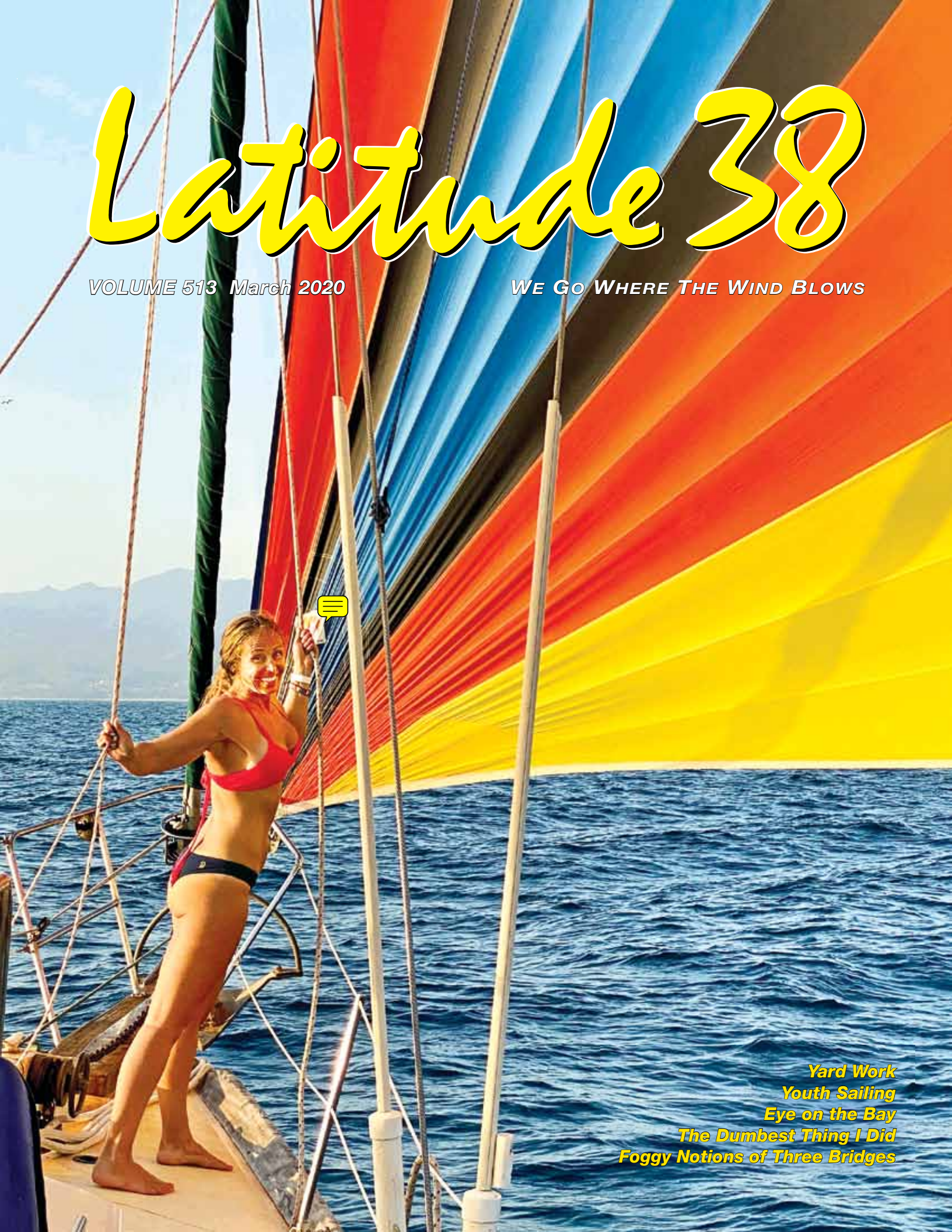


# Latitude 38

VOLUME 513 March 2020

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Foggy Notions of Three Bridges*





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Pacific Crest Canvas  
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# ‘io, ‘io it’s off to race we go

PHOTO: REBECCA HINDEN PHOTOGRAPHY



Buzz Blackett and Jim Antrim have sailed *California Condor*, the Antrim-designed Class 40, doublehanded in the Pacific Cup twice. Big fun, but a big job. In conversation, the two agreed they needed to keep doing Pac Cup doublehanded, but agreed that a smaller boat with similar characteristics would handle more easily.

The result is ‘io, built out of the mold of the Antrim 27, with an all-carbon hull and deck. The boat is named after a Hawaiian hawk, loosely a smaller version of a *California Condor*. ‘io’s very first race (and second day sailing) was January’s Three Bridge Fiasco, the double- and singlehanded race around a buoy by the Golden Gate Bridge, Red Rock by the Richmond Bridge and then Yerba Buena/T.I. by the Bay Bridge, in any order and any direction. A true Fiasco.

The race is always complicated and this year it did not disappoint. Actually it did, as only 42 of the over 300 entrants finished!

‘io\*

The breezes were light and variable, the currents complex. “Straight out of the bag” the preliminary sail inventory performed exceptionally well, helping Buzz and Jim on ‘io to finish first overall.

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### Cover:

"That's longtime cruiser/racer and airplane pilot Kelly Leber, who wound up with an unexpected week-long layover in Banderas Bay, Mexico, in late-January," wrote James Home. "Here she is checking the spinnaker on Jason Hife's Long Beach-based Caribbean 50 *Volare*." James has been sailing in Mexico with his wife Kristie Home aboard their Hallberg Rassy 39 *Rejoice*.

Photo: James Home

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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.html](http://www.latitude38.com/writers.html).



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

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1972 Cheoy Lee \$49,000



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1963 Philip Rhodes 50' Cutter \$149,500

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## CALENDAR

### Non-Race

**Mar. 2** — 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).

**Mar. 2, Apr. 4** — Chantey Sing aboard *Eureka*, Hyde Street Pier, S.F., 8-10 p.m. Free, but RSVP to Peter, (415) 561-7171.

**Mar. 3-31** — Live jazz with Don Prell every Tuesday night, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, [www.bvbc.org](http://www.bvbc.org).

**Mar. 4** — Boathandling and Boatspeed Around the Race Course seminar with Andrew Kerr, Sausalito YC, 6 p.m. \$15 at the door, credit card only. RSVP to [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**Mar. 4-25** — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a talk each week for about \$25. All YCs' members welcome. Info, [www.stfyc.com](http://www.stfyc.com).

**Mar. 5** — Oil Spill Response Workshop, Martinez YC, 9:30 a.m.-12:30 p.m. For marinas and yacht clubs. Free, but RSVP by 3/2 to Vivian, (415) 904-6905 or [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov).

**Mar. 5** — *Latitude 38* Spring Crew List Party, Golden Gate YC, San Francisco, 6-9 p.m. Appetizers, door prizes, color-coded name tags, no-host bar. \$10 cash at the door; \$5 for 25 & under with ID. Info, [www.latitude38.com/crew-list](http://www.latitude38.com/crew-list).

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

**Mar. 8** — Daylight Saving Time begins. Bring on the beer can racing!

**Mar. 8-29** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Mar. 9** — Full moon on a Moonday.

**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. 11-Apr. 11** — Dockwalker Trainings. 3/11: Sierra Point YC, Brisbane, 7-9 p.m. 3/28: Newport Sea Base, Newport Beach, 10 a.m.-12:45 p.m. 4/4: Loch Lomond YC, San Rafael, 9-11:45 a.m. 4/11: Vallejo YC, 10 a.m.-12:45 p.m. Info, <https://dbw.parks.ca.gov>.

**Mar. 12-15** — International Ocean Film Festival. Screenings at Cowell Theater and Roxie Theater, San Francisco; and Rafael Theater, San Rafael. Info, [www.intloceanfilmfest.org](http://www.intloceanfilmfest.org).

**Mar. 14** — Sea Scouts Open House, Aquatic Park, San Francisco, 11 a.m.-3 p.m. Sailing, rowing, kayaking, knot-tying, free food. RSVP, [www.seascouts.splashthat.com](http://www.seascouts.splashthat.com).

**Mar. 14** — Live Crew Overboard Training. Registration limited to 15 boats. BAMA, [www.jibeset.net](http://www.jibeset.net).

**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).

**Mar. 17** — St. Patrick's Day.

**Mar. 19** — Vernal Equinox, 8:50 p.m. PDT.

**Mar. 21** — About Boating Safely, TIYC, 8:30 a.m.-5 p.m. Get the CA Boating Card. \$35. Info, [fso-pe@flotilla17.org](mailto:fso-pe@flotilla17.org).

**Mar. 27** — Live R&B with Tommy D', fourth Friday nights, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, [www.bvbc.org](http://www.bvbc.org).

**Mar. 28** — Ship's Locker Clean-Out Swap Meet, Benicia YC, 8 a.m.-3 p.m. Spaces \$25. Info, [office@beniciayachtclub.org](mailto:office@beniciayachtclub.org).

**Apr. 1** — Racing Rules Seminar, SeqYC, Redwood City. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 1** — Singlehanded Transpacific Race Seminar: Medical Considerations & Provisioning, OYC, Alameda, 7:30 p.m. Also explanation of awards, accommodations, Command Central in Kauai. Info, [www.sfbaysss.org](http://www.sfbaysss.org).





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# CALENDAR

**Apr. 4** — About Boating Safely, Berkeley Marina, 8:30 a.m.-5 p.m. Class taught by USCG Auxiliary. \$15-\$40. Doug, (510) 295-7430 or [doug\\_beckstein@yahoo.com](mailto:doug_beckstein@yahoo.com).

**Apr. 9** — Oil Spill Response Workshop, Stockton YC, 9:30 a.m.-12:30 p.m. For marinas and yacht clubs. Free, but RSVP by 3/2 to Vivian, (415) 904-6905 or [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov).

**Apr. 16-19** — Pacific Sail & Power Boat Show, Craneway Pavilion & Marina Bay Yacht Harbor, Richmond. Info, [www.pacificboatshow.com](http://www.pacificboatshow.com).

**Apr. 17** — Delta Cruising Seminar, Pacific Sail & Power Boat Show, Craneway Pavilion, Richmond, 11:45 a.m. With Delta Doodette Christine Weaver of *Latitude 38* and Pat McIntosh. Info, [www.pacificboatshow.com](http://www.pacificboatshow.com).

## Racing

**Mar. 7** — John Pitcher Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 7, Apr. 4** — Mercury Series. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 7-8** — Big Daddy Regatta, with fleet racing on Saturday, pursuit race on Sunday. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 7-8** — California Dreamin'. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 14** — Spring Shorteez Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 14** — Long Distance #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 14-15** — Spring One Design. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 14-15** — BAYS Winter #4. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Mar. 15** — Baxter-Judson Series Race #1. PresYC, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).

**Mar. 15, Apr. 5** — Spring Series #2 & 3 on Spring Lake in Santa Rosa. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Mar. 20-22** — San Diego NOOD Regatta. SDYC, [www.sdy.org](http://www.sdy.org).

**Mar. 21** — Rites of Spring. Singlehanded, doublehanded and crewed divisions. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Mar. 21** — The Friendship Regatta will start at TYC and finish at CYC. TYC, [www.tyc.org](http://www.tyc.org); CYC, [www.cyc.org](http://www.cyc.org).

**Mar. 21** — Rosenblum Regatta. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Mar. 21, Apr. 4** — Spring Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 21-22** — Spring Dinghy. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 22** — Single/Doublehanded Series #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Mar. 28** — Doublehanded Farallones, this year with a rounding in either direction. BAMA, [www.sfbama.org](http://www.sfbama.org).

**Mar. 28** — Sadie Hawkins full crew women skippers' race. IYC, [www.iyc.org](http://www.iyc.org).

**Mar. 28** — Jaws Race. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Mar. 28** — Londerville Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Mar. 28** — America's Schooner Cup in San Diego. Silver Gate YC, [www.americasschoonercup.com](http://www.americasschoonercup.com).

**Mar. 28-29** — Overnight Race. Stockton to Antioch and return. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 3-5** — Camellia Cup. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 4** — Berkeley Friday Night Races start. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 4** — Doublehanded Lightship. IYC, [www.iyc.org](http://www.iyc.org).

**Apr. 4** — Summer Series #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 4** — Don Wan Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Apr. 4** — North Bay Series #1. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 4** — Andy Byrd Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Apr. 4** — YRA Summer Series #1, hosted by BYC as part of the Wheeler Regatta. YRA, [www.yra.org](http://www.yra.org).

**Apr. 4-5** — Wheeler Regatta. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 4-5** — J/Fest. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Apr. 4-5** — Opti Harken #2. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Apr. 5** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 10** — Spring Twilight Series. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 10** — Friday Night Series. CYC, [www.cyc.org](http://www.cyc.org).



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## CALENDAR

**Apr. 10-12** — Southern Straits Classic, a qualifier for the Vic-Maui & Van Isle 360. West Vancouver YC, [www.wvyc.ca](http://www.wvyc.ca).

**Apr. 11** — Round the Rocks. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 11** — South Bay Interclub #1. Info, [www.jibeset.net](http://www.jibeset.net).

**Apr. 11-12** — Big Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 15** — Wednesday night Sunset Series starts in the South Bay. SeqYC, [www.sequoiaayc.org](http://www.sequoiaayc.org).

### Midwinter Series

**BAY VIEW BOAT CLUB** — Midwinter Madness: 3/9. Info, [www.bayviewboatclub.org](http://www.bayviewboatclub.org).

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

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

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

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

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

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

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

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

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

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

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

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

### In the Tropics

**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. 1-5** — Bay Fest, La Paz, BCS. Club Cruceros de La Paz, <http://clubcruceros.net/TheClub/BayFest.html>.

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

**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 Richard Mille. St.



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## CALENDAR

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. 26-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).

**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.

### March Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
3/07Sat	0303/2.4	0907/6.2	1549/-0.9	2251/5.1
3/08Sun	0450/1.9	1100/6.4	1731/-1.0	
3/14Sat	HIGH 0336/6.0	LOW 1011/0.0	HIGH 1704/4.3	LOW 2158/2.2
3/15Sun	0426/5.8	1122/0.1	1835/4.1	2310/2.8
3/21Sat	LOW 0436/2.0	HIGH 1031/5.4	LOW 1658/0.0	HIGH 2351/5.0
3/22Sun	0514/1.7	1113/5.3	1730/0.1	
3/28Sat	HIGH 0215/5.3	LOW 0839/0.5	HIGH 1530/4.1	LOW 2025/2.3
3/29Sun	0246/5.3	0925/0.4	1634/3.9	2105/2.7

### March Weekend Currents

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

date/day	slack	max	slack	max
3/07Sat		0154/1.4E	0430	0748/2.9F
	1036	1330/2.5E	1724	2042/3.6F
3/08Sun	0000	0330/1.7E	0624	0942/3.2F
	1224	1524/2.7E	1906	2224/3.9F
3/14Sat		0200/3.2F	0448	0730/2.3E
	1136	1500/2.6F	1830	2048/1.2E
	2318			
3/15Sun		0248/2.8F	0542	0824/2.0E
	1254	1618/2.5	1954	2206/0.9E
3/21Sat	0024	0254/1.8E	0606	0900/2.6F
	1200	1500/1.9E	1836	2148/3.6F
3/22Sun	0100	0330/1.9E	0648	0942/2.7F
	1242	1542/2.0E	1912	2218/3.5F
3/28Sat		0106/2.5F	0348	0630/2.0E
	1000	1354/2.0F	1748	1954/0.7E
	2154			
3/29Sun		0142/2.2F	0418	0706/1.9E
	1042	1448/1.8F	1906	2048/0.4E
	2230			

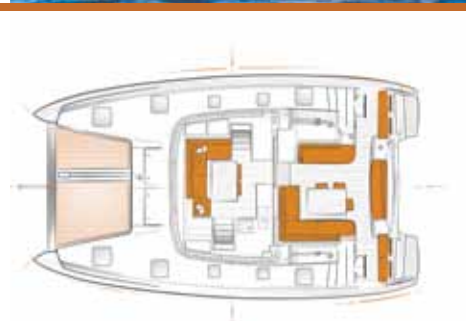


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## LETTERS

### ↑↓ THIS IS OUR BOAT, LET'S ROCK IT

I hope the magazine won't mind if this is not only a letter to *Latitude* but also a love letter to the people who support youth sailing. You folks matter.

When we close out March 2020, we'll close it with a new event that is sorely overdue, a bragging-rights regatta for Northern California high school sailing. Much of the credit will

belong to our foundations and the people who keep them cranking. And if it's news to you that we've had no bragging-rights regatta, sorry, that's a three-beer conversation. Some other time.

High school sailing is not just kids sailing in high school. It's a national system with institutions (yacht clubs, mostly) providing boats and coaching, and kids sailing for their schools. After years of not thinking about youth sailing, as I entered the "flags"



PATRICIA DUPUIS

*The California Cup hardware.*

at my yacht club I discovered this thing that had popped up while I wasn't looking — high school sailing ([www.hssailing.org](http://www.hssailing.org)). It's big, but for all the time and energy invested in high school sailing (it's a lot) and for a host of reasons that I won't go into here, winning the NorCal Division of the Pacific Coast Interscholastic Sailing Association (PCISA) just isn't a big deal for our kids, even though sailing is a big deal. Our best high school teams come away from their racing seasons with no story to tell to the editor of the school paper, the kids in the hall. And that is why:

On March 28-29, with the support of PCISA (thank you) we will launch the Northern League Championship of high school sailing, and we'll make it matter. St. Francis YC is donating a repurposed trophy, the 1981 California Cup keeper won by the Six Metre *St. Francis VII* with a then-young all-star crew of John Bertrand, Paul Cayard, Craig Healy, Steve Jeppesen and Ken Keefe. What could be more fitting than to take a prize won by people who, as youth, rocked the sailing world, and pay that forward to a new generation? Paul is pretty sure he will be in town, and he plans to present the trophy to the winners.

That could be enough, but it gets better.

Six Bay Area foundations are joining forces to guarantee the 2020 Northern League Champions an expense-paid trip to the Phoebe King Invitational in Annapolis in May, and now, I'm sure, we have the kids' attention.

There are legends to build. We'll have stories to tell.

Thank you, thank you, alphabetically:

- Belvedere Cove Foundation
- Encinal Sailing Foundation
- Peninsula Youth Sailing Foundation





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## LETTERS

— Richmond Yacht Club Foundation  
— Sausalito Youth Sailing Foundation  
— St. Francis Sailing Foundation  
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Kimball Livingston  
Chair, StFYC Juniors Committee  
San Francisco

*Kimball — Thank you for your tireless support of youth sailing over the years. Your contributions to the sport are vast and immeasurable.*

### THE LITTLE-DISCUSSED SAILING DESTINATION OF CENTRAL CALIFORNIA

We departed from S.F. in September 2018 for a voyage deep into Mexico on my 40-ft Jeanneau, harbor-hopping down the coast — Half Moon Bay, Santa Cruz and Monterey — in ideal conditions, with 10-25 knots of wind from the northwest.

Our first big overnight sail was from Monterey to Morro Bay. We had great sailing, and the boat and crew were happy. We arrived in Morro Bay the next morning and tied up at the yacht club. The folks were very nice and the town was cute.

Our next overnight passage was to Santa Barbara and around Point Conception. We departed mid-morning to time our rounding of this famous point at about midnight, and



***The entrance to Morro Bay can be gnarly, but the views and shoreside culture are second to none.***

rounded 10 miles off land in 20-knot winds.

We got slammed by one big wave. There was a loud boom as it hit the hull and our boat spun 180 degrees. We resumed our course and arrived in Santa Barbara the next morning.

Getting a slip during our stay in Santa Barbara was never an issue. We would do three- to seven-day sails out to Santa Cruz Island, then return to provision and pick up visiting friends for a sojourn in the islands. We stayed in Santa Barbara for three weeks, visiting downtown and riding bikes to the surrounding points. We enjoyed our time on the Central Coast very much! Painted Cave on Santa Cruz Island was one of the many highlights on our seven-month voyage.

Craig Russell  
Aquarius, 40-ft Jeanneau  
Emeryville  
Six-time Baja Ha-Ha veteran

### THE HARD-TO-GET-TO PLACES CAN BE THE BEST

On our way sailing down the coast from Sausalito to San Diego in the summer of 2015, my family and I stopped for a



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## LETTERS

few days in Morro Bay, where we stayed on a mooring rented from the Morro Bay Yacht Club. The natural beauty of the bay and the quaint shoreside community made it a delightful and memorable port of call on our journey. Given those features, it would seem somewhat overlooked as a sailing destination or even a "port to duck into while transiting the coast," as you suggested [in a January 17 *'Lectronic Latitude*].

However, I suspect it is Morro Bay's location — flanked by the rugged Big Sur coast to the north and the intimidating Point Conception to the south — and occasional exposure to big surf that keep it off the beaten path, which might actually be part of what made it so great. Sometimes those places that are hard to get to are the best, precisely because they are hard to get to!

Cameron Tuttle  
Sausalito

### ↑↓ SLO SINCE THE '70s

I've lived in SLO County since 1975, after moving from Berkeley and working for the Cal Sailing Club (around the time Paul Kamen first started there; I used to race against him on Sunday in the Lidos). I participate in Morro Bay and Port San Luis racing (MBYC and SLYC, respectively) on Other People's Boats. We also have lake racing in the winter. Our boat is 70 miles south in Santa Barbara Harbor.

Roger Briggs  
Allegria, C&C 37  
Avilia Beach

### ↑↓ PROGRESS, BUT TOLERABLE



ROGER BRIGGS

**Motoring out for a little Central California, San Luis Yacht Club racing.**

I'm an MBYC member and started sailing my first boat there in the late '70s. Morro Bay suffered a bit from "progress," but it's still tolerable and on weekdays retains its small-town vibe.

Today, my wife and I continue to daysail *Rosy* out of the Morro Bay State Park marina into the big blue. Weekday sailing often provides expansive and empty seas — except for the sea life.

Dennis Bailey  
*Rosy*  
Morro Bay

### ↑↓ WHEN CENTRAL CALIFORNIA IS FIRING

I went to school in San Luis Obispo (Cal Poly) and lived there for four years. It was a great school and a fantastic place to spend time during your college years. I spent many afternoons surfing at "the rock," and recall a few days when the swell was so big (we're talking 20-ft plus) and the tide just right, the swell would wrap around the jetty and into the harbor itself. On the one or two days a year when conditions were right, hundreds of guys would turn up. Good times.

Chris Mekhuish





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## LETTERS

*Readers — Does the coast of California have a reputation for being "not very cruiser-friendly?" Some people cite the thousands of nooks and crannies in New England in contrast to California's long, straight and sparsely populated coast.*

*But when we asked if you'd spent any time in Central California — and specifically Morro Bay — your answer was a resounding "for sure." There has also been a near-unanimous shoutout to the town itself.*

*Here's an encore and ode to California's middle:*

### ↑↓ SOCIAL MEDIA'S MEMORIES OF MORRO BAY

I once arrived outside the Rock becalmed, with the water pump shot and sails limp. I called the Coast Guard and they in turn had us contact the Sheriff's Department. They came out and towed us into the harbor, and took us to the local yacht club. We marveled at how well they did the whole rescue!

@earlyoes  
Earl Yoes

The anchorage is awesome! The entrance is a bit hairy, and lots of channel markers were missing due to dredging, but it was worth it. Yes, we've sailed to Morro Bay, and it's a beautiful little town.

@sailingonbrizo  
Beth and Damien

We had a lovely five-day stopover on our delivery home from Panama. It was the longest stop on the whole 47-day voyage, actually. The yacht club was very accommodating and the staff were delightful.

Mitch Andrus and Quincey Cummings  
Esprit, Kelly Peterson 46  
Berkeley Marina

I had my C&C 36, *Blue Moon*, on a mooring down by the state park for a couple of years. I lived aboard, and it was amazing.

Jim Long



LATITUDE / TIM

*The bitter end of the San Rafael Canal was feeling a bit low on an exceptionally shallow tide in late January.*

### ↑↓ HOW LOW CAN YOU GO? VERY, SAYS SAN RAFAEL

As a child, I lived in San Rafael and spent lots of time enjoying the Canal waters. So many people and boats did the same. It was an awesome water playground for people with boats to enjoy life.

Too bad it is not even close to that now.

With the money counties seem to spend on so many other silly things, it would be great to see the San Rafael Canal area come back for families of boaters to enjoy again with some





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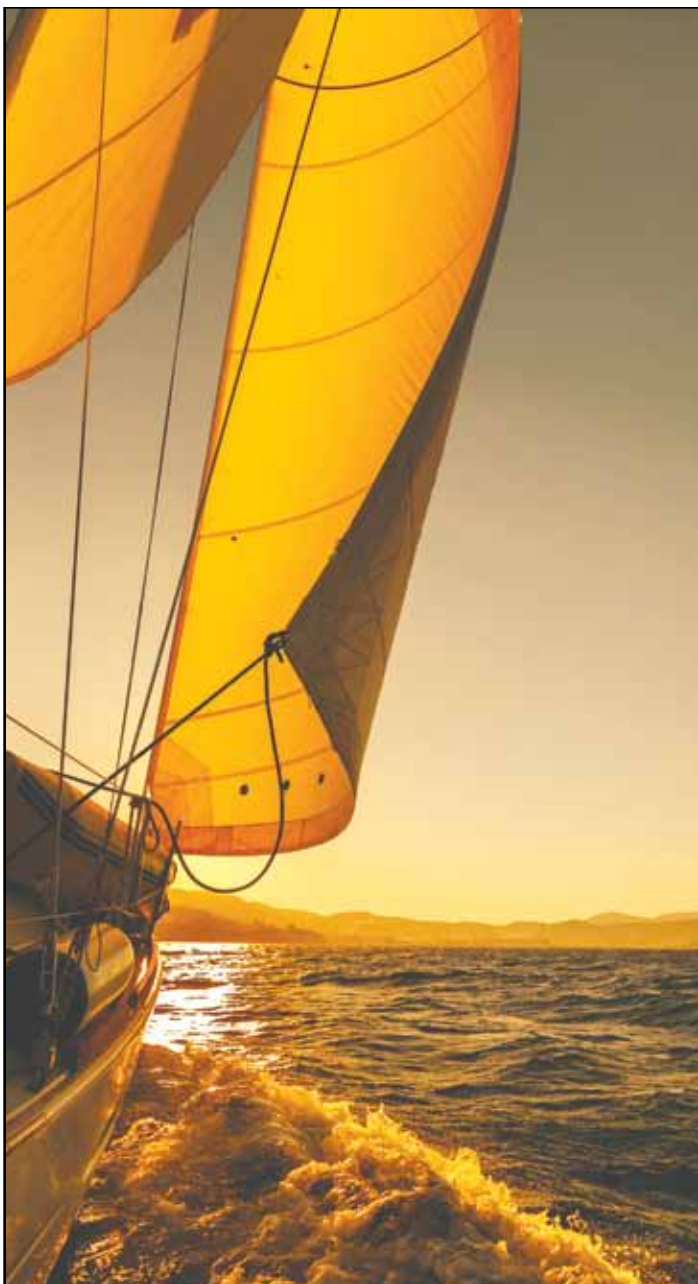


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## LETTERS

regular dredging.

Memo Gidley  
*Basic Instinct*, Elliott 1050  
 Sausalito

*Memo — Just as we were putting the finishing touches on Letters in mid-February, the US Army Corps of Engineers announced that it has begun to set aside money for the San Rafael Canal.*

*It could be another year (or two), but it looks as if the Canal will finally be getting some much-needed maintenance. We'll keep you posted.*

### ↑↓ CONGRATS ON NAILING THE NORTHWEST PASSAGE

I salute *Breskell* and its crew for making Northwest Passage 2019 [from the January 8 *'Lectronic Latitude*, *Tales from the*

*Northwest Passage*]. Its escape, which actually took two seasons, may provide many lessons for others.

In those forbidding Arctic waters, you never know what to expect. (I had contact with Olivier and Eric, but didn't speak



JOSHUA WHEELER

*How do you make it through the Northwest Passage? Lots of jury-rigging, of course. The French call it bricolage (brē-kō- 'lāzh), which is defined as "the construction achieved by using whatever comes to hand," according to the dictionary.*

much with Joshua.) The *Breskell* has been one of over 70 sailboats I've guided in the past 15 years.

Victor Wejer  
 The official unofficial "Ice Guide" for  
 cruisers transiting the Northwest Passage

### ↑↓ TALES OF MARKS AND BLUFFS IN YELLOW

As the Sausalito YC race director, I ran more than 300 races, with most using the YRA Yellow Bluff mark's rusty old steel balls. Yes, there were frequent walkabouts and even a sinking. My best guess is three steel balls and several dozen old train wheels with rusty chain attached are down there. Also at least one leaky temporary buoy. Several semi-submerged steel balls had gunshot holes. During a king tide and heavy current cycle, those steel balls would drag under the surface. Racers looked for the 'wake' created by the chain and ball.

Later, as YRA chair, I supervised the abandonment of the YRA Yellow Bluff mark. The total annual YRA buoy budget was about \$10,000 back then. Each time we replaced Yellow Bluff, the total came to about that amount, since the Coast Guard began requiring foam buoys and the Navy ran out of old train wheels up at Stockton. Anchor, chain, buoy, tug with crane — the cost was just too much.

Another "Yellow Bluff" tale:

Sometime late in the 1970s, the Sausalito YC ran a Midwinter race where the YB buoy was missing. They used a tubular inflatable that was supposed to stand up, but the wind and



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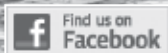
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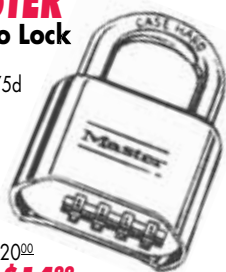
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## LETTERS

current blew it over. A Santana 22 ran over it and got it stuck under the boat between the keel and rudder. They managed to detach the anchor line, but couldn't get the buoy, which stuck out both sides of the boat, unstuck. Of course, they couldn't steer, so the ebb washed them around the corner and toward the North Tower. Everyone followed and 'rounded' the distressed Tuna when they could catch it. Finally the Tuna crew got the buoy free. The last anyone saw of that buoy it was being swept out under the Golden Gate Bridge. That's another anchor and line down there.

Pat Broderick  
Nancy, Wyliecat 30  
Sausalito



JULIE TURPIN

*We posted this photo on our Facebook page a few weeks ago. It was a cold, rainy Bay Area day, and we said, "We thought we should remind everyone of where boats can go . . ." Some people hedged on just how idyllic paradise can be.*

### ↑↓ MUSING ON PARADISE

We had rain come down so hard in the Marquesas that it filled our water tanks in 10 minutes just off the deck. It's not all sun and relaxation when you go cruising. Do some research before you go!

Julie Howe Lee  
Latitude Nation

Been there. Squalls make a good boat wash and blow-dry to wash all the salt off the rigging, deck . . . you . . .

Michael Scott  
Planet Earth

### ↑↓ NOAA'S FIVE-YEAR PLAN TO ULTIMATELY STOP PRINTING PAPER CHARTS. (DON'T WORRY, PAPER CHARTS WILL STILL BE AVAILABLE FOR USERS TO DOWNLOAD.)

I never go to sea without paper charts to back up the multiple electronic systems on my boat. I've lost all my electronics more than once over the last 20-plus years I have been using GPS charting. My paper charts always work; I use paper a lot even with three electronic chartplotters on board — paper for the overall (small-scale) view and the electronics for details.

Stocking all the available charts is obviously expensive for NOAA, but I think stopping the print-on-demand service is a really bad idea. How many home printers are accurate enough to print a chart for navigational use? I hope they've considered this and found that most printers will be fine, at least when used with a good set of Mark II eyeballs.

Andy Kurtz  
Angelique, Columbia 57  
Richmond





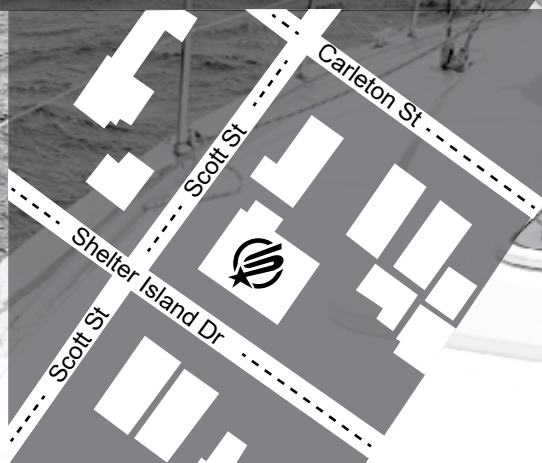
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## LETTERS

### ↑↓ **DON'T FORGET YOUR CELESTIAL**

I guess it's fine so long as your electronics are in good order. The question becomes, what would compromise electronics? I'm interested in people's experiences, as well as hypothetical situations based on readers' knowledge. And none of this is to mention the possibility of interference through cyber warfare.

I haven't used any chart for 15 years, but I learned in school about a ship that lost all electronic nav instruments at the same time. Fortunately, one of the officers was skilled with celestial.

Peter Metcalf  
*Amazing Grace, Great Pelican  
Kensington*

### ↑↓ **ABSOLUTELY TERRIBLE!**

If you trust your soul to electronics, don't get wet. It's absurd. All mariners should know the fail-safe importance of paper charts and how to properly use them. As a US Sailing coastal navigation instructor, I can easily state that most sailors are completely dependent on electronics, and will be left floundering without paper charts.

Absolutely terrible!

Captain Stanty



**A NOAA raster chart of San Francisco's Central Bay. Our readers are virtually unanimous on the need to have paper charts onboard.**

### ↑↓ **EVERYONE JUST TAKE A DEEP BREATH**

This does not phase out paper charts. NOAA just doesn't want to print them anymore. You can convert an ENC file to a PDF and email it to a printer that prints wide-format architectural plans. They will print it and ship it for less money, and you can do it on waterproof paper.

There are thousands of different types of media. You could get a chart printed on plain bond paper (cheap), cotton watercolor paper, canvas, metal . . . and the list goes on. But what you should order is a print on a matte acrylic-based photo paper printed with a solvent printer. Solvent printers print with oil inks instead of aqueous (water based). Oil-based canvas prints would never rip.

Anyone can get prints of far higher quality than what NOAA prints. You can get a chart printed on outdoor polyester with oil-based solvent inks. It will roll up, will not fade and is totally waterproof — as in you can put it in a bathtub of water for weeks and it dries off.



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## LETTERS

You just have to order the right kind of media.

Jesse Goff  
Adelante, Twin Cabin Cruiser  
Tiburon

### PRINTING PRIORITIES

I can understand phasing back on inventory or even all pre-printed charts. But it seems that facilitating POD [Print On Demand] should be a priority. I was glad to see the discussion about software to create and print a custom map [from a January 24 *Lectronic*]. But for some, getting large-scale maps printed is not straightforward.

TR  
Planet Latitude

### FEDERAL GOVERNMENT WOES

This is another example of the present administration cutting costs to support favored private enterprises. The NOAA/NWS was under attack by an appointed cabinet officer who was attempting to privatize the weather service.

As a Transpac Safety Inspector, I have to see that entrants all carry paper charts. Personally, my trips up the Delta are a combination of chartplotter/GPS and paper charts to check off each channel marker. How many times have electronics gone down when the batteries fail?

Chuck Cunningham  
St. Francis YC

Chuck — Yes, the current administration nominated Barry Myers to head NOAA, all the way back in 2017. Myers asked the White House to withdraw his nomination in November 2019. As the CEO of AccuWeather, Myers "was said to be eager to privatize NOAA's National Weather Service and to fight government programs that would compete with AccuWeather services," according to *The New York Times*. But we think that the move toward electronic charts is inevitable, and welcome. Do we think that paper charts should be easy to come by? Absolutely.



RARE EARTH GALLERY

Let's not forget the beautiful things that can happen when geography, bathymetry, topography and longitude and latitude are expressed on a 2D or 3D surface. Sometimes, without even trying, art can emerge. We believe in the digital age, but we acknowledge that some things — such as this bathymetric chart of Cape Cod — are diminished when screens reign supreme.

We agree with some readers' skepticism about being able to print decent charts on our own. (Some of us can barely print an email without going to a Kinko's.)

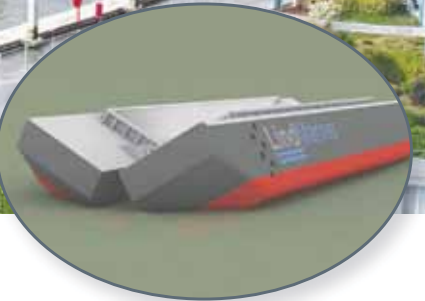
We also want to add that we love paper charts not just for



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## LETTERS

*their analog, electricity-free back-up security, but also for their artistic allure and their status as keepsakes. Many sailors have told us that charts serve as logs, as diaries, and as something to hang on your wall.*

### ↑↓ TRYING TO WEIGH IN HERE . . .

I attempted to leave a comment at NOAA's ASSIST page, but it doesn't work. I guess they don't really want to know what we think about this. I don't use a chartplotter. I have a few inexpensive GPS units that only give lat/long, as well as paper charts and a



WIKIPEDIA

***Electronic charts are amazing and contain useful, up-to-date information that paper charts might not. But what happens when everything goes wrong and your electronics fail?***

depthsounder. I've cruised using this technology for decades. I don't trust electronics 100%, ergo I have multiple GPS units. Plus, I know celestial navigation.

In addition to plotting course and speed on my paper charts, which I don't think you can do with a chartplotter, I also make notes of places with good anchorages, places to go shopping, etc. I've always exchanged these paper charts, with notes, with cruisers going where I've just come from and they pass me their charts with similar notes.

Tan Toes

Cruising with this tech for decades

### ↑↓ A QUESTION OF RELIABILITY

Paper will always be more reliable than electronics. Most ocean boats (and ships) carry three to four different sets of charts: 1. The electronic chart the chartplotter uses. 2. Backup mapping GPS. 3. Paper charts. 4. Paper chart guides and cruising guides.

When the power fails and the batteries are dead, paper still works. (I will send this in to NOAA.)

Tim Dick

Malolo, Lagoon 42  
Mexico

### ↑↓ NO PAPER CHARTS? THAT IS QUESTIONABLE

Any skipper without a paper chart of his home waters is questionable in competence and preparedness. Same for the skipper who sets out without paper charts of everywhere he intends to voyage. How many of us spent our childhoods (and adult lives) poring over charts planning trips, looking up legends, and revisiting voyages on old charts marked with bearings, plots and siting notes?

Sad that the only thing NOAA will get funding for now is charting the small pools of water gathered at the foot of the border wall and indicating where ladders are most frequently used, and the well-worn paths to and from Home Depot where they buy ladders. Maybe we can follow the lead of another nation that might pick up these broken pieces of cornerstones the United States once planted and maintained all over the

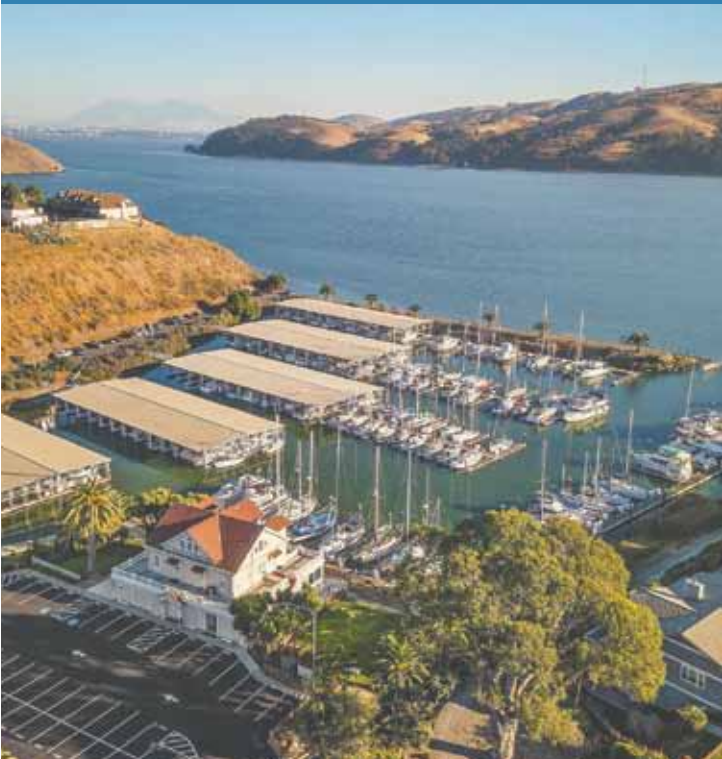


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## LETTERS

world. Why? Because it was there, it was possible, and it was the right thing to do! And now we buy concrete.

I understand some of the comments made, and why they make sense — especially if you're a new sailor. What is different at sea, and why the NOAA printed charts are of great value, is something you likely have heard. "PPI" and "DPI" are of great importance when reading fine print.

Additionally, inkjet solutions can print a chart from your PDF anywhere in the world in minutes. And none of that is worth the milliamps in your laptop PSU when trying to read fine print on a wet chart in a rolling seaway. Inks run, clarity suffers, cheap paper dissolves, mildew consumes. I have NOAA printed charts more than 20 years old that are still readable and navigation-capable, after getting them wet and dried off more times than I can remember. The NOAA charts are seaworthy. My chart store reprints are good, but not as good. Kinko's printed from a PDF is likely fine to hang on the wall in your office.

David Barten  
Ikani, Gecco 39  
San Diego

### PLEASE ACCEPT THAT WE'RE MOVING TOWARD ELECTRONICS

The same thing is happening in general aviation, and I don't see too many pilots complaining. Paper is 19th-century technology. Modern electronic charts are easier to read, show your position, and calculate VMG, SOG, distance to destination, time to destination, and current.

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Readers — You've pretty much said it all. We love our electronic devices and all the high-tech, cutting-edge things they have to offer, but as prepared sailors, we want to make sure that we have backups (and backups for the backups). We here at Latitude honestly don't have a strong opinion — nor are we educated enough on the Department of the Interior's budget — to say whether the federal government should spend money on chart-printing services. Maybe this is a chance for small marine businesses to carve a niche and quell the fears of us the less than technically inclined. We certainly like the idea that paper charts are, at present, accessible and "on demand," and that we don't have to worry about whether we have enough ink in the cartridge.

As technology evolves and we ascend further into the digital age, it's hard to know whether our mentality is stuck in the past or otherwise antiquated, or if we're raising legitimate concerns about where we're headed. Only time will tell.

We'll have more of your comments on the topic next month.

@LUNAROSSACHALLENGE



### LUNA ROSSA CHALLENGE LOSES THEIR MAST, BUT NOT THEIR MINDS

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Source: Propeller test in Voiles Magazine

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## LETTERS

officially named as a certain watercraft type later? In the meantime, and to reiterate, absolutely awesome 'machines' to temporally be referred to as AC75 foilers.

Ross Angel  
*Latitude Nation*

### ⇅ REMEMBERING DANA HAYDEN

I lived across from Dana when he owned *Stornoway* after he purchased her from Marge and Al Petersen, on A Dock in Sausalito.

Dennis Ritchie  
Sausalito

I also lived near Dana, on my Westsail 32 *L'Escargot*.

Kerry Rackliffe  
*L'Escargot*, Westsail 32  
Sausalito

Sterling Hayden's son?

Tim Dick

Tim — Yes, Dana was one of Sterling Hayden's six children who famously sailed with their father aboard the 100-ft pilot schooner *Wanderer* in defiance of a 1959 court order. Dana passed away in 2018.

### ⇅ A SHOUTOUT TO THE BLUE PELICAN

Blue Pelican Marine was a big help before I left for New Zealand. Now, I'm sitting on their countertop! Thanks guys.

Elana Connor  
*Windfola*  
Sabre 34  
San Francisco



SUE WEAVER

*Blue Pelican* owners Alex Jordan, left, and Matt Ford, along with Matt's daughter, showed off the February issue of *Latitude 38* on delivery day last month.

Readers — Elana Connor shot the February cover of *Latitude 38*, and is on the *Blue Pelican's* counter, in spirit. LOL.

Blue Pelican and Svendsen's are where I deposit my check every month.

Morris Gevartz  
Bay Area

### ⇅ EVERY CLASS HAS A CLOWN, WHICH OFTEN MANIFESTS IN THE BOAT NAME

I owned a J/24 named *FOG* (Four Old Guys) with three other captains about 14 years ago. Whenever we beat the fire-breathing younger J/24 sailors in Marblehead and Beverly, MA, they'd call us the F@#king Old Guys. Carrying the chute through a squall once, Fearless Old Guys. We hit a navigation buoy once: Foolish Old Guys. It seemed to fit every occasion. I sailed on *Sorcerer* in the Bay Area in the '80s, and have fond memories of those days.

I'll be staying in the Bay through March, and would love a ride in a race if anyone has crew spots out there.

Ron Perkins  
rperkins@DesignPerspectives.com





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Kelly Peterson 46, at Berkeley  
Marine, Feb 2019



San Francisco Bay, Coppercoat  
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## LETTERS

### FAST WITH CLASS

Boat names are a great pastime when out and about on the Bay or just cruising the marinas and anchorages. I was a partner in an Express 37 that was named *G U*, which was *Geographically Undesirable*. The transom had a graphic of a blond in a bikini stretched out. We were affectionately referred to as the "Bim-Boat."

After a year of competing, we removed the graphic and just used *G U*. With a new partner we changed the name to *Elan*. Fast with class. Great boat!

Charles Cunningham

Also the same person as Chuck C.

### STEELY RESOLVE

Best yacht name I ever encountered was on a really rough DIY type steelie during the South Pacific IIRC some years back: *Rumpledsteelskin*.

Jim Cate

*Insatiable II*, Sayer 46

Southwest Pacific



*The Santana 22's nickname is Tuna. This Santana 22 is named 'Albacore'. Do you see what they did there?*

### ON SECOND GLANCE

*Taboma* had a great graphic on its reversed transom that on second glance was an ass with a bite out of it. They raced all around the Virgins in the late '70s. I was racing against Don Street and *Iolare* in cruising class with a Sam Crocker ketch in those years.

Both *Taboma* and *Iolare* were great sailing boats. We were the boat trailing a fishing line with a cockpit full of ladies having fun "racing."

Bill White

### DIVING DEEP INTO THE SANTANA 22 FLEET

Here's some backstory on my two boats, both at Richmond Yacht Club: Our 1989 Catalina 42 was named *Neener3* by its former owners in honor of their grandchildren.

When filling out forms for harbor masters, customs, etc., we use that abbreviated name, but when calling folks on the VHF/SSB (at least if we know them), we use the full name: *Neener Neener Neener*. We actually had people call us in Mexico just so they could say that on the radio! Richard Spindler said he loved the name, so at the top of our blog when we were on the 2010 Baja Ha-Ha, we put, "That's *Neener Neener Neener* to you, Richard."

But of course you may have a different sense of humor.

My race boat, a Santana 22, was also named by the previ-

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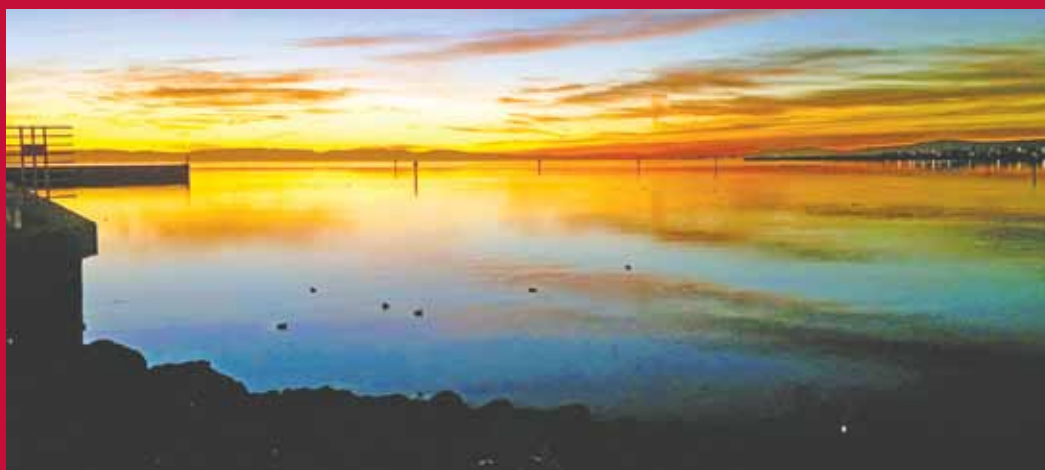
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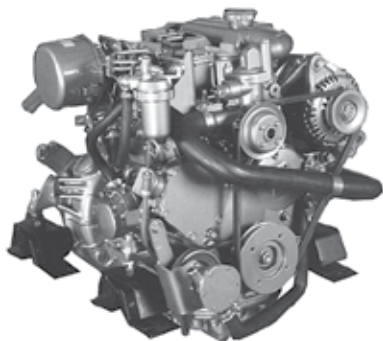


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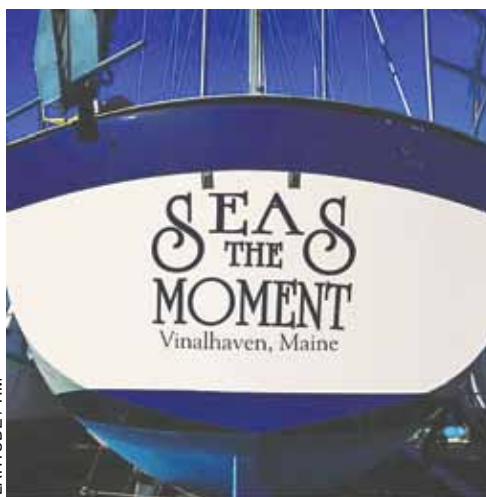
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## LETTERS

ous owner. In honor of her Bay Area roots she is called *Car-*



LATITUDE/TIM

**Do you see what they did here? Cleverness and puns are keys to a memorable boat name.**

los. It's always fun to see the wheels turn as folks figure out the connection. Speaking of Santana 22s, our class is in general fairly punny, though I don't think we quite measure up to the quippy Moores.

The nickname for our boats is Tuna, the etymology of which has two theories: either a mangled shortening of Santana, or the approximate shape of the hull underwater. In our West Coast fleet, we have *Albacore* (Michael Quinn), *Hamachi* (Stefan Berlinski), *Bonito* (Michael Andrews), and *Poulet de la Mer* (Andrew Hartman).

I also always liked *Byte Size* (Anna Alderkamp), *Tackful* (Frank Lawler), *Schock Therapy* (Bridget Binko — W.D. Schock is the builder), and *Fuchsia Schock* (Shawn Roland — with a pinkish hull); alas, *Tackful*, *Fuchsia Schock* and *PDLM* are no longer racing.

Jan Grygier  
Neener3, Catalina 42  
Carlos, Santana 22  
Albany

### ↑↓ A LOT OF THESE CLEVER NAMES SEEMED TO BE HAPPENING IN THE '80s

During the '80s, I crewed on a Humboldt Bay 30 named *Humboldt Pie* in the PHRF fleet in the Bay. Sadly, I've lost track of the boat and owner/crew.

Gene Bennett  
Everett, WA

### ↑↓ I CANNOT TELL A LIE. UNLESS IT'S ABOUT BOATS

How about *Pinocchio*, a custom Frers 33-footer? It's cold-molded wood, and has a deck-mounted prod. The seller stretched a few facts.

David  
Latitude Nation

### ↑↓ LET'S GO, FRIEND

We had a family trip to Kenya — sleeping in tents and photographing animals — with a terrific guide who greeted us every morning with "Jamani!"

The word, he explained, translates to, "Let's go, friend," in Swahili. So, you know the rest. *Jamani* also became a family saying and has been a terrific boat name for not one but two of our boats: our prior J/105 and current J/120.

Sean Mulvihill  
Jamani, J/120  
SFYC





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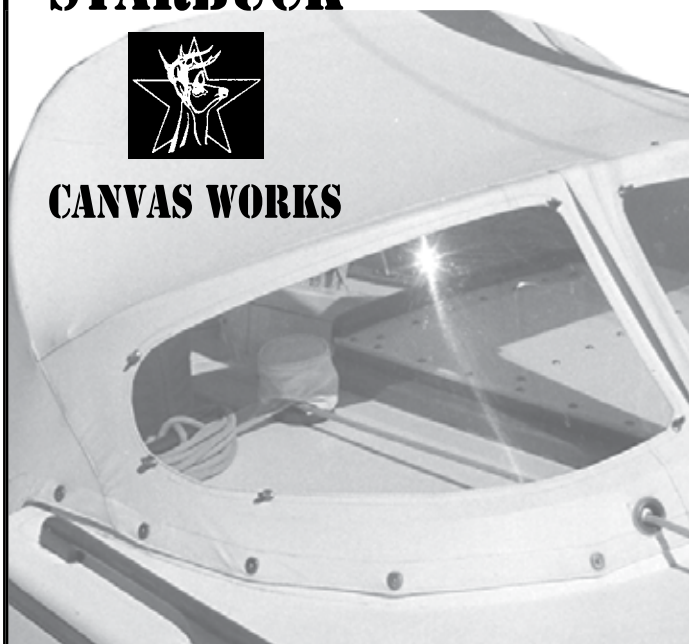
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## LETTERS

### ↑↓ WEEKEND WINTER WARRIORS

I went to the boat this weekend with every intention of going sailing in Sunday's big wind [February 2, as a cold winter storm came off the Pacific], but I woke up sick as a dog with a fever. Bummer. Maybe next weekend.

Glenn Shinn

Grendel, Moore 24 Prototype  
Santa Cruz



NATHANIEL BEILBY

Angel Island, as seen on February 1, in the dead of Northern California's winter. (Ha! We were wearing T-shirts.)

### ↑↓ WARRIORS OF WINTER, CONTINUED

There is something magical about stealing a beautiful sailing day in the middle of winter. It makes one feel so blessed and offers the promise of things to come in the spring.

Steve Zevanobe

Looking forward to summer

### ↑↓ SEEING SEAWARD SOUTH OF THE BORDER

What a nice surprise it was to see *Seaward* docked in the Paradise Village Marina in Puerto Vallarta! It's always fun to meet the cruisers we read about.

We happened upon one of the very friendly crewmembers, nicknamed Huckleberry, in the hot tub under the yacht club and asked about Monica Grant, the cook/writer of the thoroughly entertaining recent articles in *Latitude 38*. We met Monica the next day to talk about her journey and let her know we enjoyed her articles very much and were looking forward to more. It's nice to read about the continuing saga of a novice turned



MONICA GRANT

Monica Grant — a former *Latitude* employee and current cook aboard the schooner 'Seaward' — has a pretty nice view just outside of her new 'office'. Is the rest of the *Latitude* team a tad jealous? Umm, we'll have to get back to you on that.



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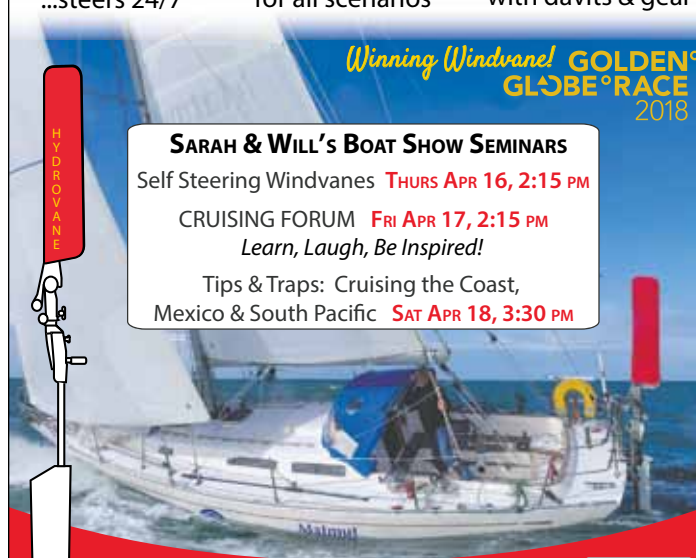
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## LETTERS

cruiser. Keep up the good work!

Rich Brazil  
Tally Ho  
Point Richmond

### THANKS FOR THE COOKING AND SAILING

Monica, it was a great trip made all the better by your wonderful cooking! Thanks for keeping us all fed and happy.

Bob  
Bobby  
Boberto

*Readers — Former Latitude employee Monica Grant took a, er, leave of absence to sail south on the schooner Seaward. Monica took a job as cook; her husband Jay is the skipper. Monica wrote a series of 'Electronics, Diaries of a Schooner Charter Cook, in January.*

### I DID THE JOB

I know the feeling of the job because I did most of the hot meals for our crew in the last Transpacific race. Did they try to fish on that passage south? We did, and it was a nice change from freezer meals.

Greg Clausen  
At one point had the Santana 30/30 Wisdom  
San Rafael

### TOTAL AND THOROUGH ENJOYMENT

Monica, I thoroughly enjoyed this chapter from your log. Your journaling skills equal (almost) your outstanding abilities in the galley! Can't wait for the next installment.

Jim C.

### WE GO WHERE THE WIND BLOWS, EVEN IF IT BLOWS BEHIND BARS

I have been in Marin County Jail for six months now. Your magazine is one of the few (and I mean few) good things circulating in this most-miserable-of-all jails anywhere! The articles and advertisements are the stuff of dreams for us.

If you could find it in your yachtie hearts to send us a few back issues, care of myself, I would greatly appreciate it — as would the 60 or 70 other men in my pod.

We have the February issue as well as August, though we could use duplicates of both as some unscrupulous inmates have removed pages. I am unable to send funds at present, but as I am a mildly successful criminal, I promise that you will be repaid tenfold for whatever kindness you might bestow.

Thank you for making such a fine magazine, as well as for your time and consideration.

[Name lost in a clerical error]  
Marin County Jail

[Name] — We got you, man. We'll drop some issues off some-time.

### A LITTLE JOSHUA SLOCUM GENEALOGY

Joshua was my great-great-uncle. It's very clear where I get my risk-taking, courage and adventurous spirit from. I'm very proud of him and his impact on others.

@le\_vagabond\_blonde\_  
Travel is my drug of choice

### AGE IS RELATIVE

I can't look at [Jeanne Socrates] as the 'oldest', but I think 'most experienced' would do me better. 'Old' reminds me of



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## LETTERS

some stale bread, and to me, she's definitely not stale.

Walter Edwards  
@nomad.we

### ↑↓ **THANK YOU FOR THE SAUSALITO STORY. BUT THANK YOU, SAUSALITO, FOR ALL THAT YOU DO**

I am very favorably impressed with the lengthy article on the Marinship you wrote in the February issue. You managed to gather many of the nuances of the complexity of the issues facing the Marinship. I appreciate your complete coverage.

I have been working on the Marinship issue for years. I am a former two-term mayor and councilmember of Sausalito (1998-2002). I had my law office in Sausalito for 25-plus



DENNIS BAYER

*There are no words to describe the unique character and charm of Sausalito. The city's working waterfront deserves our involvement.*

years. I first moved to Sausalito in 1979, was here through 2007, left, and returned in 2017 for good. I have a Nonsuch 30, *WishBone*, in Sausalito. I raced on my NS 22, *Suncatcher*, for 10 years with my all-female crew, *Team Estrogena*! We did well. We had a red WonderBra as our protest flag (way back then). I did the '97 Ha-Ha on another friend's boat. Had a blast.

I feel passionately about letting the heritage of the Marinship grow to its potential and stave off gentrification. Janelle Kellman and Joan Cox's comments really nailed some of the major issues and ideas for the Marinship. We'd lose our soul and culture in Sausalito if gentrification were to happen in the Marinship. Our efforts are by no means smooth sailing, but we are a determined group.

Sandra Bushmaker  
*WishBone*, Nonsuch 30  
Sausalito

*Sandra — We really have to thank you and everyone else who have been tireless advocates for the Marinship and Sausalito's working waterfront. While reporting last month's story, we were lucky enough to meet a few dedicated souls who work on Sausalito's behalf every day, attend every city council meeting, and (unlike us) stay until the wee hours. We tip our hats to you, Sandra and citizens of Sausalito.*

*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](mailto: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

"Dive, dive, DIVE" was the seasonal flavor of this month's World Famous *Latitude 38* Caption Contest(!). And, indeed, it looks as if this 18-ft Skiff (aka Aussie 18) is trying to dive like a pelican chasing a fish. Without further ado, here's this month's winner, aaaaaannnnnnnd the top 10 entries:



CHRISTOPHE FAVREAU

"Hey boys! Just using my neti pot!" — Milly Biller

"I told you the brakes work." — Rob Sesar  
 "I'm telling you, captain, this is the shortest route to China!" — Scott McMillen  
 "This is what you meant by 'duck', right? Shake those tail feathers!" — Remy Joy  
 "Captain Ahab and Trimmer Jonah aboard the SV *Carbon Whalemouth*." — Blake Wiers  
 "Pretty sure that's Winslet and DiCaprio out on the water again." — David Gruver  
 "When you're at the top, you have a long, embarrassing way to fall!" — Rosann Allenbaugh  
 "Darts, anyone?" — George Hughes  
 "This is not the way to Hogwarts." — Phill Armstrong  
 "So you're saying the leeward mark is *under water*?" — *Latitude 38* Magazine  
 "Glad to see the image of us making the rounds again!" — Mikey Jan Radziejowski.  
 Wait, seriously?

"That is in fact me," Radziejowski wrote us. "I was driving. It was my first 18-ft skiff regatta on the Cityfront helming (not my first 18 Cityfront regatta though). It was also right when we started campaigning for the very first Youth America's Cup. My crew was Ian Andrewes and Evan Sjostedt, who were part of the American Youth Sailing Force. It was probably the gnarliest day of the week-long event. We'd just gotten off the beach at Crissy Field and we were trying to make the bear-away to get down to the start line, but we couldn't find a flat enough spot to do it. This picture was actually the third or fourth attempt (all the previous ones ended with the same result). We were pretty much at the South Tower by then. We made the bear away after this shot (once we sorted ourselves), and made it to the start line for the first start of the day. We had a killer start, but broke our self-tacking jib track in half after the second or third tack, so that sent us back to the beach."



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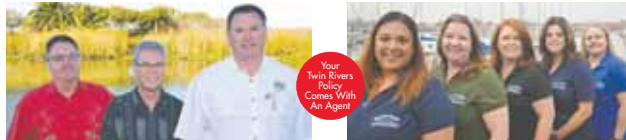
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# SIGHTINGS

## for the kids, and for the volunteers

We would like to take a moment to thank the countless volunteers who make junior sailing possible. Many of you have a different name besides 'volunteer' — you're also called 'parents'. Regardless of your role or how many hats you wear, we want you to know that we appreciate you. It is on your shoulders that a large portion of sailing's future is carried. You are helping to usher in the next generation of instructors, mariners, professional sailors, and perhaps even sailing-magazine writers.

It is difficult to quantify either the number of volunteers in sailing programs, or the work that they do. It is easy to take for granted the effort that goes into any regatta or youth-sailing event. There are countless ways one can volunteer one's time, from simply getting your kids to the water, to essentially being a full-time instructor. Even a simple day of sailing itself means that many parents likely had to drive far and wide just to deliver — and then pick up — their kids. This is no small nor insignificant task in a crowded and traffic-ridden Bay Area.

continued on outside column of next sightings page

## spring has sprung

What? You haven't made plans to go to the Crew Party yet? People, we've talked about this.

OK, in case you don't know, the *Latitude 38* Spring Crew List Party will be on Thursday, March 5, at 6 p.m. at the Golden Gate Yacht Club. Be there or be square. But really, just be there, and bring squares if you want.

This year, we've teamed up with our friends Quincey Cummings and Mitchell Andrus (author of this month's *Yard Work* story), who will be sailing their Kelly Peterson 46 *Esprit* from Berkeley Marina to the party. As of this writing, there were still a few spots available. Contact them at [www.qmtravels.com](http://www.qmtravels.com) to inquire about a ride.



PHOTOS COURTESY OF KEEN SAN FRANCISCO



## at the crew party

What else do you need to know? Should we remind you that thousands of rides on boats have been facilitated by a little mixing and mingling, and many a happy crew has been formed at our humble gatherings? And that's to say nothing of the countless lifelong friendships — not to mention a few lifelong romances — that have been made at crew parties over the years. As we've said before, we're not Tinder, and we're not promising anything. We're just saying you should come to the Crew Party.

Admission is \$10 at the door (cash only, please), the bar will be fully stocked, and you can visit [www.latitude38.com](http://www.latitude38.com) for more information.

— latitude



**Some scenes of the KEEN kids having a blast at Treasure Island Sailing Center.**



## kids and volunteers — continued

We recently spoke with a lesser-known Bay Area program that offers access to sailing for children with disabilities. KEEN San Francisco, a nonprofit, has been providing free exercise and recreation to serve all levels of disabilities, including kids on the autistic spectrum, children with Down syndrome, and kids who use wheelchairs. (KEEN stands for Kids Enjoy Exercise Now.) For the last three years, the KEEN kids — also known as athletes — have been sailing out of the Treasure Island Sailing Center, or TISC. And, oh yeah, the majority of staff at KEEN are volunteers.

"Sailing is one of the most special and exciting programs we offer," said Melissa Rushefski, the executive director at KEEN San Francisco. KEEN had an existing sailing partnership with the Bay Area Association of Disabled Sailors, or BAADS, prior to Melissa's tenure there, and prior to discovering the perfect fleet of boats at the perfect sailing center. "We heard about Treasure Island Sailing Center making sailing available to kids without resources. They also have these really special boats: the [10-ft] Hansa 303s. Our model sits perfectly with the boats, so that one volunteer coach can go out with one athlete. It's so much fun." Rushefski emphasized that KEEN's services are free. "I also want to convey how empowering it is for these athletes to get out there and sail. It really impacts their self-confidence; it makes them feel good about themselves, as well as the volunteers who get to see it."

Grace Chow took her son Brendan to the KEEN camp at TISC in summer 2019, and was amazed at the results. "I was a little wary; my son doesn't swim, and he has a number of special needs, one of which is cerebral palsy. He's in a wheelchair a lot. We were like, 'We'll give it a try,' not thinking it was going to be all that great. But it was amazing. He had the biggest grin and he was so cheeky. It's so surprising when your kid takes to something immediately."

Grace said that in the days and weeks after the KEEN camp, Brendan was still excited for sailing. "He was really juiced up. It was almost like he carried that momentum." Grace said she was going to look into sailing with BAADS for Brendan's future sailing. "Who knew that sailing was going to be such a thing?" Grace said, echoing a thought that many parents have no doubt felt when their kid gets hooked on boats.

KEEN will be holding a summer sailing camp at TISC from July 20 to 24, and August 3 to 7. If you would like to volunteer with KEEN or contribute by making a donation, please visit their website at [www.keensanfrancisco.org](http://www.keensanfrancisco.org).

— tim

## for the love of old things

In summer 2018, I called Brenda Hattery — the owner of the 1931 Crocker schooner *Mahdee*, homeport Washington, DC — and asked if I could stop by to say hello and take some pictures.

Brenda politely declined.

She and her husband David were recanvassing part of their 54-ft schooner's deck, and weren't keen to have someone from *Latitude* nosing around with the boat in mid-maintenance. When Brenda and I spoke again in mid-February, she recalled the very frame that she'd been working on. "We have this point on the deck called frame 17," she said. From the perch of our low-maintenance, seemingly indestructible fiberglass boats, some of us might think that this is wooden-boat life: On any given day, the owners of a wooden vessel are likely neck-deep in work. But it's not necessarily so. While wooden boats certainly require more regular and detailed maintenance than their fiberglass counterparts, ownership of such a vessel is simply the deliberate choice to live a different type of life.

"Basically, we like old things," said Brenda. "We were living in

*continued in middle column of next sightings page*

## old things — continued

a 1926 house in Washington DC, which we love, when we decided it was time to fulfill our decades-long plans of traveling on a sailboat; we knew that an ordinary boat wasn't going to do it, so that drove us toward looking for a pre-WWII boat. But we were 'agnostic' whether the boat would be a cutter or a schooner or a ketch." Brenda explained her philosophy, or simply the cause and effect, of appreciating a vintage aesthetic. "The liking of old things drives you toward owning old things. But there's a diversity here; we like very, very new things and very, very old things, but it's much easier to be in love with very old rather than very new that by five years is no longer so very new."

Brenda and David bought the nearly 54-ft schooner project boat *Mahdee* in 2006 and immediately did a major rebuild. They replaced every keelbolt, frame, floor, plank, and deck beam, along with the deck. "We had been working hard in a technology business we owned, but after we bought *Mahdee*, we were focused on redirecting our energies to the schooner. We had hired a boatyard and ended up having two full-time folks working alongside us for two years. Every day we'd be touching and feeling and smelling different woods. That was a great experience. It was really good for the soul."

"Old wooden boats are cool," Brenda said. "Restoring one doesn't make economic sense at all, but it's extremely rewarding; it's worth it if you love old things. Not everybody has the time to go off and rebuild a boat." Brenda said that many a *Latitude 38* reader can relate to the monumental undertaking of rebuilding a wooden boat, if on a different scale. "You certainly have a lot of readers who want to go cruising and say, 'I'm going to change my life and do something different. And they make that major change, and they may get out of it what I got out of it: a feeling that I've done something really worthwhile.'" Another misconception about wooden boat owners is that we might think of them as "stuck" in an era, or fetishizing about their old things. On her blog, Brenda said that she and her husband are enchanted with history and the natural world, that they preferred living aboard their historic schooner at a remote, peaceful anchorage in the middle of nowhere, "with high-speed internet access via a convenient hilltop tower nearby. [We are] lovers of technology, entrepreneurship, and strong communities."

Brenda and David have gotten to know some of the history behind *Mahdee*, which gives their own experience on board new meaning. "We met the original family as well as others who had experienced *Mahdee* and learned some of the history and experiences that the boat had had. *Mahdee* went from being just a boat to a schooner infused with personality [that] has safeguarded people through storms, explored the East and West Coasts, cruised the Caribbean and Pacific, and even performed safety patrols of New England for the Navy during WWII." Among the many colorful notes in *Mahdee's* history is this nugget: "The boat was owned by the Allens in Belvedere. After they did a Transpac in '67, they replaced the main boom," Brenda said. "They took the old boom and made it into the white topmast of the flagpole for the post office in Belvedere. We saw it first there when we visited in 2010. It's white, and it's way up there."

In 2014, as Brenda and David were at anchor in Alaska, Brenda said she was intellectually bored. "The scenery was great, but I needed to do something. I decided to start an online business." During their refit, Brenda said she had a hard time finding high-quality, mostly traditional materials and parts for the boat's rebuild and outfitting. She kept track of the various niche vendors — a guy in Maine who does boat stovepipes; another person who makes custom bronze keel bolts; Lars in Norway who makes Freebag cushions — and created Schooner Chandlery, an online marketplace where they could sell their products.

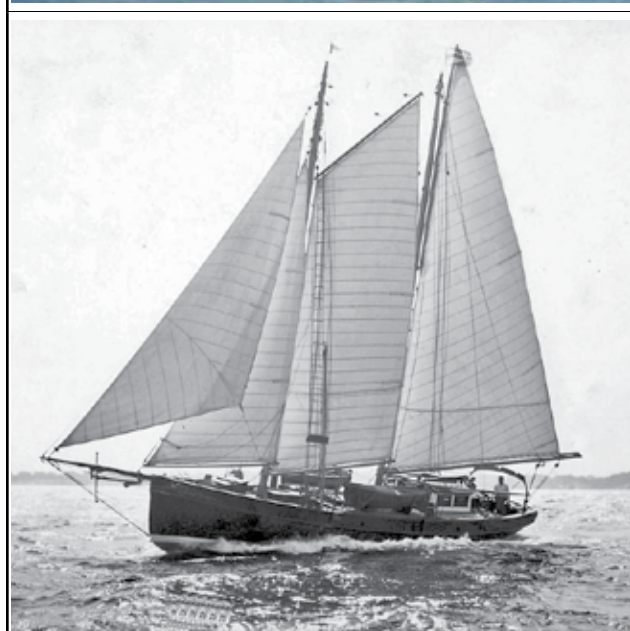
I asked Brenda about her sailing plans. "Plans? We tend not to plan. We tend to just wander off and do. Our next lengthy trip will be

continued on outside column of next sightings page

## viva mexico kicks off

For one team, San Diego Yacht Club's 2020 Puerto Vallarta Race will be the first step toward a journey around the world.

*Viva Mexico*, a Volvo 65 skippered by Erik Brockmann, will be making their racing debut during the 2020 Puerto Vallarta Race as part of their campaign to compete in The Ocean Race 2021. Brockmann's goal is to bring Mexico back into The Ocean Race almost 50 years after Mexico's *Sayula II* competed and won the first Whitbread Round the World Race in 1973-74. Among the crew will be co-owners Ricardo Brockmann, Lorenzo Berho and Yon Belausteguigoitia, who have been competing in the PV Race over the past decade in the *Vincitore* and



ALL PHOTOS COURTESY SCHOONER MAHDEE



## an epic odyssey

*Peligroso* racing programs. Also involved in supporting the *Viva Mexico* project is SDYC's Malin Burnham.

The boat now named *Viva Mexico* was previously *Abu Dhabi Ocean Racing/Scallywag*, and was the overall winner in the 2014-15 Volvo Ocean Race. The boat was refitted and renamed *Team Sun Hung Kai/Scallywag* for the 2017-18 Volvo Ocean Race.

The 1973-74 Whitbread Round the World Race, the first edition of the race, started from Portsmouth, UK, on September 8, 1973. Seventeen yachts of various sizes and rigs took part. The crew of the Mexican yacht *Sayula II*, a brand-new-at-

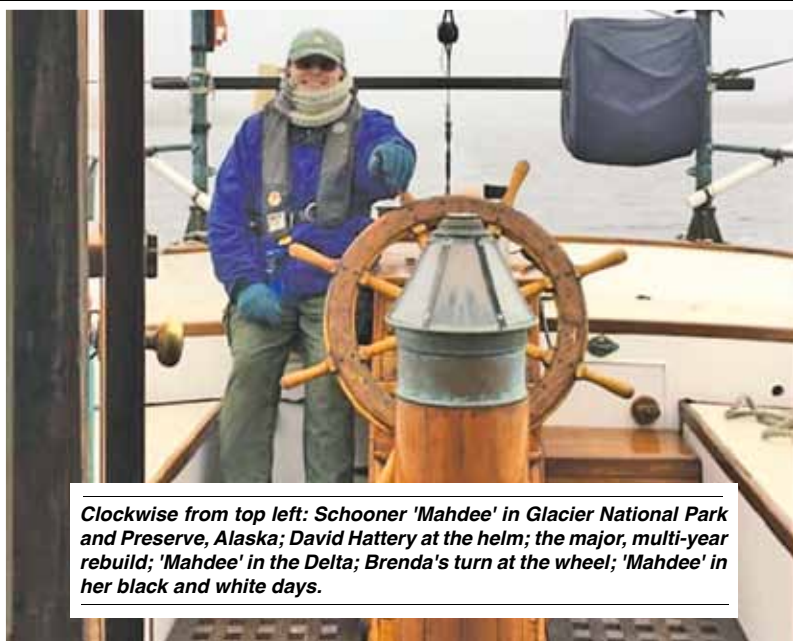
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## for the love of old things — continued

back up north." The Hatterys have thoroughly cruised the West Coast. "Here in California, if you have a boat more than 35- or 40-ft, it's easy to sail down to SoCal, and back and forth and back and forth. It's really easy to go to the Channel Islands and see friends." Brenda said she hopes to spend more time in British Columbia.

One of Brenda and David's favorite anchoring spots is right in the Bay's backyard. "The Delta used to be our fall maintenance thing, and we would find ourselves going there on a September time frame. We would be in the Pacific Northwest, maybe Port Townsend, and say, 'It's time to go to the Delta.' The next thing you know, you're sailing down the coast — or motoring because there's no wind — and enjoying those warm September days. The Delta has been a great place for us to do our work on the boat and then jump into the sloughs when you're hot and covered in dust," Brenda added, reminding me that the love of old things is always a work in progress. "It's a great place to do your varnish. It's not too humid, hot or cold."

— tim



Clockwise from top left: Schooner 'Mahdee' in Glacier National Park and Preserve, Alaska; David Hattery at the helm; the major, multi-year rebuild; 'Mahdee' in the Delta; Brenda's turn at the wheel; 'Mahdee' in her black and white days.





# SIGHTINGS

## the south atlantic in the clipper race

"I'd say 50% of people who do Clipper come back," Harmon Shragge told us during a phone interview in February. "And they are permanently affected one way or the other. They're either looking for more sailing or more adventure, or they get a new job. There's more ocean that I want to cross. You look at the globe, and instead of looking at the land masses you start looking at the ocean in between. I said, 'Gosh, there's really three oceans for sure that I would love to sail across.' The one that I just did was the South Atlantic, Leg 2. I'm still planning to head out shortly to do Leg 6, the North Pacific. I will top it off at the end of the summer by doing the North Atlantic."

You may recall that Harmon, a San Francisco sailor, raced with the last edition, Clipper 2017/18, in the Southern Ocean leg and the leg from Seattle to New York via the Panama Canal.

This time, Harmon says he has the best skipper in the world, Seumas Kellock, on *Visit Sanya, China*. Kellock is a 26-year-old Scotsman. "It's a teaching boat. Everybody takes the time to teach everybody skills, which tends to slow the boat down a little bit

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## viva mexico's

the-time Swan 65 owned and skippered by Mexican Captain Ramón Carlin, won the overall race in 133 days and 13 hours. In 2016, this adventure was presented in a documentary film called *The Weekend Sailor*.

"The next edition will mark the 50-year anniversary and is in big part why we believe this is the right time for Mexico to be back in the race for the second time in its history," said Erik Brockmann in an interview late last year. "After the PV Race, we will have an event in Puerto Vallarta where *Sayula II* will sail alongside our new boat for some footage of the two Mexican boats that have two main similarities: Both are 65 feet and both were built for The Ocean Race. The rest is completely





## odyssey — continued

different, and it will be great for people to see them both sailing, as well as at the docks next to each other."

To put together an entry for The Ocean Race, "It has been six months of work and planification prior to actually buying the boat, which is the first step. Having the boat two years before the start is a huge benefit, as we are able to bring her to our country for a big commercial campaign to engage sponsors. The boat will remain in one-design configuration for the next edition of The Ocean Race.

"The PV Race will be our first offshore race, and then we also intend to do the Tahiti Race in 2020. The rest will be more focused on the commercial side, and once

*continued in middle column of next sightings page*



PHOTOS COURTESY HARMON SHRAGGE EXCEPT AS NOTED

**Above:** Harmon Shragge, 62, gets his first view of land at Cape Town, in the early morning before sunrise.

**Left page, clockwise from top left:** The damage to 'Punta del Este' after 'Sanya' T-boned her at the start of Leg 3 in Cape Town. "It was our ('Sanya's') fault," reports Harmon. "Both boats had to go back to the start, and the damage took 10 days to repair." Harmon employs a hacksaw while replacing a damaged hank on the 'Yankee 2'. Rick Whitehouse (a circumnavigator and MD) attends to Christian Kinast (a trauma surgeon). Christian tore the skin off the inside of both hands when a wave hit the boat as he was descending from his upper bunk and the cable he was holding on to tore into him. Harmon reports that the biggest waves they encountered were in the high 20s; in addition, a cross-swell was slamming into them.

## clipper race — continued

because you have people who aren't super-skilled be on helm or doing other jobs. It's a happier boat. I came on the boat with more skill than the average, and I was able to learn even more. I found that so fulfilling and exciting — being able to develop myself."

Leg 2 started in Punta del Este, Uruguay, in October, with sunny, mild conditions. "We called it sunscreen weather: very light clothing, beautiful nights, beautiful days, very moderate winds. We started looking at each other going, 'Hmm, is this really how it's going to be? Are we really going to cross the Atlantic in shorts? Gee, I don't think I brought enough sunscreen.' But all of a sudden, starting at night on the sixth day, the conditions changed absolutely. We got what I would call the South Atlantic low, where it gets really dark and gray, the waves pick up, and the wind picks up. Out there it will last for a week or two, and it will go on for thousands of square miles.

"Approaching from south of the rhumbline, it started getting really rough. We got hit by squalls up to 60 knots. You go from one low-pressure system to the next, like a monkey jumping through the jungle trying to grab one vine at a time. We spent the next two weeks surfing three low-pressure systems.

"These boats aren't the fastest. They will hit 20+ knots surfing down a wave, but they're heavy, solid boats. With everybody and gear and everything they're 40 tons. You reduce your sail size to just the minimum. Sometimes we didn't even have a jib or a yankee, just a tiny little staysail and as little bit of main as possible."

It took *Visit Sanya* 18 days to reach the next port, Cape Town, South Africa. As soon as they got in, three people went to the hospital. "A fourth should have. That's almost a quarter of the people! The most dangerous time was as the conditions started to build." The injuries were almost all related to waves hitting the boat. "One woman was in the nav station and a huge wave hits the boat and she smashes her cheek on the nav station. They thought she broke her cheekbone. A man smashed his eye into one of the grinding pedestals; he was seeing double for the rest of the trip. Another man was climbing up the mast just a few feet to release the sail. He fell off the mast and hurt one knee; I flew into him and hurt the other knee. This was an around-the-worlder, but he had to leave the race for a leg. And then we had a German doctor. He had a top bunk, and as he was holding on to his lee cloth or his wire a huge wave hit and he ripped all the skin off one hand. The doctor actually fixed himself. Those people were ready, except the man who hurt his leg, to call it quits and just get into their bunks and say, 'I'm done.' The skipper let them do it for one watch; after that he goes, 'That's it, everybody, you're on deck.' Interestingly, within three or four watches everybody kind of got back into it."

Harmon's next stint with the boat will be Leg 6, the North Pacific. The race will not, after all, stop in Sanya, due to the coronavirus. "It's a particular loss because our boat is *Visit Sanya*. Our boat was going to go into Sanya, and we were going to be heroes. There were going to be bands and dancing troupes. Sanya let us know that we were still welcome to come in, but not to expect any support or anybody to meet you or anybody to do anything for you. Then, as the epidemic progressed, it became clear that was not going to work. They told us, 'Do not buy a plane ticket until you know what we're doing.' The problem is, they've got to get these boats ready to cross the Pacific. You can't just go to West Marine out there. They've got shipping containers of parts and electronics in China that they've got to get out of China. God forbid somebody gets sick on board; you've got a four- to six-week ride across."

As we were going to press, the 11-boat fleet of Clipper 70s had left Subic Bay, the Philippines, for a long loop out and back. They will stop at no other ports in Asia ahead of the crossing to Seattle. See [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

— chris

## the new wosser cups

A few years ago, Herb Motley, the Marblehead, MA-based IOD World Class president, asked Ron Young to retrieve an old trophy won in 1973 by the once-legendary Jake Wosser, for whom Ron crewed. Herb wanted to reissue the trophy to motivate modern racers. When Jake's widow, Ruth, couldn't find the original trophy, she offered three of Jake's other prizes from the middle of the last century.

Like many sailors who have raced the Bay for decades, Ron has watched participation in racing drop over the years. This sparked an idea: What about rededicating these antique trophies to reward modern racers and encourage participation today?

With that thought, Ron went to work. He polished up the three trophies, had them remounted on handsome wooden bases, and with Ruth's guidance created a Deed of Gift, "For the purpose of honoring Jake, Ruth and Susie Wosser and encouraging friendly contests of yacht racing and seamanship on San Francisco Bay." The three trophies have been gifted by Ruth to *Latitude 38* to award annually as follows:

The Jake Wosser Trophy honors the consensus fastest sailor on San Francisco Bay from the late '30s through the '70s. The trophy will be awarded annually to the winner of the largest one-design regatta on San Francisco Bay in that year. This could be local Optis, J/105s or a visiting regatta such as the Etchells or 505 Worlds. To attract the broadest participation, no class is eligible to win this trophy more than once in any 10-year period.

The Ruth Wosser Trophy, in honor of Jake's widow, will reward the boat owner who has competed in the most race days in any one year. All participants will need to register their races on a tracking form. This is to encourage participation by boat owners in as many races as possible.

The Susie Wosser Trophy will honor Jake and Ruth's daughter, who crewed with Jake and became a great skipper in her own right. This trophy will be awarded to the boat owner who takes the most people racing in any given year. This will encourage boat owners to invite as many new crew to come racing as possible.

For the purposes of these trophies, the 'season' will be from October 1 to September 30, so that the trophies can be awarded each fall at the annual YRA trophy ceremonies. On board as a panel of trustees are Hank Easom of San Francisco YC, Glenn Isaacson of St. Francis YC, and Fred Paxton of Richmond YC. Like Ron, they too want to support and encourage continued growth and participation in racing on San Francisco Bay.

*Latitude 38* is excited to see initiatives such as this one take shape. We believe that more sailing and more racing on the Bay is a good thing for all who live here. And, we think that the Wosser Family Trophies will be a terrific way to reward participation by the most active sailors. Additionally, honoring the winner of the largest one-design regatta on the Bay in any year will recognize both the winner and the event-organizing club.

The start-up year will be 2020 — with a 'shortened course', since the season is already underway. These beautiful trophies will first be on display at the Golden Gate Yacht Club on Thursday, March 5, for *Latitude 38*'s Spring Crew List Party. Come to the event to learn more, and prepare to fill your 2020 race schedule and roster for a shot at having your name engraved as the first winner of one of the Wosser Family Trophies.

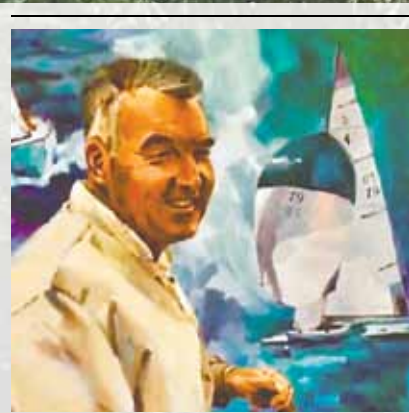
While we were putting the finishing touches on this report, we lost Ruth Wosser at the age of 102. "On Wednesday, February 19, 2020, surrounded by family, centenarian Ruth Wosser quietly passed away in the Tiburon home that she and her husband Jake built with their own hands on the shore of Richardson Bay," writes Ron Young. "Back in the 1940s and '50s, Jake Wosser was such a legendary sailor, that Richardson Bay was known to local sailors as 'Jake's Lake'."

— john & chris

## viva mexico's

we secure the sponsorship, we will switch to full training mode."

Erik's grandfather did a couple of the San Diego to Acapulco races more than 50 years ago. "That is when it all started. Then for many years we only did MEXORC and saw the boats coming down to race in PV. In 2010, I did my first PV Race and have not missed one since then — two on board *Peligroso* and the last three races with my father and brother on *Vincitore*. It's probably my favorite offshore race as there are usually great downwind conditions combined with many tactical deci-



Jake Wosser, in a painting by Jim DeWitt.



PHOTOS COURTESY RON YOUNG



## odyssey — continued

sions. I've been lucky to win Division 1 four of the five times. Doing the PV Race and MEXORC back to back has become for my family our favorite two weeks of sailing, as you really get some of the best sailing offshore and inshore. Since my father bought *Vincitore* (a Reichel/Pugh 52), winning these two regattas back to back in the same year had been our biggest goal. We were very close in 2014 and 2016, getting 1-2 and 3-1 respectively, and finally in 2018 we won both!

"Now we look forward to coming back

continued in middle column of next sightings page

## save april 16-19 for the boat show

The Pacific Sail & Power Boat Show and Marine Sports Expo will return to Richmond's Craneway Pavilion and Marina Bay Yacht Harbor on April 16-19. You'll find the *Latitude* crew in the same place as the last couple of years. We're looking forward to meeting our readers in our booth, #C-1 — where we will be raffling off a new, original painting by Jim DeWitt — and at the Friday night party.

We also invite you to a Delta cruising seminar on Friday, April 17, at 11:45 a.m. Delta Doo Dah Doodette Christine Weaver will co-lead the seminar with veteran cruiser and author Pat McIntosh. This is one of the many seminars that are free with your boat show ticket.

We'll have much more info in the April issue of *Latitude* — including the glossy boat show planner insert. In the meantime, learn more at [www.pacificboatshow.com](http://www.pacificboatshow.com).

— chris



Ruth Wosser, at home in February.

Ron Young, with the new/old trophies.

# SIGHTINGS

## is it baja ha-ha time yet?

The fact that more than 10,000 West Coast sailors have done the Baja Ha-Ha in the last 26 years suggests that you might want to be one of the next 10,000. For those who've been living far from the ocean, the Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at funky Turtle Bay and spectacular Bahia Santa Maria.

What's the difference between a rally and a race? Rally participants can use their engine(s) at any time for safety or comfort, and the emphasis is on sailing with friends rather than against them. There are six major social events, before, during, and after the sailing. It's the perfect place for sailors to network.

One of the things that has made the Ha-Ha so popular is that rather than one long sail for days at a time, during which time you

continued on outside column of next sightings page

## viva mexico's

on an even faster boat for what will surely be a challenging race, and it's already looking like we'll have big competition."

Among the boats to beat in the PV Race and Transpac Tahiti will be Roy Disney's Volvo 70 *Pyewacket*. "The 70s were built more to the limit, and they should be faster than us," remarked Erik. "We have had great races against them in the past with our 52 and their sled (an Andrews 70). They are a great team who we know well and look up to, so it will be fun to race each other again in newer and faster boats. The Volvo 70 has proven to do very



*Moments like this foggy tranquility from the 2018 Baja Ha-Ha — speak for themselves. Will you be one of the next 10,000 sailors to have a view like this?*



## odyssey — continued

well under handicap racing, so hopefully the 65 will be as competitive."

Among the crew will be "a couple of guys with very successful Ocean Race experience in this class. This boat won two editions ago as *Abu Dhabi*, and we hope to have some of them on board."

—jared wohlgemuth

The PV Race will start on March 5. See [www.pvrace.com](http://www.pvrace.com). The Ocean Race will start from Alicante, Spain, in October 2021. See [www.theoceanrace.com](http://www.theoceanrace.com). — ed.



## ha-ha — continued

don't see any other boats, in the Ha-Ha, every few days of sailing alternates with a few days of rest and social events. While underway, it's not uncommon to see several, if not a dozen, boats in your area.

It hasn't hurt the Ha-Ha that upwind sailing has been unheard of in the first 78 legs of the first 26 Ha-Ha's. Generally, conditions offer light to moderate winds from astern, gentle seas, and warming temperatures with each successive day.

In order to enter, boats need to be between 27 and 111 feet, and have been designed, built, and maintained for offshore sailing. Each boat is required to have at least two crew, one of whom is an experienced overnight offshore sailor. A form of long-distance two-way communication is also required.

This year's Ha-Ha starts with the Costume Kick-Off Party on November 1 and ends with the awards party on November 14. Entries will be accepted beginning at midnight on May 8.

For complete entry details, visit [www.baja-haha.com](http://www.baja-haha.com), although a few minor details are still being updated for this year's event.

— richard spindler

## petaluma river will be dredged

We began last month's *Sightings* with a plea to speak up for your local waterfront, whether it was having a voice for sensible development, staving off the forces of gentrification, or simply dredging our waterways. Regarding that last one, we gave you an update on the San Rafael Canal — not that there was much news. Concerned citizens have long been pushing for Congress to set aside money to do an extremely overdue dredge of the Canal.

Well, our prayers have been answered. Sort of.

In mid-February, the US Army Corps of Engineers announced that they'll be allocating roughly \$9.7 million in fiscal year 2020 to dredge the Petaluma River, while an additional \$1.3 million was "set aside for preliminary work to eventually dredge the San Rafael Canal," the *Press Democrat* reported, adding that dredging could start as early as June. The Army Corps is supposed to maintain the 18-mile river every four years, but has fallen behind on scheduled maintenance. Last month, Petaluma's city council approved nearly \$2 million for an emergency dredge of the river turning basin and Petaluma Marina in case the Army Corps again passed on doing the work, the *Press Democrat* said. "With the project now covered, the city will use that money on the marina, where the number of vessels leasing space is now less than 40% of capacity, or about half the Bay Area average.

"Members of the local boating community were elated by Monday's [February 10] news. Leland Fishman, commodore of the Petaluma Yacht Club, said the project could start a 'rebirth of our river.' His organization has canceled popular events like the holiday Lighted Boat Parade in December on the river and the yacht club's Memorial Day party each of the past two years. Combined, those cancellations turned away thousands of annual visitors to Petaluma, he said. 'We can now let the boating community know the Petaluma River is open for business,' Fishman said."

A spokesman for the California Marine Affairs and Navigation Conference, or CMANC — a consortium of California harbors, ports and marine interest groups — said that this year's budget request for dredging was "the largest a president has ever asked for; almost 20% more than he asked for last year." Despite the hefty allocation, CMANC said "the amount requested is less than California's Ports and Harbors need in Federal Fiscal Year 2021 by over \$100 million. Once again, we will need to ask Congress to significantly increase the Corps' appropriations in [fiscal year] 2021!"

— latitude

# YOUTH SAILING

We remember our junior sailing days with warm, fuzzy nostalgia. It was the smell of sun-baked wood, sunscreen and BBQs, and long summer days filled with sailing, swimming and friends. For some of us, sailing got more serious as we progressed into racing. It wasn't all fun and games, or rather, the nature of the fun changed — going fast and doing well became the thing that made us content. As teenagers, some of us started sailing on big boats and following the America's Cup or the Ocean Race. We became athletes in the sport, and devotees to the lifestyle.

Becoming a sailing instructor was not unlike having a second childhood. Some of us taught at the same places where we'd grown up, and the long summer days were again filled with sailing, swimming and friends. But suddenly we were in charge, and fun had to be balanced with responsibility. As instructors, many of us went through the same progression we did as kids — from the laid back to the high performance. Suddenly, we were traveling to regattas and investing our emotions into students as if they were our own children.

For those of us who became sailing parents, we started the junior-sailing cycle all over again. Even though we were likely watching from the sidelines or stealing time away from work, those long summer days could again be filled with fun on the water, perhaps made more meaningful by the fact that we were passing the thing we love so much on to

our children. We often wonder if sailing is a means by which we harness the joy of youth. For those of us not inclined toward the Peter Pan ethos, perhaps sailing was a way to give something precious to our children; the same gift likely given to us by our parents.

We here at *Latitude* often fret over sailing's dwindling numbers, and wonder what sailing will look like a generation from now. We worry about marine businesses vanishing through attrition because there's no next generation to take over. While we remind ourselves not to worry too much and to allow things to evolve as they may, we recognize that junior sailing is a potential piece of this complex puzzle.

Youth sailing has many forms, from basic summer camps to advanced racing clinics. Learning to sail as a kid is certainly not the only way to enter the sport, but sailing as a child sets one up for the lifestyle, be it racing, cruising, or simply the love of sailing. And when you do start young, there's a chance that you're part of a multi-generation affair.

No Bay Area institution represents the strata of generations of youth sailing quite like Richmond Yacht Club.

"You get to know the family names. I run into people on the dock all the time that were junior sailors from 60 years ago," said Chris Nash, a multi-generation RYC member whose family started him sailing when he was just 4 years old.

*A few Stockton Sailing Club Flying Juniors mix it up on the San Joaquin River.*



STOCKTON SAILING CLUB



From October to April, RYC runs a 16-week program (minus a few weekends here and there) for juniors ranging from beginning to advanced. The program is run by volunteer instructors who are almost exclusively parents. "I've never seen this type of program at another yacht club," said Nick Nash, Chris's son. (There are precious few clubs with this model; we'll discuss another in a bit.) "It's been a great place to grow up and bring my kids to a nurturing environment where everyone encourages the younger generations." Nick — who went on to have his own kids in the program for nearly 12 years — echoed his father's experience of meeting generations of sailors. "Even at 40, I run into people on the dock saying, 'I knew you as a child,' all the time. Every current instructor is an ex-junior-program kid who had their kids in the program."

Nick said that the parents give three working days during the course of the program; he and other instructors are there every program day for the three-month duration. "I can't even tell you how many hours some people give here. But we get more out of it as adults than maybe even the kids," Nick said.



# THROUGH THE GENERATIONS



STOCKTON SAILING CLUB



Nick said that there are strong racing roots at Richmond and a tradition of competitive spirit. "We use sailboat racing as a vessel to teach kids how to sail. When I was a kid, everyone was competitive, and we still try

hard to nurture that. At our yacht club, we do a lot of racing — something like 60% of the boats go out to beer can. Our program encourages kids to go out when they get older."

Chris said that his goal was to get his kids on the water as early as possible and show them that life simply consisted of sailing, sailing. "We started them young because we all sailed, and we told them that the weekends are for sailing. We didn't go camping unless we went to Whiskeytown, where there's a lake. When we did travel, we went to El Toro Nationals in Oregon or Hawaii."

Chris said the most satisfying kids to coach are the most reluctant. "It's always interesting the kids you don't think you can teach. Because we get the generational teaching, each kid is taught by a kid who was in the program. So I can sit there and say, 'I was just like you.' When

"It's very enjoyable."

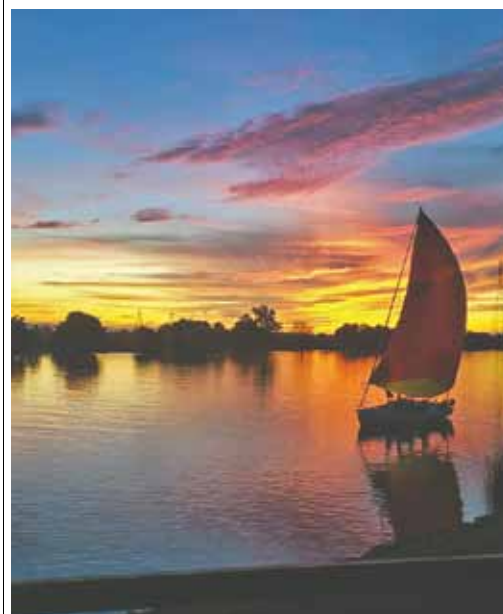
Richmond also has summer youth sailing and a full-time junior director, but the two programs are almost entirely separate. Nick said that in the summer, most of the winter-program kids travel to sail or race. The RYC winter program, which is taught in El Toros and Lasers, was designed for the Bay Area's 'off season' for wind "because it's a better teaching environment; it's too windy in the summertime," said Nick.

Chris said there is a rule at RYC that you do not teach your own kids, but Nick said that was more of a guideline. "Some of us are able to bend that rule because we're good at what we do; it's just something I've been lucky enough to do over the years," Nick said.

Chris added that the sailing is about fun — especially for new sailors — but that as racing is introduced to the intermediates, there is real work to be done. "When they get to the advanced level and they're nearly teenagers, the instructors rein them in. They're going to make

them work. They're not having as much fun. Those are serious sailors teaching serious stuff."

**Main spread: A regional qualifier for the Sears Cup in 2018. (Encinal YC bowman Daniel Erisman is a legend for staying on the boat and out of the water.) Inset: A Stockton Sailing Club junior gets to the bottom of his boat; Below, left: Capsize practice at SSC; A junior sunset sail on the Delta.**



STOCKTON SAILING CLUB



# YOUTH SAILING



LATITUDE / TIM

**What, exactly, are we calling youth sailing? A bunch of 20- and 30-somethings get together in the summer to race Vanguard 15s out of Treasure Island Sailing Center. While it's not "youth sailing" in the traditional sense, the youthful spirit is alive and well.**

they say they get scared when the wind comes up, I can say, 'So did I.' We use ourselves as examples. I can't imagine having a teacher that learned to sail a few months ago — you need someone who's been through it to teach."

Chris recalled a story about a particularly recalcitrant student who did not want to sail. "She wouldn't leave the dock; she just cried. I thought, 'She'll never learn how to sail.' Fifteen years later, she's trying out for the Olympics.

They all end up enjoying it at some point." Chris also reiterated the depth of sailing heritage at RYC. "There are generations there, and a lot of them have already been through the junior program. Their teaching is impressive."

Commenting further on the generations, Chris says his family goes back. Way back. "My mom's grandmother was a member of Corinthian Yacht Club back in 1900." Keeping with that tradition, Chris's mother — and Nick's grand-

mother — recently hit a milestone. "My grandmother just celebrated her 90th birthday, and was given a lifetime membership at RYC," Nick said.

**F**or one week every summer, the Stockton Sailing Club hosts a week-long sailing camp. And by camp, we actually mean camp.

"It's a pretty big deal," said Jim Dale, the harbormaster at the Stockton Sailing Club. (Dale also oversees the 260-slip Stockton Downtown Marina.) "They camp on the grass next to the Delta, and hit the water every day in their boats. There's a lot of lessons provided onshore and on the water." The camp has traditionally been a combination of Richmond and Santa Cruz Yacht Clubs joining forces with the now 88-year-old Stockton Sailing Club. Some of us at *Latitude*, who are not Bay Area natives, have heard legendary stories about SSC's summer camp. In the Bay, it's easy to forget just how freezing-cold and windy it is in the summer. But in Stockton, there's warm air and water, and still plenty of wind.

"Stockton Sailing has a kick-ass junior youth sailing program; they have a great connection with RYC. I put them up for the greatest improvement in youth sailing," said Patti Brennan, a Berkeley Yacht Club member and director at the Pacific Inter-Club Yacht Association, or PICYA. (Brennan calls herself a power-boater who grew up in the Sea Scouts.)



SSS VIKING

**The Sea Scout Ship 'Viking' is a program for high school girls in San Francisco. "We are sailors, rowers, and all-around awesome girls!" 'Viking's Facebook page says.**



# THROUGH THE GENERATIONS



**Middle photo:** The Sea Scout sailing ship 'Viking', a 30-ft wooden whaleboat, sails into Aquatic Park; A fleet of Optimis stands at the ready at Stockton Sailing Club.

Brennan praised Stockton Sailing Club for its diverse population. "They have their own junior program and inter-scholastic racing, and also provide scholarships. If kids don't have the money, they can still learn to sail. What they're doing up there is special; they're on par with the big youth sailing programs in the Bay; it's a strong US Sailing program."

**S**anta Cruz Yacht Club does not have the generational legacy of Richmond or Stockton. In fact, SCYC is trying to reinvent their youth sailing from the ground up, and had overwhelming success in summer 2019 thanks to one volunteer. "I wanted to transform the junior program and get us more involved and out there," said Shana Phelan. "Our numbers were dwindling, especially among the younger kids." Phelan said that she decided to shift the program away from El Toros toward Optimis; SCYC also bought a small fleet of C420s. She then implemented eight week-long summer camps. There was immediately appetite from the community. "We had a full house the first week, all through word of mouth. Suddenly, there were wait lists. And what was really great is that we got people who didn't have any sailing or boating experience," Shana added.

Santa Cruz has long had a year-round program, where parents often serve as the instructors, similar to RYC. After last summer's success, Phelan said, "We had to turn away a lot of kids for the fall

program. We don't have the facilities, and we don't have any paid coaches. For the summer, we hired coaches, and we have a very high instructor-to-junior ratio."

Phelan said she's put together a five-year plan to make the junior program sustainable, and something on par with other Bay Area yacht clubs. The decision to change from El Toros to Optimis was no small consideration. At Richmond Yacht Club, the El Toro has generations of dedicated sailors who promote and protect the idiosyncratic class of prams. (One can find a similar dynamic in Southern California, where another pram, the Sabot, has long been a protected and revered class.) Optimists might be the international junior boat of choice, but regional-class roots run deep. For Phelan, it was a question of seaworthiness in Santa Cruz's unique — which is to say largely unprotected — harbor. She believes the Optimis will breed more sailors, but the question then becomes, who's going to take over the program?

"I can't do this job forever, but I believe in the program so much," Phelan said. "I just want to get us out there so [the program] can sustain itself."

Greg Haws, SCYC's general manager, said that the club has been getting more young sailors on the water. "As our membership has gotten older, we've really wanted to fill that gap. It's all been word of mouth. We're a racing club, the majority of which is during our Wednesday-night beer can races. It's been about getting bodies out in the water."

**S**o where does youth sailing stand in terms of the numbers it's producing? The Richmond Yacht Club winter program is so popular that it's packed full, and there's a waiting list to get into it.

"At this point, it's about two-thirds returning students, and one-third new boaters," Nick Nash said. "When I was a kid, it was the premier junior program around; there were kids from St. Francis coming to Richmond." In the case of RYC, Stockton Sailing Club, and Santa Cruz Yacht Club, there is no shortage of eager new sailors.

The statistics for junior sailing as a whole are promising, if not a little dated. According to a 2010 *Cruising World/Sailing World* subscriber study, "Yacht club membership in the last three years has grown 21% in junior membership, 24% in family membership and 23% in individual membership." The same study highlighted a fact that most of us likely know: that sailing is a sport and lifestyle for the relatively affluent (though certainly not exclusively the rich).

But here in the Bay Area, there are countless programs that provide youth access to all income levels. The Treasure Island Sailing Center exemplifies the spirit of inclusive sailing. This ethos has been put to practice with the recently opened Siebel Center, which was spawned by a donation from The Thomas and Stacey Siebel Foundation. "We have done a great job at growing the base, but we have had more

# YOUTH SAILING

difficulties keeping kids and getting them to the top," said Carisa Harris Adamson, the chairwoman and one of the founding members of TISC, back in October. "Now that we have a complete pathway, I think it will change things for us as we will be able to retain kids, and a more diverse group of kids will follow along that path."

A few weeks ago, we asked you to share your youth sailing memories with us. Here's a sampling of what you said:

"I was in the Sea Scout Ship *Viking* when I was a teenager growing up in San Francisco," said Anna Harryman. "I genuinely believe that I learned more from sailing and Scouts than I ever did from high school. It taught me so many critical thinking skills, problem solving, leadership, teamwork, thinking something all the way through with a variety of variables, and so much more. It was somewhere where I could exercise my mind and my body, build meaningful relationships, and have so much fun."

"I cannot say enough about what being in that youth program did for me. As a girl, I was in an environment where I

was encouraged to be strong, smart, and active, and where I was able to compete alongside my male peers equally. I also learned meaningful and lifelong skills that come along with boat maintenance (I don't know many women my age who know their way around power tools).

"I can't say enough good things about the Sea Scouts. I wish I could do it all over again."

William Crowley said he put his grandson in sailing camp at age 13 "through the learn-to-sail program (for children and adults) at the Vallejo Yacht Club in 2016. The program was on Saturdays, and was an economical and sound introduction to sailing."

"On the last day of class, we picked him up in our own 30-ft sloop, and had him drive it back to our home port, four miles away, which he did very well indeed!"

Brandon Mercer has been one of those generational sailors. "My son, James Mercer, just started the junior sailing program with Albany High School and RYC," Brandon wrote us. "My son is 16 now."

"James and I started sailing once or twice in my family's 1964 Kite dinghy."

Everyone learned in that boat, and then went on to sail bigger things. James did the RYC juniors summer camp program a few years ago. We took him on some Sunday training with the J/24 fleet and he fit right in at age 15, so he started racing with Anthony Jacuzzi, where he is often on bow opposite (and hopefully a few boat lengths behind) me.

"He's also sailed regularly on the carbon fiber Farr 36 *War Pony* through the RYC foundation. This past fall, he decided he would make sailing his high school sport instead of basketball, and helped found the program. We raced the Three Bridge Fiasco together last month, and got around all three marks, but couldn't finish before 7 p.m. James drove for nine hours, including the start."

Ian Patrick Hughes said that as a junior sailor, "I was taught that uncontrolled jibes were just part of sailing, and to just yell beforehand so nobody suffered a head injury. When I went to a sailing school later in life, I was one of those people who would tack all the way around rather than point downwind. Getting good instruction early is important!"

**latitude / tim**

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# YARD WORK —

Joshua Slocum's *Sailing Alone Around the World* begins with the author rebuilding the *Spray*, an old pile of timber, into the first boat to be singlehanded around the world. Slocum had a general 'do it yourself' mentality. He wrote, "Next in attractiveness, after seafaring, came ship-building. I longed to be master in both professions, and in a small way, in time, I accomplished my desire." Slocum rebuilt *Spray* in 1892 while the locals looked on, offering advice and good exchanges in conversation: "'Breaking her up, I s'pose?' 'No; going to rebuild her.' Great was the amazement. 'Will it pay?' was the question which for a year or more I answered by declaring that I would make it pay," Slocum wrote.

The question, "Is this worth it?" may be more pressing when humans are presented with an option. It certainly is among sailors.

The days of *Spray*, felling your own trees and building a boat in a field are long gone — for most — but the boat repair undertaken by the self-sufficient sailor is still in full swing today. My wife Quincey and I know this firsthand, having maintained and updated three boats, each bigger than the last. We started in our front yard in Pacifica, with the ground tarped and a plastic skirt taped from the toe rail of our First 23.5 (the Environmental Protection Agency, or EPA, would have frowned on this, as we're now

**Quincey and Mitchell re-bed hardware at Berkeley Marine Center.**



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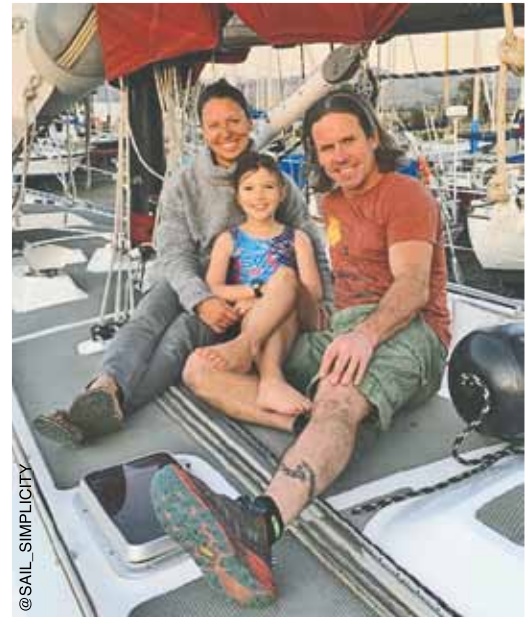
aware), graduating to a proper boatyard and a John Alden-inspired Fuji 32 ketch, and now a 1990 Kelly Peterson 46 (the biggest boat and the largest DIY lifestyle project we've undertaken). Thankfully, the boats we buy are already well cared for and in a seaworthy state, proven by their build, the sea trial and survey, and the character of the previous caretakers. Unfortunately, we're sticklers for maintaining, updating, and detailing our boats. We've had the help of close friends and some gracious advice from professionals along the way.

Quick math conjures up 74 days for Quincey and I living aloft in boat stands at some time in the last four years, and another 229 days our spars were on sawhorses in that same, diamond in the rough, DIY boatyard that still allows this kind of work. We've done three-and-a-half bottom jobs, replaced numerous thru-hulls, dropped two rudders, refinished two props, waxed our hearts away on tall scaffolding, and completely stripped and refinished three masts, three booms, two spinnaker poles, and eight spreaders.

The KP 46 mast is also now rigged in DIY synthetic standing rigging. There're not enough pages in *Latitude* to complete the list of other projects we've undertaken outside the proximity of a boatyard, so I'll spare you. However, I would like to take you on a tour of the DIY boatyard and introduce you to the sailors who frequent them. Over the years, the tools and materials have changed, but like Slocum, many sailors are successfully maintaining and cruising their boats through the Do It Yourself ethic.

Sailing downwind up a local river (catch the flood!) lies a rather large DIY paradise full to the brim with cruising boats and other interesting and large watercraft. To top it all off, you're surrounded by vineyards. We sailed our KP 46 from Berkeley to the Napa Valley Marina in summer 2018, and it was the best cruising we've done inside the Bay. As usual, the wind builds throughout the day, but the unusual treat of sailing inland was changing from pants and jackets to shorts and no shirts! We helped a friend with some afternoon boat work, took a swim in the river, and BBQ'd the night away. We took another trip to visit friends (this time by car) in January.

Among the many boats we tracked down were those of three sets of friends who are fully engaged in major and minor projects, only hiring the professionals when heavy machinery is



©SAIL\_SIMPLICITY

**From left: Chrissy, Danika and Denton of 'Simplicity', flyin' high in the Napa Valley Marina.**

needed. The Earnhardt family recently bought a 1980 Norman 44 with quality cruising gear, only needing the regular maintenance of a 40-year-old boat. Their deckhand is 8 years old, and I know from direct experience that she's going to make a great world sailor.

Reid Brown is taking apart his 1978 Landfall 39 to put her back together anew, and Ruth and Garrett Jolly (who have graced the pages of *Latitude* before) are moving along quickly on a new wooden boat build, which, in this case, actually did start with their felling their own trees and building a rough hull in Washington before shipping it to Napa for the dirty work.

## Simplicity

This Norseman 44 is sailed by Denton, Chrissy and Danika Earnhardt. They found a great boat in good shape, but they're making some changes and updates at Napa Valley Marina. Count this family in on the short list of professional adults who are selling everything to go cruising with their kids.

"I feel there is more to life than working 40 [or more] hours a week and sending your child off to school so someone else can teach them about life," Denton said. In preparation for this voyage, they cruised a Catalina 250 on Lake Tahoe for four years, then signed on with a local adventure sailing and training company to take a week-long course from Berkeley to Santa Barbara. Denton was a 'Boat Guy' — which translates to special warfare combatant-craft crewman — in the Navy, and was required to perform all his own vessel maintenance, so he knows the tools and materials.



# DO YOU LIKE TO DIY?

I MOA / ODYSSEY: ALTERNATIVE



Reid and 'I Moa' (the green boat) at Napa Valley Marina.

The Earnhardt's to-do list includes new bottom paint, servicing the prop and shaft, replacing the dripless, and putting in a new thru-hull for a future watermaker. "These are all things most all boat owners can do themselves, but need the time to do them. They can take a week or a few months to accomplish," Denton said. "We have a group of five boats that are all doing refits right next to one another. We all show up on the weekend and motivate each other to work hard and get things crossed off the project list." By "showing up on the weekend," Denton is referring to driving three hours from Truckee, battling snowy roads to get to Napa with their truck-bed-camper they use as base camp while the boat is in the stands. "Ordering parts online and hoping they fit is very time consuming when you are so far away from the boat." Those of us who live aboard through refits can claim that luxury. Anything is measurable if you can find it among all the tools and parts spread around the boat!

## I Moa

Reid Brown grew up sailing around Los Osos and Morro Bay "on proper (not homemade) sailboats in my early teens. I've been building things and using tools since I was a kid." His workmanship shows in the full-blown refit of *I Moa*. "Since I wanted to make this an affordable lifestyle and not a hobby, I've taken the challenges from various boats and turned them into learning opportunities on how to be my own professional."

I visited with Reid under a very well-assembled PVC pipe and tarp 'greenhouse', which provided T-shirt weather on deck in January. We looked over his teak deck project, which included removing and numbering each plank, refinishing the subdeck, and rebedding each plank in the same order it came off.

He had his spars on sawhorses across from *I Moa*, and I noticed a spool of very modern three-strand rope. Reid is re-rigging his double-headsail sloop with the most DIY synthetic rigging available. Three-strand Vectran is weird stuff; it's modern double-braid construction of high-strength synthetics, then spun into three strand, so it splices like we all first learned to splice, tucking strands under and over, from right to left. Then, Reid is seizing and parceling the splices and thimbles.

This isn't Reid's first rodeo, and *I Moa* isn't his first cruising boat. He's sailed to Mexico and back on his Ingrid 38, making the passage south with mutual friends of ours on *S/V Prism* — whom we'll hear from later. "I really enjoy being in the company of other like-minded people working on their vessels; it's the closest land-based thing to being around other cruisers in an anchorage. In most cases, you have camaraderie right away. The community is small and friendly and there is a sense of trust that I don't find among large quantities of people."

When asked what his biggest challenges of living at Napa Valley Marina are, Reid listed more luxuries: "Compared to living on the hook, I have shore power available whenever I want, a hot shower that doesn't require running my engine, and water is available right

next to the boat." He also mentioned that waste management is much easier.

Living in the yard full time is certainly not the end goal, or I don't think any of us would choose this lifestyle. We work tireless hours late into the night, living in a construction zone and not taking any 'time off' so we can get out of there. Reid shares this sentiment, explaining he plans to cruise the world, teaching others to "experience a different style of living and simultaneously be more connected with the planet. Living simply with a small carbon footprint is a big part of why I choose the life I do. In time I'd like to remove my diesel engine and install an electric auxiliary system." Reid wants to have involved conversations regarding big improvements in the current electrical-drive engineering for boats.

Reid has funded a good portion of his lifestyle with his career as a long-haul trucker, cruising the American highways. On shifting to boats, Reid said, "By choosing to take on the challenge and apply knowledge with confidence, I've effectively become a plumber, electrician, engine mechanic, fiberglass/epoxy 'artist,' rigger, painter, etc. My thoughts on challenges are: 'Try it. If you don't know how, learn how, then try. If you fail, learn from it and try again.'"

## Gemini

Sonya David and Jack Patton live aboard their 1986 Passport 42 in the Emery Cove Marina. This is their second

Jack Patton and Sonya David with 'Gemini' at BMC.



© TWOTHEHORIZON

# YARD WORK —

SALT AND TAR



Ruth and Garret Jolly with 'Rediviva'.

boat together: The first they refit and sold for considerably more than they had paid, which is kind of a gold medal in boat ownership! When asked why they do their own boat work, Jack responded with a laugh: "Because we don't have the budget to pay someone else. Without DIY boatyards, we couldn't afford to own a boat. Our standard of maintenance and detail is too expensive to pay for." Their most recent haulout at BMC was necessitated by a leaky fuel tank. They had to disassemble the steering system and drop the rudder in order to access the tanks, which they cut out. And, at the time of this writing, they're deciding what to do next. Most likely they'll build new fiberglass tanks in place. They estimate this would cost them between \$15,000 and \$20,000 if they didn't do it themselves. "We also have really flexible schedules, which allows us the ability to take a couple weeks off work so we can get in and out of the boatyard in a timely manner," Sonya said. It's safe to say that these two are actually professional mariners, owning Spirit Marine Services, a yacht management and detailing company. Winter is the season to do work on their own boat.

The achievable act of knowing vessel maintenance was a reoccurring theme for them. "If your end goal is going cruising, included in that goal must be that you can do your own boat maintenance," Sonya said. "That's why we have renewable

power, fishing tackle, a watermaker, etc., so you don't have to rely on other people." Last winter, the couple did a huge overhaul on their engine, which is below their sink and galley storage. The entire counter and cabinet needed to be removed to expose the engine. It wasn't until they got the counter unfastened that they realized it wouldn't fit out the companionway. It lived on their settee bunk until they finished the project. "How many hours would we have paid someone to figure that out, with the same result?"

## Rediviva

Ruth and Garret Jolly have put Reid's practice of accepting trial and error to the test. Currently they're four years into building a wooden 35-ft George Buehler-designed gaff ketch based off an old workboat. "We bought our first boat together at age 17 for \$4,000 and sailed her engineless down to Mexico when we turned 18," Ruth said. "After that boat, we got into our first wooden boat, and so began Garrett's self-destructive addiction to wooden boats and later boatbuilding. Everything he learned about boatbuilding came from doing. We bought a series of wooden boats for next to nothing and tore into them thinking they were so bad we couldn't make them worse!"

This young couple is also making a go at a YouTube channel. Recently, it has become their only source of income. You can check out their channel at *Salt and Tar*, where you'll find the whole boatbuilding process creatively and enjoyably laid out in impressive documentary style. YouTube isn't making many people rich, so their lifestyle is very much on a budget. One of the ways they save money has been living aboard the boat while they build it. "For me, the biggest challenge is the mess," Ruth said. "Tools are out everywhere all the time and the mess created by getting work done is in your bedroom, your kitchen, your living room, and your hair. The shower at the boatyard is a sanctuary, and being one of the only girls in the yard, it's usually empty and clean. The biggest challenge for Garrett is the amount of physical labor every day. The yard is an expensive place, so you want to get as much work done as you can while you're there."

The cost-over-time Ruth's referring to comes down to a term called lay days, which in most yards means you're being charged a daily rate. For our 46-ft boat, we're responsible for \$92 per day in rent. That adds up fast! "The boatyard can be great, but you don't want to be there any longer than you have to," Ruth added. "People have been known to get stuck, but for us it's always been a get-in-and-

get-out kind of thing." Ruth explained the Napa Valley Marina is the only reason their lifestyle is possible on the West Coast. "It's important for us as boaters to realize how lucky we are to still have a place like this around. We need to do our part not to spoil it, but to respect it by following the rules of the yard, trying to keep tidy, and staying busy to finish the project and make room for somebody else."

## Prism

Shannon Walker and John Neeley started their DIY journey in the Central Valley aboard a Caliber 28. This boat was small enough to refit in a backyard boatyard. After completing an entire rebuild of the boat, they realized it wasn't going to work for them. So they bought the Hans Christian 33 *Prism* in the Pacific Northwest and sailed her to the Bay, where they did a refit at Berkeley Marine Center.

Since then, they've cruised *Prism* as far as Annapolis, stopping for 18 months in North Carolina to do another refit, which included refinishing all the painted and varnished surfaces, removing the teak deck and replacing the core material, removing and rebedding all the deck hardware, etc. "We'd like to be able to drop the boat off and pick it up for a fresh season of cruising with all the work done, but we can't afford to hire it out," Shannon said. "The one thing we hired out didn't come back to our standard of satisfaction, anyway."

Shannon and John have gotten to the point that they're getting hired to do boat work for other people, using their boat as a business card. "This is the kind



John and Shannon of 'Prism'.



## DOING IT YOURSELF

of work we can do so this is what you should expect," John explained.

**S**peaking of making room, consider the greater Bay Area real estate and how open spaces and commercial boatyards fit in. Consider the small, tightly packed Berkeley Marine Center stuck way out at the north end of Berkeley Marina. BMC shares a land border with Cesar Chavez Park, which is 90 acres of grassy open space. Honestly, it's quite the juxtaposition.

Inside the yard, you'll find a flurry of activity and quite a few people under and around all kinds of boats. You might even think boat maintenance was a growing industry — which it's not. This is another DIY paradise and you can see the Bay Bridge, the San Francisco skyline, the Golden Gate Bridge, Angel Island, and last but not least, the San Rafael Bridge from the chandlery window! I tracked down two more sets of friends who have benefited from the DIY possibilities at BMC.

They say the biggest DIY struggle to overcome is time management. "We need to go with the flow. We've been doing this for 10 years now, and in the beginning,

we were still learning how to use our tools," Shannon Walker of *Prism* continued. "Sometimes we had to do a project two or three times until we got it right."

"We didn't have YouTube then, and maybe that was a good thing," added John. While you can see their travels on YouTube (I highly suggest their channel; John is a videographer by trade) they actually caution about using DIY channels. A common theme goes, "It has to be done this way, I saw it online." "That attitude can create serious internal turmoil when your boat neighbor suggests a method or tool that you didn't see your internet guru using," John said.

Now that they're on the East Coast, they have a pretty good review of what DIY boatyards are like. "Most yards in Mexico allowed a significant amount of DIY, and we re-powered with a Beta Marine diesel in Shelter Bay, Panama," John said. When discussing the differences along the way, environmental protection was a big topic. "There is no EPA in these remote boatyards, it's a pollution nightmare at both the yards we've visited on the southern East Coast. No fees, fines, or oversight on the boat owners. This is a dying breed of boatyard,

they won't last long. But you'll also find it's a lot more affordable for us to haul out here," John said. Unfortunately, the inverse effect of environmental protection is higher costs for boat owners. But no one ever said boats were cheap. I'm with the EPA on this one.

That raises an interesting question: What do boatyards think of DIY boat owners? Even yards that allow DIY-ing in California have strict rules and regulations. I found a few reoccurring themes among the DIY boat owners I interviewed: most of them are considered 'young sailors' — besides the captain of *Simplicity*, everyone is under 40 years old, most of them have more time than money, and they're interested in self-sufficiency. I keep using the pronoun 'they' but must admit I'm one of them. I share the same endless gratitude for the yards that allow us the opportunity to cover ourselves in bottom paint (don't forget your personal protective equipment!). Sure, maybe we sail a little slower than the commuter cruiser, but we get there on our own means.

After all, Joshua Slocum set a great example when he rebuilt the *Spray*.

— **MITCHELL ANDRUS**

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# THE DUMBEST THING



'Aura' on the ways at Balboa Yacht Club in Panama.

Readers — We received this story "over the transom" — as we still like to say in the journalism biz — in response to 'Electronic Latitude posts on December 27 and 30, 2019, and January 3, 2020. (You can read them at [www.latitude38.com](http://www.latitude38.com).) The misfortune recounted here befell David Wilson and Sandra Snyder on May 14, 1987. — ed.

Custom-built in New Zealand by the original owner, *Aura* is a round-bilge, 46-ft steel ketch. She was designed by John Lidgard, a naval architect from New Zealand. (Lidgard also had sail lofts.) *Aura* has a fin keel and a skeg-hung rudder. She sails very nicely in light breezes and goes to weather like no other cruising boat we know. In the seven years we sailed around Central and South America, we found her responsive, safe, fast and comfortable to live aboard.

This mishap occurred as we set off for a short overnight passage from Zihuatanejo to Acapulco, Mexico.

We had checked weather for several days and were looking forward to light winds, easy seas and a smooth run. Normally we sail in company with at least one other boat, but our regular buddy boat had made the passage several days before and they were waiting for us to catch up.

We upped anchor late in the morning and motored out of the anchorage, and

turned the corner heading south. We found the winds very light, as expected, and with the big genoa, main and mizzen we were moving along nicely.

David loves tweaking the sails. He is always looking at how to make the boat sail better or go faster. Where I would settle back with a book and let the autopilot manage the wheel — with the regular look-see to check for dangers like other ships on the horizon — David is always glued to the helm or trimming sails. Thus, it was no surprise, as we rounded the rocks off Z-town, that he suggested we haul out the spinnaker to take advantage of the light winds and improve our speed.

*"My God, I am heading to the top of the mast! I've got to get off this halyard."*

*Aura* has a full inventory of sails, eight bags of them, everything from storm trysail to 150% genoa, a reacher-drifter and the spinnaker. The reacher-drifter has its own sock to make hoisting easy, and fortunately it is removable and fits equally as well on the spinnaker. It was employed on the spinnaker this day when we rigged the sail, attached the pole, and prepared to hoist it.

As usual, David had the halyard and I had the line that controls the sock. The sail was attached and ready to go. Good seamanship might suggest the halyard be handled on a winch, but David often hand-over-hands this operation, especially in such light winds and with the spinnaker under control in its sock. That is, until, the wind suddenly went from 5 knots to 15 more quickly than I can tell you here.

The gust of wind caught the sail just right to cause it to lift the sock, and, as it lifted, the spinnaker filled. Suddenly it was fully out off the port side with me holding the ineffectual control line. I looked over my shoulder to yell for David and discovered he was in process of heading skyward! My first thought was, "This is a hell of a time to be playing around," but he was doing it suspended from the halyard and flying up off the deck.

David says that his two fleeting thoughts were, "My God, I am heading to the top of the mast," and "I've got to get off this halyard." Meanwhile, the skin was flying up off his hands, and as he hit the first spreader he let go of the halyard and grabbed the shrouds and slid back down to the deck. Total time for all of this was about five seconds.

When David let go of the halyard, it flew out from the block at the top of the mast and the spinnaker fell into the



# I DID WHILE SAILING



*Sandra and Dave in the main salon, circa 1985.*

water. David was now seated on the deck next to the mainmast. A quick survey found him moving. He didn't seem to have broken anything, but he was a mess — as was our situation in general. His hands initially didn't look so bad, but were clearly not usable without gloves to tackle the job we now had before us.

I grabbed the sailing gloves for David, and we started getting the wet, heavy sail back aboard. I could not have done it by myself, and David using the gloves on his hands enabled us to drag it aboard.

Once we had the sail safely secured, we headed back to the cockpit to turn the boat around with the idea of heading back into Zihuatanejo. This accomplished, we peeled the gloves off David's hands and I grabbed the first aid kit and started cleaning him up.

In addition to his hands, he had rope burns on his arms, chest and legs, not to mention whatever dirt was on the halyard that was driven into the wounds. I cleaned them with soap and water initially and then antiseptic. Fortunately, one of the things we had in our kit was Silvadene Cream, the miracle for burn treatment. I applied it and then bandaged the hands with gauze. There were other injuries to attend to, but less serious for the moment than the hands.

I got on the radio to call our boating

friends still in the anchorage at Zihuatanejo, to tell them we were returning and would appreciate some help getting re-anchored. Then I could attend to David's other injuries.

He had a gash at the top of his forehead, another on his forearm — the most frightening, however, on his leg. The halyard he had been holding had gone between his legs, along his thigh and then his calf, leaving rope burns along its path and melting a stripe on the leg

ALL PHOTOS COURTESY AURA

of his bathing suit. I cleaned and treated each of these injuries in turn and had David seated in the cockpit as we entered the harbor at Zihuatanejo. Two dinghies bearing our boating friends greeted us. They scrambled aboard to help us into the anchorage.

Boating buddies are important in

*'Aura' under spinnaker in the Pearl Islands, Panama*



# THE DUMBEST THING I DID

so many ways when you're out sailing. They provide helpful information about anchorages, assist with the dozens of little maintenance issues arising on a boat, are company for long passages, and sometimes are even experts in something that needs fixing. (David helped two boats get their refrigerators working again.) This was the case this time, as one of the women was a registered nurse. She took charge of David, analyzing my clean-up and treatment job, pronouncing it adequate. She continued to monitor David while the rest of us got *Aura* safely at anchor.

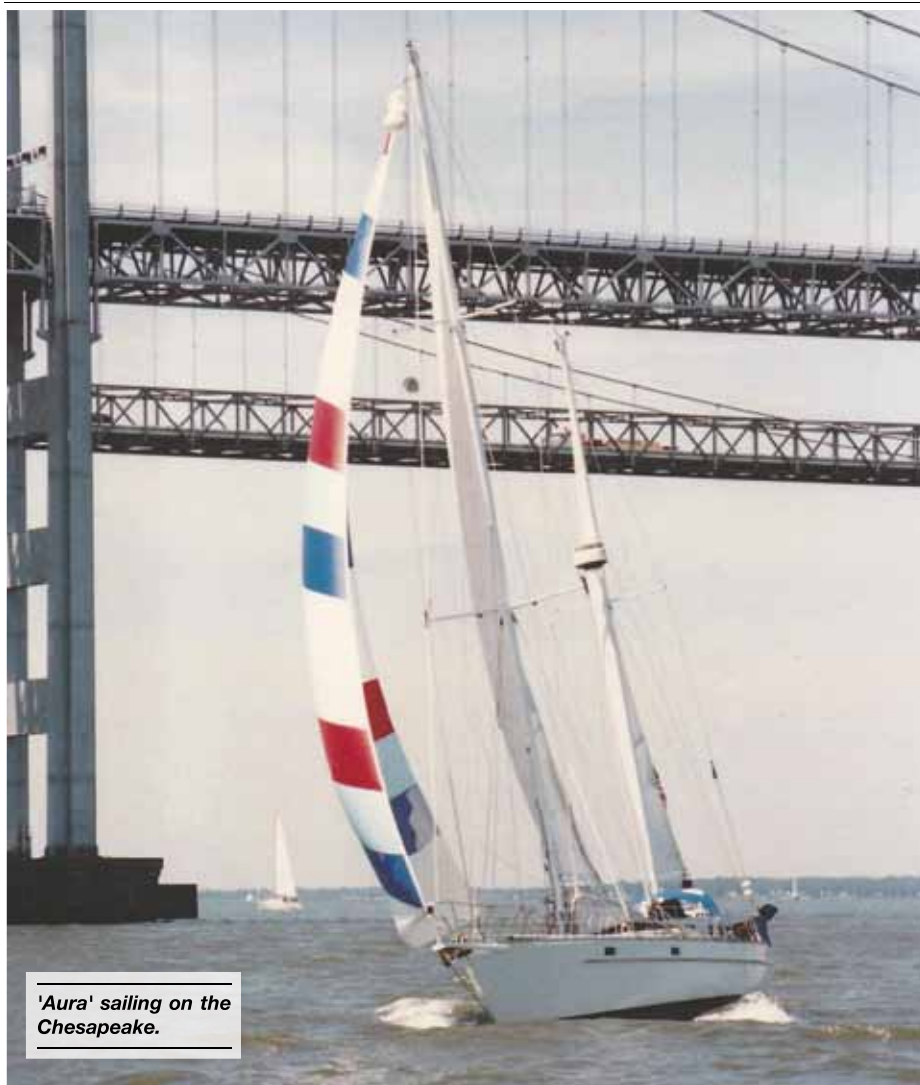
By now every boat in the fleet both at Zihuatanejo and in Acapulco knew of our mishap. Other sailing friends in Acapulco immediately set about finding out about medical treatment there. We were in luck, as Acapulco has an excellent burn facility. We just needed to get there. One of the boating couples still in Zihuatanejo had been planning on taking the bus into Acapulco for a visit. They immediately offered to overnight with us to get to the hospital. It was only a matter of hours till we had stowed their bags, settled David comfortably below, and were once again raising anchor to head south to Acapulco. This time there was no question of hoisting a spinnaker.

By the time we were safely underway it was dinner time, so our friends took charge of minding the helm and I set about making spaghetti. After that, we started our usual three-on-three-off watches for the overnight trip to Acapulco. This trip was truly uneventful.

We arrived at dawn and were met at the harbor entrance by other boating friends who had a place picked out for us to moor. They had also made arrangements for us to get to the burn unit at the hospital, where they would be expecting us.

I can't say enough good things about the care we received there. David was quickly received and diagnosed with second- and third-degree burns on both hands. The other injuries were minor in comparison. The doctors were impressed with my treatment with the Silvadene Cream, as that is what they used also; it is miracle stuff that stops the growth of bacteria that may affect open wounds. The burns were serious, and, having been created the way they were, there was dirt to deal with as well as the skin damaged by the burns. This required regular debridement, a process of removing the damaged dead skin so new skin can grow. It is painful and a long process.

Initially David was in the hospital for three days until he could return to the



*'Aura' sailing on the Chesapeake.*

boat. By that time, I had secured a space at the dock at the Acapulco Yacht Club, which would make life much easier for David and for me.

The Acapulco YC was wonderful. Once David was back aboard he was still in need of treatment. Initially, we returned to the burn center every day for treatment. As the hands improved, we went less frequently, but the process required six weeks of continuous treatment. Both hands were fully bandaged, which meant David needed help with everything from brushing his teeth to eating — not to mention, showering and going potty. It was like taking care of a baby, a big baby. So that I could help David shower, the club would close the men's locker room so just the two of us could use it once a day.

After four weeks David had a thumb and the edge of one finger on each hand free of bandages, so we could play bridge. Once the bandages came off completely

at six weeks, it was a question of how much use he would have of his hands. The Silvadene Cream had done its magic, and the hands looked very good with little scar tissue.

David did exercises to regain flexibility and strength. He figured that when his hands were healed enough so that he could climb a halyard, he would then be ready to continue sailing. That took another month of therapy. We had not planned to stay so long in Acapulco, and certainly not under these conditions, but it turned out to be one of our memorable experiences despite having happened as a result of the dumbest thing we ever did in our sailing adventure.

"I truly believe that *Aura* is the best cruising boat ever built," says Dave. "We're so lucky to have found her at the Alameda in-the-water boat show. We liked her so much that we bought her twice. Unfortunately we sold her twice.

"We have been living in Panama since 1996 and are having a terrific time."

— **sandra snyder**



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# FOGGY NOTIONS



When vision is impaired, other senses become more acute — and more critical. On January 25, a low, dense fog obscured San Francisco Bay, and the single- and doublehanders in the Three Bridge Fiasco found themselves tuning in to the sounds around them.

The noises started during the night with the song of foghorns on the Golden Gate Bridge. By 8 a.m., sailors preparing their boats in the San Francisco Marina were assaulted with the amplified urgings of outdoor bootcamp trainers. The airwaves, on VHF 71 and 72, swelled with race check-ins, with no dead air between.

At 8:50 a.m., the race committee fired the first of three shotgun blasts, signifying the 10-minute warning, as the countdown began to the pursuit race starting sequence off Golden Gate Yacht Club. On the chaotic startline, the crunching sound of hulls making contact amazingly resulted in no protests filed. "Two boats oddly retired right after each other early on, and we suspected something could have happened," said the Singlehanded Sailing Society's outgoing race chair Jim Vickers. Once out on the racecourse, sailors listened for the eerie blasts from invisible ferries and ships.

Although the fog did eventually lift, the sun never really vanquished the overcast, and, more importantly, the

***As the 3BF starting sequence rolled along on the Cityfront on January 25, the fog closed in.***

lackluster breeze dwindled even further. Nevertheless, a flood switching to ebb made it possible to complete the 21-mile course before the deadline of 7 p.m. A whopping 42 out of 317 entries managed just that.

The three marks are Blackaller Buoy, Red Rock and Yerba Buena Island, to be rounded in either direction and in any order. First around and back to the finish at GGYC, beating even the fastest multi-hull, were Buzz Blackett and Jim Antrim on the brand-new all-carbon Antrim 27 'io, named for a hawk indigenous to Hawaii. ('io thus becomes Buzz's Antrim Class 40 *California Condor's* little sister.)

"Succeeding in the Three Bridge Fiasco is often a matter of luck," writes Buzz. "This year, good and bad luck loomed large indeed. Our good luck began at the start and continued all the way around our clockwise course."

"Just before our 10 a.m. start, the northeasterly breeze picked up just enough to allow us to try the clockwise approach, running to Blackaller against the flood and getting there in about 25 minutes. The strong flood gave us a significant starboard-tack push all the way through Raccoon Strait. In the fluky, light-to-nothing breeze at the end of Raccoon and up to Red Rock, we carried late

flood longer, and got the new northwesterly earlier and stronger, than the boats that went straight to Red Rock from the start. After Red Rock, we ran to Treasure Island in the strong, early ebb, jibing often to stay on the left side of the course in better current and better breeze. Our good luck crested when we got the new westerly for the last third of that leg, enabling us to keep the spinnaker up and powering against the South Bay ebb all the way under and past the Bay Bridge and lifting us to the southwest corner of Yerba Buena. The combination of big ebb and a northwesterly breeze between 10 and 12 knots got us to the finish in a hurry, with only five tacks. Meanwhile, the afternoon breeze shut down near Red Rock, and the strong ebb forced the counterclockwise fleet to anchor or retire. We finished at 4:33 p.m."

'io's hull, deck and structural interior components were built by Joe Kitchell's new company, Left Coast Composites, in Moss Landing, with Jim Donovan working closely on the project. Gilles Combrisson and Denis Fraisse at GC Rigging made the keel, the rudder and almost all other components, and put everything together.

The boat's maiden sail took place on Friday, January 24, with no time to spare before her first race. She lives on the hard at Richmond YC. Her next planned race was February 29th's SSS



# OF THE THREE BRIDGE FIASCO

ALL PHOTOS LATITUDE / CHRIS  
EXCEPT AS NOTED

Corinthian Race, the weekend after this issue went to press. Blackett and Antrim plan to race her doublehanded to Hawaii in this summer's Pacific Cup.

The only singlehander to finish was Truls Myklebust on his F-27 trimaran *Raven*. "Every year, I show up with a game plan and a strategy," he says, "but the best-laid plans never seem to pan out. However, this year, everything worked pretty much to perfection.

"I was very worried about there being no wind behind Yerba Buena in the morning, and, having looked at the tides and currents, I figured that having the flood help me get to Red Rock early in the day might be the way to go. I assumed that a westerly would eventually fill in at some point in the afternoon. I was worried about going against the tide to Blackaller from the start if the winds were light. If the winds looked light at Blackaller, I was going straight for Red Rock, and that's what I did.

"I went east of Angel Island, had really good breeze behind me from the southeast as I sailed past Angel Island going north with my spinnaker, but then the wind gradually died as I continued north, and eventually I was just drifting in the dense fog. However, the flood current continued carrying me north at 1-2 knots.

"The path north to Red Rock in dense fog (visibility less than 100 yards) was super-scary. A big ship came south through the ship channel from San Pablo Bay. Thankfully, I had just passed a channel marker, and I was able to tack and *slowly* make my way to just outside the ship channel. At that point I knew I was safe, no matter how loud the horns got. The ship passed close by, but I couldn't see a thing.

"The current eventually carried me to just past Red Rock, and right then, just as the current switched, the fog lifted and the wind filled in from the north, so I sailed around the top of Red Rock and set the spinnaker again to head south. It could not have worked out better!

"By 2:30, I was past Angel Island on my way south. The wind died again, and I was just drifting around in the current. However, by around 3 p.m., I could see ripples starting to fill in from the west, and by about 3:15 that wind reached me, and I was able to continue by spinnaker, now in really good 12- to 14-knot breeze, all the way past Yerba Buena.



**Above:** There's a tower of the Golden Gate Bridge in there somewhere. **Below:** While trading tacks with 'Lioness' in the fog, we were grateful that the big, heavy Hinckley Bermuda yawl had AIS.



# FOGGY NOTIONS



**Clockwise from top left: David Garman and his SC27 'Giant Slayer' trucked down from Seattle for this race; ghosts of Oakland's container cranes appear to loom over becalmed sailors; Donn Guay and Dave Salinovich on the Newport 30 MkII 'Zeehond'. Below: Natty dressers Bob Walden and Amber Moffat on 'Sea Star' were the only ones in the Cal 39/40 division to finish (they went clockwise); George Sirogiannis and Jesse Bowman on the J/35 'Mojo'.**

"There was basically no wind shadow on the back side of Yerba Buena, and the beat from there up to Blackaller with the ebb was really straightforward. The wind eased off substantially on approach to Blackaller, and that made for a very slow last leg by spinnaker against the current to the finish. I had my spinnaker

up on every leg except the one from Yerba Buena Island to Blackaller. It was great!

"As I was approaching Blackaller, a huge cruise ship came in through the Golden Gate completely shrouded in fog. I saw the two tugs waiting, so I knew a ship must be on the way in. Then I spotted just the very top of the bridge peeking

out of the fog bank. I was very happy to have AIS (both send and receive)."

Only one other singlehanded multi-hull raced, a Hobie Miracle. Truls never saw it. "I was really sailing against the fast doublehanded multihulls," he said. "Mamma Tried sailed the same course and got past me on approach to Trea-





# OF THE THREE BRIDGE FIASCO



SUSAN BURDEN



JIM VICKERS / SSS

**Clockwise, from top left: Cinde Lou Delmas and Milly Biller on 'Another Girl'; first finisher 'io'; sailed by Rebecca Hinden and Zac Judkins; 'Bombora' was the first Express 27 to finish; Ray Lotto and Steve Carroll on 'El Raton' went the right way and placed third in Express 27s.**

sure Island. Super-fast *Shadow X*, the eventual doublehanded multihull winner, sailed a straight clockwise course and passed me right near Clipper Cove. I saw *Mamma Tried* and *Hammer* finish as I went by on my way to Blackaller, so I knew I wasn't too far behind them.

I was the only 'mere mortal' multihull (i.e. PHRF >0) to finish, though *Greyhound*, an F-22, was very close — they

missed the cutoff by just 70 seconds!"

Another boat that made it around but missed the cutoff by mere seconds was the Alerion 38 *Another Girl*, sailed by Cinde Lou Delmas and Milly Biller — who've been pals since they were 7.

Sailing counterclockwise and fighting the ebb off Point Richmond, Cinde said that, "Milly and I were looking out at the boats with their jibs down, and I thought

maybe they hate their jib as much as we don't like ours. We laughed — then we got curious. They were all anchored and we didn't get it!"

Jim Vickers observed that, "It was oddly uneventful at the start. No whales, no swimmers, no nothing.

"After we called a third of the Moore



SLACKWATER SF



**Left: 'Raven' was the only singlehanded boat to finish. Right: 'Shadow X' won the doublehanded multihull division.**

# FOGGY NOTIONS OF THE FIASCO

KRISTEN SOETEBIER



**Left: Truls Myklebust was the only single-handed finisher. Right: Jim Antrim and Buzz Blackett's first race on 'io' netted them a place on the perpetual trophy.**

24 fleet over early last year, the message that we're watching seems to have been heeded. All fleet starts were good, to our knowledge. One J/105 crossed early, mostly for lack of anywhere to escape, and I think all the Moores, Expresses, and various J fleets did great."

Vickers emailed a list of tips to the skippers on the Thursday before the race. "I felt a little bad making a checklist," he commented, "as in I'm dumbing down the sport. But, really, there are 100 or so SSS racers, and this race attracts a whole lot of single-event racers who might not be as familiar with the SSS rules. So I made a one-page 'best of' checklist of all the administrative things people need to do to not amass 20-minute penalties, based on my talk at the skippers' meeting that not everyone could attend.

"I think we were better off this year than in my last two years in terms of compliance. It appeared there were a few who didn't read it, but overall it was pretty good."

"We thankfully heard not much from VTS or the ferries, so that is a good thing," added SSS radio maven Kristen Soetebier.

The third race in the SSS season will sail 'Round the Rocks' on April 11. See [www.sfbaysss.org](http://www.sfbaysss.org) for more info.

— *latitude/chris*

## SSS THREE BRIDGE FIASCO, 1/25

DOUBLEHANDED PHRF <108 — 1) **Serenade**, Sabre Spirit 36, Hank Easom/Hans List; 2) **Pegasus**, Newland 36, Stephen & Patrick Lewis; 3) **Twisted**, Farr 40, Michael Pohl/Robert Milligan; 4) **Freedom**, Worth 40, Jib & Muriel Martens; 5) **Hokulani**, J/120, Tracy Rogers & Cris Sena; 6) **Avion**, Bianca 414, Thomas Abbott/Megan

Laney; 7) **Velvet Hammer**, J/125, Zachery Anderson/Will Paxton; 8) **Swift Ness**, J/111, Nessrin Basoz/Reuben Rocci. (34 boats)

SINGLEHANDED PHRF 111-159 — 1) No finishers. (4 boats)

DOUBLEHANDED PHRF 111-159 — 1) **J80**, J/80, Daniel Brousseau/Jon Cronander; 2) **Curie**, Beneteau 32s5, Todd Mcpherson/Malcolm Fife; 3) **Capricorn**, Etchells, Ethan Doyle/Russ Silvestri; 4) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner. (24 boats)

SINGLEHANDED PHRF >162 — No finishers. (8 boats)

DOUBLEHANDED PHRF >162 — No finishers. (12 boats)

SINGLEHANDED SPORTBOAT — No finishers. (6 boats)

DOUBLEHANDED SPORTBOAT — 1) **'io**, Antrim 27C, Buzz Blackett/Jim Antrim; 2) **Kangaroo Jockey**, J/70, Peter Cameron/Drake Jensen; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank; 4) **Son of a Son**, J/70, David Fried/Paul Schroeder; 5) **For Pete's Sake**, Ultimate 24, Peter Cook/Barry Barrett; 6) **Sleeping Dragon**, Hobie 33, Bill & Melinda Erkelens. (18 boats)

DOUBLEHANDED CAL 39/40 — 1) **Sea Star**, Cal 39, Bob Walden/Amber Moffat. (4 boats)

DOUBLEHANDED EXPRESS 37 — 1) **Bullet**, Laurence Baskin/Eoin Fearghail. (6 boats)

DOUBLEHANDED ISLANDER 36 — 1) No finishers. (7 boats)

DOUBLEHANDED J/105 — 1) **Jam Session**, Adam Spiegel/Christos Zalidis; 2) **Advantage3**, Jayden & Will Benedict. (12 boats)

DOUBLEHANDED SF BAY 30 — 1) **Paradigm**, J/32, Luther Izmirian/Ken Brown. (8 boats)

DOUBLEHANDED OLSON 30 — 1) **Werewolf**, Jeff & Sean Mulvihill; 2) **Maiden California**,

Hawkeye King/Nathan Bossett. (5 boats)

DOUBLEHANDED SC27 — 1) **Gotcha**, John Ross/Nick Degnan. (6 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Bombora**, Rebecca Hinden/Zac Judkins; 2) **Magic Bus**, Hans Opsahl/Harrison Richardson; 3) **El Raton**, Ray Lotto/Steve Carroll; 4) **Moonlight**, Matthew Gibbs/Mike Roskopf. (21 boats)

DOUBLEHANDED J/24 — 1) No finishers. (6 boats)

DOUBLEHANDED MOORE 24 — 1) **Moore-serati**, Nicholas Dugdale/Nico Colomb; 2) **Wet Spot**, Dave Hansell/Denis Mulligan; 3) **Ruby**, John Gilmour/Joe Crum; 4) **Mooretician**, Peter Schoen/Roe Patterson. (24 boats)

DOUBLEHANDED WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel/Michelle Sumpton. (6 boats)

DOUBLEHANDED J/22 — 1) **America One**, Laura Levy/Halsey Richartz; 2) **Team Eaton**, Kurt Wessels/Peter Rumsey. (9 boats)

DOUBLEHANDED SANTANA 22 — No finishers. (3 boats)

SINGLEHANDED NON-SPINNAKER — No finishers. (8 boats)

DOUBLEHANDED NON-SPINNAKER — No finishers. (18 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (2 boats)

DOUBLEHANDED MULTIHULL 0 — 1) **Shadow**, Extreme 40, Peter Stoneberg/Kyle Gundersen; 2) **Mamma Tried**, Open 8.5, Randy Miller/Dan Roberts; 3) **Hammer**, Marstrom 30 tri, Jonathan Hunt/Tim Parsons; 4) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis. (12 boats)

DOUBLEHANDED MULTIHULL 1 — 1) No finishers. (9 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **'io**; 2) **Serenade**; 3) **Kangaroo Jockey**; 4) **Bombora**; 5) **Bad Hare Day**; 6) **Magic Bus**; 7) **Vitesse Too**; 8) **Moore-serati**; 9) **Son of a Son**; 10) **For Pete's Sake**. (223 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)



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## EYE ON THE BAY —

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NATHANIEL BEILBY



# SPRING IN FEBRUARY



CINDE LOU DELMAS

*Ten-year-old Sasha Scoggin brings her dad home after a day of racing. She learned red, right returning that night!*

**W**e would say that spring is on the verge of, well, springing, here in the Bay Area, but February felt more like summer. On the downside, we've had a record dry spell, with no rain for well over a month. On the plus side, the sailing has been extraordinary, complete with plenty of breeze, the likes of which also occasionally resembled summer.

The only time it wasn't windy, as fate would have it, was during a few races. You might have experienced this firsthand, or already read about it in this issue.

With that said, we are impressed and delighted by the number of sailors we saw out on the water this February. Racing in fog, cold, and little to no wind is not for the faint of heart. Many dedicated, die-hard souls stayed focused for hours through some very challenging conditions. Well played, *Latitude Nation*. Well played.

This last month has reminded us how lucky we are as Californians. Just three hours away, Lake Tahoe was shimmering in all its alpine-Caribbean blue

glory. We love the winter, skiing and the cycles of the seasons, but sitting by that crystal-clear water in Tahoe — as well as a getting a taste of bigger breezes here on the Bay — has us excited for summer, as far away as it may still be.

In the interests of a healthy, hydrated California, we're hoping for a little rain this March. We'll see you out there, between the storms we're praying for.

**latitude**

*Main spread: One of the last sails on our Columbia Challenger Esprit.*



# EYE ON THE BAY —

ALL PHOTOS LATITUDE / JOHN UNLESS OTHERWISE NOTED





# SPRING IN FEBRUARY



LATITUDE / TIM



*Clockwise from top left: Beau Vrolyk's schooner 'Mayan' closed down the fall in this year's Leukemia Cup; An Express 37 looks for space on the start line; We were delighted to break out the spinnaker on our very own Columbia Challenger 'Esprit'; A cat stretched its legs on a gorgeous February 1; The Santana 22 'Big Shot' makes a race day look like leisure time while waiting for the wind to fill in at the Corinthian midwinters; Pondering the prestart on the bow; An unknown boat was one of several enjoying the first day of February off Angel Island; Hank Easom was on 'Sereanade' (the blue and white spinnaker) and Elliott James was aboard 'Bloom County' in tight maneuvers on the Bay.*



There's a very convenient upscale shopping district on my way to the marina — it's where I pick up crew sandwiches on the morning of a race. By calling ahead, there's hardly any waiting, and the orders can be customized for each crew.

finished assembling my order.

I was studying a watercolor of a kayak paddling up a marina fairway when I recognized that the location was near my own boat. Looking closer at the kayak in the painting, I wondered if it could be the one that Lee Helm often borrows from the local outrigger club.

"They like, got the wake all wrong!" asked a voice from behind me. It was Lee Helm herself, also picking up a sandwich for the race.

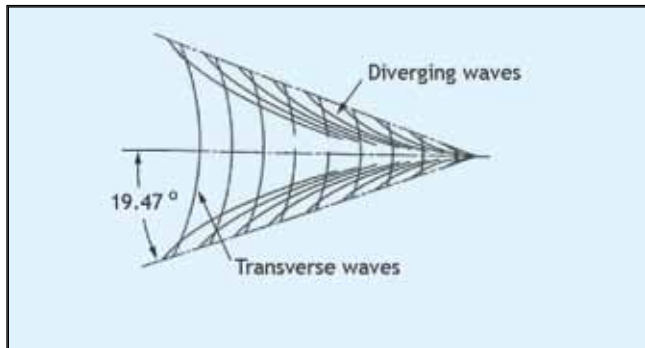
"Doesn't your skipper buy your lunch?" I asked, with more than a little bit of "I told you so" intonation. Lee had opted for a much newer, faster and more competitive boat for today's race, rather than crew for me.

"For sure, it's BYO for the sandwiches, another check in the downside column for this program. But we win races! And

like, when I buy it myself I get the sammy made my way. I mean, no tomatoes, that just makes the bread soggy. They put in sliced cucumbers instead, and I can get it on toasted, thin-sliced sourdough instead of a big old crusty French roll

There's also an art gallery in the breezeway between some of the stores, and this month it featured maritime art, representing all genres from famous classics to local amateurs. I decided to stroll through and have a look while the deli

**Lee Helm in a kayak, depicted by a local artist. But the wave pattern could only be from a kayak that had already moved well past the position shown.**



**The classic Kelvin wake pattern. The diverging waves are often called "bow waves," and the transverse waves are often called "stern waves." But both the bow and the stern produce both diverging and transverse waves. The entire system is contained within an angle of 19.47 degrees, starting from a point about one wavelength ahead of the boat.**



**This artist correctly shows the strong quarter wave, part of the diverging wave system made by the stern.**

that makes it hard to even taste what's inside."

"Is that you in the kayak, in that painting?"

"The color of the kayak is off, but I guess that's up to the artist and what she has mixed on the palette. It probably is me, but even if I weren't a starving grad student I'd never buy that painting."

"Price too high?" I remarked, noting the steep price tag below the frame.

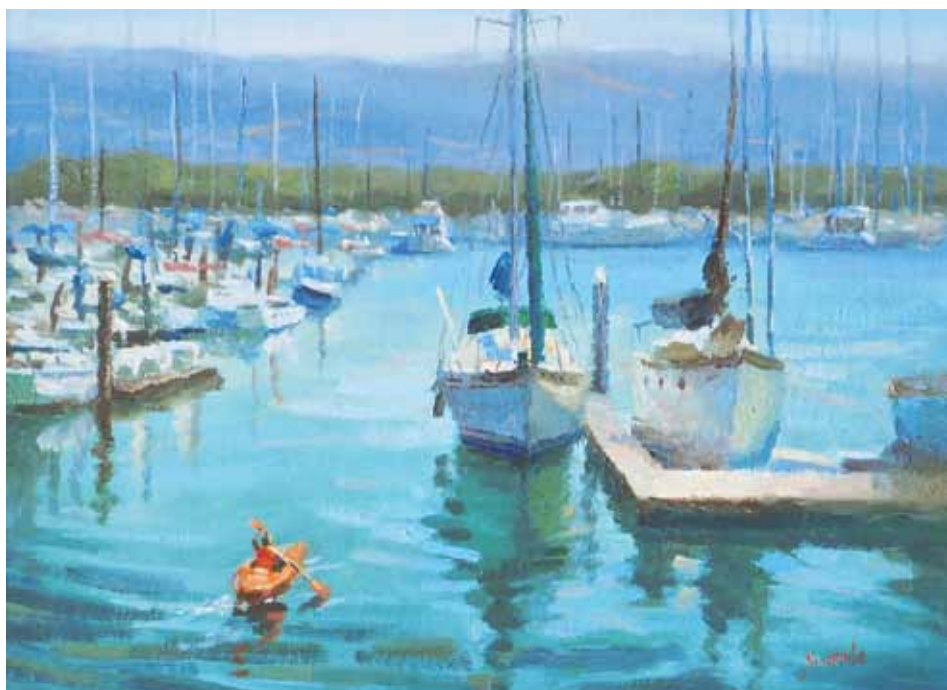
"Like, aside from that, the problem is that the waves in the wake are all wrong."

"The waves are small," I said, "and they look OK to me. What do you see in them that's all wrong?"

"The artist was probably painting a still-life scene of the boats in the harbor," Lee explained, "with nothing moving. So it was easy to paint what she saw. Lots of time to, like, get it right. But then I paddled the 'yak around the corner into view, so she quickly sketched in the kayak. By the time she got around to drawing the waves, I was about 100 meters down the fairway. See what went wrong? The waves she painted are the waves that would be seen with the kayak in, like, a totally different position from where it's shown."

"Still, there's nothing about it that looks unnatural to me."

"Look at the spread angle of the transverse waves!" she exclaimed. "And





where are the diverging waves? Long gone, dissipated in the docks on either side. The transverse waves have to be contained in the 19.47 degree angle defined by the Kelvin wave train. Clearly, these are the waves left by a kayak that passed through the painting, like, long before the kayak that's actually shown in the painting."

"19.47 degrees? Where does that come from?"

"It's just the arcsine of one third, a consequence of the ratio of wave group velocity to wave celerity, the speed of a single wave form."

"Lee, you're asking a lot of the artist. How is she supposed to know about the Kelvin wave train?"

"Leonardo de Vinci had to deal with the same kind of problem," Lee answered. "He began his art classes with the dissection of a cadaver."

"I read that too," I said. "I guess you can't really paint a picture of a bag of bones unless you know what the bones look like."

"That's the logic. And like, same applies to painting a boat moving through the water at anything near hull speed. Maybe some old-timey artists have an excuse, 'cause the Kelvin wave train wasn't accurately described till Lord Kelvin worked out the math in 1887."

"Lee, I think even 21st-century artists have an excuse for not knowing about the Kelvin wake pattern."

"Sure, but if they look carefully and pay attention they'll get it right. Here's a great example."

Lee turned around and pointed to a large painting hanging on the opposite side of the hallway. It depicted a moonlit beach and a small village, probably somewhere in the Mediterranean, judging by the type of fishing boats being launched through the very light and small surf. But it looked wrong to me. The wave crests were very far apart, and there were no discernible wave troughs between them.

"Like, I have to fess up," said Lee, "I used to think paintings like this were all wrong. But then I learned about how shallow water affects wave dispersion. On a very gradually sloping beach, in very shallow water, the wave forms are slowed down to match the speed of energy transfer. Group velocity equals celerity, so we get isolated waves that don't disperse, sometimes called solitons. You can, like, see this at the edge of almost any mudflat at low tide if waves from the Bay can reach it. The waves are the



***Soliton waves in very shallow water. They have crests but no troughs, and the waves do not disperse because celerity equals group velocity.***

remnants of ocean swells."

"You're saying those little wave crests spaced so far apart are accurate?"

"For sure."

"What about this one?" I said, pointing to the work of a local amateur artist. It showed a sailboat making a huge bow wave, but the stern wave was far aft of the transom. The boat was clearly being driven well above hull speed. Even I could tell that it was all wrong.

"Ouch! That one hurts to even look at," said Lee. "There must be a magic force holding up the stern. No bow-up trim, no sinkage into the wave trough, no

water even touching the stern overhang. But fortunately some artists do get it right. Look at this painting over here."

She pointed to another work of art, this one showing what looked like an ocean racer from the '60s. "That quarter-wave is just right!"

"The artist must have been a very careful observer of wave patterns," I said.

"Or it was painted from a photo," Lee suggested cynically. "But still, I like it because it gets the wake right."

The exhibit included some classic old sailing-ship paintings, done in a photorealistic style like the covers of the Patrick

***A boat in an impossible position on its bow and stern waves. What's holding it up?***



# MAX EBB

O'Brian series. But Lee found fault even with these.

"Here's another good example of the wake done wrong, by an artist who should have known better. The ship is clearly powered up and moving fast enough to make a prominent wake, but where are the transverse following waves? And the diverging bow waves? Those whitecaps are like, supposed to be caused by the bow waves, but the second wave overlaps outboard of the first! That's like, backward, if you compare to the Kelvin-wake pattern."

"You're a really tough critic," I said.

"Don't even get me started on sails," Lee continued. "Most artists will draw sails that look like blown-out spinnakers even on boats that are supposed to be going upwind, with mysterious forces on the clews holding the sails out at impossible angles. And the corners of the sails all come to



*A ship sailing at or near hull speed, but the diverging waves overlap incorrectly and the transverse waves seem to be missing.*

sharp points. Sheesh. At least we have Jimmy DeWitt as the antidote, sailmaker turned artist. He knows the anatomy of a sail, so he gets it right.

"Do you think the artists of antiquity were any better?"

"Heck no. There's ancient pottery art that's just as silly as today's depictions of sailboats and wakes, and I think it's led some of the recreationists seriously astray."

The art history session broke up abruptly when the sandwich shop called Lee's name, and my name immediately following.

"Well, now I know not to buy you that painting of you in the kayak for your birthday," I said.

"For sure. Dodged a bullet. Although, like, it's not a bad conversation starter on someone else's wall."

I don't know much about wakes, but I know what I like.

**max ebb**

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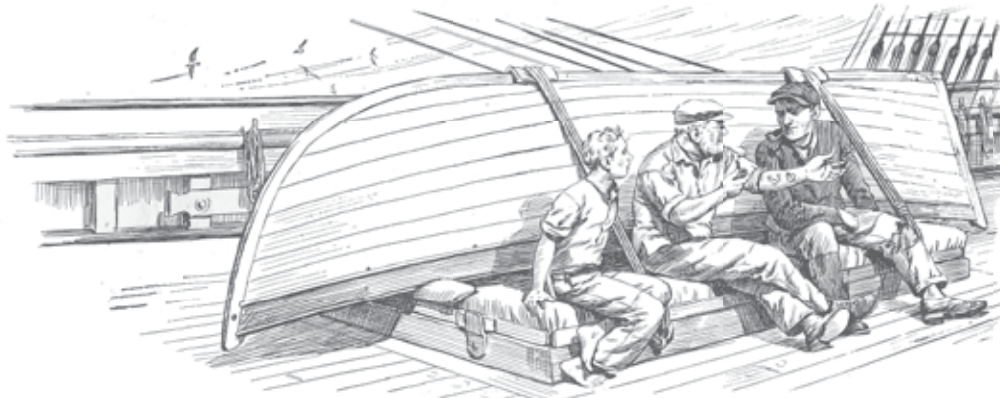
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# THE RACING

**Bay Area sailors sweep US Sailing's 2019 Rolex Awards; a wealth of Midwinter reports include Corinthian, EYC's Jack Frost, Santa Cruz, SBYC's *It Ain't Over Till It's Over*, RegattaPRO's *Winter One Design*, and the *Perry Cup* for Mercurys at MPYC; four Sunday Midwinters get shut out by gale warnings; Mirthmakers ponder *shorthanded racing*; and a sizable batch of *Race Notes* rounds out this edition.**

## US Sailing Rolex Yachtsmen and Yachtswoman of the Year

Aboard the USS *Midway* at San Diego's Navy Pier on February 6, Bay Area sailors swept the US Sailing Rolex Yachtsman and Yachtswoman of the Year Awards. All are members of St. Francis Yacht Club.

in the Paris 2024 Olympics. Kiteboarding is set to make its Olympic debut in the next quad. Moroz is in her freshman year at the University of Hawaii, where she trains with the sailing team.

This was the first career Rolex Award win for Martin after five previous nominations. Lowry pointed to the duo's

chemistry on the water as the main key to their success in the 505s. "The way that we work together," he said, "is a manner in which we have an incredible amount of trust in the skill and capability of the other person. Therefore, we meld. In that way, we really do make each other better. I've never sailed as well as when I sail with Mike. I hope he feels the same."

Martin and Lowry now seek to defend their North American 505 title, and to possibly campaign at the 2020 Worlds.

To read interviews with the three recipients, visit [www.stfyc.com](http://www.stfyc.com), and click on "News."

—latitude / chris

## Corinthian Midwinters

All you sailors who treated your Valentine right on Friday were rewarded with a first-class sailing day on February 15 at CYC in Tiburon. Even though the club was under a major remodel to the point that they moved the galley outdoors, the staff and volunteers put in a terrific effort to pull off the second half of the Midwinter Series.

On Saturday, the westerly was puffing in under the Golden Gate Bridge and the tide line was splitting the start line, so the navi-guessers were chewing off both ends of their pencils trying to figure the fast lane. Aboard the vessels with electrical wizardry, I'm sure many pixels met their doom.

The Cal 20/Tuna/Bird class led off the line. It paid to be a *Big Shot* if ya got a *Can O'Whoopass* in your class as the Santana 22 showed the way to victory.

In the dance of the lead-bellied money-guzzlers, the mighty *Zamazaan* came out of the yard after a major refit with guns blazing. This class proved that even after 50 years PHRF still does a fine job of handicapping. The first four boats were under a minute total delta on the podium.

There was a certain issue when it was discovered that the race committee had added one whole day to the finish times. I have pounded a keyboard enough on a Saturday night after sailing all day, so once that was resolved all was forgiven.

Wisely, the race committee put the sportboats in their own division. The mighty *Kuai* continued to put the smack-down on her speedy sisters with a string of bullets, the only boat to do so in the regatta while flying a spinnaker. The racks on *Nice Rack* proved worthy competition.

The Express 37s are winding up for their 30th anniversary at Rolex Big Boat Series this fall. It's likely they'll have the largest fleet to show up since the mid-'90s. Alas for this regatta, they were tossed into a start with J/105s to find out what real close-quarters racing is all about. Those pesky 105s with their poky sprits kept the ancient mariners skippering the 37s on their toes. *Spindrift V* came out of retirement to win her first regatta in many years, and the old racehorse *Stewball* carried a DSQ and still held on to be the bridesmaid.

J/105s continue to dominate Bay Area keelboat one design. Where else can you have as much fun for the money? *Ne\*Ne* skipped the first race just to give the fleet a false sense of security, then came out to rattle off two bullets and win by a whisker over *Lulu*. The first six boats were separated by only five points!

PHRF 2 had the bigger J/Boats and others in an interesting mix. J/120s finished first, fourth and sixth. In between were all sorts of 35- to 40-ft speedy-somethings. It's always interesting to watch this fleet blaze downwind on varying angles and end up at the leeward mark all at once.



US Sailing's 2019 Rolex Yachtsmen and Yachtswoman of the Year are all from the Bay Area. Left to right: Mike Martin, Daniela Moroz and Adam Lowry.

Just days after her 19th birthday, IKA Formula Kite Class world champion Daniela Moroz of Lafayette received the second Rolex Award of her career. Mike Martin and Adam Lowry, both of Mill Valley and the incumbent World and North American 505 Class champions, captured their first Rolex Yachtsman of the Year Award.

Moroz was previously the youngest Rolex Yachtswoman of the Year in US Sailing history. She and Caleb Paine won this award in 2016, when Moroz was women's champion of the Hydrofoil Pro Tour. Finn sailor Paine, of Richmond and San Diego, took the bronze medal at the Rio Olympics. (More on him later.)

Moroz is looking forward to competing





**Andy Schwenk's Express 37 'Spindrift V' ducks a starboard-tack boat while attempting to make way against the current to YRA8 and the finish of the Corinthian Midwinter race on wind-challenged February 16. 'Natural Blonde' and 'Zamazaan' can be seen clear ahead.**

PHRF 3 had the heavyweights vs. the lightweights. Just as in a boxing ring, the heavyweights scored a TKO. These boats are easily the best-looking fleet on the water. The Sabres and Alerions under full sail are just gorgeous and win races to boot.

Proving you can race and have just as much fun without all the hassle of those colorful sails, the Non-Spinnaker 1 fleet was nearly the biggest fleet of all. *Basic Instinct* used instinct to know the right way to go and posted three bullets, *Q* chased her to post three seconds, and the venerable Tartan Tens swapped back and forth to finish third and fourth.

Sportboat 2 proved that if you are hearty and show up for every race, you may win your class by the largest margin of all — Sasha could tell you that!

Express 27s finished in a dual tie. No arm-wrestling, but it gives you some insight into how competitive this class is.

PHRF 4 was the largest class of all, and two old salts and the Queen of the fleet beat the *Youngster*. If there is an award for the most laps around the Bay,

Gordie Nash would have a claim to it. Although his Olson 25 is diminutive and he is not, Dave Gruver is not as *Sketch* as his boat name suggests.

Non-Spinnaker 2 was the furniture class. One of Gary Mull's most enduring designs, the Ranger 33, won it all. This proves what a good ol' piece of plastic fantastic can do in the hands of a capable sailor. The Catalinas and the Cal 33 were close on his heels. Nuthin' wrong with solid FRP and a good attitude.

In true Henry Ford-style, the SFBIOD, an acronym for San Francisco's class where you can have any color spinnaker as long as it's blue on top and white on the bottom, got five outta six boats to the line and had three different winners.

CYC put together something for everyone, offering the Shorthanded class for those skippers tired of paying the freight bill for beer and sandwiches all weekend. The Alerions haul the mail in fair winds or foul.

"The 2020 Shorthanded Division was a success," reports Pat Broderick, who raced his Wylicat 30 *Nancy* in that division. "Five boats signed up, even

though the division was added late. Competition was lively, with the top three boats trading places from race to race. The participating boats hope this year's successful Shorthanded Division means that the CYC Midwinters' long tradition will include shorthanders next year and in the future. Fred Paxton's Alerion 28 *Zenaida* placed first, with two bullets and a second in the shortened regatta." *Nancy* topped Chris and Denise Kramer's

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

February's racing stories included:

- More CYC Midwinters • Clipper Race
- Bocas del Toro Regatta in Panama
  - IDEC Sport's Tea Route Record
- Sailing Hall of Fame Nominations
- Rolex Yachtsman and Yachtswoman of the Year Awards Ceremony
  - Jean-Luc Van Den Heede
- Paul Cayard in Sports Hall of Fame
  - American Magic's Nosedive
- Lessons from the Three Bridge Fiasco
  - Far-Flung Pac Cup Entries
- Previews of March races, SailGP, seminars and more.

# THE RACING

ALL PHOTOS THIS PAGE WWW.NORCALSAILING.COM EXCEPT AS NOTED



LATITUDE / CHRIS

Alerion 28 *Sweet De* in a tie-breaker for second.

In Pat's parlance, "shorthanded" means double- or singlehanded. Read the next story for another interpretation and the possibilities it opens up.

When boats headed for the startline on Sunday the 16th, a promising southwesterly was blowing. But, before noon, the breeze dropped. The race committee postponed for an hour and five minutes. Finally, a southeasterly teased all assembled. The backward wind direction prompted a call for Course 7, a 10-plus-mile course with YRA 8 (one mile east of Point Blunt) the windward mark, for everyone. PRO Jeff Zarwell reassured the racers that the RC would shorten course for the slower divisions.

By the time the starting sequence was done and the signal boat could move to YRA8 to shorten course, the fast boats in PHRF 1 and Sportboat 1 were already rounding. Zarwell announced that all the other divisions would finish right there at the first mark.

When the RC fired three sounds and hoisted the November flag, abandoning all divisions, cries of "No!" rang out across the water. Zarwell said that it was not a fair race.

So the series was settled after three

**Sunday, February 16, at the Corinthian Midwinters, clockwise from bottom left: J/105s and Express 37s started together; the long and short of it — the Cal 20 'Just 'Em' and Farr 52 'Zamazaan' hug the beach for current relief; 'Oaxaca', 'Bodacious+' and 'Deception'; Aotea Team Trophy winning skippers Daniel Thielman, Ted Goldberg and John Arndt.**

good races. Back at the CYC clubhouse, Kim Schafer and Marcus Canestra handed out the trophies for each division, for the best Corinthian (*Summer Sailstice*), and the Aotea Team Trophy for the best team of three boats from the same club in three different divisions. Sasha Rocks from RYC placed third with *Another Girl*, *Frisky* and *Spindrift V*; Whoopi-e@ushionSerenade from SFYC with *Can O'Whoopass*, *Q* and *Serenade* was second; and first was CYC's Screaming Eagles, with *Kuai*, *Just 'Em* and — wait for it — *Summer Sailstice*.

Thanks again to Chief Zarwell and his crew for square lines and fun courses.

— andy schwenk & latitude / chris

## CYC MIDWINTERS (3r, 0t)

PHRF 1 — 1) **California Condor**, Antrim 40, Buzz Blackett, 5 points; 2) **Zamazaan**, Farr 52, Greg Mullins, 6; 3) **Velvet Hammer**, J/125, Zachery Anderson, 9. (6 boats)

PHRF 2 — 1) **Peregrine**, J/120, David Halliwill, 3 points; 2) **Quiver**, N/M 36, Jeff McCord, 10; 30 **Good Call**, J/124, Richard Garman, 11. (9 boats)

PHRF 3 — 1) **Serenade**, Sabre Spirit 36, Hank

Easom, 5 points; 2) **Bloom County**, Mancebo 31, Elliott James, 9; 3) **Indra**, J/99, Carlos Badell, 11. (10 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 5 points; 2) **Sketch**, Olson 25, David Gruver/John Collins, 7; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 9. (12 boats)

SPORTBOAT 1 — 1) **Kuai**, Melges 32, Daniel Thielman, 3 points; 2) **Nice Rack**, Martin 243, Zhenhya Kirueshkin-Stepanoff, 7; 3) **Leading Lady**, 1D35, Andrew Lindstrom, 10. (5 boats)

SPORTBOAT 2 — 1) **Frisky**, Open 5.70, Dale Scoggin, 3 points; 2) **Flight Risk**, T650, Blake Davis, 10; 3) **Wingman Racing**, J/70, Jim Diepenbrock, 10. (3 boats)

NON-SPINNAKER 1 — 1) **Basic Instinct**, Elliott 1050, Memo Gidley, 3 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 6; 3) **Topgallant**, Tartan Ten, Carl Flemming, 12. (10 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt, 3 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 6; 3) **Kira**, Cal 33, Jim Erskine, 10. (5 boats)

NON-SPINNAKER 3 — 1) **Kookaburra**, Bird, Martin Koffel, 7 points; 2) **Just 'Em**, Cal 20, Ted Goldbeck, 7.5; 3) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 9. (6 boats)

EXPRESS 37 — 1) **Spindrift V**, Andy





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**The final day of racing in the RegattaPRO Winter One Design Series on February 8. "We got half the fleets started," reports Jeff Zarwell, "then the wind died and we had to abandon. The wind filled at 2:30, and we got one race in for all the fleets." See Out of the Box Scores for results.**

Schwenk, 4 points; 2) **Stewball**, Bob Harford, 9; 3) **Snowy Owl**, Jens Jensen, 9. (4 boats)

J/105 — 1) **Ne\*Ne**, Tim Russell, 10 points; 2) **Lulu**, Don Wieneke, 11; 3) **Jose Cuervo**, Michael Stephens, 12. (8 boats)

EXPRESS 27 — 1) **Tequila Mockingbird**, Matt Krogstad, 5 points; 2) **Salty Hotel**, John Kearney, 5; 3) **Shenanigans**, Bill Moore, 10. (4 boats)

SF BAY IOD — 1) **Bolero**, Lawson Circus, 6 points; 2) **One Hundred**, Paul Zupan, 8; 3) **Fjaer**, Richard & Mark Pearce, 9. (5 boats)

SHORTHANDED — 1) **Zenaida**, Alerion 28, Fred Paxton, 4 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 7; 3) **Sweet De**, Alerion 28, Chris & Denise Kramer, 7. (5 boats)

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

### Interested in Shorthanded Racing?

We're sending this letter to select owners of S.F. Bay racing sailboats, 30-40 feet in LOA, that do not sail in a one-design fleet, and are copying a few other stakeholders.

Our purpose is to gauge interest in trying a different and compelling style of racing. You know all too well the difficulties of recruiting, retaining and managing a full crew for an entire season, year after year. It's a thankless, complicated

task to negotiate schedules and deal with constant logistical headaches and last-minute cancellations.

And because you aren't in a one-design fleet, your competition is always random and unpredictable — about the only certainty on any given race day is that you're unlikely to have many boats to compete against.

How do you get out of this error loop?

Shorthanded sailing is the solution. We're asking you — for just a moment — to cast off the stereotype image of bashing upwind in a big breeze with a full main, the high side stacked with maximum crew hiking for their lives, while your fully pressed boat (and bank account) strains, flexes, and groans.

Instead, visualize going softer on the boat, having more elbow room, smaller-cut headsails, actually using that system that's rigged on your mainsail known as "reefing," sailing longer courses with fewer maneuvers — these are just a few of the techniques and joys of shorthanded sailing. Modern hulls are designed for smaller crews. It's often easier, more efficient, and a lot of fun to sail in a shorthanded configuration. It's

an extremely attractive yet challenging style of yacht racing. The only requirement is your willingness to step outside the traditional paradigm and be open to trying something new that hasn't been done before in this area.

Dare we try?

Not only will your boat be happier by not being worked as hard, but with a smaller crew: Costs shrink; logistics become easier; fewer egos equal less drama; the boat becomes roomier and happier; and two-day events, overnighters and post-race gatherings become feasible, desirable and worth doing.

Our proposal is to create a new Shorthanded Division in 2020 for a selected number of YRA and/or OYRA races. While we would ultimately like to see two permanent separate classes — Doublehanded and Shorthanded — and make both open to any boat, it's better to walk before you try to run, so start with a modest-sized Shorthanded class, with all participants racing together. Crew limit would be based on LOA, so for example: An LOA of up to 30 feet would be allowed three crew; 31-34 feet, four crew; to 38 feet, five crew; to 42 feet, six crew; and over 42 feet, seven crew.

We're not looking to fracture existing fleets planning to race in full-crew

# THE RACING



**Jack Frost on February 1, clockwise from top left: Megan Dwyer's Santana 22 'Mad Max'; 'Golden Moon' and 'Red Cloud' in PHRF 1; the Islander 36 'Renaissance of Tahoe'; it's great to see this many Olson 25s out racing together again.**

configuration — quite the opposite. The hope is that a Shorthanded Division option will ultimately attract more boats out on the racecourse in general, and become a permanent fixture in the YRA and OYRA. More boats could be invited — J/35, J/109, Farr 36/37, even the Express 37, are just a few examples.

Which races would work well for this experiment? We think the Vallejo Race and Drake's Bay are obvious candidates, since both are overnights.

This evolved style of yacht racing allows you to ratchet up the fun and the challenge, makes organizing easier, gives your pocketbook and boat a break, and could help you rediscover the social side of yacht racing. So why not give short-handed racing a try for a few races this year and see if you like it?

— robb daer & kirk denebeim

## A Lovely Jack Frost Day

Thick fog in the Alameda/Oakland Estuary dampened the mood on the way to Encinal YC's Jack Frost races on Saturday, February 1. But a filling north wind buoyed spirits and cleared

the course of fog before the 11:30 start time to create a lovely midwinter race day.

For the morning race, #7, with a 5-knot breeze and waning ebb, all the fleets were sent on Course 2: once around, with a start off the end of the Berkeley Pier, up toward Red Rock, back almost to Treasure Island, and then to the finish.

Fleet A completed the course in less than 30 minutes, with skipper Kame Richards on the Express 37 *Golden Moon* keeping the lead over Jack Peurach's Express 37 *Elan* by 27 seconds, followed by Kevin Clark's Melges 24 *Smokin'*. The second race, #8 in the series, used the same placement of marks but went twice around, as the wind had picked up to 10 knots and the tide had gone slack. *Elan* led at the downwind turning mark, but *Golden Moon* slipped past her in the last yards to finish 8 seconds ahead of *Elan*, followed this time by the Mahoneys' Tartan 101, *Story Maker*, in third.

In C Fleet, the J/22 *Blue Jay* with skipper Theo Rohr had to miss January's races but took first place in both Febru-

ary races, followed by *Azure*, Rodney Pimentel's Cal 40.

David Gruver's *Sketch* led the Olson 25 one-design fleet in both races, followed by Steve Smith's *Synchronicity*. Third in both was *Shadowfax*, with skipper Mark Simpson.

Even though the morning ebb shifted to slack water by the second race, there were still streaks of tidal currents moving across the course, adding to the variables to consider. Fleet E, the Santana 22s, found the second, longer race more challenging, as seen in the numerous place changes. Jennifer McKenna's *Zingaro* held onto her first place for both races. Race 7 saw Hank Linderman's *Anemone* come in second and Chris Klein's *Alegre* in third. But in Race 8, Jan Grygier's *Carlos* snagged second, followed by Deb Fehr on *Meliki*.

The series wraps up on Leap Day, February 29. See [www.jibeset.net](http://www.jibeset.net).

— margaret fago

## Gales on Two Sundays

On January 31, Richmond YC posted this notice about their Small Boat Midwinters: "All racing is canceled on Sunday, February 2, 2020. NOAA has issued a gale warning and wind advisory



for S.F. Bay, beginning at 4 a.m. on Sunday."

Also on February 2, Oakland YC canceled their Sunday Brunch race. The Coast Guard even called the club to advise them to, but that was after the race committee had already made their decision.

Island YC canceled February 9's Island Days race on Saturday evening. "There were even white caps in the lagoon this Sunday!" commented Alameda resident and IYC racer David Ross.

The gale warning posted as of 2:52 a.m. on Sunday the 9th also prompted cancellation of Berkeley YC's last Midwinter Series race.

— latitude / chris

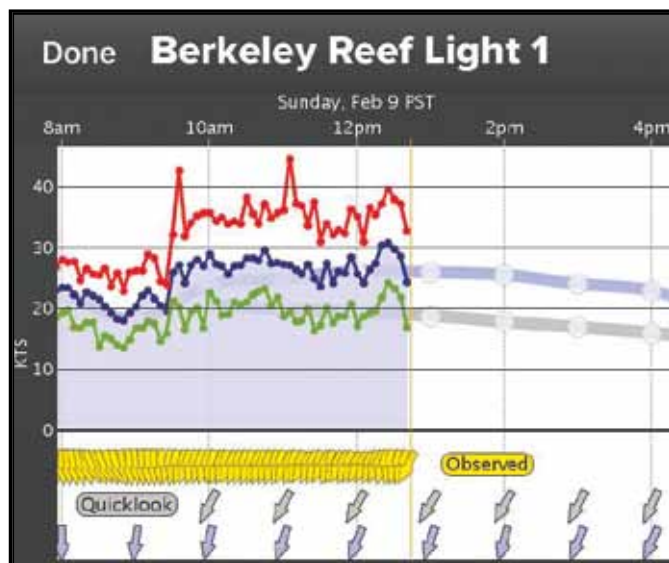
#### BYC SATURDAY MIDWINTERS (4r, 0t)

MONOHULL <87 — 1) **Swift Ness**, J/111, Reuben Rocci, 12 points; 2) **Ragtime**, J/90, Trig Liljestrand, 14; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 15. (13 boats)

MONOHULL 87-117 — 1) **Special Edition**, Wilderness 30, Mike Devries, 7 points; 2) **Hoot**, Olson 30, Andrew Macfie, 9; 3) **Ahi**, Santana 35, Andy Newell, 18. (12 boats)

PHRF >117 — 1) **Chesapeake**, Merit 25,

**The C&C 40 'Tusitala' hanging out in first place of Jib and Main <181 at the SCYC Midwinters.**



**Wind conditions (in knots) off Berkeley on Sunday, February 9. 'Nuff said.**

James Fair, 6 points; 2) **Heart of Gold**, Olson 911s, Joan Byrne, 6; 3) **Lickety Split**, SC27, Rick Raduziner, 19. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 5 points; 2) **Wile E Coyote**, Dan Pruzan, 11; 3) **Current Affair**, Seth Clark, 16. (13 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Racoon**, Jim Snow 18; 3) **Baby Blue**, Christopher Cassell, 20. (3 boats)

#### BYC SUNDAY MIDWINTERS (3r, 0t)

PHRF <117 — 1) **Ragtime**, 5 points; 2) **Hoot**, 6; 3) **Yankee Air Pirate**, Olson 30, Donald Newman, 11. (6 boats)

PHRF 117-177 — 1) **Frogflips**, J/24, Richard Stockdale, 5 points; 2) **Evil Octopus**, J/24, Jasper Van Vliet, 6; 3) **Flight**, J/24, Randall Rasicot,

16. (11 boats)

PHRF >177 — 1) **RYC 2**, J/22, Chase Englehart, 3 points; 2) **RYC 1**, J/22, Lilly Horri, 8; 3) **Antares**, Islander 30-2, Larry Telford, 11. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, 4 points; 2) **Eagle**, Ross Groelz, 6; 3) **Di-anne**, Steven Katzman, 12. (7 boats)

DOUBLEHANDED — 1) **Zenaida**, Alerion 28, Fred Paxton, 6 points; 2) **Surprise!**, Alerion 38, Bob Johnston, 7; 3) **Hang 20**, Express 27, Lori Tewksbury, 12. (8 boats)

SINGLEHANDED — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch, 10 points; 2) **Sarah**, Contessa 26, Tiburcio de la Carcova, 12. (2 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

#### Santa Cruz YC Midwinters

The Midwinters in Santa Cruz on February 15 surprised us. PRO Homer Lighthall ordered good wind, and the skies delivered. The first race was in light air, and all the others were between mellow and whoa there! Only one A Fleet boat showed up, *Animal*, a Sydney 38 skippered by Scott Walecka. It looks as if they will win the series.

B Fleet is mastered by Dave Collignon on *M1*, a Melges 24. The next three boats are separated by 3.5 points. We'll have to wait until the last three races on March 21 to see how that turns out.

All but the two top boats out of 17 took at least one weekend off. It pays to show up.

A growing Jib and Main Fleet is making the transition from Tuesday night racing to series regattas. John Nugent's *Tusitala*, a C&C 40, is leading the <181 Fleet. Stefan Berlinski's *Hamachi*, a Santana 22, is doing the same for >180.

Many Midwinters didn't happen here in the past because of a silted-up harbor mouth or foul weather. This year the dredge operators have stayed on top of things and the storms have been kind.

— stefan berlinski

#### South Beach YC Midwinters

"It Ain't Over Till It's Over proved to be true at the SBYC February 15 race," reports Dave Corbin from the race committee. "The sun was out in a nearly cloudless sky, the water was flat, and the current slowly built to about 1 knot. The wind slowly shifted from northish to westish and came through in waves. The first race was timed almost perfectly, with the first class navigating the 6-knot breeze easily around a 2-mile course. However, the wind faded away and the later classes had a park-up at the leeward mark — riding the current

TINA VERUTTI



# THE RACING

into the South Bay anchor field. As the wind began to fill from the west, the race restarted.

"Boats experienced patches of brilliance dropping into patches of despair. *Avalon* sailed on a beautiful puff toward the finish line with what looked to be a 15-minute lead — and ran out of wind within a half boatlength. *Avalon* then rode backward on the current about 100 yards away from the line while *Goose* bore down on them riding a new puff from nearly a half mile away." *Avalon* and *Goose* are rival Catalina 30s. "After a few tense minutes, the puff caught up with *Avalon*, and she crossed the line ahead by about a minute.

"The second race was a bust. Once again, the conditions proved that It Ain't Over Till It's Over."

Elisa Williams, crewing on the Ericson 30 *Seabiscuit*, reports: "Kids Griffyn and River are 9 and loved their SBYC junior sailing program. This was their first race on a big boat. We took first, thanks to a well-timed anchor call by their dad, Colman Snaith, who grew up racing on his dad's boat back East, where he got experience in light-wind sailing.

"In the low winds, it was all about the flood. We were among the boats that struggled to get by both windward marks. We kept getting swept between them. I heard someone at the club say after the race, 'Fourth time's the charm.'

"The kids did say, 'Daddy, you have to put money in the swear jar!' and Colman replied, 'That doesn't apply on the boat during races.' (The kids were allowed unlimited cans of root beer during the race, something that also doesn't apply on land.)

"Colman Snaith was sailing before he could walk, on a boat designed by his grandfather. 'He commissioned a few of them, all named *Figaro*,' said Colman, 'I think I was on *Figaro 4*.' His formative sailing was on the Chesapeake Bay on a J/24: 'Dad, Mom, me and my younger sister.'"

*Goose*, *Reality Cheque* and *Zulu Bravo* have held fast to their division leads from month to month.

"The final race of the series will be held on March 21," advises Corbin, "followed by a lively awards party."

— latitude / chris

## Perry Cup Midwinters

Light winds were forecast for the final day of the Perry Cup Midwinters on February 1. Monterey PRO Dick Clark wisely chose to set the starting line just beyond Mile Buoy, near the old Monterey Bay Boatworks. This meant a long sail and more ocean chop, but with a better

chance of getting in four races to complete the series.

Several fog banks moved through in the course of the afternoon, resulting in more wind (up to 8 knots) as each bank approached and less (near zero) as the fog departed.

The fleet sailed sausage courses — three doubles and one single. During the last race, fog set in over the entire area, making for an eerie sail along the kelp and back to the harbor.

Seven Mercurys competed, with Dave Morris and Gabe Gargiulo dominating the day with straight firsts

to win the series handily over Jim and Kathy Bradley. Mark and Liz Chandler were third. Austin Book and Ashley Hobson in #416 took the Silver Division prize, despite losing their mast in the third race when a lower shroud let go.

— mercury fleet

## PERRY CUP SERIES, MPYC (15r, 3t)

MERCURY — 1) **Whim**, Dave Morris, 17 points; 2) **Stars**, Jim & Kathy Bradley, 41; 3) **Death & Glory**, Mark & Liz Chandler, 49. (15 boats)

Full results at [www.mercury-sail.com](http://www.mercury-sail.com)

## Out of the Box Scores

### REGATTAPRO/SYC WINTER ONE DESIGN

J/105 — 1) **Box of Rain**, Charles Pick, 9 points; 2) **Maverick**, Ian Charles, 12; 3) **Ne\*Ne**, Tim Russell, 13; 4) **Strangelove**, Justin Oberbauer, 20; 5) **Walloping Swede**, Theresa Brandner, 23. (23 boats)

J/88 — 1) **Ravenette**, Brice Dunwoodie, 13 points; 2) **White Shadow**, Jim Hopp, 13; 3) **Split Water**, David Britt, 18. (6 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 10 points; 2) **Evil Octopussy**, Robin Van Vliet, 20; 3) **Frogflips**, Richard Stockdale, 21. (9 boats)

J/70 — 1) **1FA**, Scott Sellers, 6 points; 2) **Rampage**, Tom Thayer, 9; 3) **Son of a Son**, David Fried, 24. (9 boats)

MOORE 24 — 1) **Firefly**, Joel Turmel, 7 points; 2) **Mooretician**, Roe Patterson/Peter Schoen, 13; 3) **Moorigami**, John Siegel, 19. (8 boats)

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

## Race Notes

Continuing his winning ways in the 2.4mR singlehanded class, Dee Smith bested the competition at the **Edge Midwinters CanAm # 3** hosted by Charlotte



ELISA WILLIAMS

Griffyn, Colman and River Snaith aboard 'Seabiscuit' in the South Beach YC Midwinters.

Harbor YC in Florida on January 25-26. The series continued on February 22-23, after this edition of *Racing Sheet* wrapped up. Check out the standings at [www.regattanetwork.com/event/19911](http://www.regattanetwork.com/event/19911).

At the **Hempel World Cup Series Miami** on January 19-25, Olympic bronze medalist Caleb Paine of California struck gold, besting fellow Finn sailors Kyle Martin of Canada and American teammate Luke Muller. See <https://miami.us-sailing.org>. Paine and Muller still have to duke it out in the Finn Gold Cup in May to learn who'll go to the Tokyo Olympics.

Riley Gibbs and Anna Weis used superior boatspeed upwind to narrowly win the **Oceania Championship** in the Nacra 17 class. The regatta was held in Geelong, Australia, on January 30-February 3 as a warm-up for the Worlds. Gibbs and Weis finished the Worlds out of the money, but nonetheless secured their berth to Tokyo over fellow Americans Sarah Newberry and David Liebenberg. See [www.nacra17.org](http://www.nacra17.org) for much more.

At the 2019 World Championships, the American Men's 49ers narrowly missed out on a spot to present their country at the Olympics. But the USA is the first nation in line to receive a forfeited berth from another country. If that happens, Nevin Snow of San Diego and Dane Wilson of Ojai will represent the US thanks to their finish at the 2019 and **2020 World Championships**, held in conjunction with the aforementioned Nacra 17 Worlds.

In the 49erFX, Midwesterners Stephanie Roble and Maggie Shea secured the bronze medal and the Olympic berth in a nail-biting medal race, topping rivals





From the Association of Santa Monica Bay YCs Midwinters on February 15: 23 10- to 12-year-old Opti Champs raced out on the ocean, showing how it's done. Aston Smith pulled off seven bullets in nine races.

Anna Tunnicliffe Tobias and Paris Hennen. See [www.49er.org](http://www.49er.org).

At the **ILCA Men's Laser Standard World Championships** in Melbourne, Australia, on February 9-16, Charlie Buckingham of Newport Beach punched his ticket to Tokyo over competitor over fellow competitor Chris Barnard, also of Newport Beach.

Drew Freides and Bill Ruh's Pacific Yankee SoCal-based team topped the **Melges IC37 Lauderdale Cup** hosted by Lauderdale YC on January 24-26. Freides helmed *Pacific Yankee* for this second event of the Winter Series. "The pressure was on after Bill won the first event," said Freides. "I had to live up to his expectations." See info at <https://>

[yachtscoring.com/emenu.cfm?eID=9669](http://yachtscoring.com/emenu.cfm?eID=9669).

The results from February's **SCYA Midwinters**, a massive undertaking by numerous Southern California clubs, would never fit into this trim little rag, but you can check the scores at [www.scyamidwinterregatta.org/2020-race-results](http://www.scyamidwinterregatta.org/2020-race-results).

— latitude / chris



Finn sailor Caleb Paine, who won bronze in at the Rio Games, did not even need to sail the medal race to win gold at the Hempel World Cup in Miami. Across the 10-race series, Paine collected five firsts and four seconds.



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# WORLD

*The realm of yacht chartering encompasses many variations, from the pampering service of **luxury crewed yachts** to **drive-it-yourself bareboats** to **hands-on sail training** aboard 'adventure sailing' yachts. This month we'll spotlight the latter option.*

## **Vigo to Madeira: A Grand Offshore Adventure**

*After reading about challenging 'adventure sailing' programs that serve as alternatives to traditional chartering, Peter Detwiler recruited two longtime sailing buddies for a hands-on offshore adventure in waters rarely visited by West Coast sailors. The following is his excerpted report.*

Mike Duda, Tom Flynn and I met up in the port city of Vigo on Spain's northwest coast, eager to climb aboard the British 'adventure sailing' yacht *Hummingbird*. I'd been wanting to get in more open-ocean sailing time, and our passage to Madeira would do just that. Plus, I was interested to discover the wonders of that famous offshore isle, known by the Portuguese as "the pearl of the Atlantic."

*Hummingbird* is a Clipper 60, one of eight nearly identical boats built for the 1996 Clipper Round the World Race. She also competed in the 2000 and 2002 iterations of that rugged, bluewater contest. *Hummingbird* has a clipper rig, which means she carries two headsails — a yankee and a staysail — in front of the mast. (*Hummingbird* is one of three Clipper 60s operated by the British company Rubicon 3.)

*Hummingbird* is a tremendously fast

**Before leaving Vigo, the crew checked out this drogue and other heavy weather gear that they hoped they'd never need to use.**

and powerful boat with bigger winches, more sail area, larger lines, and more gear than the 35- to 45-ft boats I normally daysail on San Francisco Bay, or during charters. Consequently, safety is genuinely important, so Rubicon's crew trained us well.

We were a crew of eight: four British (two paid crew and two crew-in-training), plus four paying Americans.

There's an old saying that sailors don't have plans, merely intentions. Weather, calendars and unexpected events disrupt rigid plans, so you go with your intentions. Our adventure demonstrated that enduring truth. We went aboard *Hummingbird* about noon on Tuesday, October 29, after finding her in a recreational marina in Vigo. It was drizzling and we soon learned from the skipper and mate that a large weather system was roaring down the Atlantic, poised to smack western Europe.

The original idea had been to spend three or more days training by daysailing in Vigo Bay so we'd become familiar with the boat and comfortable with one another's skills before heading offshore. There's plenty to learn on a big boat!

But we faced this choice: If we stayed several days to train, we were likely to get pinned down for a week by bad weather. But if we learned some basic safety lessons, we could leave the next day and sail fast down the Spanish and Portuguese coast, staying a day ahead of the advancing front. There would be several places that we could bail out if needed (Porto, Lisbon, Lagos, or even Cadiz). We readily agreed to adopt this option, as we had come for an adventure sail.

The next day we daysailed down Vigo Bay to a marina at the small town of Baiona, which lies near the bay's entrance. We absorbed lots of instruction along the way! That evening we had dinner onboard and the last hot showers for many days.

The following day we worked on more safety lessons, unpacking and restowing the drogue, practicing a man overboard (MOB) retrieval using a harness and halyard, and hoisting the bright-orange storm sail. Unspoken was everyone's hope that we'd never be in conditions where we needed to use these new skills.

After lunch we cast off from the dock and headed out to sea in a

drizzle, adorned by a vibrant rainbow! Nice omen.

For the next few days, *Hummingbird* ran south along the coast, less than 20 nautical miles off the mainland. The skipper's strategy was to keep the boat moving fast,



so sometimes we motorsailed. The combination of the powerful diesel and sails kept our boat speed above seven knots (SOG) most of the time.

The sail plan was usually the main with a single reef, the #2 yankee, and the staysail. In the hourly log, you'd write MR1, Y2, s/s for that sail plan.

Despite the clouds, mist and drizzle, it wasn't that cold, so wearing foul weather gear and gloves was more for avoiding the damp than staying warm.

Somehow my anti-seasickness patch fell off from behind my ear and I rediscovered just how miserable I can be while at sea. The mate sent me below to my bunk to sleep, and I replaced that missing scopolamine patch.

By Saturday afternoon I was feeling semi-human again, able to help stand watch and assist with chores — but not with cooking the curry. Hydration, small bland meals, and what the Brits





# OF CHARTERING



**Above: Peter having big fun at the wheel of the Clipper 60 'Hummingbird'. Inset left: At Porto Santo, sailors leave their marks on the seawalls.**

called biscuits (cookies) kept me going. On Saturday afternoon we'd reached the latitude of Cabo de São Vicente, where the Portuguese coast turns sharply eastward, running toward the Mediterranean. It was decision time. The skipper convened the crew to discuss options and again unanimously we agreed to head for Madeira instead of heading into a harbor.

After changing course, we started heading southwest out to sea, and the weather went from drizzle to mostly cloudy to partly cloudy to gloriously blue. The Atlantic Ocean is really deep out there and the surface looked almost purple. A few shy dolphins briefly swam alongside, not in our bow wake, then dropped away after a short look at us.

The wind increased to about 20 knots, the swells got taller and longer, and the boat settled into a lovely rhythm that capitalized on the angle of the swells instead of getting smacked by them as we had along the coast.

On Monday we had superb sailing — one of the best days I've ever had on a boat. Because *Hummingbird* doesn't have an autopilot or windvane, it's hand-

steering all the way. In those conditions, with well-balanced sails, however, steering was a joy, merely helping the boat sail fast and straight.

Yeah, it's a cliché, but when you see a smudge on the horizon after four days at sea, it's an honest thrill. I happened to be on the helm Monday afternoon when someone caught sight of Isla Porto Santo, one of the small (but inhabited) islands of the Madeira

group. It had been our target and there it was. Land ho! Our two crew-in-training, Huw and Hannah, had been navigating with sextants despite the overcast skies. They'd gotten one true bearing on Berlenga Island days earlier, then had to navigate the rest of the way using only old-fashioned dead reckoning. Nevertheless, they brought us within 10 nm of what the GPS was reporting.

By 8 p.m. Monday, the skipper had safely anchored us in about 7 meters of water outside the breakwater of Porto Santo. Interestingly, 600 years ago Portuguese sailors discovered this island by accident. In 1418 they were blown to the Madeira island group in a storm.

*Hummingbird* is (correctly) a 'dry boat' while underway for safety reasons. But once the hook was down we celebrated our passage with

beers all around. The next day we moved the boat to the anchorage inside the breakwater and it was time for shore leave — hot showers, walks into town, and cold beers at the marina's bar. Tuesday was also my 70th birthday, which we celebrated with a hot breakfast and shots of smuggled bourbon.

Many other boats were in Porto Santo, headed to the Canary Islands to join this year's edition of the Atlantic Rally for Cruisers (ARC), an annual group pilgrimage from Europe to the Caribbean.

Because we'd left Vigo-Baiona earlier than expected, and because we made our 724 nm passage in just 4 1/2 days, we had time to sail around the Madeira Islands for the next few days. The rugged cliffs of Baia d'Abra were stark and sheer. Only one other boat anchored there with us overnight. That part of eastern Madeira looks like the Baja California coast.

We couldn't take *Hummingbird* to the port of Funchal because there was no room in the marina for a 60' boat, and anchoring was going to be roly at best. So we opted for the resort marina at Quinta do Lorde. It has a fancy hotel, shops, restaurants, showers, laundry, and a bar — reminiscent of Ensenada's Marina Coral.

While at QdL, our skipper worked his magic and got us rare landing permits on Isla Deserta Grande, a nature reserve island about 14 nm from Madeira. Knowing that it would be our last sailing day, I jumped at the chance to set up the headsails, help hoist the mainsail, hoist the headsails, trim and re-trim, then reef the main. On a big boat, there's a compli-

***Trainee crew Hannah takes a turn at the wheel, while Huw takes a sun sight with his sextant. Their old-school navigation worked well.***





# WORLD OF CHARTERING

cated set of procedures with little room for error. Clarity is as important as teamwork. On the boats that I normally sail, there's room for making minor mistakes without getting hurt or hurting your crewmates. But handling sails on a big, former racing boat requires close attention. And grinding. Then more grinding. And grinding some more. For a 70-year-old guy who weighs 140 pounds on a good day, that's real work, but what a pleasure to sail from Madeira to Deserta Grande.

We were allowed to go ashore after anchoring. Exploring even a tiny part of the protected island with the Portuguese nature ranger was a hugely fascinating experience, as few sailors are able to get permission to go onshore.

We left the island's precarious anchorage about 4 p.m. to sail back to our QdL marina berth. The winds dashed down



**At remote Isla Deserta Grande, a Portuguese nature ranger shares his insights about the local flora and fauna.**

the steep cliffs until we got clear of the island. Then I (selfishly) took the helm for at least 2 1/2 hours of our 4-hour trip back. Just after dusk the white light of the Madeira lighthouse winked at us,

right where it was supposed to be, as we pushed along at eight knots in the dark. After putting us alongside the dock — or 'pontoon' as the Brits say — our skipper, Vince, went below to make the risotto that we enjoyed for dinner. Now that's a guy who does it all!

During our cruise we sailed 815 nm, including the 724 nm passage from Vigo to Madeira — from latitude 42°N to 33°N.

The Rubicon company's motto is "Sail. Train. Explore." They delivered on every point. We felt safe throughout the trip and returned home with sailing skills that we'll be using on

SF Bay and coastal trips. It was truly a grand adventure on a solid boat with fine crewmates. Two thumbs up!

— peter detwiler

*Readers — For more info on Rubicon 3's adventure sailing options, check out their website: [www.rubicon3.co.uk](http://www.rubicon3.co.uk).*

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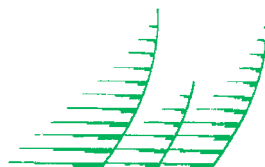
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# CHANGES

**W**ith reports this month from **Emma's** visit to the Revillagigedo Islands; longtime cruisers Tom and Kim of **Exit Strategy** on the changing face of cruising; **Tulum's** whale shark adventure; **Zingaro's** scary 'break dance', and a seabag full of **Cruise Notes**.

## Emma — Deerfoot 62 Kurt Christofferson Diving the Revillagigedos Santa Barbara

Emma did the Ha-Ha again this year. There was some confusion about a tropical depression heading for Cabo San Lu-

cas around the same day as the scheduled end of the Ha-Ha. As such, my crew and I decided to rush through Cabo, staying just long enough to check everyone into Mexico, spend a night, drop off crew who had jobs in the real world, and head around the corner up to La Paz. Once there, I hung out in the *mogote* for a week and a half.

I have started a small tradition since getting *Emma* 2 1/2 years ago. Each year, the Sonoma County Search and Recovery Dive Team (sheriff's deputy and firefighters) fly to wherever *Emma* happens to be for a few weeks of diving. This year the team — John Teague, Jim Eckhoff, Patrick Sharp, Bill Bullard and Mike Grummel, along with friend Lucy James — wanted to dive the Revillagigedo islands chain. Announcing my intentions on the cruiser's net, I met Bret and Marne on SV

**Back from the deep (l to r): John, Jim, Patrick, Kurt and Lucy.**

*Liahona* who provided me with all kinds of information on anchoring and dive sites. The GPS locations were accurate to the foot. Wherever you are right now, *Liahona*, I cannot thank you enough. Cruisers' nets are great!

The Revillagigedos lie about 250 miles south-southwest of the tip of Baja. The islands are under the jurisdiction of the Mexican federal government. Everyone traveling there requires a pass from both CONANP and SEMARNAT. As we were planning on diving while there, we also had to present our PADI dive certifications.

We left Cabo mid-morning on December 8 and motored for about 10 miles before getting winds in the low teens from the north. So we had a great sail for a day and a half with a consistent wind behind us and following seas. Unfortunately, I had blown out my kite on the Baja Ha-Ha, so this whole trip would have to be under white sails.

We dropped anchor the first night just after sunset on the east side of San Benedicto. We waited until daylight before heading to the south end of the island to anchor and start diving. We tucked *Emma* inside — closer to the island than the commercial dive boats anchor.

San Benedicto is a volcano. It is beautiful. Most of it is white ash with a black lava flow coming out of the southeast corner. If the winds get high, the ash will get into your boat. Who cares? This place is worth getting a little dusty! We were able to dive a couple of sites at the south end of the island, in-



EMMA/BILL BULLARD



cluding popular spots like the cleaning station and the Manta Bommie.

Diving in the Revillagigedo Islands is incredible. Great visibility, warm water, and lots of large fish. The most famous and popular dive site is the Boiler, a large bommie on the west side of Isla San Benedicto. However, sea conditions in the short period of time we were there did not allow us to dive it safely.

San Benedicto got us all fired up for more diving, so we headed over to Roca Partida, about 60 miles farther west into the Pacific. It was a nice beam reach the whole way. But again, we did not feel comfortable diving with *Emma's* small dinghy and the currents and wind. So we continued the nice beam reach back east to Socorro. Socorro is the main island in the chain, with a naval base where you



JAMES DILWORTH

**Kurt learned scuba diving from some SAR experts. Now they join him every year on 'Emma'.**



EMMA/MIKE GRUMMEL



# IN LATITUDES



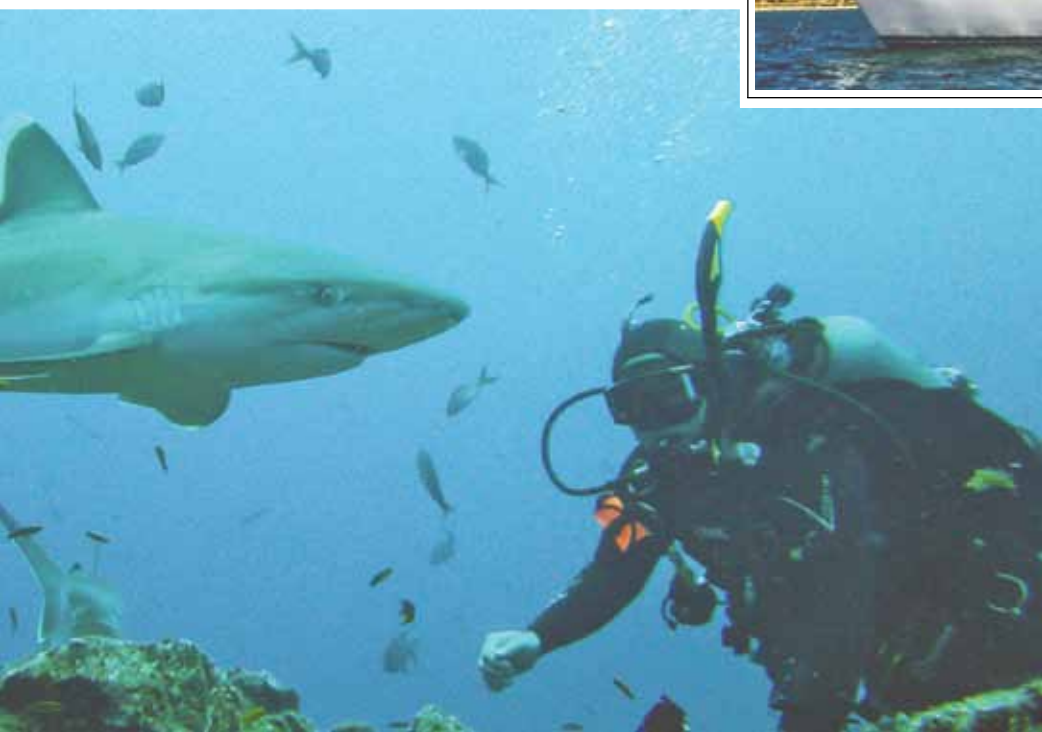
EMMA/MIKE GRUMMEL

The sail back north to Baja was not as easy. We had winds in the low 20s out of the north. And the wave length was much shorter. We bashed. One wave tossed Lucy into a bulkhead, injuring her neck and back. Although we feared something might have been broken, it turned out to be a severe case of whiplash. She was in serious pain for about two weeks but has now recovered.

After that incident, we dropped sails



**Above: 'Emma' at anchor. Far above: Lucy at the helm. Above left: John on a night watch.**



EMMA/BILL BULLARD

**Above: Patrick and a whitetip check each other out. Above left: There was often great diving right near the boat. Left inset: the volcano on San Benedicto. It was last active above ground in the 1950s, although underwater eruptions have occurred as late as the mid-1990s.**

check in.

Our stay on Socorro had us anchoring and diving on both sides of the island. On the west side, at Punta Tosca, we found a retirement community for lobsters, housing about three dozen on the ledges of a wall. (You are not allowed to take them.) On the east side, at Cabo Pearce, we came across two giant mantas with wingspans of about 16 feet. They are majestic animals that like to play with divers by swimming over the air bubbles.

We were also able to swim with several different types of sharks — silky, blacktip and whitetip (I think both the reef and oceanic versions), hammerhead, and even a tiger shark. There were also huge

schools of fish, pods of lobsters, eels, and an octopus.

We went back for another 24 hours in San Benedicto to try for the Boiler again. This time, we arrived at the island in the middle of the night, and in the process of anchoring, the windlass stopped working. We had to manually drop the anchor. Emma has a 55-kg Rocna and all chain. I missed the first dives as I was so concerned with having to manually raise that much ground tackle. A quick check with the multimeter showed the 150-amp fuse for the windlass had blown. I had no spares but was able to get things working again by temporarily rewiring and bypassing the fuse.

and motored toward the Sea of Cortez in order to lengthen the apparent wave length and stop bashing. It took just over two days to get back.

It was a great trip with great friends, eating tasty food and experiencing fabulous islands with world-class diving. I understand that only a handful of cruisers actually go out to these islands. I expect they will become more popular in the future. The Mexican government does not make it difficult, and visiting the Islas Revillagigedos is truly an adventure!

— Kurt 1/9/20

## **Exit Strategy — Wauquiez PS40 Tom Christensen and Kim Maclean Times They Are a Changin' Victoria, BC**

This season we're taking a breather from ocean crossings. We have one major passage left before we 'close the loop' and return to Vancouver Island, and **Cruising cats are growing in popularity, but they're not everyone's cup of tea.**





# CHANGES

we've decided to indulge ourselves by taking it easy, exploring pretty bays in the Grenadines — which is giving us time to



**'Exit Strategy' is currently in Grenada. Tom and Kim may close the loop of a circumnavigation about this time next year.**

contemplate how far we've come and how much has changed since we started our adventure in 2011.

*Is it me, or has the boat shrunk?* — There seems to be a greater proportion of boats in the 45- to 50-ft range today than a decade ago. At 41 feet, our Wauquiez is solid and compact, with loads of storage and all the amenities we need. It's designed for offshore cruising and is easy for just the two of us to sail. But as we've continued our westward journey over the years, we often feel like we're among the smaller members of our ever-evolving fleet. I admit to occasional size envy. "Imagine how much more stuff we could store if we had a bigger boat!" But honestly, how many spare autopilots does one really need? "Imagine how many people we could entertain!" But truthfully, who is the boat really for anyway, you or

**One thing that has not changed much is the number of secluded anchorages offering refuge from world craziness. This is 'Exit Strategy' in a quiet one in the Northern Lao group.**



occasional guests and crew?

I was first reminded of how little size matters when we arrived at Hiva Oa in the Marquesas after our Pacific crossing. We woke up after our first real sleep in 19 days to find ourselves anchored by a tiny vessel (under 30 feet) with a tall, lanky Norwegian aboard. He must have breezed in after we'd dozed off, having crossed the Pacific Ocean singlehanded — with an iPad for navigating and an ice box for refrigeration. Now that's a true adventurer!

*Let's Party!* — Here in Prickly Bay, Grenada, out of the 74 boats at anchor with us (yep, it's a popular place!) there are 10 catamarans. They're much more common these days. A decade ago, cats were considered more for comfort than performance, and not as suitable for challenging offshore conditions as monohulls. Since then we've encountered quite a few long-range sailors who've proven that cats can perform in high seas. They have the potential to sail faster in offwind conditions, and while they don't carve through big waves the way monohulls do, their crew can play a board game while those of us in monohulls are struggling to accomplish basic functions on a 30-degree heel.

Having crewed on a friend's cat years ago, Tom says sailing a catamaran is a lot like driving a bus (albeit a very nice and comfortable one!). While a monohull slices through big waves, this particular cat's pontoons slammed noisily against them. It was a very different experience. We think cats make the perfect party boat and an excellent tropical holiday platform, but they're not our choice for passages. And we tend to agree with a friend who observes, "The perfect boat accommodates drinks for six, dinner for four, and sleeps two." (For you cat enthusiasts, we fully admit a bias toward monohulls.)

*The world is getting smaller* — Modern electronics have made navigation significantly easier in recent years. Remote locations that were virtually inaccessible to most cruisers in the past are becoming more and more popular. Ten years ago, the vast majority of cruisers had sextants and paper charts for passage planning, even if only as a backup to their electronic charts. We've never used our sextant (and if we ever do, I hope it's out of novelty —



not necessity). The only charts available to us nine years ago for many of the islands we were eager to visit — in places like French Polynesia, the Cook Islands, Tonga, and Fiji — hadn't been updated since Captain Cook explored their waters. Needless to say, we relied on our electronics and waypoints established more recently by cruisers.

Still, there were many navigational hazards, such as coral reefs that were not marked on any charts, and even the most up-to-date software versions were subject to inaccuracies due to offsets of up to 1/2 mile. So we were vigilant about entering and exiting bays midday in sunny, calm conditions, with one of us acting as a spotter at the bow. And it paid off big time, allowing us to squeeze in between some of the most unbelievable, stunning reefs, like one that became our own private aquarium for an entire week at Fushi Finolhu in the Maldives. A snorkeler's paradise.

Right about the time we set sail from New Zealand for Fiji, we discovered Sea IQ, which ended up being one of the most valuable tools we have for navigating un-



# IN LATITUDES



Outtakes from 'Exit Strategy's nine-years-and-counting circumnavigation. Above, ominous skies in the Marquesas. Left, "Mr. Fixit" repairs the water heater. Top (l to r), the water taxi pickup platform in St. Helena; Kim washes veggies with "nature's insecticide" (salt water); 'Exit Strategy' at Savusavu, Fiji.

familiar waters. It allows you to download satellite images of an area of interest in advance with integrated GPS boat position. By combining it with Navionics chart data and keeping an eye out from the bow, maneuvering between reefs and coral heads without taking a chunk out of our keel was easier than ever before. We use it religiously.

Satellite phone-based communication has become more reliable over the past five years, too. It's so popular today that it's all but replaced SSB for offshore weather forecasting. SSB worked well for us across the Pacific, but the Indian Ocean is more of a dead zone, and it's been years since we've relied on SSB for anything other than ad hoc group nets while on passages. It continues to be a great way to share position reports and noteworthy issues with others underway, and the social aspect of nets like these helps to provide one with a sense of community and camaraderie when you're out there in the big blue sea with nothing in

sight but ocean and sky. However, for weather and email we've shifted to our Iridium GO! satellite system.

We've been amazed at how reliant some cruisers have gotten on their electronics. One couple crossing the Pacific around the same time we were apparently set up their AIS alarm each night — and went to sleep. There was no one on watch for about eight hours each night. While it's true that there is very little marine traffic in the middle of the Pacific, we've had many occasions where large vessels did *not* show up on AIS, nor did they respond to our calls on VHF as we grew closer to each other. On more than one occasion, a collision would have been very likely if we hadn't altered course. In Indonesia and Malaysia, FADs (unlit bamboo rafts set by fishermen to attract fish) were *everywhere*. They're hard enough to spot during the day, let alone at night (which was nearly impossible until we were within 3 meters of them). Imagine the repercussions of having nobody on watch in those

situations! We realize balancing sleep and keeping watch is a major concern for singlehanders, but then, they are another breed altogether.

All in all, modern electronics and technology make a sailor's life immeasurably easier. Electric sheet and anchor winches, in-mast furling systems, autopilots, AIS and anchor alarms, and conveniences like watermakers, freezers, and electric freshwater toilets enable a couple (or even a singlehander) to sail virtually anywhere in the world with more confidence and comfort than ever before. It makes me even more impressed (and a bit baffled) by the older couple anchored near us today in their traditional wooden ketch scooping up buckets of salt water regularly throughout the day... no thanks, not for me!!

So when it comes right down to it, regardless of the size of our boats, wallets, or lifestyle preferences, we're all 'living the dream' out here, seeking adventure and sailing the world. Life is good.

— Kim 1/29/19

## Tulum V — Aleutian 51 ketch French Family Attitude Is Everything 29 Palms

We're back in the yard — for the second time in a year and the fourth time since acquiring the boat in 2018. It's almost like we're landlubbers again.

This particular 'outing' started during our southern crossing from Baja to the mainland when the bilge pumps started running more often than usual. Inspections found no gushing, spraying or even dripping, at least that we could find. But the slow, constant accumulation of water warranted monitoring and further atten-

**Lots of boats have dogs. Not many have Great Danes. Among her talents, Quincy can sense dolphins coming well before they get to the boat.**



ALL PHOTOS EXIT STRATEGY

TULUM

# CHANGES

tion once we reached La Cruz. So here we are, high and dry once again.

Time in the yard is a necessary evolution

for any boat. The best you can hope is that it happens on your terms. But this time it was definitely not anticipated, as we had hauled less than a year ago and thoroughly inspected and refit everything we anticipated for our trip. Then last summer we were informed an engine bearing had failed — and we waited three months for the rebuild, with little optimism that we would make the Ha-Ha.

**The French family (l to r): Chad, Michelle, Kellyn (in blue), Teagan and Quincy.**

So we just 'embraced the suck' (can't tell you how many times I've heard that since we've been cruising) and toughed it out. And sometime during that process, I went from feeling like a victim to the revelation that attitude is everything, especially when you have two kids and a Great Dane aboard. All I did with my woe-is-me state was contribute to my kids' state of apprehension and doubt about what we had been selling to them as an "amazing opportunity" and "exciting new lifestyle."

So we went back to accentuating the positive. Instead of staying on the boat and making that long ladder climb every

**'Tulum V' once again in the 'slings of outrageous fortune.' Mom and Dad accentuate the positive.**

And then there were the whale sharks. As we pondered and searched for the mystery leak, my mind went back to December in La Paz and one of the most amazing experiences we have had as a family. Prior to having kids, Chad and I had done a very quick snorkel trip off La Paz with whale sharks. At that time, there were no regulations — nor any visibility in the late afternoon — so we were disappointed by this initial experience. I'm sooo glad we tried again, this time in the hands of an experienced guide and a great company to work with. To get onto this particular adventure, we went through Cortez Expeditions in La Paz and were not disappointed.

day, we're staying in a beautiful tropical location near the boatyard, in close proximity to friends and the many incredible activities the La Cruz Marina has to offer. Homeschooling is under a beautiful palapa with an occasional visit from our new student and feisty feathered friend, Cruz the parrot. Walking a bit farther to yoga and sailing presentations — I need the exercise! Taking time to explore this tiny, authentic Mexican village and hopefully improve my Spanish — *por supuesto!*

The anticipation had been building for this experience for days as we danced around windy winter weather, kenneled Quincy, and the largest unknown: Would our girls — 10-year-old Teagan and 7-year-old Kellyn — actually jump into the water with the world's largest fish? Another unknown was the weather: The port had been closed for the two days prior to our trip due to high winds. But at the appointed hour, the port opened and our guide Carla ushered us aboard one of 14 *pangas* whose occupants had been authorized to swim with the whale sharks in the *mogote* that morning.

The regulations put in place in Mexico to protect these endangered species were impressive. From the limits on number of *pangas* and swimmers in each group, to the maximum boat speed allowed in the *mogote*, regulations were strictly followed and the tour operators worked as a team to ensure a valuable experience was had by all.

La Paz attracts only the juvenile whale sharks, while

the adults are found elsewhere in much deeper waters. Carla, attired appropriately in whale shark leggings, gave a brief introduction to these magnificent beings during our short 15-minute boat trip over to their feeding grounds.

It was a cloudy day on the *mogote* and the guides had to rely on spotting fins on the water's surface rather than seeing the sharks' enormous bodies under the surface. Funny, I always thought the distinct white-spotted pattern would be easy to visualize from the surface, but it actually camouflages them so well that it wasn't until we were literally gliding over one that I got my first close-up view.

At this point, the girls had an idea of



TULUM



TULUM



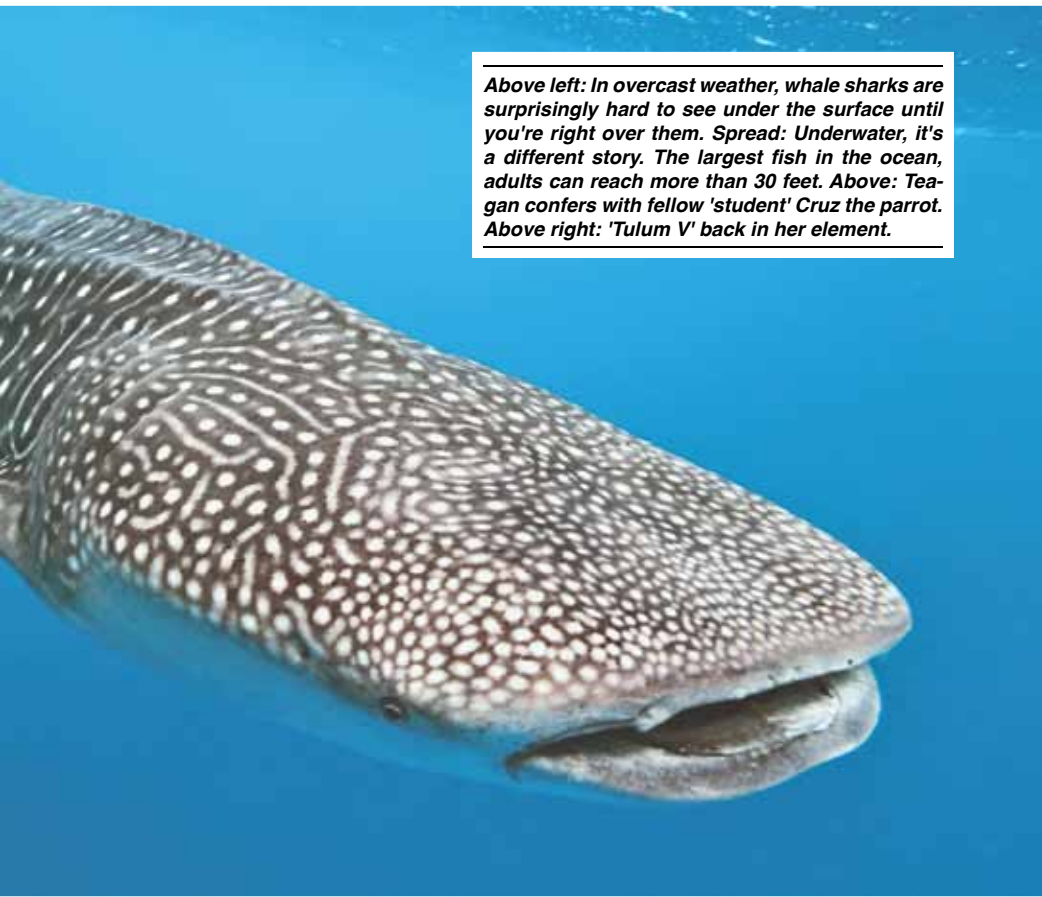


# IN LATITUDES



ALL PHOTOS TULUM EXCEPT AS NOTED

*Above left: In overcast weather, whale sharks are surprisingly hard to see under the surface until you're right over them. Spread: Underwater, it's a different story. The largest fish in the ocean, adults can reach more than 30 feet. Above: Teagan confers with fellow 'student' Cruz the parrot. Above right: 'Tulum V' back in her element.*



what they were in for, and between the darker waters, the classic shark fin on the surface and the size of the shadow that had just passed below our boat, they were both hyperventilating with a combination of fear and excitement. As instructed, we arranged ourselves on the side of the boat, fins over the water and channeled our best inner Jacques Cousteau. As we passed over one, we got the signal and, one by one, jumped into the dark waters.

When the bubbles cleared and I located my 7-year-old (who, of course, beat me into the water), I was face to face with a beautiful whale shark heading straight toward me. . . OK — it was totally below me, but everything looks closer underwa-

ter! I was awestruck and intimidated, but not afraid; they move slowly, with such grace and beauty. To swim alongside them gives you time to examine not only their overwhelming mass, but their immense fan club of cleaner fish who swim along with them from literally head to tail.

Did I mention we were swimming with *juvenile* whale sharks? The "tiny" ones? I'm going to estimate that the largest one we swam with was just shy of 20 feet. The girls' reactions after the first swim were just brilliant. Teeth chattering away, they had huge smiles and couldn't stop talking about

how much they weren't scared — just thrilled, and wanted to go again! If you are in the area, this is an epic experience that shouldn't be missed.

Last month's 'yin' thoroughly relived, we turned once again to the 'yang' of finding *Tulum's* slow leak. For the umpteenth time, heads and bodies were contorted belowdecks, flashlights flickered, fittings were tested, hose clamps retightened.

At this writing, we're still looking.

This problem, like all the others, will eventually sort itself out. In the meantime, friends abound, the weather is great, the food is plentiful and life is good. Attitude is everything.

— Chad and Michelle 2/6/20  
[www.LiveFree2SailFast.com](http://www.LiveFree2SailFast.com)

## **Zingaro — Spindrift 37 (1984) James Evenson and Kim Jensen Catastrophic Failure Haiku, Hawaii**

"There's nothing that can prepare you for seeing moonlight on the water — through a crack in your sailboat," says James Evenson of the *Spindrift 37* cat *Zingaro*, which suffered what can only be described as a catastrophic structural failure off the Big Island of Hawaii two days before Christmas.

The Haiku-based *Zingaro* was on the final approach of a 2,500-mile trip home from the South Pacific. James, a former Bay Area resident, and Kim Jensen, who is originally from Berlin, were looking forward to making landfall in Honolulu. But they were still a couple of days out when, on the evening of December 22, they encountered 30-knot winds and 20-ft seas southwest of the Big Island, with wave trains coming from three different directions.

In 25,000 miles the couple had put on the boat in the last three years, they had been through lots of gnarly weather, but never such super-washing-machine con-

***Yikes! Kimmi inspects a full-length crack where the starboard hull of 'Zingaro' broke loose.***



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# CHANGES

ditions as that.

They were on starboard tack, with only a postage stamp of jib out, dragging

boat was part of the deck.

After the initial shock, the couple sprang into action. The first priority was



ZINGARO

drogues, and still making 6-7 knots, when at 2:30 a.m. about 40 miles offshore, the boat was picked up by one wave and slammed down by another, followed by a wrenching motion and "a tearing sound like ripping cured fiberglass off a piece of plywood," says James.

Ironically, that's exactly what had happened, but on a grand scale: The starboard hull had broken loose! "The rear main beam was broken, and subsequently all of the bulkheads and stringers on the starboard side," says James. "A lot of the hull-deck joint also failed." All that was holding the hull to the rest of the

**Left: Kimmi and James in happier times. Center: The angle of the dangle (note lashings still in place). Right: Inside view of the damage.**

to stabilize the damage. Kimmi got the idea of lashing the errant hull to the rest of the boat, and James jumped below for a coil of 3/8 Dyneema he had saved from re-rigging the boat the year before.

The only way to do the deed was for someone to get into the water. "I've had to go into the water before, even at night, to get a net off the prop or untangle a fishing line," says James, "but this time the sea was angry."

As he worked to secure the line around

the starboard strut and prop shaft, the stern was continually flying up and crashing down, threatening to either suck him under, come crashing down onto his head, or both.

He survived it and managed to get back aboard, only to have the strut fail and the shaft bend 20 minutes later — not only necessitating another swim, but rendering the starboard engine useless.

Near dawn, when the boat was as secure as it was going to get, James called the Coast Guard. The 154-ft cutter *Oliver Berry* made the 200+ mile trip from Honolulu in a bit over 10 hours, taking a pounding herself, with many crew arriving seasick. By the time the cutter's lights loomed out of the darkness — about 11:30 p.m. on December 23 — James had started the port engine and motored closer to the lee of the island. Thankfully, conditions had also abated a bit.

Early in the incident, James and Kimmi had considered abandoning the boat, but by the time the Coasties arrived, they had decided to try to nurse *Zingaro* the last few miles to landfall. With the cutter escorting, they pattered along at three



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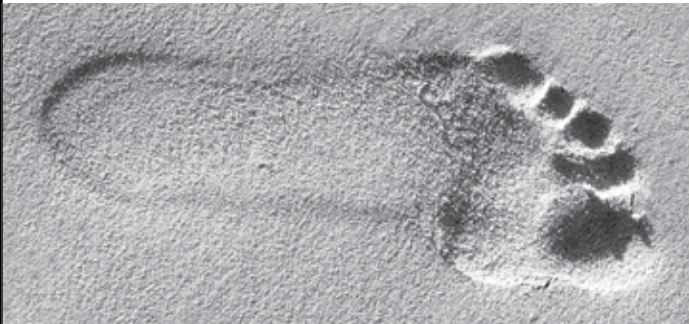
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knots, finally making it to Honokohau Harbor on the Big Island on the morning of the 24th. "My hat is off to the Coast Guard, specifically the Honolulu OOD and crew of the cutter *Oliver Berry*," says James. "If you are reading this, thank you gentlemen — you saved us."

With no suitable haulout facilities available in Honokohua, James made arrangements with a friend to haul in Lahaina, Maui. On a calm, clear New Year's Day, with the boat still lashed together, they made the 80-mile crossing, briefly putting out the jib "one last time."

*Zingaro* was not insured, and repairs will have to wait for a new owner. Meanwhile, James and Kimmi are looking for a *Zingaro 2.0*, although they don't know yet if it will be a mono or a cat.

The good news is, being one of a new generation of cruisers (who earn money via online platforms (they host a web series), they have developed quite a following, and there have already been donations from subscribers wanting to help facilitate the next part of the *Zingaro* adventure.

For more on *Zingaro's* story, see



*Miya (left) and a fellow cadet aboard the Coast Guard tall ship 'Eagle'. The backward ballcaps indicate sails backwinded on their watch.*

[www.svzingaro.com](http://www.svzingaro.com).

## Cruise Notes

• "For our family, the Ha-Ha has been an important part of our kids' childhood and our family connections," writes Sachiko Itagaki. The first time she and Kirk Miller took part was in 2008 aboard the then new-to-them SC50 **Bay Wolf**.

Daughters Miya and Romi were just 10 and 8, respectively. In 2012, Kirk crewed on another boat, the Gulfstar 50 **Osprey**. Miya asked to go along, "and we let her," says Mom — "as long as she brought her schoolwork and kept up with it!" By 2015, the whole family was back on *Bay Wolf* and Miya was in her senior year of high school. "The Ha-Ha's were pretty influential, as her top college choice was the US Coast Guard Academy in New London, CT," says Sachiko. Miya is presently a senior there and will graduate as a mechanical engineer and commission as a USCG ensign in May. She spent last summer as a cadet on the USCG tall ship **Eagle** sailing around Europe (including the 75th Anniversary of D-Day) and then across the Atlantic.

Look for more of this family's Ha-Ha experiences in a future issue. Until then, you can follow them at <https://www.sailblogs.com/member/baywolf>.

• After an extended absence, 2015 Ha-Ha vets Anne and Cameron Vawter, along with their two preteen girls Adelaide and Isa, recently arrived back at their Mason 43, **Banyan**, in New Zealand in

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# CHANGES

mid-January. "It's great to be back but of course we're dealing with the typical array of things you find when you leave a boat for 14 months," says Anne. The short list includes four blown solar panels, a dead



**The Vawter family — Anne, Adelaide, Cameron and Isa — sailed south with the 2015 Ha-Ha and headed for New Zealand in 2018. "We are enjoying the slow, nomadic life," says Anne.**

starter battery, a suspiciously deflating dinghy, uncured epoxy dripping down through the cockpit lockers, a familiar yet alarming smell emanating from the holding tank, "not to mention the other 10

things I'll probably find in the next 24 hours!!!!" ([www.vawtersonthewater.com](http://www.vawtersonthewater.com))

• According to Ha-Ha veterans, the rally is a bit like a certain brand of potato chips — it's hard to do just one! Dave and Becky Elmore of the Catalina 36 **Tranquility** found that out the usual way. After doing the 2015 rally — their first ocean passage after years of sailing the San Juans and Canada — the Port Orchard-based couple made La Paz their home base for seven months, enjoying all that Mexico and the cruising life had to offer. The following May, they had the boat shipped home via Star Yacht Transport. After four more years of cruising the PNW and Canada, "We regretted not leaving the boat in Mexico," says Becky. So they joined the 2019 Ha-Ha and returned to *mañana*-land. They're currently back in La Paz, and plan to stay awhile.

• Another PNW couple, J. Walter Smith and Kathryn Crossland of the Hylas 54 **Southern Star**, took a different tack. They also did the '15 Ha-Ha, also returned home to the Pacific Northwest (in



this case, Bellevue, WA), and also felt the pull of long-distance cruising



**Dave and Becky (top) are back in Mexico, and planning to stay awhile this time. Above, 'Tranquility' in *mañana* mode.**

again. But they scratched the itch with a cruise of New Zealand's Hauraki Gulf with friends aboard a chartered boat. "It was so enjoyable that we splurged on a Lagoon 38," says Kathryn. Nowadays, they spend four months a year aboard **Pipi** sailing around the Bay of Islands, and the other eight months homeported in Bainbridge Island. They sold **Southern Star** and are living aboard "a warm, dry powerboat," which they cruise around Puget Sound



Photo Credit: SV Zingaro

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and British Columbia. Future plans are to sail *Pipi* back down to the Hauraki Gulf/Auckland area next year to watch the America's Cup and, if the stars align, they hope to head up to Fiji in 2022.



**Walter and Kathryn, formerly of 'Southern Star'; currently of 'Pipi' (and the powerboat 'Elling').**

• Our cruiser tip-of-the-month comes from Marina Eisenzimmer of the Swan 44 **Mykonos**. "Many new cruisers in Mexico may have noticed that most people, local and out-of-towners, leave some pesos close to the people who bag their food. Most stores and shops do not pay the baggers, and many are older poor people, with no other source of income." She suggests that next time you provision, leave 5 or 10 pesos for the baggers.

• After seeing crewman Jay Armstrong off at Cabo, **"Dorothy Gale"** got untangled

from the Gordian raft up and the 'Geezer Gang' — Chuck Dwors, Craig Walker and I joined the flotilla heading up to La Paz, via the usual stops at Frailes and Mueritos," writes 'Cap'n Rick' Lino of the Marina del Rey-based Catalina 445. After staying two weeks at Marina Palmira waiting for Northerners to blow through, they headed north to Puerto Escondido, visiting several great anchorages along the way.

After securing DG on a mooring, everyone flew home for Christmas. "We returned New Year's Eve (with Steve Hagberg replacing Craig) and retraced our steps back south to Cabo, then headed the boat north for the bash back to Marina del Rey." Adding to the usual bashy conditions, the boat had issues with kelp getting sucked into the engine inlet causing the engine to run hot, and "several mysterious autopilot shutdowns that required hand steering for a day." After consulting with the manufacturer by phone and email ("Raymarine's

Derek Gilbert in the UK was extremely helpful and even mailed a small part needed for the re-



**'Dorothy Gale's "geezer gang" (l to r) Chuck, Cap'n Rick and Steve. Inset: "It's alive!" Steve with the autopilot after successful surgery.**

pair," says Rick), they were able to remedy the problem. At this writing *Dorothy Gale* was at Balboa YC in Newport Beach, about to start the final leg back to MdR. "It has been an adventure!" says Rick.

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**28-FT CHEOY LEE TAI PAN, 1969.** At Oakland Yacht Club. \$8,000/obo. Good sails, furling jib, spare jib, fiberglass hull. Great 2 GMF Yanmar diesel. New prop and running gear. New lines. Very pretty Bay boat. Photos on request. (510) 846-4646 or [mr.jamescarroll@gmail.com](mailto:mr.jamescarroll@gmail.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](mailto:kjwilson8806@aol.com).

**28-FT COLUMBIA, 1968.** Sausalito, CA. \$2,700. \$12,000 invested in the last 4 years. 4-stroke 2006 Honda 9.9hp OB, extra-long shaft, 120 hrs, electric start, up and down bracket. New sails, rigging and more. Leave message. (415) 470-9503.



**27-FT CATALINA, 1976.** Sausalito. \$7,500. Being sold from an estate sale. Beautiful condition inside and out thanks to care and high-end upgrades of her late owner. Sailed only a handful of times in 9 years. Near-completed restoration. New: instrumentation, boom, running rigging, jib furler, batteries, VHF. 15hp Mercury OB (electric start) in perfect condition. Never used Mylar main and jib (North). Alcohol stove, microwave. She's a good thing. Email [alanjspector@gmail.com](mailto:alanjspector@gmail.com).

**25-FT CATALINA, 1977.** Rocklin, CA. \$3,000. Catalina 25 swing keel with EZ Load trailer. 3 sails, needs work. (916) 316-6260 or [Loulistamc@yahoo.com](mailto:Loulistamc@yahoo.com).



**26-FT CHRYSLER, 1979.** Alameda. \$7,000. REDUCED! 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://Zephyr-sailboat.squarespace.com>. Contact [Westwinds@gmail.com](mailto:Westwinds@gmail.com) or (408) 229-3135.

**26-FT BALBOA, 1976.** Nevada City, CA. \$4,000/obo. Trailerable. 3yr old Tohatsu 9.8hp, 2 fuel tanks push-button start. Charges up battery. Porta-Potti, autopilot, electric and manual bilge pumps, two-burner propane stove. (530) 265-4426 or [thomas\\_poppleton@sbcglobal.net](mailto:thomas_poppleton@sbcglobal.net).



**27-FT CATALINA 270 FIN KEEL, 1994.** Alameda. \$23,400. Great Bay sailing and overnighting. Wheel helm, roomy cockpit with rail seats, two-burner stove, hot pressured water. New dodger with covers. Inboard Perkins 18 in great shape. No brokers please. See <http://tinyurl.com/s7fc457>. Contact (650) 740-5964 or [8sailors@gmail.com](mailto:8sailors@gmail.com).

## 29 TO 31 FEET



**OLSON 30, 1981.** Alameda Marina. \$12,000. Clean, dry-sailed boat on licensed road trailer. Race-rigged with four jibs, two spinnakers, 2018 standing rigging, VHF radio, LED tricolor, 2.3hp OB, safety gear. Sailed 2018 R2AK with pedal drive, carbon sweeps and 140 watts solar. (510) 658-8806 or [lnolsen@comcast.net](mailto:lnolsen@comcast.net).

**30-FT CATALINA, 1983.** Brickyard Cove Marina, Pt. Richmond, CA. \$15,000. *Final Call*, at Brickyard Cove. Engine/sails in perfect condition. Spotless interior. Call (530) 446-6188 or (415) 518-3590.



**WYLIECAT 30, 2007.** Kawaihae, HI. \$75,000. REDUCED PRICE! Over \$30k invested in the last year, + \$8.5K for new engine (installed Feb. 2018). Vacuum-bagged hull and deck 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. This is certainly one of the nicest Wyliecat 30's out there! Maintenance logbook and additional photos upon request. Contact (808) 895-0480 or (808) 495-5511 or [tim@valleymaritime.net](mailto:tim@valleymaritime.net).

**31-FT SEA EAGLE, 1979.** Long Beach, CA. \$55,000/obo. Fewer than 10 built, very rare. Perfect couples' cruiser, Long Beach sistership circumnavigated singlehanded. Airex cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. (323) 656-5176 or [hholmes323@gmail.com](mailto:hholmes323@gmail.com).



**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).



**29-FT HERRESHOFF H-28 KETCH.** 1961. Marina Village, Alameda. \$9,000/obo. Ballast-up restoration 2015: new floors, frames, sole, hull, fasteners, cockpit, rebuilt Atomic 4 engine, brightwork, wiring and batteries. Complete maintenance history available. (510) 501-9207 or [craigsothard1@gmail.com](mailto:craigsothard1@gmail.com).



**30-FT CATALINA, 1978.** Stockton. \$10,000. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.



**YANKEE 30 MK I, 1971.** Tiburon, CA. Price reduced! You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. See website: <http://yankee30.net>.

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## 32 TO 35 FEET

**32-FT DREADNOUGHT TAHITI KETCH.** Napa Marina Shipyard. \$16,000/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. 50k value. (562) 899-0774.



**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 Rhwins1060@AOL.com.



**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 dvpscapp@aol.com.



**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.



**35-FT IRWIN 34, 1986.** Alameda. \$20,000. Motivated seller... living out of state now. Deeply discounted so someone can enjoy this coming season. Get in now for winter racing, spring and summer fun, liveaboard? Opportunity to steal a great ride! Further specs at: [www.sailgrisoris.com](http://www.sailgrisoris.com). Contact (510) 864-1373 or cb@sailgrisoris.com.



**32-FT MARINER KETCH.** Tiburon, CA. \$24,000. By Clair Oberly. Impeccably maintained with rigging and fittings built well over spec. Recently overhauled rigging, new sails and new windows. Roller-furling genny, Yanmar 3GM 30F diesel, aluminum masts, Edson worm gear steering. Inflatable with 5hp Nissan. Brightwork has been professionally maintained. A classic in well outstanding condition. LWL: 25'. Draft: 3'8". Beam: 9'9". Contact Eric. (415) 786-6146, cell or pundit@mac.com.



**33-FT SAN JUAN, 1982.** Alameda. \$5,000. Yanmar G-10 single runs well. New head and injector 4 years ago. Transmission works but needs a new seal. Bilge pump and switch new last year. Comes with, VHF radio, AM/FM stereo, 2 jibs, 2 spinnakers, mainsail is old. Needs some TLC. Bow pulpit was taken off in a race last year. We can make a new one for \$500. Needs bottom paint. (510) 435-5609 or mbberrndt09@gmail.com.

## 36 TO 39 FEET

**39-FT FREYA, CANDIDE, 1978.** Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



**CAL 36, 1967.** La Paz. \$44,000. Classic fast passagemaker. Lovingly maintained, refit and 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](mailto:svlaiholokai@gmail.com).



**WATKINS 36 CENTER COCKPIT.** 1981. San Francisco. \$36,000. US rare center-cockpit cruiser, all basics to go. 2nd owner. Lived aboard last 6 years. Must see at location. The *Bay Bounty*, name of boat = awesome. Contact (415) 244-0167 or [tgrrill67@gmail.com](mailto:tgrrill67@gmail.com).



**38-FT HINTERHOLLER NIAGARA-35.** 1980. Grand Marina, Alameda, CA. \$42,000. S/V *Gambit*. Equipped for offshore. Volvo, Saildrive, nav computer, lazy jacks, solar panel, watermaker, composting head, refrigerator and more. For sale "as-is". Contact (925) 202-9092 or [schoonerbk@gmail.com](mailto:schoonerbk@gmail.com).



**38-FT 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](mailto:IngridRose38@yahoo.com).



**37-FT CREALOCK.** Monterey, CA. \$37,000. This is a custom-fitted cruising consultant's hull. Will consider trade or barter for similar value land, home, car, truck, RV, etc. Photos and equipment on website: <http://tinyurl.com/so7kdrn>. (831) 234-4892 or [cher\\_d1@yahoo.com](mailto:cher_d1@yahoo.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](mailto:brillig3@gmail.com).



**L-36, 1958.** Berkeley. \$15,000. Designed by Lapworth. *Eventide* is a well maintained and actively sailed classic racer/cruiser with a comfortable, sunny interior. Nice liveaboard space, huge V-berth. Fast! Raced 2019 Master Mariners and many more. 2 owners since 1975. Hull is mahogany strip-plank edge-nailed and permanently glued, no seams to maintain or caulk. Major professional repair in 2011. 2017 survey available. Reliable Gray Marine gas engine. Alpha 3000 autopilot. Lots of sails. (415) 271-0647 or [gregmilano@hotmail.com](mailto:gregmilano@hotmail.com).



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**36-FT ISLANDER, 1978.** Alameda. \$39,500. Bristol condition. Perfect family cruiser/racer. Perkins 4-108 diesel. New MFD and AIS. Autopilot. EPIRB. AGM batteries. Windlass. New cushions. CNG stove. Fridge. 11-ft Achilles dinghy, 9.9hp Tohatsu. 2016 Nationals Champ. See <http://tnork9.wixsite.com/i36-zenith>. (925) 788-7910 or [bnorkusa@gmail.com](mailto:bnorkusa@gmail.com).



**37-FT TAYANA SLOOP, 1976.** Ventura West Marina. \$35,000. New 50hp Yanmar 100hrs. Stainless steel bowsprit. Two cabins with doors: V-berth and captain's berth. New stove/oven. Fuel polishing dual-Racor system. Hard-to-Top dodger. (661) 619-8808 or [rhughes@csub.edu](mailto:rhughes@csub.edu).



**36-FT PEARSON 365 KETCH, 1981.** Emery Cove Yacht Harbor. \$42,500. Classic 36-ft ketch in great condition. Meticulously maintained and upgraded for offshore cruising. Epoxy barrier coat (2016), dual Racors with custom remote bleed pump, new transmission and prop (2017), solar, watermaker, dual Raymarine chartplotters, AIS Class B, radar, SSB with Bluetooth Pactor modem, Doyle bluewater sails (2016), spinnaker, staysail, whisker pole on rail car, Rocna with 350 ft. rode, Viking liferaft (2017), custom offshore dodger (2016), 10-ft RIB, 4hp Yamaha, BBQ with external 6# tank, custom 5 1/2" pillow-top latex mattress (2015), cabin heater, full galley, head with separate shower, LED lights throughout. Additional cruising gear available. See <http://tinyurl.com/vahne5> or (916) 801-1397.



**37-FT GULFSTAR AFT COCKPIT, 1977.** Pier 32 Marina, San Diego, CA. \$34,000. 12 years of cruising the Sea of Cortez and mainland Mexico, now back in the US and ready for another adventure. Recent refit includes B&G radar, Octopus autopilot, new batteries, Victron solar, Balmar ARS-5, dodger canvas and more. Strong, safe and comfortable cruiser in great condition. See more at <http://gulfstar37forsale.blogspot.com>. Email [gulfstar37forsale@yahoo.com](mailto:gulfstar37forsale@yahoo.com).



**37-FT RAFIKI, 1975.** Napa Valley Marina. \$49,900. Cruise-ready! Solar, SSB, AIS, windvane, Rocna, inverter, diesel heater, fridge/freezer, solid rigging, tender, Honda OB. New: 2014 Beta 37hp, shaft, prop, 200' chain, wiring, genoa/staysail, upholstery/cushions, plumbing. (831) 402-9069 or [heidyg28@gmail.com](mailto:heidyg28@gmail.com).



**37-FT DUTCH-BUILT STEEL SLOOP.** 2005. Puerto Vallarta, Mexico. \$22,000. Beautiful! 37' monitor, 5 solar panels, 3, AID, autopilot, freezer, fully batt, anchor windlass, 6hp Mercury. Survey on request. Boat is fully insured. Wonderful cruise-ready 36.5-ft cruiser. Ready for your inspection.

**39-FT FREEDOM EXPRESS, 1983.** Alameda, CA. \$32,000. Freedoms were designed for sailing ease. The Express is fast, stable and a great liveaboard. Read about Freedoms in Ferenc Mate's *World's Best Sailboats* (Vol I). See [www.ketch-22.com/4Sale.html](http://www.ketch-22.com/4Sale.html). (928) 554-1877 or [ketch22@gmail.com](mailto:ketch22@gmail.com).



**37-FT CHERUBINI-HUNTER CUTTER.** 1983. Ballena Isle Marina, Alameda. \$18,000/obo. Well maintained cruiser/liveaboard. Loaded: watermaker, SSB, 2 autopilots, Achilles dinghy w/davits, Tigres electric windlass, lazy jacks, VHF, Furuno radar, fridge/freezer, Force 10 stove/oven, Freedom chgr/inverter, new prop shaft, etc. Hull dived every 3 months w/receipts and divers' reports. Manuals for all equipment, including shop repair manual for 30hp Yanmar w/2500hrs. Must sell fast. Just bought trawler. Contact (415) 271-2051 or (415) 307-8815 or [dbegonia@gmail.com](mailto:dbegonia@gmail.com).

**36-FT HERRESHOFF NEREIA, 1978.** San Diego. \$29,000. Beautiful and fast. L. Francis Herreshoff design. Recent haulout with new paint on topsides and bottom. Very clean with newer sails. Autopilot tied to radar, GPS and maps. Good racer! Contact (619) 818-3579 or [whall@ambientcommunities.com](mailto:whall@ambientcommunities.com).

## 40 TO 50 FEET



**49-FT JEANNEAU SUN ODYSSEY.** 2004. Grenada. \$190,000/obo. Circumnavigation-ready bluewater cruiser. Dual helm. Twin headsails. 3 cabins, 2 heads. USCG documented. ARC'd Atlantic 2017. \$90k refit. 4kW genset, watermaker, washing machine, air cond, 600W solar, bow thruster, new rigging, davits, copper coat bottom, folding prop w/ rope cutter. Power main winch. Many upgrades 2019. Fully stocked with everything you need for a cruise with kids or couple. See <http://bit.ly/Jeanneau2004>. (408) 634-3830 or [mailbag411-sailboat@yahoo.com](mailto:mailbag411-sailboat@yahoo.com).

**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).



**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>. (805) 320-8523 or [Windblown13@outlook.com](mailto:Windblown13@outlook.com).



**48-FT TAYANA DS, 2002.** Puerto Vallarta, Mexico. \$295,000. The nicest Tayana 48 DS on the market. Priced below recent survey value. Highly maintained. Many upgrades and cruise-loaded. Turnkey ready. Easily sailed by a couple. Cruise Mexico now and start your adventures. Yanmar 75hp diesel, 1645hrs. Custom hard dodger and full cockpit enclosure w/ window coverings. 2 cabin, 2 head, gen set, air/heat, watermaker, full electronics, AIS, autopilot, boom furling, furling fore-sails, spinnaker, electric winches. Sails & rigging all inspected, dinghy, davits, OB. ShadeTree awning, lots of spares. Maintenance and meticulous records kept. The boat shows like new. Private dock in Puerto Vallarta, Mexico. Shown by appointment. Orientation of vessel and systems available. (360) 201-2459 or [ebessinger@candeexcavating.com](mailto:ebessinger@candeexcavating.com).



**42-FT CATALINA, 1992.** Marina Bay, Richmond, CA. \$79,500. Very clean and maintained 2-cabin Pullman berth model. Radar, chartplotter, autopilot, VHF, Icom HF, dodger, bimini, TV, VCR, stereo, lazy jacks, custom main reefing system, furling jib, self-tailing winches, power main winch, dinghy and OB. (530) 941-6794 or [davidhammer45@gmail.com](mailto:davidhammer45@gmail.com).



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**44-FT ISLANDER, 1967.** Kauai-Nawiliwili. \$49,500. Strong, fast, seakindly, offshore-capable and continually upgraded. Well maintained, long list of improvements. Excellent performance, set up for short-handed sailing, totally self-sufficient. Includes: Doyle sails, Perkins diesel, Hydrovane windvane, 24 GPH watermaker, solar panels, charger, inverter, autopilot, radar, chartplotter. This sailboat is super-capable, fun and easy to sail. (808) 230-4572 or islandersloop@yahoo.com.



**C&C 44, 1987.** Paradise Cay, Tiburon. \$109,000. **PRICE REDUCED!** 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.

**CAL 43, 1970.** Ensenada, Baja, CA. \$37,000. A smaller version of Cal 48. PHRF 108 trophyed racer, veteran cruiser. Fast and comfortable. New gel coat and Sunbrella cockpit enclosure 2015, lots of storage, many sails in very good condition, Yanmar 3-cyl turbo diesel, Spectra watermaker, Isotherm refrig/freezer, custom woodwork in salon, articulated solar panels with Xantrex 2kW, sine wave charger/inverter and much more. Contact for more information. (831) 332-0920 or svcricket@hotmail.com.



**44-FT CATALINA-MORGAN 440, 2006.** Mazatlan, Mexico. S/V *Cuba Libre 3* is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez cruising or Pacific Puddle Jump. Email sailcub@yahoo.com.



**40-FT PEARSON, 1979.** San Carlos, Sonora, MX. \$36,000/obo. Start your cruising life in the Sea of Cortez. Flush deck, swing keel, Westerbeke 37hp, cruiser equipped. Well maintained with upgrades. 10' Achilles, 10hp OB, many extras included. Email ceilidh4sale@gmail.com.

## CLASSIC BOATS



**18-FT GAFF SLOOP, 1936.** SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.

## MULTIHULLS



**38-FT CROSS TRIMARAN.** Custom design, 1990. San Rafael. \$48,000. Professionally built by Lost River Marine. All epoxy, composite hulls, 4 sails. A really solid and beautiful all seas boat. Perkins M30 diesel. Must see. (707) 246-3719 or pfoy.arts@gmail.com.

**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, (808) 375-9266 or pgoodman@oahutravelinc.com.



**55-FT TRIMARAN.** Horstman-inspired, 1989. Panama City, Panama. \$90,000/obo. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furlled genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor (?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935, (775) 782-7035 or bsseevers@msn.com.

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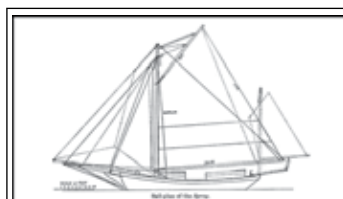


**53-FT GRAND BANKS.** Alaskan Pilot-house, 1974. Bremerton, WA. \$369,500. Pilot-house w/flybridge. Recently overhauled and updated. Twin John Deere 6404 diesels, completely rebuilt, only 55hrs. New Magnum Energy inverter/charger, new house batteries, newer genset, Webasto heater, bow thruster, diesel fireplace, new Bosch washer/dryer, Nobeltec navigation, C-MAP backup nav, dual VHF's, radar, depthsounders, digital tachs, autopilot. Master stbm w/ queen walk-around, en suite head w/ shower and tub. Forward V-berth w/ adjacent head, private captain's quarters in wheelhouse. New exterior paint, needed hull planking replaced. Fully enclosed canvas, new brightwork, newly finished teak. And more... Owners are motivated, reasonable offers encouraged. See <http://singingseas.com>. Contact (253) 389-1116 or sunshinesveggies@gmail.com.



**41-FT LAUWERSMEER 12.50 AK, 1986.** Corre, France. \$150,000. Steel Dutch cruiser. Classic, well maintained, twin diesel engines. Fully outfitted, designed/ready for the canals and rivers of Europe. Pictures and complete details available. Located in Central France. See [www.thorntonsjm.net](http://www.thorntonsjm.net). Contact (425) 495-6937 or Joelsails@gmail.com.

## PARTNERSHIPS



**REPLICA OF JOSHUA SLOCOM'S SPRAY.** Watsonville, CA. The owner/builder of this replica of the *Spray* is interested in finding a partner who can refurbish and rig the boat. The owner will pay for all the improvements and will only be interested in using the boat occasionally. The rest of the time, you will have complete access to the boat. This is a great opportunity for a nautical history buff. (831) 247-4740, (831) 419-8500 or donnarnramos@me.com.

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## WANTED

**SEEKING END TIE.** For 52-ft catamaran. Prefer Sausalito area. Owner of 52-ft catamaran, with 29' beam seeks long-term end tie in North Bay. Possibly a homeowner with dock who wishes to supplement income. Email [captainwalt@sonic.net](mailto:captainwalt@sonic.net).

## GEAR

**37 HP MARINE DIESEL.** Alameda. \$2,900. 1985 Nanni Kubota 37hp four-cylinder diesel. Starts easily and runs very well. Engine currently in boat and will be available at H&M Marine Services in Sausalito in April. Email [balfany@gmail.com](mailto:balfany@gmail.com).

**CARBON MAST SECTION.** Anacortes, WA. \$10,000/obo. Carbon fiber mast for boats between 34'-38' and approx 11,000lbs displacement. 2 sets of swept-back spreaders, fractional jib, masthead spinnakers. Measurements: Overall length-55', I-46.0, P-44.3, ISP approximately 47.5. Contact (206) 399-7040 or [jackanaka@gmail.com](mailto:jackanaka@gmail.com).

## MISCELLANEOUS



**MARITIME FLEA MARKET.** Galilee Harbor, Sausalito. Saturday, April 4, 8 a.m. - 2 p.m. Treasures & Deals / Food & Drinks. 300 Napa Street, Sausalito, CA, just north of Dunphy Park. Vendors' spaces: \$30. Reserve at: (415) 332-8554 or [galileeharbor@gmail.com](mailto:galileeharbor@gmail.com).



**LOST DOG. HERE ACE!** This is Ace, he went missing from my Catalina 400. I'm trying to track down this spinnaker featuring my dog Ace for sentimental reasons. It was sold with my boat back in the 1990s. If you know anything about its whereabouts, please contact Susan Ellison at [captainsusanellison@gmail.com](mailto:captainsusanellison@gmail.com).

## CLUBS & MEMBERSHIPS

**CLUB NAUTIQUE PASSAGEMAKER.** Membership. Sausalito, CA. \$3,875. Sausalito and Alameda. \$3,875. \$625 discount. I pay transfer fees. Learn to sail SF Bay and offshore. All US Sailing certification courses. Charter discounts. Offshore sailing gear included. (916) 308-1858 or [brianmaker21@gmail.com](mailto:brianmaker21@gmail.com).



## NON-PROFIT

**ABOUT BOATING SAFELY.** Treasure Island Yacht Club. \$35. USCG AUXILIARY offers basic boating class providing foundation for boating safely. Qualifies students for the CA Boating Card. Saturday, March 21, 8:30 a.m. - 5:00 p.m. Email [fso-pe@flotilla17.org](mailto:fso-pe@flotilla17.org).

## BERTHS & SLIPS

**SLIP AVAILABLE.** San Francisco. \$650. Slip available in South Beach Harbor. Must have your own boat, 34' maximum length, narrow beam preferred. Slip is in great location, very close to Oracle Park, as well as many good restaurants. \$650/month, utilities and parking pass included. Email [southbeachslip@gmail.com](mailto:southbeachslip@gmail.com).

**80-FT SLIP HEART OF THE CITY.** Pier 39 D, end tie, leeward side. San Francisco. Big boat slip, sail, deep draft or power, multihull or mono, easy access, 80-ft, Pier 39 D, the entire end tie. For rent or sale, keep your big boat here. Always have fun. 6 months or much longer. Call Steve. (415) 694-1763 or [steveshidler@gmail.com](mailto:steveshidler@gmail.com).

**100-FT+ MOORAGE LEASE, PIER 39.** Fisherman's Wharf, F Dock, Waterfront. \$74,000. Lease good until 2034. The slip combines a 50-ft slip and two side ties totaling over 100-ft+ mooring (or opt to keep as 3 slips). It can accommodate a yacht with spacious living quarters. If you enjoy owning a unique location from which it is easy to take day trips around the Bay, or longer tours up and down the coast, this is for you. You will be in walking distance to many attractions this city offers. Should you need parking, the slip includes heavily discounted parking at FW. See <http://vimeo.com/259403770>. Contact (808) 781-1415, (206) 491-4791 or [jacqui@ying.us](mailto:jacqui@ying.us).

**PARADISE CAY DOCK, END TIE.** Up to 50-ft. Tiburon, Paradise Cay. \$11 per linear ft. 100-ft dock. Up to 60-ft available. Dock box, water and shore power. Easy access. Contact (415) 519-4102 or [rwolfson@me.com](mailto:rwolfson@me.com).

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**ADVENTURE SAILING.** In the South Pacific. Come join *Angelique* this summer. Tahiti, Cooks, Fiji, more. See [www.sailingbiz.com](http://www.sailingbiz.com). (707) 953-0434 or [andy@sailingbiz.com](mailto:andy@sailingbiz.com).

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## JOB OPPORTUNITIES

**LATITUDE 38 MARKETING ASSISTANT.** Mill Valley. *Latitude 38* is currently looking for an enthusiastic sailor to work with us full-time as an assistant in marketing, communications and events. This is a full-time job at our offices in Mill Valley. Read the full job description at our website: [www.latitude38.com/job-opportunities](http://www.latitude38.com/job-opportunities). No phone calls, please.

**HALF MOON BAY YACHT CLUB.** Seeks youth sailing instructor. Half Moon Bay, CA. Half Moon Bay Yacht Club is seeking a full-time Youth Sailing Camp Program Manager/Lead Instructor for summer seasons. This position will be full-time (8-5 p.m., M-F) for 9 weeks, beginning June 1 - August 7. Plus, there is a part-time opportunity to develop a winter weekend program. Position entails: Manage oversight and scheduling of all youth sailing instructors. Leading as senior on-the-water instructor. Curriculum review / development. Liaison with parents. Chief safety lead for all sailing camp activities. Position requirements: Certified US Sailing or ASA Sailing Instructor preferred. Previous experience as a youth sailing instructor. Background check and fingerprinting required. See more info at [www.hmbyc.org](http://www.hmbyc.org). Contact (415) 609-5115 or [rcommodore@hmbyc.org](mailto:rcommodore@hmbyc.org).



**LICENSED CAPTAIN WANTED.** With towing endorsement for TowBoatUS./ Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. See <http://vesselassistsanfrancisco.com>. Contact [Philipdelano@gmail.com](mailto:Philipdelano@gmail.com) or (925) 382-4422.

**JOIN OUR TEAM OF INSTRUCTORS!** Redwood City Marina. Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. See [www.spinnakersailing.com](http://www.spinnakersailing.com). Please contact Rich or Bob by phone or email. (650) 363-1390 or [office@spinnakersailing.com](mailto:office@spinnakersailing.com).

**CAPTAINS!** San Francisco Water Taxi is expanding and looking for entry level to semi-retired captains to run our iconic yellow boats along the city waterfront. Minimum requirement Masters 25-ton. (408) 621-6405 or [Sfwatertaxi@yahoo.com](mailto:Sfwatertaxi@yahoo.com).

**INSTRUCTORS WANTED.** Alameda & Sausalito. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. See [www.clubnautique.net](http://www.clubnautique.net). Contact Joe Brandt. (510) 865-4700 or [joebrandt990@gmail.com](mailto:joebrandt990@gmail.com).

**TREASURE ISLAND SAILING CENTER.** SEEKS: Sailing coaches for social racing league, keelboat and dinghy. Experienced sailors please apply. Competitive pay and use of our fleet. Equal Opportunity Employer. Background check required. Send CV. Work starts in March. Training provided. Weekends. info@tisailing.org.

**CHARTER CAPTAINS.** San Francisco, Pier 39 Marina. San Francisco Sailing Company is a Sailboat Charter Service and Sailing Tour Company. Our charter captains operate USCG-inspected passenger and uninspected 6-passenger sailboats on San Francisco Bay. Full-time and part-time positions available. Requirements for charter captains include: superior sailing and boat-handling abilities, excellent communication skills, professional attitude and a USCG captain's license 50-Ton or greater with sailing endorsement. To apply, email your cover letter and résumé to: Sailing@SailSF.com. (415) 378-4887.

**SF BOATWORKS IS HIRING.** San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your résumés to: info@sfbboatworks.com.



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**EXPERIENCED YACHT BROKER/ Salesperson** needed. Alameda, CA. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA, office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. See <http://rubiconyachts.com>. Contact owner/broker Mark Miner at mark@rubiconyachts.com.

**CAPTAINS & CREW.** SF Bay. Rendezvous Charters is hiring. P/T or F/T, mid-week/weekend shifts available on the 90 pax *Bay Lady* and 25 pax *Yukon Jack*. Build sea time! \$25/hr+ tips for qualified captains. Email résumé to staff@spinnaker-sailing.com or call (415) 543-7333. See more information at [www.spinnaker-sailing.com](http://www.spinnaker-sailing.com).

**LICENSED RIB BOAT CAPTAIN.** Pier 39, San Francisco. Licensed Captain wanted for 28-ft RIB, *Bay Voyager*. The success of our company, rated #1 Boat Tour in San Francisco (TripAdvisor), relies upon a gold standard of customer service, safety, enthusiasm and knowledge of local maritime history. Job includes narration/interaction with guests. 2-5 years diverse maritime work experience. Previous RIB experience, other languages a plus. Part-time/flexible. See <http://bayvoyager.com>. Email résumé, short cover letter to charles@bayvoyager.com. (510) 612-1251.

**GET PAID TO SAIL.** OCSC is one of the most successful and respected sailing schools in the US, serving Bay Area sailors for 40 years from their Berkeley Marina campus. Full-time and part-time instructor positions are available. Classes are offered 7 days a week, 50 weeks of the year. Instructors have the opportunity to gain a special Restricted Operator License with a greatly reduced sea time requirement. OCSC assists instructors in obtaining the standard OUPV or Masters license. OCSC provides assistance and subsidy in obtaining US Sailing Instructor certifications. Qualified instructors have an opportunity to access OCSC boats and benefits program. For more information or to discuss the possibilities, contact Head of Instruction, Trevor Steel. (510) 843-4200, ext. 117 or [trevor@ocsc.com](mailto:trevor@ocsc.com).

**BOATYARD OFFICE ADMINISTRATOR.** KKMI Sausalito is looking for a full-time boatyard office administrator. Position focuses on excellent communication, scheduling, detail-oriented invoicing, using Microsoft Office, ability to quickly learn and juggle. Candidates should enjoy a fast-paced environment and confidently speaking about boats. For more info please contact us at HR@kkmi.com.

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"Based on feedback from many of the more than 10,000 sailors who have done the Ha-Ha, the two biggest reasons to do the event are: First, it gave them a definite day on which to cast off. "We'd have still been in San Diego years later if we hadn't committed ourselves to the Ha-Ha start," is a common sentiment we've heard. And second, the lifetime friendships that are formed. It might seem hard to believe you can develop lifetime friendships over the course of a two-week shared adventure, but based on what Ha-Ha vets have told us, it happens all the time.

There are other reasons, too: A grand send-off from Mexican dignitaries and authorities; the high probability of 750-miles of mild downwind sailing conditions; seven major social events including two beach parties, the world-famous Turtle Bay' baseball' game, and the surreal rock 'n roll party at Bahia Santa Maria; daily roll calls and weather reports; discounts from marine vendors and some marinas in Mexico; free sail repair along the way; fleet advice and sometimes hands-on help with engines, radios, rigs and other problems post Ha-Ha welcome parties in La Paz and La Cruz, and so much more. With the Ha-Ha it's even possible to pre check-in to Mexico.

The Ha-Ha, of course, is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at fun and funky Turtle Bay and spectacular Bahia Santa Maria. But since the Ha-Ha's goal is to facilitate members of the fleet having fun rather than telling them what to do, some boats have also stopped at Punta Colnett, Isla Guadalupe, Cedros Island, the Benitos Islands, and Mag Bay.

This year's event starts with the Kick-Off costume party at the West Marine store in San Diego on November 1, and ends with the awards party in Cabo on November 14.

The Ha-Ha has two big advantages over other outstanding West Coast long-distance events such as the Pacific Cup, the Singlehanded TransPac, and TransPac: You get to stop every couple of days for R&R and interacting with the rest of the fleet, and the entry fee is about one-quarter of the other events.

For details, see [www.baja-haha.com](http://www.baja-haha.com), which is currently being updated for the 2020 event. Entries will be accepted starting on May 8."

— Richard Spindler, founder and owner of *Latitude 38* for 40 years, and Grand Poobah of the Ha-Ha for all 27 years.



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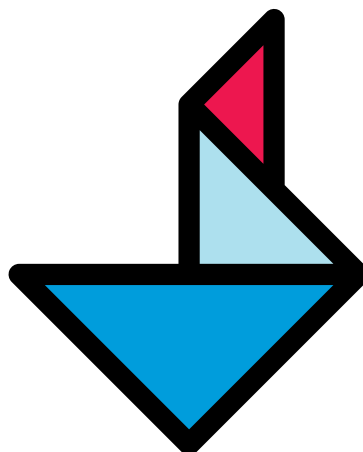
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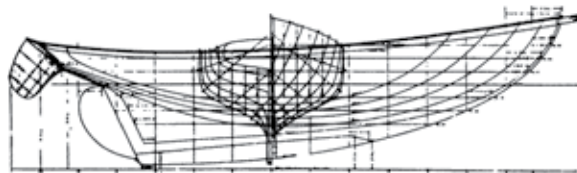


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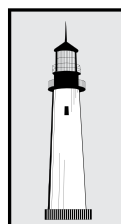
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**42' HINCKLEY SOU'WESTER CENTERBOARD SLOOP, 1983**  
Perfect example of a beautiful Hinckley design and exquisite workmanship. \$700,000 spent on her since 2011. Potentially transferable Sausalito YH slip. **\$249,000**

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**39' VALIANT CUTTER-RIGGED SLOOP 1997**  
Late model Valiant is well equipped, much custom work and shows BRISTOL inside and out. This vessel really must be seen, all the functionality of a Valiant 42 for WAY less! **\$185,000**

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**43' C&C, 1973/2010**  
Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk. **\$128,000**

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**GRAND BANKS, 1977**  
Classic GB trawler, fiberglass with twin diesels. Also well priced and lying in a potentially transferable downtown Sausalito slip. **\$54,000**

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**TWO 27' NOR'SEAS, 1990 AND 2000** Both are late model, never cruised examples in excellent shape with gleaming brightwork and low time on engines. Well equipped with chartplotter/radar, windvane, full batten mainsail **\$44,000 AND \$54,000**

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**41' PERRY, 1983**  
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**

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**BENETEAU OCEANIS 351, 1994**  
Very popular Beneteau that was repowered in 2011 and shows very nicely inside and out **\$49,000**

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**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**

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**C&C 41, 1988**  
Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$44,500**

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**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**

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**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**

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**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

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### 2011 Ranger Tugs R-27

Bow and Stern Thrusters, Low Hours, Amazing Pocket Trawler **\$120,000**



### 44' Lagier Steel Cutter

George Buehler Design, New Sails, Complete Refit **\$59,995**



### 39' C&C Landfall Sloop

Excellent San Diego Cruiser, Custom hard dodger, solar panels, radar, SSB **\$39,500**



### Chris Craft 47' Flushdeck Commander

Twin Detroits, Generator, Desirable San Rafael Canal Slip **\$64,500**



### 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**



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Fresh Bottom Job, New Awlgrip, Beauty! **\$27,950**



### 47' Concorde DCMY

Twin Detroit 8v71, Fiberglass hull, Surveyed 2017 **\$44,900**



### 1996 Catalina 36 MKII

Double stateroom under cockpit, wheel steering **\$49,950**



### 33' Albin Nova

Here is your chance to own one of the few Albin Nova's on the West Coast **\$44,995**



### 55' Herreshoff Marco Polo Ketch

Recent Bottom Job, Transferable Liveaboard Slip, Amazing Classic! **\$54,950**



### 35' Ericson Sloop

Newer Electronics, Teak and Holly Sole, Beautifully Appointed **\$30,400**



### 32' Islander Sloop

Bristol Condition - Tons of Charm. Lots of upgrades, must see to appreciate! **\$41,900**



### 36' Islander Sloop

Bristol Condition, Race Ready, New Rigging and Sails **\$42,000**



### 32' Westsail Cutter

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