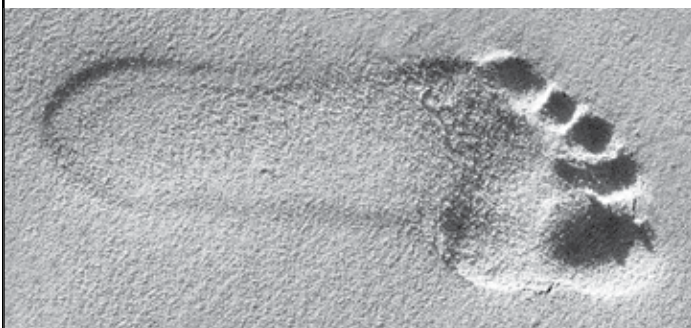
CAPRICORN CAT



**'Cap Cat' at the Kona Kai in San Diego. Inset, Kathy and Sue. We're happy to learn that Kathy is back aboard and on the mend.**

to sit out the Ha-Ha. Sue and a three-woman crew completed the rally. *Cap Cat* is currently in La Paz, where Kathy has rejoined the boat. "Thanks to the vendor list provided by the La Paz Cruising Club, we've arranged for Kathy's physical therapy to continue there," says Sue.

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• Stan and Sally Lindsay-Honey are one of the most famous sailing couples to call the Bay Area home. Their sailing accomplishments and innovations would fill pages of this magazine. (Stan's most recent accolades are for navigating



**Stan and Sally are busy getting 'Illusion' back in racing mode.**

the 100-ft super-maxi *Comanche* to line honors in the Sydney Hobart right after Christmas.) What's maybe not so well known is that Stan and Sally are also active cruisers aboard their Cal 40 *Illusion*. They departed the Bay Area back in 2014 and have been commuter-cruising ever since. We did a *Changes* feature on them in 2018 when the boat was in Panama. They've since made it to Newport, Rhode Island, via stops in Portobello, San Blas, Providencia, Grand Cayman, and Cuba, as well as many East Coast ports. (Look for a feature on their 10-day Cuba stop in an upcoming issue.) They are now busy turning *Illusion* back into a racing boat — new bottom, removal of cruising gear, etc. — in preparation for the Newport-Bermuda Race this coming June.

• Back in September 2015, John and Julie King of Long Beach sold their racing boat and bought *Myla*, a Moody 44 — on the same day! "In a whirlwind of activity, we gave notices at work, rented out our house of 25 years, and headed to Ensenada to work on the boat and prepare for life as liveaboard cruisers." And speaking of whirlwinds, the 2015 Baja Ha-Ha start was in late October, just weeks away, but somehow they made that too, joining the fleet as they passed Ensenada.

"We had the time of our lives, met friends and lived life to the fullest," they say. Plans to join the Pacific Puddle Jump that year faded as they enjoyed Mexico so much they ended up cruising there for three more years.

*Myla* arrived in Annapolis, their new homeport, last spring. "We're looking forward to cruising New England with fellow 2015 Ha-Ha friends Leslie and Hartley from *Atsa* and Allen and Elizabeth on *Vivacia II* this summer. This winter, we are thinking the Bahamas or Caribbean."

• "We're learning that cruising Mexico is way different than cruising the East Coast, Bahamas or the Caribbean," write



**Wow! Check out this award-winning shot — 'Myla' in the Bahamas during squally weather last May. The photographer, Hartley Gardner, is a friend whom the Kings met on the '15 Ha-Ha.**

Mexico first-timers Peter and Tracy Cowperwaithe of the *Hylas 49 Mickey Jean*. (The Portola Valley couple are originally

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# CHANGES

from Canada and have done several East Coast and Caribbean cruises dating all the way back to the mid-1980s.)

"The main difference is the type of anchorages you have available. On the East Coast and Caribbean, 95% of the anchorages are small, tucked away, crescent-shaped bays, located fairly close to each other, where you drift on the hook and swing in the evening breeze. Here on the Mexican West Coast, the anchorages are generally exposed to the west and experience the predominantly northern swell. Finding protection from this tends to be tough as the swell often wraps around the points and can create some pretty roly conditions. Fine if you are a gecko or yoga master, otherwise it can make for an exhausting night." Which, they go on to say, is why many Mexico cruisers prefer marinas — the choice they ultimately made. "Marina life took a while for us to accept,"



MICKEY JEAN

**Mexico first-timers Peter and Tracy are happily learning the many new pleasures of cruising in mañanaland.**

notes Peter. "However, here in La Cruz Huanacastle, we have embraced it fully and I think we are finally starting to settle into our new cruising lifestyle."

Peter and Tracy said they've also been amazed at how many "very qualified later-in-life couples are out here — and the camaraderie that began on the Ha-Ha. So far we have become friends with about seven other boats and seem to run into someone

that we met on the Ha-Ha wherever we go. You share fish you have caught, have a drink, maybe hike or snorkel together, and for sure swap sailing stories. Very sociable — works for us!"

• Jim 'Homer' Holm and wife Claudia left their Fountaine Pajot Eleuthra 60 cat, **Pono**, in Tortola last October, and headed to Brazil to participate in the REFENO (Recife Fernando Noronha) Regatta. The largest sailing regatta in South America, the 2019 event drew more than 100

entries ranging from home-grown to full turbo. "We sailed on the Farr 38 *Labadee* 300 tropical miles nearly straight north to Fernando de Noronha, a national park and a World Heritage treasure that grasps environmentalism and inspires Brazilians to a higher standard," says Jim. As co-founder of Clean Oceans International, and a tireless proponent of recycling, Holm was invited to "talk trash," and met with island environmental leaders about plastic-to-fuel conversion.

After "a magical week" exploring FDN, they sailed back to Recife via Joao Pessoa, "Where we toasted our journey while standing knee-deep at the easternmost point in the Americas." (For more information on COI, log onto [www.clean-oceansinternational.com](http://www.clean-oceansinternational.com).)

• We've all passed those literal 'ships in the night' with varying degrees of comfort or terror. But what happens when you throw in extra variables like approaching squalls and strong current? Annie Gardner, Eric Witte and their two crew found out on a recent passage from the Dry Tortugas to Mexico aboard their Catana 472 cat **El Gato**. "About 3 a.m., the offgoing



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watch informed us that a cruise ship was on AIS and headed our way," writes Annie. "As it got closer, it was not as simple as heading up or down to avoid it. On radar, we detected a squall on our port quarter trying to overtake us, a large storm cell about four miles in front of us going port to starboard, and the Gulf Stream current was pushing us sideways to starboard at 4 knots into the ship's path.

"Working hard to stay out of that path, we opted to put in two reefs in case a squall hit us at the most inopportune time: next to the cruise ship. We wound up passing with only a half-mile between us. Then we headed up and slowed down to let the big cell pass in front of us. Our tracks had us doing circles in the Stream — the boat was headed one way and going another! True vertigo. If we had been pilots we might have crashed. (That happens, unfortunately.) You must trust your instruments and sometimes that's really, really hard. It was bizarre and felt like an episode of *The Twilight Zone*.

"But it worked and the cell not only



EL GATO



*'El Gato' put more than 18,000 miles under her hulls in 2018, including the US East Coast and Eastern Caribbean. Anne and Eric (inset) will soon transit the Panama Canal on the way to taking part in the 2020 Pacific Puddle Jump.*

passed in front of us but dissipated as well. Whew! This is why you never let your guard down while on watch. Shit happens — mostly at night."

- In a recent policy change, *Latitude 38* will start including appropriate **web addresses** for contributors to *Changes in Latitudes*. By 'appropriate' we mean one site mention per boat — not every social media or video streaming site you belong to — and none of those hundred-character addresses that take up half a column. All we ask in return is that you post a link on your site to our site. And yes, this is very definitely a *quid pro quo*.

While we're on the subject, we once again invite all cruisers who feel the urge to chronicle their travels to keep us in mind for stories. We know there are a zillion outlets for your creative juices these days, but our (totally biased) belief is that print media still offers a unique perspective, value, and even 'permanence' that online never will. Twenty or 30 years from now, your online presence won't even be white noise, but some sailor can still pick up a dusty copy of the *Tude* and read about your adventures. So if you dream of 'getting published,' quit dreaming and drop us a line at [editorial@latitude38.com](mailto:editorial@latitude38.com). You'll be surprised how much fun it is for you and friends to see your story in print!

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## PLACE YOUR CLASSY AD TODAY.

It will be online within 2-3 business days and in print in next month's issue. Deadline for print is **ALWAYS** the 15th of the month prior to publication.

## 24 FEET & UNDER



**24-FT SOVEREIGN 24, 1997.** Gashouse Cove, San Francisco. \$10,500. *Miya* is a bluewater pocket cruiser. Beautiful cabin, full head, sink, icebox, sleeps 3 comfortably. Comes with two anchors (Bruce and Danforth), great stereo, uninstalled VHF radio, and extra gasoline tank. New workhorse Yamaha OB 9.9hp long shaft, less than 20 hrs. New high-end North-Star AGM batteries less than 4 months old. Great daysailer around the Bay, or lake. Shoal keel 2.5ft draft. Trailerable. Comfortable in weather. Not a fast boat. Bottom paint June 2014. Sails by North Sails and rigging 2015. Well loved and maintained. I'm sad to see her go, just don't have the time to sail her. Email miyasailboat@gmail.com.



**23-FT J/70, 2016.** Alameda. \$34,000. Best J/70 in the Bay Area! Very lightly used and extremely well equipped. Perfect condition. New chute (unused), Micronet speed & depth, Quantum sails (race and practice), Honda 2.3 4-stroke OB, jib cover, full deck cover, bottom/road cover. Anchor, safety gear, covers for rudder, tiller, boom, hatch - everything (you need these for trailering). Velocitek, soft hatch cover, carbon deck pads. Trailer excellent - lights work. Come check out this boat. Contact (408) 718-7251 or appsingear@gmail.com.

**14-FT WEST WIGHT POTTER.** \$500/obo. Early 14-ft West Wight Potter on trailer. Needs full restoration. (707) 829-2507.

**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. Leave message. (916) 783-3150 or stefroche916@gmail.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.

## 25 TO 28 FEET



**OLSON 25, 1985.** Berkeley. \$10,000. Race-ready Olson 25 (#74 Pacific Boats) 2 spinnakers, Kevlar and carbon jibs, with like-new Mercury 4-stroke 3.5hp. (650) 703-2727 or dcoley328@yahoo.com.



**27-FT ST PIERRE DORY, 1990.** Slip D31, Oceanside Harbor, CA. \$29,000/obo. Beautiful gaff-rigged schooner built in Nova Scotia with a Yanmar diesel engine. Featured in *Wooden Boat* August 2016. The *Ragmeg* sailed from Nova Scotia, through the Panama Canal and up to Oceanside, CA, singlehanded by 80-year-old Dr. Germann. Google: "A Tale of Two Men and a Boat" San Diego Union. (619) 994-3528 or kjwilson8806@aol.com.



**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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**28-FT STROMSTAD.** Swedish King's Cruiser, 1960. Richmond. \$15,000. Historic boat, a sloop rig sailing cruiser built in 1960, Sweden: sturdy construction of African mahogany over bent oak frames with copper rivets and bronze bolts. Beautiful teak deck and interior. Artwork painted on the lockers and galley. Dolphin carvings throughout and on tiller. Yanmar diesel with 40hrs. Mainsail, 4 headsails and a spinnaker. Winch handle and pocket. Original china set that came with boat. There have been three owners since 1960 and each has taken meticulous care. Custom-made canvas cover. 2015 Survey. Email greggg733@gmail.com.



**25-FT PACIFIC SEACRAFT, 1978.** Morro Bay. \$15,000. Super-seaworthy, stout, well maintained, sought-after pocket cruiser. Full keel double-ender with outboard hung rudder. One cylinder inboard Yanmar diesel, genoa tanbark main and jib. Contact 1stpot1nt.ps@gmail.com or (805) 459-4659.



**25-FT FOLKBOAT, 1991.** Fort Mason. \$14,500. Fiberglass with mahogany trim. Well maintained and competitive to race. The boat comes with two sets of sails, a full boat cover, new aluminum mast and rigging, new control lines, as well as a new rudder. Last hauled with fresh bottom job in April 2019. Join a fun, competitive, affordable one-design fleet. See <http://sfbayfolkboats.org>. (510) 704-3019 or jamesvernon@me.com.



**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 <http://Zephyrsailboat.squarespace.com>. Contact (408) 229-3135 or Westwinds@gmail.com.

## 29 TO 31 FEET



**WYLIECAT 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 Wyliecat 30s out there! Maintenance logbook and additional photos upon request. Contact [tim@valleymaritime.net](mailto:tim@valleymaritime.net), (808) 895-0480 or (808) 495-5511.

**30-FT CATALINA, 1978.** Stockton. \$13,000. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.



**30-FT BABA CUTTER, 1981.** Sausalito. \$49,000. Ocean-going pocket cruiser. Beautiful Art Nouveau teak interior, marble counter in head. Teak decks, self-steering, roller furling, wheel steering. Volvo 28hp engine, full boat cover. (415) 868-2401 or (415) 328-2853.



**ISLANDER 30 MK II, 1971.** San Francisco. \$12,500. Excellent Bay sailer. Just hauled out for bottom paint and a thru-hull replacement in December 2019. Replaced original gas motor with brand-new Beta Marine 20hp diesel a few years ago. That was a \$12,000 job! Main is two years old. Owned since 2002 and will be sorry to see her go. Call or email Darragh. (415) 307-1778 or [dh@rockridgetwowheels.com](mailto:dh@rockridgetwowheels.com).

**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 singlehanded. Airex cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. (323) 656-5176 or [hholmes323@gmail.com](mailto:hholmes323@gmail.com).



**HUNTER 31, 1983.** Brickyard Cove Marina. \$14,000. Good condition, Yanmar 2gm. New prop shaft and dripless seal, roller-furl jib, 150 genoa, bottom job 1 year, StackPack w/full-batten main, plotter, autopilot, new wireless instruments, new water heater, newer inside cushions. Easy to singlehand. Contact (209) 479-3560 or [falcov@aol.com](mailto:falcov@aol.com).

## 32 TO 35 FEET



**32-FT CHEOY LEE, 1964.** South Beach. \$18,000. Well maintained ketch with rebuilt cockpit and full boat cover. Sails, rigging, and motor are in good condition. Clean interior. Shallow full keel makes it ideal for the Bay and Delta. Email [dvpscap@aol.com](mailto:dvpscap@aol.com).



**35-FT IRWIN 34, 1986.** Alameda. \$20,000. GREAT opportunity from a motivated seller, moved 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](http://www.sailgrigris.com). Contact [cb@sailgrigris.com](mailto:cb@sailgrigris.com) or (510) 864-1373.

**32-FT DREADNOUGHT TAHITI KETCH.** Napa Marina Shipyard. \$20,000/obo. Never launched. New FRP hull, new 20hp Sabb diesel. Kit 90% complete includes hardware, stove, teak and oak, windlass to finish. Needs rigging. Has teak decks and 8 10" portholes installed, plus hatches. (562) 899-0774.



**35-FT C&C, 1984.** Oyster Point. \$19,000. Clean, well maintained and loved cruise/race vessel with large sail inventory, Yanmar 3GM 22hp diesel maintained and in good working condition. Headroom for 6'2"+. See <http://tinyurl.com/vrzwwzg> or (818) 216-9099.



**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. Contact (562) 795-9123, (269) 986-4831 or [Rhwns1060@AOL.com](mailto:Rhwns1060@AOL.com).



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**32-FT BENETEAU, 2008.** Marina Bay, Richmond. \$65,950. 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, (510) 334-6710 or jlm2nd@att.net.



**33-FT ERICSON.** Ron Holland design, 1982. Sausalito. \$28,500. A classic, rare, well-equipped, Universal diesel-powered, Ron Holland-designed sailboat. This boat is an Ericson 33RH, built in 1982, and has spent the last 30 years racing and cruising on SF Bay. This fractionally rigged and rare Ericson is notable as being a true dual-purpose boat that is as at home on a race course as it is for cruising with the family. Contact (415) 331-9417 or rich.vasquezins@gmail.com.

## 36 TO 39 FEET



**CAL 36, 1967.** La Paz. \$49,000. Classic fast passagemaker. Lovingly maintained and fully equipped for offshore cruising. 2009 Westerbeke. 2011 sails. 2019 Pelagic autopilot. Cutter stay, Lazy Cradle, windvane, watermaker, SSB, AIS, radar, solar, dinghy, updated electronics. Ready. Email svlaiholokai@gmail.com.

**38-FT CALIBER, 1988.** Alameda. \$79,000. Bluewater cruiser, Mexico vet. Excellent liveaboard. Yanmar diesel, full instrumentation, radar, Robertson autopilot, 2 GPS chartplotters, EPIRB, inverter/charger, fridge/freezer, propane stove/oven. Windlass, cruising spinnaker. Email paulgojke@att.net.



**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.



**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.

**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.



**SYDNEY 36 CR, 2006.** Richmond Yacht Club. \$179,900. *Encore*, turboed racer-cruiser, proven winner on the racecourse - beautiful as she is fast. Extensive grand prix sail inventory, customized, professionally maintained. She is race-ready for Pac Cup 2020 or Big Boat. Don't miss out on this opportunity. Serious offers only. Contact yuzuru3632@gmail.com or (415) 847-2865.



**38-FT HINTERHOLLER NIAGARA-35.** 1980. Grand Marina, Alameda, CA. \$42,000. S/V *Gambit*. Equipped for offshore. Volvo, SailDrive, nav computer, lazy jacks, solar panel, watermaker, composting head, refrigerator and more. For sale "as is". Contact (925) 202-9092 or schoonerbk@gmail.com.



**INGRID 38 KETCH, 1976.** Berkeley. \$30,000/obo. Good condition. Professionally fitted throughout. Heavily-built, hand-laid FRP bluewater ketch. Aluminum spars. Volvo MD3B. Propane stove. Diesel cabin heater. (707) 354-4698 or IngridRose38@yahoo.com.



**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> or ryanharperadvertising@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.

**38-FT BENETEAU IDYLLE, 1984.** San Carlos, Sonora, Mexico. \$36,000. South Pacific, Australia and New Zealand veteran. Perkins 4108, windvane, Autoprop, hard dodger, fridge, freezer, solar panels, wind generator, radar, Walker Bay dinghy. New rear seal. Many spares. Email PrairieOyster1@gmail.com.



**36-FT CAPE DORY, 1984.** Alameda. \$47,000. Classic cutter, beautiful inside and out, Carl Alberg design. Sleeps 6. Garmin radar and chartplotter, NMEA 2000, autopilot, windlass, bottom paint 2019, Lewmar winches, hard dodger, roller furling, refrigeration, EPIRB, 91gal water (3 tanks), 53gal diesel, 24gal holding tank, 35# CQR, 300' chain, 22-S Danforth, inflatable dinghy, 4-person liferaft, deck wash pump, Halon fire ext, boat cover/awning, solar battery charger. Ample locker space plus canvas stowage bags-great for cruising. (707) 766-9471 or brillig3@gmail.com.



**SABRE 38 MKI, 1984.** Mazatlan. \$38,900. *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 workshop99@yahoo.com or (858) 397-8718.



**36-FT ISLANDER, 1973.** Alameda. \$31,500. Yanmar diesel. Work done in 2019: deck refinished with Awlgrip, Micron 66 bottom paint, new keel bolts, standing rigging, lifelines, mainsheet traveler, boom vang, mast refinished. Email for pics and info: sailorsteve41@yahoo.com.



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**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). [www.ketch-22.com/4Sale.html](http://www.ketch-22.com/4Sale.html). Contact (928) 554-1877 or [ketch22@gmail.com](mailto:ketch22@gmail.com).

## 40 TO 50 FEET

**CAL 40, 1969.** Kaneohe Yacht Club. CAL 40 #150. Just out of extensive 8 week haulout. Complete bottom job, new standing rigging, Yanmar 27hp 3-cyl V-drive, new batteries, heavy-duty chainplates, lots of extras. (808) 292-6844 or [gvan@hawaii.rr.com](mailto:gvan@hawaii.rr.com).



**HYLAS 46 CRUISER, 1996.** Honolulu, HI. \$295,000. Heavily equipped for continuing long-range, long-term cruising. Ideal for couple. Currently in Waikiki, we'll be bringing her to the West Coast in the spring if she doesn't sell first. Further info, complete specs and equipment listing, etc. available upon request. Ready to go, this year's Puddle Jump and beyond. (310) 948-7186 or [briblack@earthlink.net](mailto:briblack@earthlink.net).



**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 fairs, 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](mailto:ebessinger@candeexcavating.com).



**45-FT WYLIE CUSTOM CUTTER, 1997.** Vallejo, CA. \$69,500/obo. Custom-built Tom Wylie-designed cutter, cold molded wood construction. It is overbuilt in all the best ways, beautiful woodwork, gorgeous laminated beams, there is no other boat like it. The owner passed away and we are looking for a home where the boat can be appreciated by someone new. Sailed extensively in the Pacific Northwest from Mexico to Alaska. Requires some repairs/updating. Survey available. (510) 634-0866 or [jsilverman7@gmail.com](mailto:jsilverman7@gmail.com).

**41-FT NEWPORT, 1969.** Oakland. \$25,000. *Yellow Jacket* is ready to sail the San Francisco Bay. Perkins 4-108, full inventory of sails including black & yellow spinnaker. Wheel steering, autopilot, large V-berth, head/shower. Contact Tim. (415) 430-8187 or [BoatBoyTIM@gmail.com](mailto:BoatBoyTIM@gmail.com).



**EXPLORER 45, 1978.** Ventura, CA. \$65,000. 45-ft Stan Huntingford design, center cockpit, cutter, heavy fiberglass hull with encapsulated full keel w/cut-away. Excellent stable bluewater vessel with Perkins 4108/Velvet Drive transmission. Motivated seller. See <http://Explorer45.com>. Contact (805) 320-8523 or [Windblown13@outlook.com](mailto:Windblown13@outlook.com).



**CT 41 KETCH, 1974.** Portland, OR. \$32,000. Live aboard on Multnomah Channel in Portland. Very comfortable ocean sailing vessel. Good fuel and drinking water capacity. Propane stove and very adequate galley. Lots of storage. FRP hull, teak decking, 75hp Volvo Penta diesel (low hrs), aluminum masts, windlass, shower, radar, VHF, five sails. Call or email Bob. (503) 309-3097 or [aallc@comcast.net](mailto:aallc@comcast.net).



**40-FT HUTTON, 1986.** Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or [cgreene@mcn.org](mailto:cgreene@mcn.org).



**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 [davidhammer45@gmail.com](mailto:davidhammer45@gmail.com).



**C&C 44, 1987.** Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail Furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or [karl.wilber@sbcglobal.net](mailto:karl.wilber@sbcglobal.net).



**HYLAS 46, 2002.** New Bern, NC. \$TBD. *Night Flight* is a well maintained example of the Hylas 46 offshore cruiser designed by German Frers. Her original owners have cruised her on the West and East coasts since new. (252) 626-7636 or [michael@nightflight.us](mailto:michael@nightflight.us).

## 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](mailto:sailingunmundo@me.com).

## CLASSIC BOATS



**18-FT GAFF SLOOP, 1936.** SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or [jimptrn@yahoo.com](mailto:jimptrn@yahoo.com).

## MULTIHULLS

**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](mailto:pgoodman@oahutravelinc.com).

**58-FT HUGO MYERS CATAMARAN.** 1995. Berkeley. \$125,000. For sale, 58-ft catamaran ketch-rigged, built in 1995, foam core. Excellent, proven long-distance cruiser. Lots of equipment. Needs work. (415) 806-3334, (415) 806-0004 or [catwolf204@gmail.com](mailto:catwolf204@gmail.com).



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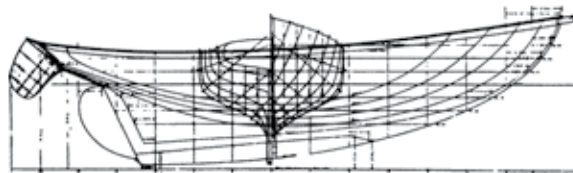
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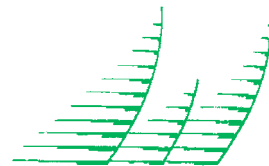
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The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$49,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## BENETEAU OCEANIS 351, 1994

Very popular Beneteau that was repowered in 2011 and shows very nicely inside and out **\$49,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 30' NONSUCH ULTRA, 1985

Rugged, amazingly roomy cat-rigged cruiser designed by Mark Ellis. Only three long term owners since new. Repowered with a new 29 hp Yanmar diesel in 2015. **\$44,900**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## C&C 41, 1988

Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$44,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 30' FISHER KETCH, 1975

Original owner has recently spent an ENORMOUS amount of money refitting this vessel including repower, re rig, new sails, new electronics, new windows and Awlgripped hull and topsides. Call for details. **\$39,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 34' CATALINA, 1987

The Catalina 34 is one of the best selling 34 footers ever launched, feels more like a 36 footer. Potentially transferable Sausalito YH slip **\$34,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**36' ISLANDER, 1976** Only two owners since new and is in nice shape with a Perkins 4-108 diesel (not the pesky Pathfinder!), sails are in good shape, plus dodger, roller furler refrigeration and is competitively priced **\$29,000**

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### 90' Bellamy Expedition Trawler

Possible Marina del Rey Liveaboard Slip, Rated for 108,  
Sleeps up to 48 guests, 1 of 2 built! **\$349,950**



### 2011 Ranger Tugs R-27

Bow and Stern Thrusters, Low Hours,  
Amazing Pocket Trawler **\$120,000**



### Moody 346

Rare Boat, Ready to Sail, Newer Sails  
and Rigging **\$42,000**



### Grand Banks 42'

Classic Delta Boat, Tons of Electronics  
**\$59,750**



### Chris Craft 47' Flushdeck Commander

Twin Detroits, Generator, Desirable San  
Rafael Canal Slip **\$74,999**



### 1946 Bristol Classic 44'

Famous "Island Clippers" owned by Master Shipwright  
**\$37,995**



### 38' Ericson

Performance Cruiser by Bruce King  
**\$56,900**



### Rafiki 37

Great bluewater sailer, teak throughout, new engine  
**\$39,900**



### Hunter 37' Cherubini

Fresh Bottom Job, New Awlgrip, Beauty!  
**\$27,950**



### 47' Concorde DCMY

Twin Detroit 8v71, Fiberglass hull, Surveyed 2017  
**\$49,000**



### 1996 Catalina 36 MKII

Double stateroom under cockpit, wheel steering  
**\$49,950**



### 39' CHB Tri Cabin Trawler

Dual Staterooms, Volvo Diesels, Go Anywhere Boat  
**\$59,950**



### 55' Herreshoff Marco Polo Ketch

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Amazing Classic! **\$54,950**



### 35' Ericson Sloop

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Beautifully Appointed **\$30,400**



### 44' Lagier Steel Cutter

George Buehler Design, New Sails,  
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