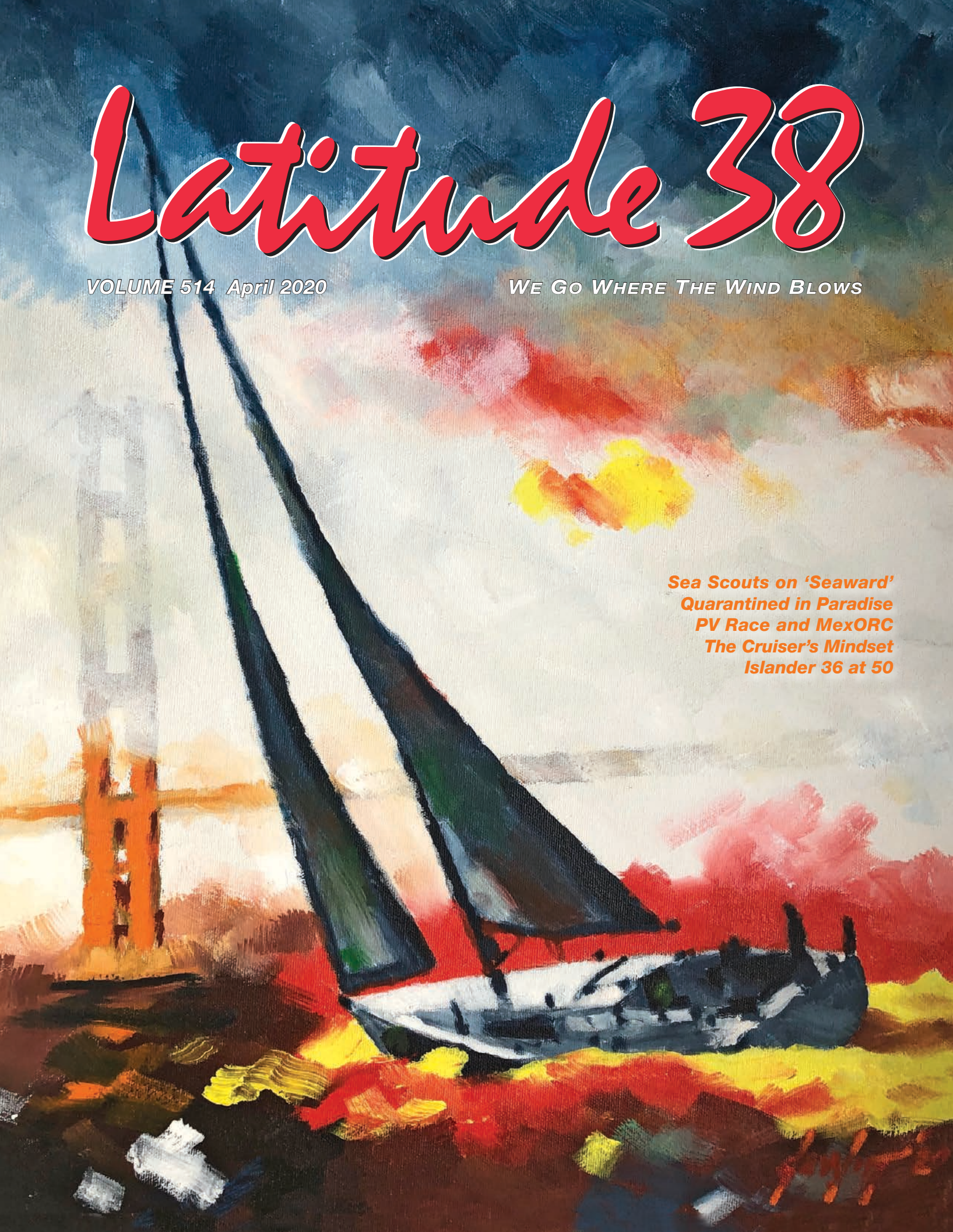


# Latitude 38

VOLUME 514 April 2020

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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!

The breezes were light and variable, the

‘io\*

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:

Jim DeWitt just celebrated his 90th birthday in February. Along the way to becoming such a renowned painter, he was also an accomplished sailmaker, yacht designer and champion sailor. He just painted this cover for *Latitude 38's* April issue.

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Since 1977

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



# Turn This Moment Into A Different Kind Of Moment

It's a rare moment we are experiencing right now, and quite a moment, as we realize that for the first time in human history every human being in the world is sharing the same moment of uncertainty, confusion and upheaval simultaneously.

We are all in the same boat. I read somewhere that China sent medical masks to Italy and wrote on the boxes, "We are waves upon the same sea." No more puns, but we are all together experiencing this unique time in history.

Like everyone else with their COVID-19 messages, we want to reach out and wish you all safe passage through the coming weeks and hope all of you are healthy.

It goes without saying, but I will say it anyway, we have postponed certain April events until we get released. Our online webinars will still be held as scheduled.

In the face of no public events right now, we're cooking up ways to provide you with a bit more fun news than you've been reading, and a new virtual world to bring you some of the joy of what we offer while you're at home. We are going to offer a new way of being together - apart.

The mandate in our county provides for us to engage in outdoor activities as long as we practice social distancing, and do the minimum necessary activities to maintain the value of the business's inventory, ensure security, process payroll and employee benefits, or for related functions. So we are working in limited ways but always available by cell, email and on-line chat.

With these exceptions to our confinement, we are offering these services to feed your boating passion.

## LIVE VIDEO WALKTHROUGHS

Live video walkthroughs on any of our NEW boats in stock. This allows you to direct us to the important features you want to see and ask questions in the moment.

## BOATING CLUB

April 1, is the official launch of our Boating Club, and we are going on-live with video walkthroughs and our complete program offered live. We were planning a special intro price in April and are still planning on having this offer.

If you have any special requests, please reach out! We appreciate the opportunity to bring you more unique ways to expand both our worlds as we navigate this challenging time.

For real, we're all in this together, so stay safe and take care of each other.

Warm Regards,  
Deb Reynolds  
President



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# Latitude 38

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**34' IRWIN CITATION 34 '85** **\$22,500**  
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## CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of March 20. The initial shelter-in-place order issued by several California counties runs through April 7. But the more recent statewide order has no end date, and we expect that many more events will be canceled, postponed or rescheduled.

We ask organizers to please send updates to [calendar@latitude38.com](mailto:calendar@latitude38.com). We'll post changes on the web version of *Calendar* at [www.latitude38.com/calendar](http://www.latitude38.com/calendar).

### Non-Race

**Apr. 4** — Virtual Dockwalker Training for Northern California, online, 10 a.m.-12:45 p.m. Free. RSVP to Vivian, (415) 904-6905 or [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov).

**Apr. 7** — Full moon on a Tuesday.

**Apr. 8** — Passover begins at sunset.

**Apr. 9** — Single Sailors Assn. members' & guests' meeting, BBYC, Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Apr. 12** — Easter.

**Apr. 11-25** — Small Boat Sailing, 9:30 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Note: BAADS sailing is canceled through 4/7. This could be extended. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Apr. 12-26** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Note: BAADS sailing is canceled through 4/7. This could be extended. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Apr. 15** — Tax Day has been postponed until July 15.

**Apr. 16, 1856** — The Declaration of Paris brought the wartime practice of privateering to an end in most Western countries — but not the United States. The US did not agree to the terms until 1861.

**Apr. 16** — Corinthian Speaker Series, CYC, Tiburon, 7 p.m. With Allyn Schafer: 40 Years Captaining on S.F. Bay. Free. RSVP to [speakers@cyg.org](mailto:speakers@cyg.org).

**Apr. 18** — Junior Ranger Day, S.F. Maritime National Historical Park, 9:30-4 p.m. Nautical fun and skill building. Historic ship admission fees waived. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**Apr. 18** — Junior Ranger Day, 1-4 p.m. and Trekking the Bay Model, 1-2 p.m., Sausalito. Bay Model, (415) 332-3871.

**Apr. 18-19** — US Sailing International Offshore Safety at Sea Course with Hands-on Training, King Harbor YC, Redondo Beach. Margie, (310) 614-1445.

**Apr. 18-19, 25-26** — US Sailing Level 1 Instructor Course, Inverness YC. Info, [www.ussailing.org](http://www.ussailing.org).

**Apr. 19** — US Sailing Race Management Seminar, Lake Washington SC, West Sacramento. Info, [www.ussailing.org](http://www.ussailing.org).

**Apr. 22** — Earth Day. "How inappropriate to call this planet Earth when it is clearly Ocean." — Arthur C. Clarke.

**Apr. 22-29** — Wednesday Yachting Luncheon Series, St-FYC, 11:45 a.m.-1:30 p.m. Lunch and a talk each week for about \$25. All YCs' members welcome. Note: StFYC canceled luncheons and all other events through 4/15. This could be extended. Info, [www.stfyc.com](http://www.stfyc.com).

**Apr. 26** — 103rd Opening Day on the Bay. Blessing of the pleasure craft, Raccoon Strait, 10:30-noon; decorated boat parade, S.F. Cityfront, noon-3 p.m. Theme: Bounties of the Bay. PICYA, [www.picya.org](http://www.picya.org).

**Apr. 28** — Racing Rules Seminar, San Diego YC, 6:30-9 p.m. Info, [www.sdyg.org](http://www.sdyg.org).

**Apr. 28** — Sea Otter Conservation & Ecology, Bay Model, Sausalito, 7-9 p.m. With Brent Hughes. Info, (415) 332-3871.

**May 2** — Nautical Swap Meet, Owl Harbor, Isleton, 8 a.m.-noon. Free space and entry. Info, [www.owlharbor.com](http://www.owlharbor.com).

**May 2** — Chantey Sing, aboard *Eureka*, Hyde St. Pier, S.F.,



# ALL TOGETHER NOW

## WE ARE IN UNCHARTED TERRITORY BUT THIS WAS TRUE WHEN SAILORS FIRST EXPLORED THE WORLD.

### **Here's what we know and what we can do:**

Sailing is awesome and, while the boat show is canceled and events postponed sailing is only paused.

This will be a difficult time ahead presenting great challenges for all of us.

At times like this, we pull together to do all we can to help our family, friends, neighbors and community.

People will stay closer to home, connect with family and friends and find relief in the simple things they love. For many, that means sailing.

### **What will we do?**

First, Latitude 38 will continue to provide entertainment, information, and inspira-

tion with all channels at our disposal: print, digital and social.

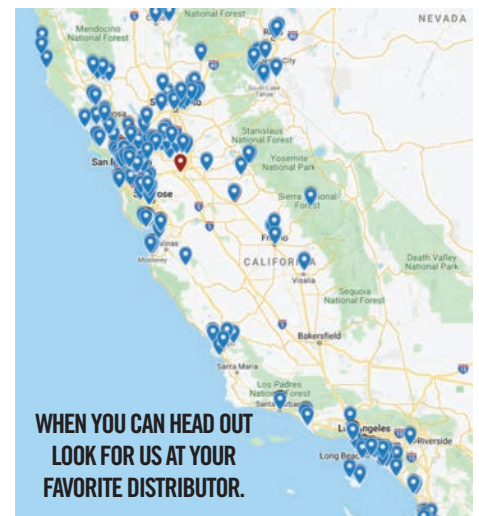
We will continue our efforts to grow participation as circumstances allow.

We're asking our readers to support our sailing community businesses. Call a broker, schedule engine service, get a sail quote or attend the 'virtual boat shows' and online offerings from our customers. This is a pause and not a stop.

### **Spring is here, summer is coming**

We are taking the long view and encourage everyone to look over the horizon towards a bright future for sailing. Our sailing experience is where we've all gained the skills, knowledge, adaptability and perseverance that will help us all weather this storm.

While you enjoy the editorial take a moment to review our advertisers too. Complete list on pages 127 and 128.



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## CALENDAR

8-11 p.m. Free, but RSVP to Peter, (415) 561-7171.

**May 2-3** — US Sailing/Powerboating Safe Powerboat Handling, HMBYC. California Boater Card approved course. Info, [www.nauticalsolutions.org/calendar](http://www.nauticalsolutions.org/calendar).

**May 6** — Singlehanded Transpacific Race Seminar: Weather Routing & Race Strategy, Oakland YC, 7:30 p.m. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**May 7** — Corinthian Speaker Series, 7 p.m., CYC, Tiburon. With author David Helvarg: Changing Course with an Ocean Climate Action Plan. Free. RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**May 7** — US Sailing International Safety at Sea Refresher Course, 8:30 a.m.-5 p.m., SFYC. \$160. Info, [www.sfyf.org](http://www.sfyf.org).

**May 10** — Take Mom sailing.

**May 14** — Single Sailors Association meeting & dinner, BBYC, Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org).

**May 14** — Aquatic Invasive Species Prevention Workshop, Santa Cruz YC, 8:45 a.m.-2:45 p.m. Free. RSVP to Vivian by 5/11, (415) 904-6905 or [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov).

### Racing

**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. 18** — Bullship Race for El Toros, Sausalito to S.F. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 18** — Spring One Design. SCYC, [www.scyc.org](http://www.scyc.org).

**Apr. 18** — Commodore's Cup. BVBC, [www.bvbc.org](http://www.bvbc.org).

**Apr. 18** — Behrens Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Apr. 18-19** — Resin Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Apr. 19** — Club Series Race #1. CYC, [www.cyc.org](http://www.cyc.org).

**Apr. 19** — Baxter Judson Series Race. PresYC, [www.presidiolyachtclub.org](http://www.presidiolyachtclub.org).

**Apr. 19, May 3** — Spring Series on Spring Lake in Santa Rosa. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Apr. 24-26** — Etchells Nationals. SDYC, [www.sdyf.org](http://www.sdyf.org).

**Apr. 24-26** — Kyle C. McArthur Memorial Regatta for disabled sailors, hosted by Coronado YC in San Diego. Info, [www.challengedsailors.org/kmac-2020-race-info.html](http://www.challengedsailors.org/kmac-2020-race-info.html).

**Apr. 25** — Twin Island. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Apr. 25** — Intracub Regatta. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Apr. 25-26** — Anniversary Cup/Commodore's Cup. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Apr. 26** — Cruisers Regatta. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 26** — Singlehanded/Doublehanded Race. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**May 1-3** — Yachting Cup. SDYC, [www.sdyf.org](http://www.sdyf.org).

**May 2** — Spring Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 2** — North Bay Series. VYC, [www.vyc.org](http://www.vyc.org).

**May 2** — Cinco de Mayo Race. TYC, [www.tyc.org](http://www.tyc.org).

**May 2** — Frank Ballentine Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**May 2-3** — Elite Keel. SFYC, [www.sfyf.org](http://www.sfyf.org).

**May 8-9** — USMRC Qualifier. StFYC, [www.stfyf.com](http://www.stfyf.com).

**May 9** — YRA Summer Series. Info, [www.yra.org](http://www.yra.org).

**May 9** — Flight of the Bulls for El Toros, Foster City. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**May 9** — Yesteryear Regatta in San Diego. Ancient Mariners Sailing Society, [www.amss.us](http://www.amss.us).

**May 9** — Mercury NorCal Series. EYC, [www.encinal.org](http://www.encinal.org).

**May 9** — Interclub Long Race. Info, [www.jibeset.net](http://www.jibeset.net).

**May 9** — Club Laser Championship in Monterey. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 9** — Summer Series. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

### Beer Can Series

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## CALENDAR

or [www.bbyc.org](http://www.bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness, Spring: 4/20, 5/4, 5/18, 5/25, 6/8, 6/15. Info, [www.bvbc.org](http://www.bvbc.org).

**BENICIA YC** — Thursday Nights: 4/9-9/24. Dan, (707) 319-5706 or [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**BERKELEY YC** — Friday Night Races: 4/10-9/25. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

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

**CORINTHIAN YC** — Every Friday night: 4/10-8/28. Info, (415) 435-4771 or [www.cyc.org/racing](http://www.cyc.org/racing).

**COYOTE POINT YC** — Sunset Sails, every Wednesday night: 4/8-10/14. Info, (650) 347-6730 or [www.cpyc.com](http://www.cpyc.com).

**ENCINAL YC** — Spring Twilight Series, Friday nights: 4/10, 4/24, 5/8, 5/22, 6/12. Info, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Friday nights: 4/24, 5/8, 5/22, 6/5, 6/19, 7/10, 7/24, 8/7, 8/21, 8/28. Charles, [raceoffice@ggyc.com](mailto:raceoffice@ggyc.com) or [www.ggyc.com](http://www.ggyc.com).

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

**LAKE WASHINGTON SC** — Every Thursday night May-August. Mark, [owing78@yahoo.com](mailto:owing78@yahoo.com) or [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Every Thursday night May-September. Dennis, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org) or (209) 722-1947.

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night: 5/6-10/7. Info, [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Sweet 16 Series, every Wednesday night: 4/29-9/9. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Every Wednesday night: 4/1-9/30. Eric, (510) 388-6022 or [www.richmondyc.org](http://www.richmondyc.org).

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

**SANTA CRUZ HARBOR** — Wednesday night races: 4/8-10/28. Info, [www.santacruzharbor.org/events](http://www.santacruzharbor.org/events).

**SAUSALITO YC** — Spring Sunset Series, Tuesday nights: 5/5, 5/19, 6/2, 6/16. Mark, (914) 522-2483, [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org) or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Sunset Series, Wednesday nights: 4/15-10/7. Tom, (408) 718-7977 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SIERRA POINT YC** — Tuesday night series: 5/5-8/25. Dylan, (805) 451-7591 or [www.spyc.clubexpress.com](http://www.spyc.clubexpress.com).

**SOUTH BEACH YC** — Friday Night Series: 4/17, 4/24, 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**SOUTH LAKE TAHOE WINDJAMMERS YC** — Wednesday night series: 5/13-10/7. Steve, [www.sltwyc.com](http://www.sltwyc.com).

**ST. FRANCIS YC** — Thursday Night Kites: 4/16, 4/30, 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/20, 9/3, 9/10, 9/24. Windsurf Friday nights, Course Races: 4/24, 5/22, 6/19, 7/31, 8/28, 9/25; Slalom: 5/8, 6/5, 7/17, 8/14, 9/11. Info, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**STOCKTON SC** — Every Wednesday night: 6/3-8/26. Info, (209) 951-5600 or [www.stocktonsc.org](http://www.stocktonsc.org).

**TIBURON YC** — Every Friday night: 5/15-9/4. Mariellen, (415) 606-2675 or [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Wednesday nights TBD. Mark, (916) 835-2613 or [www.vyc.org](http://www.vyc.org).

### In the Tropics

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

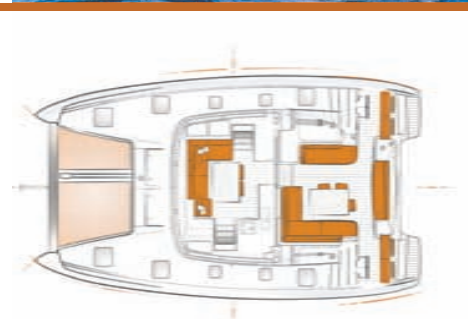


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## CALENDAR

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

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

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

**May 29-June 2** — Baja Seawind Rally, Puerto Escondido. West Coast Multihulls, [www.charter-catamaran.com](http://www.charter-catamaran.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 Kaneohe Bay, 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 Race 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.

### April Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/04Sat	0300/2.3	0853/5.5	1529/-0.5	2233/5.0
4/05Sun	0350/1.6	0955/5.6	1615/-0.5	2307/5.4
	HIGH	LOW	HIGH	LOW
4/11Sat	0211/6.2	0847/-0.9	1552/4.7	2041/2.3
4/12Sun	0256/6.0	0946/-0.7	1706/4.4	2144/2.8
	LOW	HIGH	LOW	HIGH
4/18Sat	0338/1.8	0924/4.6	1541/0.3	2235/5.1
4/19Sun	0419/1.4	1016/4.7	1617/0.5	2301/5.1
	HIGH	LOW	HIGH	LOW
4/25Sat	0101/5.5	0736/-0.2	1444/4.3	1922/2.5
4/26Sun	0131/5.5	0815/-0.3	1537/4.2	1959/2.8

### April Weekend Currents

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

date/day	slack	max	slack	max
4/04Sat		0142/1.4E	0430	0736/2.5F
	1024	1324/2.1E	1700	2030/3.5F
	2348			
4/05Sun		0224/1.8E	0524	0836/2.9F
	1124	1418/2.3E	1748	2112/3.8F
4/11Sat		0042/3.3F	0324	0612/2.7E
	1024	1348/3.1F	1718	1936/1.2E
	2206			
4/12Sun		0130/2.9F	0412	0700/2.4E
	1124	1448/2.8F	1836	2042/1.0E
	2300			
4/18Sat		0142/1.7E	0500	0748/2.1F
	1054	1348/1.5E	1712	2030/3.3F
	2348			
4/19Sun		0224/1.9E	0548	0842/2.4F
	1148	1430/1.6E	1748	2106/3.3F
4/25Sat		0518/2.4E	0906	1248/2.5F
	1636	1842/0.7E	2042	
4/26Sun		0030/2.5F	0300	0554/2.3E
	0942	1330/2.3F	1742	1936/0.5E
	2118			

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## LETTERS

### ↑↓ THE NEAR-SINKING OF ZINGARO, AND AN UNEXPECTED DEBATE OVER YOUTUBE SAILORS

"They went to sea in a sieve they did, in a sieve they went to sea." — *The Jumblies* by Edward Lear

I blame it on the GPS — with a GPS you can "boldly go" over the horizon without any fear of losing your way. Prior to GPS, there were several years of ocean experience — including use of a sextant, dead reckoning, chart plotting and the rest — to get you out of sight of land with confidence. These guys [the crew of *Zingaro*, from a February 10 *'Electronic Latitude*, and March's *Changes in Latitudes*] are in a 36-year-old catamaran designed by Lance [sic] Crowther, and built by whom? Not in a factory or a shipyard, but probably in a backyard.

They go great downwind from Mexico to the South Pacific, not so well upwind back to the US. Looking at the photos tells it all: bulkheads torn away from the hull, decks detached from the frames. The boat was a daysailer, poorly built, and old. They are lucky they survived, by the grace of the Coast Guard.

Like it or not, one day you will be confronted with very extreme conditions, and you need a boat that can stand up to them. And you need to be able to look after yourselves.

I like Joseph's expression — 'begpackers' (begging and backpacking). This new trend is 'beg-sailors'. "Send us money and we will make videos of our fabulous lives." Hard to believe people subscribe to these sea tramps.

David Hume  
Scotch Power, Catalina 38  
Kona, Hawaii



**Kimmi Jensen inspects damage to the Spindrift 37 cat 'Zingaro'.**

### ↑↓ ASTONISHMENT AT A NEW LIFESTYLE THAT IS ECHOED IN OTHER LETTERS

I am a bit confused. They are unwilling to make the repairs on their current boat but they are willing to sell it to someone else? All while looking for donations to buy their next boat? These folks strike me as the ocean-going equivalent of the 'begpackers' I am reading about who are cluttering up the streets in tourist sites around the world.

Joseph DiMatteo, PE  
Planet Earth

### ↑↓ TO ALL THE HATERS OUT THERE . . .

There are a lot of armchair sailors here. I'm wondering how many of you have sailed from Florida to Fiji and back to Hawaii. They risked their lives to save their home, and got it





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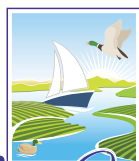
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## LETTERS



ZINGARO

**James Evenson surveys 'Zingaro' after a rough go of it at sea.**

back in (mostly) one piece.

These guys are real sailors and work their asses off making amazing videos. If you watch any TV at all, then you don't have a leg to stand on criticizing their work. People contribute to their Patreon because their content is unique and inspiring.

Not everybody can afford to spend their whole lives working for the man to retire on a million-dollar Lagoon and sit in a marina. They

went out there and did the damn thing, sailing halfway around the world however they could.

If anyone wants to contribute to their amazing videos, their Kickstarter to help fund their next season and a down-payment on their new boat is going really well, showing all you haters that, despite your doubts, people do care and want to see them succeed.

Cleveland  
*Latitude Nation*

### ↑↓ GO FUND ME

"You keep working and send me free money to fund my really cool lifestyle."

Kevin

### ↑↓ I'VE BEEN IN WORSE CONDITIONS, SO WHY WEREN'T THEY OK?

I agree with some of the past comments, except that the boat's designer's name is Lock Crowther.

I sailed on one built of Airex foam in worse conditions and the boat is still sailing. The difference of course, as was stated: I knew how to really sail, not motor with GPS, etc.

Robert Cleveland  
*Kialani, Farrier trimaran  
Queensland, Australia*

### ↑↓ CONGRATS ON EVERYTHING BUT THE BOAT

Congratulations to Kimmi and James on an amazing boat save. Not so much on their choice of boat! A friend once met a couple from Northern California while in the Marquesas. Their vessel? A hollowed-out redwood log with a single outrigger. It is always better to be lucky than smart.

Hopefully Kimmi and James have learned that old boats built of plywood and held together with polyester resin and glass belong in the dumpster rather than on the ocean.

RDE  
No homeport given

### ↑↓ PAYING FOR THE RIGHT CONTENT

I'm guessing [most people] have never sat down and watched *Zingaro's* videos. I get way more entertainment from YouTube sailing videos than from any cable network — and I have to pay for that. At least this way I can pick and choose





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## LETTERS

who gets my \$\$\$\$. As for going to work and paying these guys? They are inspiration for me to get out and live my life. And a few bucks here and there to support an unscripted take on life is way better than these so called "reality" shows that they feed us.

AzJohn  
Planet Latitude

### ↑↓ COMPARING ZINGARO'S EXPERIENCE TO MY OWN

Knowing, in fact, that *Zingaro* had at least one prior structural failure due to rotten stringer wood, and that I am uncertain cats of that size and construction are meant to be bluewater vessels, I am not entirely surprised learning about this near catastrophic incident. Depending on the sea state, wind, and seamanship, I would believe they were more likely to have flipped if their cat were caught perched atop a steep wave on such an unfavorable angle at a moment a gust hit hard. Thankfully, they were running a drogue and were probably responsibly steering for the peaks and troughs of the waves, and not attempting to maintain a heading on a rhumbline to a distant destination.

Things could have easily gone much worse for the crew of *Zingaro* if any number of factors had gone differently for them — namely the decreasing sea state and good proximity to a lee shore/landfall after the multi-point structural failures.

I cannot help but ponder the probability of when we will receive news of the first YouTube Sailing Creators' fatal accident and how that will affect the sport.

A question I have from my own experience is 'super trough' or 'sticky well'?

On one occasion sailing, I was running half a jib on a beam reach, in 25 knots, with the wind frequently gusting to 35, and making 6.5 to 7.0 knots SOG in confused, lumpy seas. It was then that I experienced a unique phenomenon that stopped the 35-ft, 16,000-lb vessel nearly still in the water.

Simply, the vessel crowned the peak of a double-stacked swell created by the cross running confused seas and strong fetch. We dropped over 8 feet straight down at an angle into the bottom of a super trough or a sticky well. All crew were thrown forward and to the side upon impact.

I clearly recall time nearly standing still for the approximate 1.5 seconds. We sat, nearly motionless, heeling severely in the bottom of that monster void in the sea with exploding washing machine-style white water erupting on all sides after the initial cannon shot of green water shushed over the foredeck and grasped the protective dodger in a death grip.

In that seemingly timeless moment, my eyes darted to the chartplotter atop the binnacle. I was amazed to see the SOG at .5. A state of shock and awe came over me followed by a total mental release of all control of the vessel as I tightened my grip on the helm. All I could otherwise do was to turn my head a full 180 degrees to survey the surroundings, wondering how much farther the vessel would go toward Davy Jones' Locker, as well as from which direction the next breaking swell falling atop us would hit.

Thankfully, the sea was in fact no match for the time-tested design and construct of the keelboat monohull. The rig spilled enough joules of energy to release us from the bottom of the depression and pivoted us to windward, thus pinching the headsail toward weather. I thought, "Our new bearing is favorable, but are we going to start to make headway out of here, or are we going to make leeway into the side of the beast and potentially get pinned by the next breaking swell?"

It happened suddenly — forward momentum returned like a nautical Clydesdale waking from a coma. We sprang

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## LETTERS



*In 2015, 'Yachting World' ran a series titled 'Catamaran Sailing Techniques', which included tips for heavy weather from multihull designer Nigel Irens.*

forward, although not escaping the next breaking swell on our forward quarter. I held onto the binnacle tightly — a real white-knuckler indeed, like holding the reins of the first horse I ever rode with the raw emotion of being so starkly scared and tickled with sheer delight at the same time.

The crew gasped with relief as the vessel sprang over the lip of the vortex at such an extreme angle, the direct sunlight on our salty faces nearly blinding all senses — perhaps so we could savor our salvation more sweetly.

After initial human reactions were spoken, the crew quickly realized the supernatural feeling the sea gave us, and instantly we all became far deeper believers of the great stories of the sea and nautical lore that knocks about the docks between salts. It was clear, there and then, that the crew's voices quickly became quiet murmurs intending not to squarely notify Great Neptune of our complaints that day — hopefully not inform any future plans he may have for us.

Jake Goza

Dedicated Latitude reader

*Readers — There seem to be two fundamental issues at play here. The first is fairly common with any story of disaster at sea, where there tends to be a flurry of comments saying what the people in question should or shouldn't have done — this could easily be called armchair or back-seat sailing, which is what many of these letters feel like.*

*We're not trying to defend the actions of Zingaro or say that Kimmi and James did nothing wrong. Something obviously went wrong, as evidenced by the damage to the boat. Could the couple have done something different? Was the boat seaworthy enough to be out in those conditions? And, for the kicker, could any of you have done better if you were in their shoes?*

*We absolutely cannot answer any of these rhetorical queries, nor do we want to entertain these questions in the first place. Surely, when placed under the microscope and second-guessed, any action made during a chaotic, under-pressure moment can be dissected so that flaws will be revealed. And while we certainly believe in learning from the mistakes of others, we think that critiques made from the safety of our computers can come across as armchair sailing. It's one thing to learn from other sailors; it's another thing to criticize them.*

*The second issue is a question of lifestyle.*

*It is, admittedly, surprising to us that YouTube and Patreon have become a means by which many sailors now make money (not necessarily — and in fact rarely ever — a living,*

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## LETTERS

but some form of income). It's surprising to us on many levels: Not even 10 years ago, the ethos of the internet seemed to be that everything in its infinite web had to be free, and that no one, especially young people, was willing to pay for content. How quickly times have changed.

The YouTube model isn't necessarily for us (not that the staff of *Latitude* is a monolith; far from it). We can't imagine putting our lives on the internet and asking people to follow us. Some of our staff love to shoot and edit content, but most people are unaware of how painstakingly long it takes to make even the most basic of videos. (The going stat is something like eight to 12 hours of work for one minute of video.) So even if YouTube were a viable financial model for cruising (which it's not), we're not sure that we'd want any part. But we do enjoy some of the popular channels out there, and we respect people who are scraping by.

We can't believe a lot of things that people spend money on. If we could ever afford a first-class plane ticket, we can't imagine paying twice as much money for a bigger seat and some champagne. We can't imagine paying for a cruise on a cruise ship, buying a fur coat, or owning a boat so big that we'd need to hire a crew. But neither do we judge these things. Whatever floats your boat, people. You do you.

So here's the good news: If you don't like some YouTuber's lifestyle, then you don't have to watch, and you certainly don't have to give them any money. Maybe you're in disbelief that someone out there does, but hey, we're also in disbelief that anyone watches any number of lurid reality TV shows — and personally, we'd much rather watch a bunch of sailors than the lowbrow, formulaic drama served up by the networks.

### THE PRISON-GENERATED MAIL

I imagine the "prison-generated mail" stamp on the front of the envelope stirred at least a little attention, huh? Well, if you are reading this, then it was attention I was hoping for.

As you can see, I am presently incarcerated, though not for much longer — which is a good thing, I'd say. But anyhow, the reason I've written you is to request your writer's guidelines, as I'd like to write an interesting story for you . . . and perhaps you might be able to spare a recent back issue of your magazine? You see, the only good one I've got is volume 469 from July 2016, which I stumbled across quite by accident in the gymnasium here at the prison. Strange place to find it, huh?

For me though, it's something I'm always keeping an eye out for, being that I spent the first half of my life living aboard sailboats with my father, from age 4 to 18, from Florida to Hawaii, and then to the West Coast from Puget Sound all the way down to Ventura. The boat in Hawaii: a 32-ft sloop built from teak and mahogany, and sunk on my fifth birthday. From there it was to Florida and a 28-ft sloop, built from steel this time. It was actually an old Navy training vessel, painted gray even. I couldn't walk the decks barefooted after the sun warmed it up.

The third boat was a 32-ft ketch made of ferrocement, built in Holland in 1969. We picked it up in the Ballard boatyard near Seattle — salvaged it, actually — the previous owner having cut the docklines during a storm to collect on some insurance.

That boat capsized on the Bandon bar right off the Oregon coast (Coos Bay) back in 1999, my father drowning in the process. Ever seen a sailor wearing Wranglers and cowboy boots? That'd be my dad. I could tell you how we sailed through a hurricane in Florida and slept through the ordeal in my forward berth. He grew up on a farm in Indiana as a boy, and



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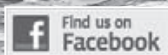
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## LETTERS

loved the ocean more than *anything*, a love that I share that can't be expressed with mere words. I long to return to a life on the sea when I get out. I just need a deck beneath my feet and a tiller in my hand.

Anyway, I would love to give you guys a little printable material of the kind you don't come across every day. Thank you so much for your time and consideration.

Gabriel Barnett  
California Men's Colony  
San Luis Obispo

### ⬆⬆ **SETTING A FACT STRAIGHT, AND REMINISCING ON AN ALL-TIME SAILING ADVENTURE**

I just received your November issue, and to my astonishment, I see that you included my letter correcting the data about Kenichi Horie's two trips across the Pacific. If I had known you were to publish my letter, I would have edited it more carefully.

Kenichi didn't build the *Kingfisher* himself. He contracted its construction with a professional boatbuilder. And 30 cases of beer was the cargo on the east-to-west trip on the 9-ft

*Mermaid*, not the 19-ft *Kingfisher*. Sorry that I wasn't clear.

Anyway, since you all hear the music that I dance to—which makes those poor deaf people think I'm mad—I thought you might enjoy a bit more detail about the summer 1971 adventure with a Sailfish.

My parents rented a cot-

tague on Guemes Island [Washington] for the summer, and spent their time reading and going to Victoria for tea. I, however, loaded my Sailfish, which was named *Sailfish* (go figure) with mostly secondhand camping gear, and took off. I had three Tupperware boxes lashed to the deck between the grab rails on the gunwales; they were laid down fore and aft and side by side, and lashed with 1/8-inch parachute cord tied with trucker's hitches.

In one was my clothing. I had a pair of Levi's, one pair of cargo shorts, a wool shirt, two T-shirts, two pairs of wool socks, two pairs of underwear, a set of long underwear and a hand towel. While on the water I wore a swimsuit, a neoprene Farmer John, neoprene booties, a wool sweater and a Sierra Designs 60/40 parka. I also had a pair of Sperry Top-Siders for off-the-boat use. Those were tied to the mast base.

In the second Tupperware box were two days of rations. In the third was a cooking pot with a white-gas backpacking stove, a cup, a knife, fork and spoon, dish soap, matches, toilet paper, toothbrush and toothpaste, and a washcloth.

On the top of my boxes, I lashed my tent; rolled up inside that was my sleeping bag, which was further protected by three garbage bags, one inside another, nested like a Russian



WIKIPEDIA

**The 'Mermaid' is currently on display at the Kotohira-Gu (Kotohira Grand Shrine) in Japan. Kenichi Horie left Japan in May 1962 aboard the 19-ft 'Mermaid', and arrived in San Francisco 94 days later. (This conflicts a bit with Peter Dunlap's assertion of a 9-ft vessel, but *Letters* is a place to work things out.)**





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## LETTERS



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**Guemes Island in Washington, several years after Peter Dunlap was there as a child.**

*matryoshka* doll. Also lashed to the grab rails were a folding saw and hatchet. Behind the Tupperware were two one-gallon milk jugs filled with water.

I think I had about \$200 in my gear set.

I got as far north as Campbell River, as far east as Refuge Cove, and as far south as Seattle. The whole adventure cost me about \$700. That includes the boat, gear, food and phone calls to my parents, who were remarkably laid-back about it all. Looking back on it, I reckon that it was hideously dangerous. But you know, I'd do it again in a heartbeat!

You gotta die of something; better it's something you love.

I currently own a Nacra 5.8, and I love it. But I sure miss that Sailfish. I wish I could find another, an old woodie, to restore. My grandkids would love it! If you ever come across one, let me know. I have \$75 right here.

Peter Dunlap  
Valley State Prison

### ↑↓ **LOOKING TO LATITUDE FOR HELP**

I am trying to put together a project for a college course that involves the tides and currents for the San Francisco Bay Area. As a start, I was working with the tide and current chart found in my *Latitude 38* subscription. Unfortunately, it doesn't have enough information. Do you have a 365-day tide and current chart I could purchase? If not, can you send me an address where I could get one?

Maurice Steskai  
San Quentin Prison

*Readers — We are hoping to deliver a set of tide charts to Maurice Steskai and his nascent class as soon as possible. (As you may or may not know, Latitude has a 'satellite' office in San Quentin Village, which is to say one of our staff lives there.)*

### ↑↓ **THE SMASHING SUCCESS OF THE HERRING FESTIVAL**

A fun time and such a great cause! [Memo is referring to the January 26 shindig at the Bay Model, where a good time was had by all; we were even there.]

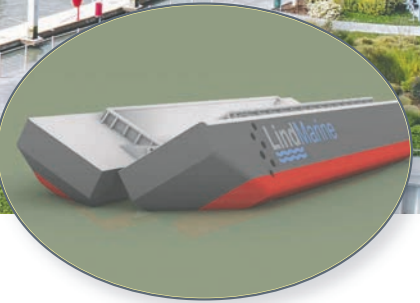
My parents' marina, Cass's Marina, taught sailing and rented boats to so many people for over 40+ years. My parents started the sailing school for people to learn to sail outside of the more expensive and harder-to-access yacht clubs. And now, many volunteers have been working nearly six years to turn my parents' old sailing school into the Sausalito Community Boating Center (SCBC), having small wooden boats



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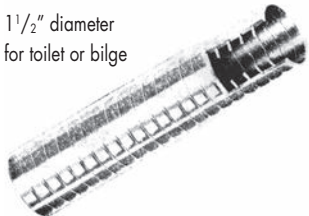
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## LETTERS

for people to enjoy. I hear they are opening in a few months.

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LATITUDE ARCHIVES

↑↓ **THE SHOE  
IS ON THE  
OTHER  
LEECH?**

*Do you like good food, cold beverages and chilly January weather? Well then, the Herring Celebration is your cup of tea.*

Here's one for Max Ebb perhaps. A tip I heard long ago regarding spinnaker (symmetrical) handling while dead running was to let the sheet and guy "flow out" a bit, thus turning the foot into a "leech." This made more aerodynamic sense than just having a big bag of wind. It was said, "... and it actually physically 'lifts' the boat." I had no reason to disagree, being a callow and trusting young lad at the time. Recently, in one of my classes, a student asked how square-rigged ships, reputed to go faster on a dead run than fore-and-aft riggers, could do so, because it seemed to her that most of the sails forward of the mizzen mast would be blanketed by that spar's sails.

I offered the opinion that perhaps it was because the square sails' feet were turned into 'leeches' as with the spinnaker I just mentioned, and the 'gas' was fed on forward through the curved apertures of the feet of the more forward square sails. Was I even close to being right? Is there any wind-tunnel data? I couldn't find anything online.

Eoin Duffy

Second Wind

SLYC Sailing School

↑↓ **DIVING BACK INTO LAST MONTH'S DEBATE OVER NOAA'S ANNOUNCEMENT THAT THEY ARE GETTING OUT OF THE BUSINESS OF PRINTING PAPER NAVIGATION CHARTS**

All replies thus far present the worst-case scenario of losing all electronics while underway. I think we need to reiterate the importance of using paper charts *in conjunction* with electronic charts. GPS technology and the chartplotters that utilize it are indeed solid technology, as any electronics are. But we need to remember the limitations of the smaller screens on the chartplotters themselves! A few years back, I recall some very experienced sailors meeting their fate during the Newport to Ensenada race. They sailed straight into a small island. Theories suggested not that theirs was a failure in their electronics, but rather, in not zooming in far enough, so that they missed the charted island and plotted a course directly into it.

Please understand, I am in no way attacking their tactics, skill or experience, but rather hope that their story is not forgotten and helps to save lives in the future. Large, easily read paper charts serve to provide an absolute picture of the hazards that may be missed on our small screens. These charts need to be readily available to the small group that require them. (I may have fully misunderstood the facts of this incident but even if that's the case, one can see the scenario easily unfolding.)

Joshua

Latitude Nation

Joshua — The cause of the 2012 Newport Ensenada tragedy was ultimately determined to be "inadequate lookout." (Go to





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## LETTERS

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But the exact scenario you described did happen to Team Vestas Wind in the 2015 Volvo Ocean Race, after the navigator presumably failed to zoom in on his electronic chart, thus failing to see the Cargados Carajos Shoals to the northeast of the island of Mauritius. "The conclusion I come to from reading the report is that the grounding on the Cargados Carajos Shoals comes down to a basic failure in overall passage planning, and an over-reliance on electronic navigation," wrote Elaine Bunting in a 2015 article in *Yachting World*. "Even the massive scale UK Hydrographic Chart 4071 Indian Ocean Northern Part, a paper planning chart that covers the entire coast of East Africa,



**Team Vestas Wind's Volvo Ocean 65 aground on the Cargados Carajos Shoals in the Indian Ocean during the 2014-15 round-the-world race.**

the Red Sea and Arabian Gulf and all of India and Indonesia, shows this shoal clearly.

"But it would seem neither skipper Chris Nicholson nor navigator Wouter Verbraak had any idea that the Cargados Carajos Shoals visible at all scales on paper were there. They knew only there were seamounts in the area, looking at the electronic C-Map charts they were using, and never examined more closely because they didn't realize there was anything more to examine."

### ↑↓ THE APPLICABLE CHART TO THE CHARTPLOTTER

I have boated for 40 years, 20 of which I used a chartplotter, too. During my entire boating experience, I have always had a paper chart at the ready. For the last 20 years I have navigated by chartplotter, but always with the applicable paper chart at the helm.

My travels have included at least a dozen times up the Northwest Pacific coast to the central BC coast, as well as circumnavigating Vancouver Island and once to Glacier Bay, Alaska. I always had the applicable chart by the chartplotter, and usually found it necessary to refer to the paper chart at least twice each cruising day. God protects children and fools, and I hope to say that I am neither.

Harvey Black  
Planet Earth

### ↑↓ LOVE MY PAPER CHARTS

I have always raced and cruised with paper charts. We have a chartplotter, but all our notes and plots go on the paper chart. NOAA is offering better charts that can be downloaded in different scales, specific areas of your choice, for free. You can use them electronically or have them printed (at a print shop like architects, engineers and builders use) for a fraction of the price NOAA charges.

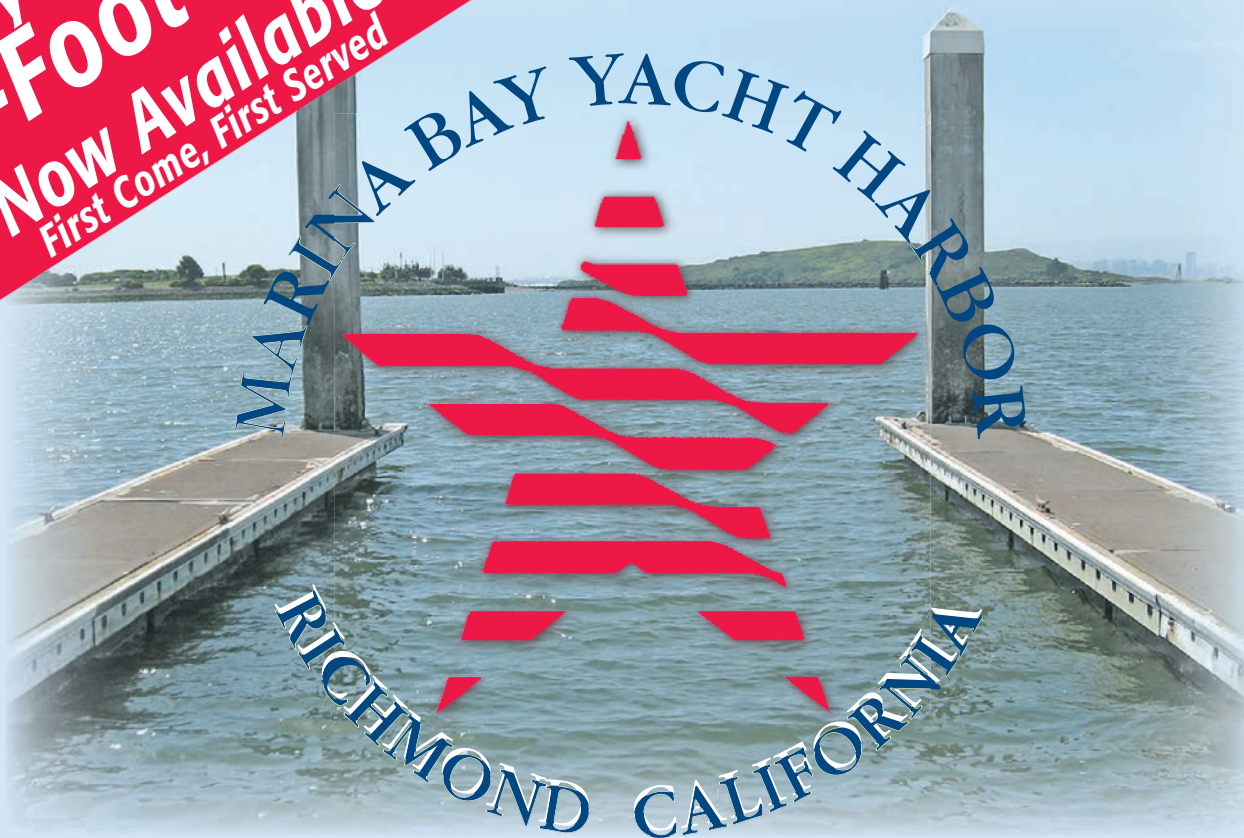
If you want better paper, I'm sure it can be done and would



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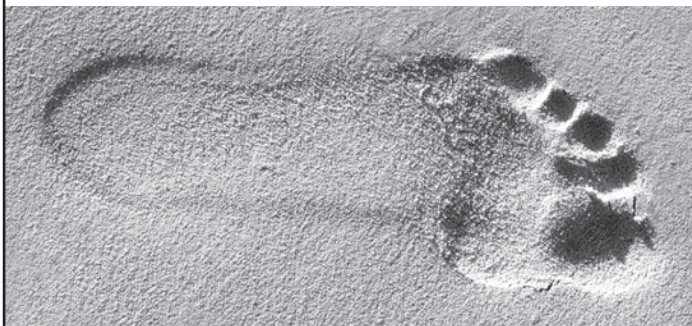
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## LETTERS

be interested if anyone can provide details on that.

Barry Stompe  
Iolani, Hughes 48  
Sausalito

### ↑↓ TAKE IT FROM A NEW SAILOR

I am a new sailor and don't have years of experience. My feedback is if people can download a reliable PDF version of what they want and print it at a print shop. I don't think it is a big deal if NOAA is not printing them. Whatever is downloaded needs to be of high enough quality that people can trust it for navigation. I am using OpenCPN on my tablet that uses NOAA digital charts. I did purchase some paper charts from NOAA for the area I am in for hard-copy backup, but I have not had a reason to look at them yet. If the PDF version is of high enough quality I could have them printed at a print shop.

Kevin

### ↑↓ IT SEEMS TO ME THAT THIS DEBATE HAS BECOME SOMEWHAT ACADEMIC

I do the vast majority of my navigating using tablets. But I still keep paper charts onboard (numerous portfolios) and

almost always have a chart of the area I'm cruising on the chart table. Depending on how close I am to hazards, I generally plot my position anywhere from every 12 or 24 hours (well offshore) to every hour (in unfamiliar waters) or more frequently in some circumstances.

It seems to me that as long as paper charts are available somewhere, this is all somewhat academic. I think it's too bad, but the economics are such that it's

*We here at 'Latitude' would also like to make the case for paper charts, citing all the practical reasons brought up over the last two months by our readers. But we would again like to make the case for paper charts as keepsakes, or purely as art, such as this rendering of the Spanish galleon 'San Ignacio' by Packard Nautical Art. We're not sure how practical this chart is for navigation, but it sure is pretty.*

probably inevitable. Paper charts from NOAA have been extremely expensive for many years, and I haven't purchased one in decades, despite cruising very actively. It seems to me that as long as we can buy charts from printers those of us who use paper charts will be just fine.

John Tebbetts  
Ichi Ban, Yamaha 33  
Cruising in the South Pacific

PACKARD NAUTICAL ART







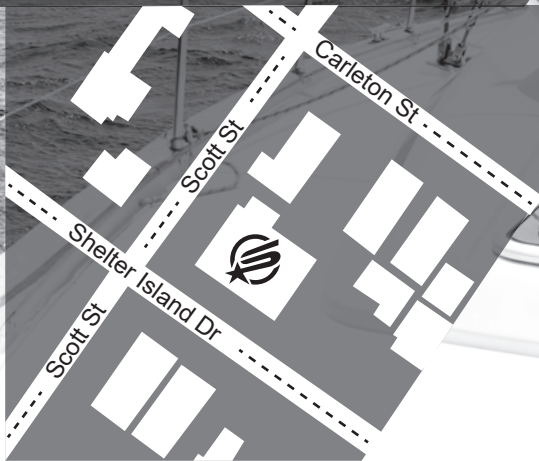
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## LETTERS

### ↑↓ **RELY ON YOURSELF, AND YES, HAVE PAPER CHARTS**

Having hard-copy charts is a matter of safety and simplicity. Electronics fail, and at the worst moments. After 35 years of being on the water, I have found you must be able to rely on yourself and manual navigation skills. This elimination is purely economic, and I believe it has no impact except at the lowest level (where I live).

OK, charts are printable; but for someone who does not do this every day, learning and wading through all of the snag-prone technology presents significant barriers to obtaining a PDF the print shop can produce (said the engineer). Obtaining printed-copy charts must be easy and accessible. I want to buy a printed chart, not learn a new career skill.

Make printed versions available on Amazon (they may be; I haven't looked). Amazon understands how to sell and distribute specialty products. The government does not.

JD Myers

May or may not have been the owner of *Annetta Louise*,  
Lancer 25  
Planet Earth

### ↑↓ **COMMON SENSE SHOULD PREVAIL**

Chartplotters and other GPS systems have become quite robust and relatively trustworthy. But boat power systems generally do not change as vessels age, and we're all susceptible to failures in power supply to those electronic charts. We're expected to sail our boats if we lose electricity. Same should be expected for navigating them. For this reason I'll be commenting to NOAA they have an obligation to continue easy-to-execute print-on-demand services. Centralized large-format printing is a smart American move, rather than expecting citizens to keep big, rarely used printers at home. Common sense should prevail.

Greg Carter

Origami, Corsair F-27 Tri  
Medford, OR

### ↑↓ **ANOTHER CASE FOR WHEN (NOT IF) YOUR INSTRUMENTS GO OUT**

All I can say is wait until you're out in unfamiliar waters and your instruments all go out. I have been on the water for years, and I have always carried charts wherever I was cruising to. Another issue is that many boaters can barely afford to get out on the water. Their only means of relatively accurate navigation is an old-fashioned paper chart. Eliminating availability is total nonsense.

Nick Pigati

### ↑↓ **A NAUTICAL CHART THAT YOU CAN EVEN DRAW ON**

I used to crew on a Knarr, and then was on the StFYC race committee. My house has a great view of the Bay and S.F. But you don't really know what you're looking at unless you have a chart! I have some placemats that are charts of the Bay, but they are no longer obtainable. Please tell me where I can obtain charts. West Marine falls short in this respect. I want to show visitors why vessels sail where they do. An electronic device is no substitute for a nautical chart that everyone can look at, and even draw on.

Karin R. Williams  
Avila Beach

### ↑↓ **REVISITING RED ROCK**

Regarding the recent posts about Red Rock (from the January issue's *Letters*): Quite a while ago, I circumnavigated in my Ericson 39 with my buddy T.S. But you don't have to

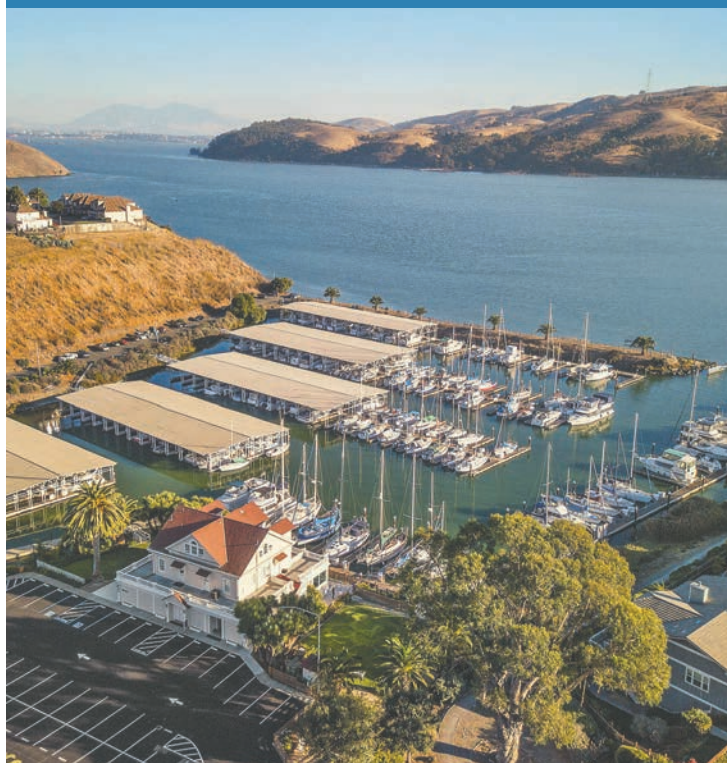


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# LETTERS

go that far to be on an adventure. More recently, five of us 70-somethings, including that same buddy, took my more humble but still worthy Catalina 22 to the shelf just northwest of Red Rock, anchored her, and dinghied ashore with the intention of summiting.

We'd brought a little rope to deal with the precipitous climbing on the dodgy chert scree, but nothing to counter the poison oak. We made it to the top, left proof of our presence, and after enjoying the view for a bit, skedaddled on out of there. It's private land but it's also in three counties and



TONY JOHNSON

**A nice little stroll on one of the Bay Area's most unique islands, Red Rock.**

we figured we could escape before the constabulary finished arguing about who had jurisdiction.

We were able to return with no injuries other than some fairly abusive rashes, but we were worried all the time that, should we be injured badly enough to necessitate a helicopter evacuation, the police log would read, "five men in their 70s, equipped only with a piece of rope and their own ignorance, attempted an assault on the peak of Red Rock with disastrous results."

Tony 'The Captain' Johnson

Ericson 39

The Bay

## ⇅ THE UNCERTAIN FATE OF TRAVIS MARINA, AKA HORSESHOE COVE, AKA FORT BAKER (WHICH IS ALSO HOME TO PRESIDIO YACHT CLUB)

This weekend [February 15-16] was a spectacular one in San Francisco. We revisited one of our favorite anchorages, Horseshoe Cove. Imagine our surprise to see a photo on *'Lectronic Latitude* [on February 17] discussing this wonderful anchorage and its possible demise.

First Ayala Cove becomes silted in, next Treasure Island is now a construction zone. This is a jewel we would miss. The weather and colors this weekend were fantastic. We hope others can enjoy this lovely place.

Karen and Tim Crowe

Crow's Nest, Catalina 445

Alameda

## ⇅ YOU SHOULD SIGN THE PETITION, TOO

That's my go-to place for a drink and a view. I was there this weekend and signed the petition [to 'Save Historic Travis Marina']. Everyone should too. There's not much on the waterfront these days except for high price developments.

Greg Clausen

San Rafael





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## LETTERS

### ↑↓ EAST COAST IN NATURE

This is a resource for S.F. Bay, which is losing all its boat-friendly habitats. I compare this location to the East Coast where they have the heritage and the smarts to preserve boating.

Bruce Adornato

Mary Shaw, Sabre 42  
San Francisco



KAREN AND TIM CROWNE

*There are few places in the entire San Francisco Bay Area with views on par with Travis Marina.*

### ↑↓ GOOD THINGS DON'T HAVE TO COST A LOT OF MONEY

Travis/Horseshoe Cove is a must-retain facility. It has a unique location, and natural beauty is part of the history of the Bay. Isn't it reasonable that a good restaurant doesn't have to cost a lot of \$\$\$, and that the facilities there can assist in retaining the spirit of the location?

Chuck Cunningham  
St. Francis Yacht Club

### ↑↓ A WORKING-CLASS MARINA

As a veteran and sailor, I have been a member of Presidio Yacht Club since 2010. We serve all forms of military personnel at discounts on three sailboats, which help support and transition many to S.F. Bay. Why do the *big* money interests have to take over a good thing for the working classes?

Robert Daprato, USMCR  
Presidio Yacht Club  
Volunteer Captain, Past Commodore

### ↑↓ DON'T BE 'NIMBYS'

Save Travis Marina from what? The petition should be "Make sure any developer is required to maintain a public marina in good condition with a guest dock, so many slips at so many sizes, etc." Don't just be NIMBYS [Not In My Back Yard]. Direct good development. That place is a wreck and can use some help.

Jesse Goff  
Adelante, Twin Cabin Cruiser  
Tiburon

### ↑↓ WE'RE NOT BEING NIMBYS

Travis Air Force Base has been operating on a one- to two-year special-use permit from National Park Service for the past 20 years, which is why they didn't put in the extra investment. Travis has asked for a long-term lease multiple times and said they would invest more in upkeep with a long-term lease, but NPS would not grant them one.

The NPS has always had a plan to partner with a private company, and we are saying no. Give Travis AFB the long-term

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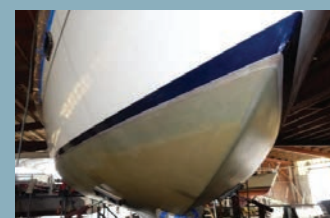
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## LETTERS

lease. It's a service-driven operation that cannot be replicated with a for-profit company in there like Passport Resorts (whose portfolio only consists of luxury resorts, like Cavallo Point).

Good to get some facts instead of simply accusing people of being NIMBYs. That is simply not the case here.

Piper Perreault

One of the founders of the Friends of Travis Marina  
Sausalito

### ⇅ THERE IS ALWAYS ROOM FOR IMPROVEMENT

Those guest facilities need more attention. There are four guest docks now, as well as the option to anchor in the cove and row ashore. I don't know if you've been there recently, but the docks are worked on monthly and have improved. There is always room for more improvement though, but you just can't overlook the grass-root community social organizations for vets and lower/middle-income folk that operate there, like sailing and row clubs, or the very affordable public facility rentals. Fleet Week attracts 1,000-plus people. Families show up and can treat themselves to the \$1 ice cream cone or the \$5 pint. I think we can all agree it's a sweet spot and should be available for all to enjoy.

Adrienne

Readers — In April 2019, the National Park Service put forth an application so that developers could apply for a 20-year lease of Travis Marina and operate the 'Boat Shop' located at the northeast corner of Horseshoe Cove, according to the Marin Independent Journal. An NPS spokesperson said that they want to maintain the area's "affordable, small-town, Southern Marin feel." (As an aside, not many places in Marin feel very affordable, but OK.)

The community-led petition to "Save Historic Travis Marina" had gathered more than 5,000 signatures as of mid-February, according to the IJ. The petition urges the NPS to keep Travis Marina's bar and waterfront with its current leaseholder, Travis Air Force Base. You can sign the petition by going to [www.friendsofTravisMarina.org](http://www.friendsofTravisMarina.org).



TI COMMUNITY DEVELOPMENT

In mid-February, we posted an SF Gate story titled 'An entirely new community of 8,000 homes: What Treasure Island will look like in 20 years'. The following are comments made on our Facebook page.

### ⇅ THE MULTI-BILLION (WITH A B) DOLLAR DEVELOPMENT OF TREASURE ISLAND

Crazy. We need to begin a slow, orderly resettlement of low-lying coastal communities, not build new ones!

Matt Gawlowski

Enjoy the year-round cold fog that blasts straight through the Gate at Treasure Island, and the mile-long traffic backup getting off the rock every morning. Even if they cover the



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## LETTERS

island with another 12 feet of dredging spoils to pack down (meaning a complete rebuild of utilities) and drive a thousand concrete piles to stabilize it, it'll still be a challenging place to live. And, for all the money required just to start building, one of the most expensive in the US.

Kris Leverich

There's definitely a brisk breeze and a rough current as you come out from under the Bay Bridge in a sailboat heading north at that point. I also wonder how they intend to build high-rises on liquefaction soil. We live along the Bay on a graded soil base, and I am thankful we are only one-story high. This looks like another Millennium Tower story waiting to happen.

Mary L. Holman

Oh, cool, the bridge can totally absorb the added daily traffic from an additional 8,000 households that all have to leave the island to work or shop or do anything, right?

Joe Phillips

I read somewhere that part of the project is to raise the grade relative to sea level. If you go there now, it looks like they've brought in a whole lot of fill — dredged from the Bay?

Berkeley Choate

### ↑↓ A VALENTINE TO ALL MY 'FELLA' SAILORS

I've been sailing now for over 55 years, 95% of that time without a motor. In today's sailing world, I would have to say there are probably more women than men who actually can sail. Good on ya for your views.

Robbie Cleveland  
Australia

*Readers — Robbie is referring to the February 14 'Electronic Latitude A Valentine's Guide for All My 'Fella' Sailors by freelancer Elana Connor, who wrote: "... In friendship or amour, it's clear that you're still trying to figure out how to talk to my kind in this modern age. So, my dear Jack Tar, allow me to guide you toward more companionable relations with the fairer sex, and perhaps someday you'll even find one of us by your side as you sail toward those enchanting islands of plumeria and coconuts ..."*

### ↑↓ TREATING EVERYONE WITH CAUTION

Many good points, Elana; well said. I treat female guests on my boat the same as male guests — essentially, you all need watching until I know your capabilities, for the safety of everyone and the boat. Unfortunately, that often means that I, as the responsible person, have to assume maybe a little less knowledge and experience is available.

I spend a lot of time teaching all my new sailing friends, and it is a fine line to walk to get it right so that everyone develops capabilities and self-esteem while safely having a good time. Funny thing is sometimes I need to take *Shilo* out solo, for an easy, stress-free day.

Bob  
*Shilo*  
Huntington Beach

### ↑↓ YOUR SAILING WISDOM

The older I get, the more I see women moving into amazing futures, and I watch in awe. Sometimes I wonder if men are a bit stymied by their genetics.

I agree, there is something awesome when a male sailor



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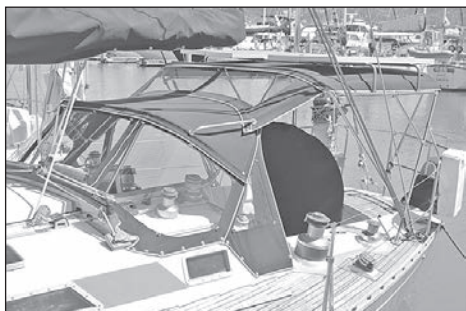
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## LETTERS

of any age focuses on your sailing wisdom.

Katy Moyes

### ↑↓ THE WORDS THAT COME TO MIND

Years as an airline captain have taught me that this comes naturally to some men, and is a struggle for others. The words Pride, Ego and Humility come to mind.

Don Rees  
Tango, Catalina 30  
Glen Cove YC

*Readers — We received one letter that called A Valentine's Guide for All My 'Fella' Sailors "a talk-down," though we took it more as a heads-up. (We didn't include that letter because it was almost entirely off topic and drifted into the waters of ranting rather than disagreement.)*

*When we were younger, our parents often commented on our lack of perspective from our short time on the planet. On the other hand, they encouraged us to think freely and speak up, knowing the subsequent challenges to our perspective would give us more of the wisdom they'd earned. We also took the thrust of Connor's Valentine's Day article as the Golden Rule. Paraphrasing (and interpreting): "Please treat me the way you yourself would like to be treated (or as you'd like someone to treat your sisters or daughters while they're out sailing)."*

*We realize that these conversations — where young people are challenging the status quo and, in some cases, calling out behavior that has long been tolerated but is slowly being called into question — are going to be awkward and uncomfortable. We realize some people might feel defensive, feel as if they're being lectured, or feel exasperated by this line of thought. We also acknowledge that sometimes the people trying to make the point can do so in a defensive, exasperated way.*

*All we can say is that this is how the needle moves, this is how things change for the better — through awkward, uncomfortable conversations, through brutal honesty and dialogue. But yes, we'll always practice Latitude's version of the Golden Rule: We're all sailors. Let's treat each other like it.*

### ↑↓ OK, LET'S GET INTO THE ISSUE OF KEEPING YOUR POLITICS TO YOURSELF

Since *Latitude* was started, I have been a loyal reader, catching up when my travels prevented me from acquiring the current issue. Relief came with the introduction of the *Lectronic Latitude* — no more missed issues. *Latitude* has always done its best to avoid politics, unless it affected Bay activities or access. You have disappointed me by becoming another media outlet pushing a political agenda. Please cancel my *Lectronic Latitude* subscription.

Michael Staudt  
Formerly of Minx, Lagoon 42  
Lost in Hurricane Irma, 2017

*Readers — Michael is referring to the January 29 Lectronic Latitude Squid Pro Quo.*

Michael: This is not a "political agenda." This is a sailboat that had the chicken hoisted on it during this year's Three Bridge Fiasco. It's too bad that you can't see that this is a sailboat story. Had it had Bernie Sanders hoisted on it, I'm sure you would have been just fine with the story.

Kim Paternoster  
*Latitude Nation*

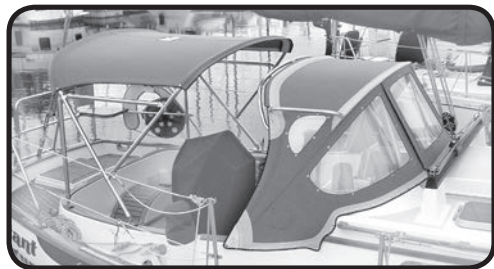
I have to agree with Mr. Staudt. *Lectronic* does itself a



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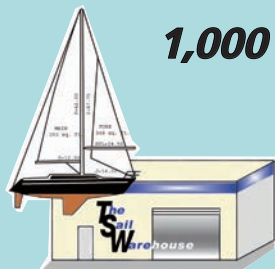
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## LETTERS

disservice publicizing anyone's political opinion. Who knows who Mr. Moradzadeh is other than someone who appears to mindlessly follow the herd? His disrespect for the office of the presidency outweighs in my mind the use of the ubiquitous bird, something seen more and more often at anti-Trump rallies than at pro-Trump ones. Can't sailing the beautiful Bay be one place that we can get away from politics?

Robert Barter

*Robert — We don't think one side, especially the one you're mentioning, can claim any sort of moral high ground. The president has long been admired for "not being politically correct" and "just telling it like it is." An ad for the president that aired last fall said, "He's no Mr. Nice Guy . . ." But to your point of letting the Bay be a place to get away from politics, we don't disagree (and will explain in a minute).*



CHARLES MOEHLE

**Michael Moradzadeh made a tour of the Bay that he titled 'Squid Pro Quo' in late January. Controversy on the 'Latitude' website ensued.**

*Latitude* reports on what's happening on the water. Sometimes they have drifted into political shoals (often, under prior management, on the "wrong side" by my lights). Their coverage of my boat was not political on their part, just reporting. It was, however, political on my part, as I believe that examination of crime by the president is important.

Michael D. Moradzadeh  
Oaxaca, Santa Cruz 50  
Tiburon

People are so touchy these days. It is hard to say anything without someone getting offended. Relax, people!

CR

TDS is ubiquitous in this region. It is merciless and non-discriminating, claiming victims of every type — both the super-smart (which Michael definitely is) and the not-so-smart; it obviously has infected *Latitude* 38.

No way is this appropriate for a "sailing" publication. It is blatant political partisanship, and while not surprising given this is Ground Zero for TDS as Wuhan is for the coronavirus, it is disappointing.

Kirk (no I'm not a Republican) Denebeim  
Mirthmaker, Archambault 35  
Sausalito

Keep your politics to yourself. As a longtime reader, the quality of the mag has dropped, like an anchor. Too much racing crap on boats nobody in the world could ever afford to step onto or own.

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— Herman Melville, 'Moby Dick', Chapter XXVI



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## LETTERS

How about more cruising stories?

Kevin

Sausalito Sailing and being on the S.F. Bay is something that I really enjoy. It is too bad that *Oaxaca* and their crew decided to use sailing as a place to show their political opinion to other sailors. By way of a similar experience: I belong to a fantastic gym, the JCC in Marin. A year or so ago, they decided to turn off all news channels on their TVs to keep politics out of an area where people go to work out (this did result in some arguing). *Latitude 38* should do the same. Don't allow those who want to hurt my experience on the water by publicizing their political views, *please!*

Memo Gidley  
Basic Instinct, Elliott 1050  
Sausalito

*Readers — Earlier in this very edition of Letters, we said that the staff of Latitude is not a monolith. We don't all have the same political beliefs, and we disagree over editorial decisions all the time, as was the case with Squid Pro Quo. Some of us thought it was an interesting story about stuff happening on the Bay, while some of us thought that it was pure dynamite. (What's more, the opinions of our staff are not necessarily reflected by the person writing this response.)*

*We've always straddled the line between sailing and having fun, and all the ways that life, reality, and even politics drift into our world, or we into it.*

*Kevin - 'more cruising stories?' If you've read this far in Letters and read the rest of this issue, we think you'll find plenty.*

### ↑↓ IN RESPONSE TO A LETTER SENT TO LATITUDE 38 CUSTOMERS

I want to express my thanks for this message. Modern Sailing School & Club's doors are closed through April 7, and I just came out of a telemeeting to discuss the impacts of the "shelter in place" mandate on our business and to develop a plan for getting us through this challenging time.

I greatly appreciate *Latitude 38* "taking the long view" and for helping to keep sailing on our community radar as a healthy and rewarding activity that we can enjoy to find some relief from all the bad news. Although we are unable to help people get out on the water until at least April 7, we look forward to bringing the joys of sailing back into our members' and students' lives as soon as possible. Your message helped bolster my hopes.

Sailors are a hardy bunch. We will weather the storm. Thank you for this message and all *Latitude 38* does for our sailing community.

Mary Elkins  
Modern Sailing School & Club  
Sausalito

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

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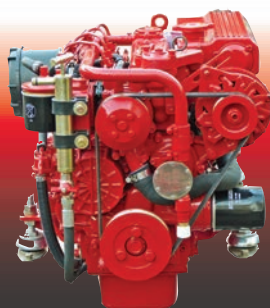
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## LOOSE LIPS

A question we've been contemplating — but for which we have yet to discern a satisfactory resolution — is when it might be acceptable to jest about these most unprecedented of times. This month's Caption Contest(!) gleaned many comments straight out of the zeitgeist, taking the odd interaction between these two boats as indicative of the thoroughly overused term social distancing. The CC(!) also served as a barometer (we think) measuring the degree to which you, *Latitude Nation*, now need to make a joke and have a bit of a laugh. We offer you this moment of sailing weirdness.

Though a second thought occurred when we shared this image in mid-March: Is this shot Photoshopped? We're not really sure about that one. We have taken to scouring the far reaches of the internet for Caption Contest(!) photos. If the image below made you chuckle or scratch your head — or otherwise took your mind off the bad news — then we consider it a resounding success. Here's this month's CC(!) winner, and top 10 entries:



THE INTERNET

*I told you to secure the stern anchor. — Jim Adams*

"I need two meters of space, please, in case you're carrying coronavirus!" — Laura Dene

"It takes two to tango?" — Nick Chamberlain

"We have lift off." — Tim Dick

"Maybe the whole crew shouldn't have been washing their hands at the same time." — Carrie Kinnison Oopsie

"Tactician gains advantage using the port-tack jousting maneuver." — Dave Peterson

"When sailing vessels don't understand 'social distancing.'" — Jake Goza

"Punch it, Chewie!" — Rhys Balmer

"We're planing, we're planing!" — Jere N Visalli

"Goose, I'm gonna hit the brakes and he'll sail right by." — Jeff Phillips

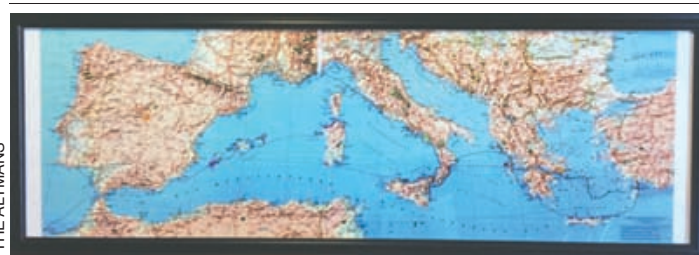
"Starboard or MOB, it was still a day on the water, except for the bowman, who was more airborne." — Blake Wiers

"One hour out from any harbor is the middle of the ocean. It's a trick, this immediate transport from land to beyond the horizon." — Christian Williams, *Philosophy of Sailing*

## LOOSE LIPS

"I was born in 1942 and lived at 2919 Talbot Street in San Diego's Point Loma section. The tiny house, where my sister still lives, is ordinary, to be kind, but it is a couple of blocks from the San Diego Yacht Club. This proximity set the stage for what followed in my life. My father was a commercial fisherman who fished for tuna, first for others and then in a boat of his own, the 45-ft Victor I. During World War II, he left the sea to build airplanes at the General Dynamics plant in San Diego, where he worked for more than 30 years until he died.

"As a boy, I drifted down the hilltop to the San Diego Yacht Club. Despite its nearness, this place was far from my world. Nevertheless, it proved to be the magnet of my youth. Had I lived on another street or in another town, I could just as easily have hung out at a bowling alley, a pool hall, or worse. I often think how lucky I am that I lived near the yacht club and fell in love with sailing at an early age, because with my temperament, I would have been a very good bad guy." — Dennis Conner, *Sail Like a Champion*



As you may well have read in this month's *Letters*, we have recently concluded a thorough discussion about the perceived scarcity of paper charts. We've also been wondering how many of you enjoy paper charts as either art or keepsakes.

"I had to laugh when I read your letters about paper charts, because we crammed four years of cruising onto two charts. We hung them on the wall just to remember and refer to those terrific years. I did leave out the Atlantic crossing, because it was visually boring, though. We did use electronic charts, of course.

"Still sailing."  
Susan and Joe Altmann  
Suzy Q, Wauquiez 45 (formerly)  
Santa Cruz



The Altmanns use paper charts to reminisce on their cruising days.

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## SAUSALITO YACHT CLUB



## weathering a global storm

There has been no aspect of humanity not touched by the coronavirus pandemic, not even the sailing world. It is nearly impossible to properly report the details, which seem to change daily and for the worse. Here's what we do know: Almost every Bay Area racing event has been canceled or postponed, from the Great Vallejo Race to SailGP's second season. Several countries have closed their borders, impacting numerous cruisers. Some people have written to us, asking if sailing is a responsible activity when the global call to action is to self-quarantine. When the crisis first took hold in early March, we sincerely thought that sailing was a responsible self-isolating activity. Just a week later, the epidemic accelerated, and the general thinking shifted. At the time of this writing, the consensus is that every non-essential movement outside our homes is ill-advised.

We are, however, not public health experts. Please consult your local government's guidelines regarding recreating responsibly.

The real X factor in the sailing world is cruisers already traveling the world. We'll bring the latest on which countries are 'closed' in *Quarantined in Paradise* on page 84. Cruisers, who can easily self-isolate and are used to adapting to changing conditions, might be well positioned to deal with the crisis, and perhaps we all could take a page from their playbook. Please see *The Cruiser's Mindset* on page 70.

Despite the imperative to stay quarantined, we've been tickled to see that sailors are still connecting through virtual regattas, cocktail parties, and gatherings. Our vulnerability and global interdependence are more apparent than ever before. Therefore, while we must keep physical distance, now is a time for even more social intimacy.

What's more, there are historical considerations. Kevin Ellis, an agent of Nuku Hiva Yacht Services, wrote the following message to a Pacific Puddle Jump email group: "We also need to be sensitive to the very serious emotional impact. In the Marquesas, the population was nearly wiped out at the turn of the 20th century due to illnesses brought here by the colonizers and missionaries. If you choose to move to another island, not only are you at risk of becoming a ping pong ball, you may well also be the source of additional anxiety."

On the Pacific Puddle Jump email list (an unofficial forum for southbound cruisers), the debate played out in a thread begun by Jeff Stander of the yacht *Beatrix* from Tasmania, Australia. He stated unequivocally: Just stay home. "I seriously think this is *not* the year to start cruising." After enumerating his reasons, Stander concluded, "The best strategy, especially for us older sailors, is to do our best to avoid contracting the virus until the first wave of infection passes, and medical care is more available. As a group, sailors are a more fit segment of their age cohort, and thus are more likely to survive than those with co-morbidities. Also, self-isolation on a boat is a lot easier."

On that same thread, longtime *Latitude* reader and contributor Bruce Balan of the Cross trimaran *Migration* pointed out that "staying home," isn't necessarily an option for cruisers already out there. "It is wise to always consider the effect your cruising will make on a destination. For those already out cruising (and not leaving from their home port), you *are* having an effect on the country and port you are in. Economic hardships in island nations based on tourism, differing standards of medical care (e.g. French Polynesia compared to Tonga), population size, [and] risk of future infection should all play a role in one's decisions . . . as well as personal health considerations.

"I do not agree that one can state categorically that no one should go cruising across the Pacific this year."

Needless to say, many sailors are faced with difficult choices right now. The following excerpt comes from a New Zealand family's blog entry about whether to transit the Panama Canal, cross the Pacific, and return home this year. Max and Bianca, traveling aboard their Irwin 52 *Spacegrazer* with their three young children, wrote the

continued on outside column of next sightings page

## all races



GREG VANDALEN



## abandoned

The flags tell the story of the month. The yellow flag is called "Quebec" but indicates "Quarantine." The checkerboard November flag means "Abandon." The Alpha swallowtail means "All." The two blue and white flags in combination signify "All races abandoned." A pundit at Richmond Yacht Club hoisted the flags on the club's flagpole and sent us this photo.

The publisher of *Latitude 38* also hoisted Q flags on his boat and at his house. He sent the staff home, where we've been "sheltering in place" ever since. We are all still working remotely, and can be reached by email or phone.

— chris

## the global storm — continued

following: "We've been backward and forward and everywhere in between. Do we go, or do we stay? As all of the destinations between here and New Zealand closed down due to COVID-19, the feeling of control slipped away. The choices that were open to us last week are no longer on the table. It's very difficult to know if we are making the right decision." Deciding to stay on the Caribbean side of the Canal, they closed with the thought: "We humans have a great aptitude for adaptation. Surely, we will all be tested in the times ahead. Let's all take a deep breath . . . stay safe, stay positive, be kind."

These are challenges faced across the Pacific and up and down the California coast. We also know sailors are resilient souls who've learned by sailing to look beyond the current tempest. In the long run, we see people returning to sailing with even more appreciation and gratitude for what it offers. There's nothing we look forward to more than reconnecting with sailing and the community around it.

— latitude



*"This is from Sunday [March 22] at noon," wrote Greg vanDalen. "Normally, there would be several races happening. Eerie." Normally, there would also be ferries, ships and tugboats, too. The world has come to a halt.*



# SIGHTINGS

## clipper race scrambles in asia

Everywhere around the world in March, travelers received the message, "Welcome to (fill in the blank); now go home." A variation of this is exactly what happened to the sailors aboard the fleet of 11 70-ft monohulls in the Clipper Race around the world.

The microbes hit the fan during the Clipper's passage from Airlie Beach, Australia, to Sanya, China. "At some point during Race 6, well after the boats had left Airlie Beach, Clipper made the decision that they would not go to Sanya due to the virus," explains Clipper crew Harmon Shragge. "They decided that the boats would race directly to Subic Bay. After the boats arrived in Subic Bay, Race 7 changed to an 8- to 12-day jaunt to off the coast of Taiwan."

Harmon bought his first ticket from SFO to Hong Kong in late January. He canceled that (and got a full refund due to the virus) and purchased a ticket from SFO to Manila with one stop in Korea. "After I saw the virus explode in Korea, I canceled that flight (no refund, but I will receive full credit). I purchased a ticket on Philippine Airlines from SFO to Manila landing March 3. (I used that ticket.)

continued on outside column of next sightings page

## news of

In *Lectronic Latitude* during the month of March, we kept a running tally of events canceled, postponed, or moved online.

The biggest event affected — and the one garnering the biggest headlines worldwide — is the Summer Olympic Games, scheduled to begin on July 24 in Tokyo and environs. Japan was one of the early countries to record instances of the novel coronavirus — before the World Health Organization declared a pandemic.

In the second week of March, regattas that qualify sailors for their country's spots on the team began canceling (as did trials in other sports). During the third week of March, both Canada and Australia withdrew from the Olympics out of concern for their citizens. On March



Just one of the guys — Clipper Race founder Sir Robin Knox-Johnston hangs out behind the locked gate with the crews in Subic Bay. With him is San Francisco sailor Harmon Shragge, our correspondent for this adventure. Harmon sails aboard 'Visit Sanya, China'. (That's the name of the yacht in this edition, but also its sponsor.) Lower right: The trash piled up for a while on the docks.



## the world

24, the president of the International Olympic Committee (IOC), Thomas Bach, and Prime Minister Shinzo Abe, jointly announced that the 2020 Olympiad would be "rescheduled to a date beyond 2020 but not later than summer 2021."

Another country affected early on was hard-hit Italy. The first America's Cup World Series event had been scheduled for Cagliari, Sardinia, in late April. "It is quite obvious that the ACWS Cagliari event cannot go ahead," noted the Defender. A couple of weeks later, organizers also pulled the plug on June's ACWS regatta in Portsmouth, UK. The final ACWS event, to be held in Auckland in December, remains on the books.

— chris



HARMON SHRAGGE

## clipper race — continued

"The major expansion of the virus had not yet taken place in the US or in the Philippines, so landing there was a non-issue. Not one sign of it anywhere. The first sign that there was no normal anymore came on March 5 or 6. Clipper let it be known that while we were still planning to race to Seattle, they did not know when we would leave Subic Bay. They did not want to race directly from Subic to Seattle. They were committed to providing their sponsors an interim race, plus for health and safety reasons they wanted us to get some time to train as a team on our individual boats before we tackled the North Pacific. So we spent our days cleaning and repairing our boats and enjoying the best of Subic Bay by night. The local population is friendly and outgoing. But the local scenery and nightlife are about as fun as an old rundown Navy base could be.

"By March 7, Clipper made the big announcement that we would sail nonstop from Subic to Seattle at a date to be determined. Sir Robin told us that trip should take from 28 to 32 days, and that we should provision for 35 days, plus another five in case we have trouble at Seattle. We would leave Subic on March 10 for Race 9, and do about an 800-mile triangle in the South China Sea heading roughly east toward Vietnam, then north toward Taiwan, then south back to Subic taking roughly five to six days including an 8-hour 'refresher sail' to practice man-overboard skills, etc.

"I am a San Francisco native — I love the fog. So sailing in 95° weather at 90% humidity (below deck) presented challenges. I had the midnight to 0400 watch, and that was magnificent.

"As soon as we left land, I noticed that the skipper was coughing, and our AQP (first mate) had a temperature and sore throat. Within 24 hours another three crew came down with similar symptoms of the 'flu'. Remember, 19 of us are eating, sleeping and doing our business in a cabin the size of a small San Francisco garage. If you were sick, you still had to do your watch. I dosed up on vitamin C and zinc, and figured that it was just a matter of time until I and the rest of the crew would become infected. Miraculously, it never happened. By the time we returned to port, two of the crew were almost over their illness, and the other three carried their coughs for almost another week. To the best of my knowledge, no one else got sick since.

"We finished the race at 3 a.m. on March 15. Our first indication that the world had changed while we were out at sea came when we were told that we would not be allowed back in port until noon, and that each crewmember would have to report their temperature. We only had one thermometer on board, so we took turns taking our temperature and passing it to the next guy. Our mothers would not have approved.

"Our skipper told us that the local authorities would like to screen us before we left the dock. Not a problem, we thought, until we noticed that the gate off the pontoons was locked and there were guards outside who were there to keep us inside. Another few hours passed, while we deep-cleaned our boats in 95° heat. We realized that no one was going to come to release us that evening, so we settled in for the night. It was hot, so we took hose showers. We had food and water on board. The guards let us order pizza for delivery. The Subic Bay Yacht Club had no problem selling us all the beer and alcohol we wanted. They stationed a waitress by the gate and the guards would let us make the exchange. This turned out to be a big mistake — selling sailors-turned-prisoners unlimited alcohol was not a great move. The night turned into a rowdy, alcohol-infused boat-to-boat party. The mosquitoes were relentless. We found out that Dengue fever was rampant, and only one crewmember had thought ahead to bring repellent with him.

"By March 16, it became clear to us that something was wrong. We were still locked in."

We'll continue this story in the May issue of *Latitude 38*.

— chris



## a family affair

You know how the saying goes: "The family that plays together, stays together." That rings especially true for the Floyd family.

"We have been sailing on the Bay for 25 years, and so have our kids, ever since they were born," Ryan Floyd wrote us, adding that he's looking forward to making it a family affair for the 40th anniversary of



**Ryan Floyd singlehanded around the Farallones on his Jeanneau 349 'Sacagawea'.**

the Pac Cup in June aboard his Jeanneau Sun Odyssey 349 *Sacagawea*. "It will be myself as Dad/skipper and two of my teenage children, along with a friend and his teenage daughter."

After crewing for a friend in college, Ryan bought his first-ever boat — a Nordic 44 — in 1998, and lived aboard at the now-defunct Pete's Harbor in Redwood City. "My future wife, Julie, met me when I was living on the boat and took to the water right away — sailing lessons and all," Ryan said. "We even spent our honeymoon sailing from Key West to the Dry Tortugas. We've owned boats ever since. We had car seats mounted in the cockpit when the kids were babies, and would go to Half Moon Bay or wherever for the weekend. It's been something we've done as a family for a long time."

Ryan said that his kids — Sammie, 16, William, 15, and John, 13 — didn't really have a choice about sailing when they were young, but he and Julie would always make it fun by "camping on the boat, or sometimes sailing to The Ramp in Potrero/Dogpatch for brunch. We did the Delta Doo Dah in 2012 when the kids were 8, 6 and 5. We chartered bareboats early on for vacation — it's pricey, so we don't go every year, but we have had some very special times with just our family in the Sea of Cortez, Belize, the British Virgin Islands, and most recently Grenada and the Windward Islands.

"Now we race the boat, and William and Sammie have really stepped up and enjoy working with others on the crew. Racing has been a lot of fun because we're all novices, so we are learning together about how to better trim the boat, starting tactics, and basically everything."

This won't be Ryan's first Pac Cup rodeo — he doublehanded the race in 2004 and took third in division. "As many sailors who have been on the race will attest, it is such an amazing and iconic blue-water experience. I have been wanting to get back to Hawaii again; it's just taken me 15 years." Ryan has a good friend with offshore experience who sails out of Alameda. That friend's daughter is also a sailor, so they're a natural fit to join the Floyds aboard *Sacagawea* for the Pacific Cup, and to add to the family-boat vibe.

Sammie said that she's super-excited about the race. "I can't believe it's only a few months away," she said. "I'm looking forward to all the stars at night. I'm going for tight braids ahead of the race to tame my hair; my dad says saltwater is fine, but I have hair and he doesn't."

William said that the idea of sailing to Hawaii sounds really fun. "I'm glad that the race is focused on being clean and eco-friendly. I have never spent a long time at sea, so I'm not sure what to expect. I am a little nervous about those big squalls hunting us down."

Ryan said that time with his kids is fleeting. "You have to work to make the most of that precious time you have in between long work weeks and the commitments that swamp us all in day-to-day life. There have been times when we have been sailing less for whatever reasons — you just have to take it in stride. There have also

continued on outside column of next sightings page

## news of

As the cancellations continued to roll in, we received word that SailGP, the global stadium sailing league now in its second season, would not be coming to San Francisco on May 2-3 after all. (The New York event is still on for June 12-13 — at least it was as of this writing.)

Last year, SailGP conflicted with the Great Vallejo Race, the YRA's season opener that draws well over 100 entries. This year, the YRA and Vallejo YC kindly moved the GVR to the last weekend in April so that local sailors could enjoy one regatta as participants and the other as



ALL PHOTOS COURTESY THE FLOYD FAMILY



## the bay

spectators. The good news is that the GVR has already been rescheduled: Mark your calendars for October 10-11, and we'll see you there.

Sadly, we won't see you at the Pacific Sail & Power Boat Show on April 16-19. That has been canceled. We had a glossy boat show guide all printed and ready to be inserted into this issue, and we commissioned Jim DeWitt to paint us a cover. You can see that we at least got to keep the great cover!

Local races have been canceled

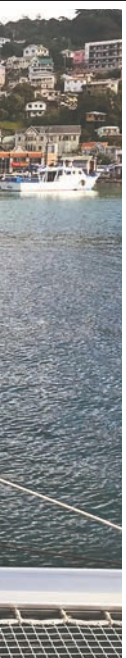
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## pac cup family — continued

been many highlights, from singlehanded around the Farallones, to an awesome crew for Friday night racing, to special weekends on the moorings at Angel Island listening to jazz."

Ryan said there's no hard-set plan after arriving to Hawaii. "I imagine we will do a lot of racing. Really, I'll do whatever the kids want to do, because to some extent, as long as I'm on the water, I'm happy." Ryan said that the family plans to keep chartering in warm-water locations, with locales like Croatia, the South Pacific and Thailand being high on the list. "Julie loves sailing and traveling, so naturally we are thinking about casting off the lines at some point, but with a much bigger boat, and likely a cat. You get spoiled on the charters. I am loving the journey and trying to enjoy each turn it takes. I still have a lot to learn."

— tim



*The Floyd children have literally been sailing since before they were born. Top right-hand photo, from right: Ryan, Julie, Sammie and William.*



# SIGHTINGS

## new girl on the block

Wilbur Spaul achieved a significant milestone in his bid to sail the smallest boat to Hawaii: In February, he chainsawed the 8-ft *Chubby Girl* into pieces and tossed them into a dumpster. Her slightly longer, significantly lighter, and hopefully better-sailing sibling is currently under construction.

As you may recall from a *Sightings* in the October 2019 issue, Wil is a longtime sailor and cruiser, with the equally longtime dream of doing this passage. His inspiration — and the person to whom he will dedicate the voyage — is Gerry Spiess, the current smallest-boat-to-Hawaii record holder. In 1981, Spiess sailed the 10-ft *Yankee Girl* from Long Beach to Honolulu. It took him 34 days.

Spaul designed and built the recently-departed *Chubby Girl* out of

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## news of the bay

through April 7. Our guess is that the shelter-in-place order will extend beyond that and so will the mad dash to cancel or reschedule events large and small.

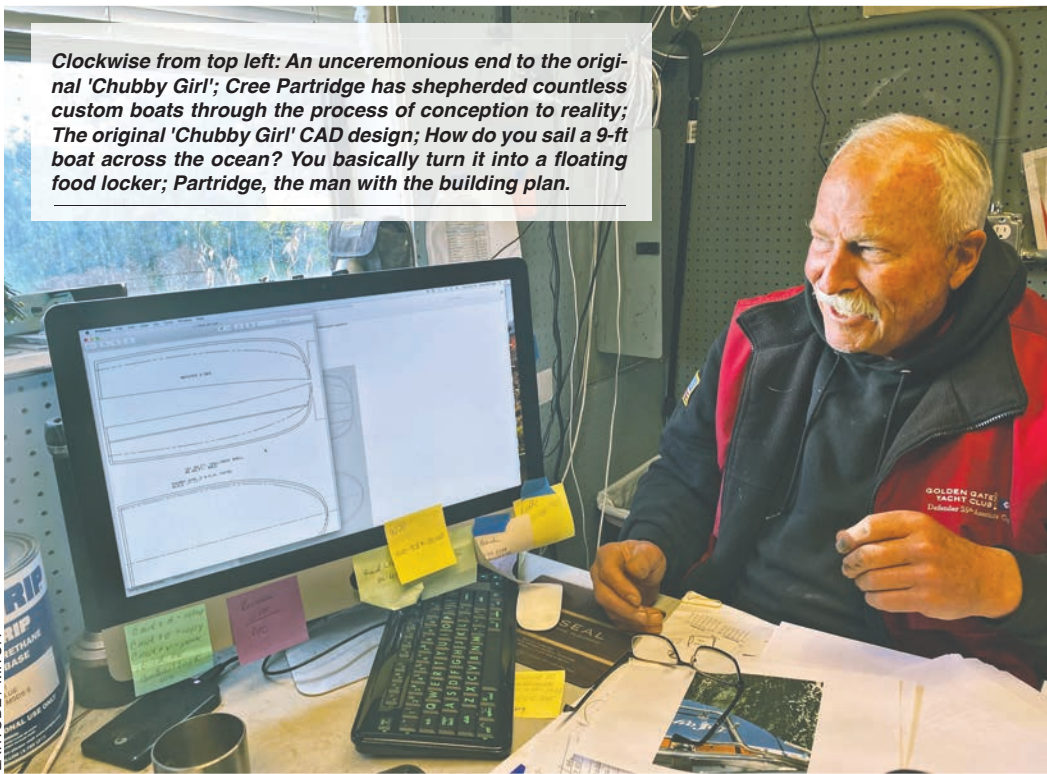
Once the orders are lifted, the Coast Guard will consider marine event permits on a case-by-case basis. "It very much will depend on what the federal recommendations will be regarding social distancing (after the shelter-in-place orders are lifted)," writes the YRA, "and how event organizers are going to ensure that those recommendations can be followed, for both

MITCHELL ANDRUS



*Clockwise from top left: An unceremonious end to the original 'Chubby Girl'; Cree Partridge has shepherded countless custom boats through the process of conception to reality; The original 'Chubby Girl' CAD design; How do you sail a 9-ft boat across the ocean? You basically turn it into a floating food locker; Partridge, the man with the building plan.*

LATITUDE / MITCH



WWW.CHUBBYGIRLCRUISE.COM



## — continued

the sailors and the race committee."

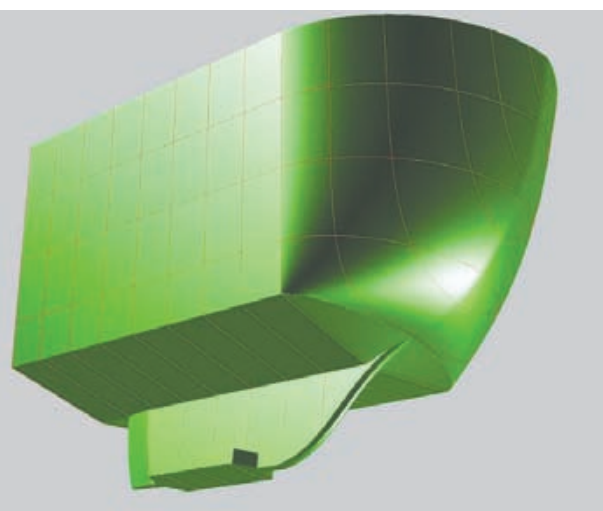
Among other races canceled were BAMA's Doublehanded Farallones on March 28, and all of St. Francis YC's events through mid-April. The YRA is keeping up with Bay Area races on a weekly basis and posting updates on their website at [www.yra.org](http://www.yra.org).

With safety always a top priority, the Pacific Cup Yacht Club has moved their Pacific Offshore Academy prep seminars online. Anyone interested can participate

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LATITUDE / MITCH



WWW.CHUBBYGIRLCRUISE.COM

## new girl — continued

glass-covered plywood in a friend's garage in Walnut Creek. He began sea-trialing the boat out of Berkeley last spring. Despite a new set of sails from Pineapple, and design assistance from El Sobrante Naval Architect Jim Antrim, progress — and performance — was slow and a bit disappointing.

"Once I got all the stores and equipment aboard, it was just too heavy," says Wil of the little boat. "Very sluggish, not responsive, even in good breeze." After 10 months of tweaking and trying, it was chainsaw time. Wil is one of those indomitable-spirit guys. He saw it as less of failure than just another speed bump in the learning curve.

So, he's building a new *Chubby Girl* in a corner of Berkeley Marine Center (which is mostly deserted because of the current crisis). The new boat is a Jim Antrim design. Both Jim and BMC's Cree Partridge have been mentors, friends and invaluable consultants in the process.

When Spaul commissioned the design, says Jim, "My mind went reeling over the expense of producing ideal shapes for an ocean-crossing little boat." Cree, who has built Antrim designs at BMC such as the Class 40 *California Condor* and canting-keel Antrim 49 *Rapid Transit*, suggested using a dinghy mold they already had at the yard. It was a scow-bowed dinghy Jim had drawn for a client as a tender on his cruiser. Cree also had the clamshell idea.

The . . . what?

For ease and expediency of building, the new *Chubby Girl* looks like (and is) a giant clamshell made from two dinghies. The hull and 'top' are both out of the same mold. They are joined in the middle by a 15-inch spacer. Construction is vacuum-infused foam/fiberglass sandwich, which, when completed, will yield a 9-ft boat around 600-700 pounds — about a third less than her predecessor. The new mast will be slightly taller, but Spaul will be able to use many of the same rigging parts, sails, and other equipment from the first boat. Continuing the "something old, something new, something borrowed" theme, the keel fin is a piece of an old daggerboard from *Rapid Transit*.

Spaul could be a poster boy for '70 is the new 40.' He is full of energy, enthusiasm and dogged persistence. With the help of Raphael, a young Brazilian eager to learn boatbuilding, Wil works on the boat 12 hours a day, 7 days a week. "I need to stay ahead of him with the design, so a couple of times, I've had to tell him to stop building and go home!" says Antrim.

If all goes as planned, Spaul plans to start sea-trialing next month, and hopes to depart for the Islands in May. We'll be bringing you updates on the *Chubby Girl* project as it progresses. In the meantime, check out [www.chubbygirlcruising.com](http://www.chubbygirlcruising.com).

—jr

## the betts/wylie quest

What do Jim Betts, Tom Wylie and SoCal sailor Charles Ray have in common? A new boat that follows the respective builder's, designer's and sailor's never-ending quests for performance.

Founded in 1970, Betts Boats is based in Anacortes, Washington. The legendary Betts is known for building high-performance sailing yachts, including boats for the America's Cup, Admiral's Cup and Transpac. Among the current projects listed, you'll find one for a Wylie 60. The boat, off the board of longtime yacht designer Tom Wylie, is the latest in a line of Wylie's popular wishbone catboats. She features a carbon-fiber composite construction, lithium battery power system, and a carbon keel fin and lead bulb. She's being built for Southern California sculptor Charles Ray, an interesting fellow to chat with, and an enthusiastic sailor.

Ray grew up in the Chicago area and sailed dinghies in the Great Lakes, including prams, Lasers and the Flying Dutchman. Like most

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# SIGHTINGS

## the bett's/wylie quest — continued

sailors, his small boats became bigger boats: an 8-Metre, then a Pelican, followed by a Lapworth 24 named *Glass Slipper* (hull #1), a C&L 36 for cruising, an Olson 40, and so on. He eventually ended up sailing the Wylie 44 *C-Squared*, which his wife describes as "a huge sail that we all hold on to."

And now, Ray has stepped up to his latest boat, the Wyliecat. When asked why he chose this design, he emphasized over and over that it came down to performance and ease of handling. Ray loves the solitude of singlehanded sailing, and the Wylie catboat lets him do that without sacrificing performance. Having no headsail to contend with makes for an easy boat to take out singlehanded for a day (or longer). This new Wylie features a forward cockpit area for those times when guests are onboard, and an aft cockpit for helming the yacht. In other words, his guests get to enjoy a day out on the water, while Ray gets to enjoy sailing.

Another unique feature of the boat is its electric-drive motor, which fits comfortably in the space below the cockpit. A retractable prop provides some charging, and while the range on a single charge isn't going to get Ray hundreds of miles of travel distance, it easily handles 15 to 18 miles, more than enough if the wind gives out on a daysail.

Ray still loves the challenge and performance he gets out of flying a spinnaker, even when singlehanded, so Tom Wylie worked the design to include a Samson post/spinnaker pole assembly that allows the spar to be used as either a bowsprit or a more traditional spinnaker pole.

This new Wylie 60 is, in Ray's own words, "a unique boat." With its easy-to-sail rig (significantly less running rigging) and the performance levels that are typical of a Wylie-designed boat, Ray figures he's got another 10 to 15 years of singlehanded and doublehanded sailing ahead of him. His busy lifestyle means he doesn't have the time to prepare and carry out a full-blown race campaign, but that doesn't mean he has to compromise when it comes to the one metric that keeps him coming back to the water: that never-ending quest for performance.

— eric rouzee

## dollars and sense

"How did you do it?" That is one of the most frequent questions we're asked about our years spent cruising. Because when you're 42, intentionally unemployed, and living your cruising dreams, curiosity wins out. Here were some common questions:

"How could you both retire so young and take your kids sailing?"

"Did you sell off one of those startup, dot-com companies?"

"Did a rich relative die and leave you money?"

"Did you sell your house and everything to do this?"

"Did you hit the lottery?"

"Oh, how can you be so lucky?"

Yeah, so lucky. I recalled that after I handed over the cashier's check to purchase our little sailboat, we'd had more pocket money as poor, married college students than we had at that moment! But part 1 of the plan was in place. We had our boat. Now the reality of part 2, saving for our cruising kitty, was staring us in the face, and once again, we were starting from scratch. If that weren't challenge enough, we also had a toddler and a newborn.

I was thankful that our passion to fulfill our dream and our material sacrifices had seen us clear to find and purchase our boat, but how were we going to generate enough savings to sustain us during our adventure? We debated how we should structure our cruising kitty. We could either:

A) Build a nest egg and draw it down to zero, or

B) Bank enough principal so we could live off the interest and not touch the nest egg.

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## news of the bay

live, or view the archived seminars later. Access them for free online at [www.pacificcup.org](http://www.pacificcup.org).

Meetings and other peripheral activities of yacht clubs and other organizations have also moved online. (Our staff have even been invited to a TGIF party to be held via Zoom!)

Along those lines, US Sailing instituted a new feature on their website called The Starboard Portal. "Stay connected with sailing through new videos, live presentations and interactive discussions," they say. Check 'em out at [www.ussailing.org](http://www.ussailing.org).

In order to keep our readers informed, *Latitude 38* has created a new web page called *Sailing in the Times of Pandemic*. This page collects all the coronavirus-



CHARLES RAY



YOUTUBE / JONATHAN WESTON

## — continued

related stories from *'Lectronic Latitude* into one tidy feed. Find a link to it on our home page at [www.latitude38.com](http://www.latitude38.com).

The world of virtual regattas and instructional videos can help us at least keep our mental chops up. Connecting with one another via social media or other apps can help keep our spirits up. And a daysail solo — or with members of your own household, per public health guidelines — can do wonders to freshen your mind and exercise your body.

Remember that the marine industry, with some careful adjustments, is still open for business, in case your boat needs something — or in case you need a boat.

*Sláinte*, dear readers!

— chris

## dollars and sense — continued

There were pros and cons. Plan A forced us to return home when we drained the cruising kitty dry, while plan B allowed for an open-ended adventure. I leaned towards plan B. I realized that this would be a greater temporary financial hardship, but I dreamed of an adventure without a set end date. Imagine how frustrating it would be to settle into the cruising lifestyle, and then be forced to pull the plug when you weren't ready to give it up.

But the question remained: Could we save enough money within a realistic time frame to live solely off the bank interest?

I came up with a WAG (Wild-Ass-Guess) as to our future cruising expenses, and then Bruce built in a little fudge factor. Next, he ran some calculations to estimate how much money we needed to sock away in an investment to be able to draw out enough money to support ourselves month after month:

$$12 E/RT = S$$

Where: E = Estimated monthly expenses; R = Expected investment interest rate of return; T = Anticipated months of savings; S = Monthly

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Clockwise from top left: Southern California sailor Charles Ray snaps a selfie; The new Wyliecat 60 is in its nascent stages at Betts Boats in Anacortes, Washington; Charles Ray singlehands his Wylie 44 'C-Squared', which Ray's wife described as "a big sail that we all hold on to"; What performance will look like: a CAD rendering of the new Wyliecat 60; Yacht designer extraordinaire Tom Wylie aboard the 'Derek M. Baylis'.



# SIGHTINGS

## dollars and sense —

savings required.

I sat quietly watching Bruce run and then rerun the numbers. I could see by the look on his face that our cruising dream might come crashing to a halt right then and there. "Is it doable?" I asked. Bruce shook his head, "I don't know." He turned the calculator around so that I could see the display. The numbers revealed that the required savings would consume well over half of Bruce's paycheck each month. Even for our frugal family it was a pretty steep expectation.

Bruce spun the calculator around and started punching more numbers. I watched in silence knowing we were going to come up short. Is this where it would end? For five minutes I sat and listened to the clicking of the calculator keys and

observing Bruce shake his head. Suddenly he looked up with a grin "I think we can do this." He paused and went back to his scribbled notes and his finger raced across the calculator keys one more time.

Bruce made some additional notes and looked up wanting to know if I was ready for a crazy idea regarding the mortgage payment. Was it essential? We could sell our three-bedroom house and really boost the cruising kitty, but then we would lose our stake in the strong Bay Area housing market. I feared that once we sold, we'd never be able to buy our way back in.

After some deliberation, the answer turned out to be as simple as not selling but downsizing our house. Selling our house and buying a smaller townhome meant we could still





## affording the cruising life

stay in the housing market, but substantially boost our cruising kitty by banking the difference. I nodded, reasoning out loud, "a smaller house would be easier to rent, especially if it had no yard, and if we are careful, the rental income will cover the mortgage and property taxes and our net outlay will be zero." That's a lot of if's, but as the pencil moved from column to column, I could see our plan coming into focus.

Out came a clean sheet of graph paper. I sharpened my pencil and we got more serious, honing in on our actual financial commitments. We determined — to the penny — how much we were truly living on per month.

I had an idea, but was a little surprised when we broke it down into categories and columns. Bruce basically had two

columns: essentials and nonessentials, or what I referred to as needs vs. wants. Food and utilities went into column #1, while eating out and new furniture went into column #2. This didn't mean we couldn't eat out, it only highlighted that it was nonessential, and it was up to us to make that choice. I could already tell where my daily Starbucks fund was going to land!

As the columns filled in, Bruce highlighted which costs or outlays would not be following us on our adventure. House insurance, mortgage payment and car insurance were highlighted, but they were soon replaced in the bottom column by boat insurance, boat maintenance and estimated marina expenses.

Once we figured out our bare-bones living expenses without any frills, I trusted that our basic needs and wants wouldn't drastically change after we set off cruising. I also trusted that we could maintain self-control when it came to our spending, just as we had when we saved for the boat purchase.

However, like anyone else launching a new endeavor, I only had a general idea of how much full-time cruising would cost, and I wouldn't know for certain until we were out there living the life.

To motivate the savings effort, I crafted a chart to help track our progress and hold us accountable to our financial goals. A not-so-subtle three-foot-tall fundraising thermometer — hardly a piece of romantic bedroom décor! — hung behind the door, and charted our monthly financial progress. Some months, it was hard to save.

Decembers were an especially tough time to maintain our budget. We didn't want Mr. Grinch to steal Christmas from our daughters, so we learned to browse for Christmas bargains year-round. We didn't rule out shopping at garage sales and second-hand stores, and I was astounded how these simple cost-cutting practices translated to savings month after month, and year after year.

I couldn't always color in our savings thermometer, and there were times when progress seemed painfully slow, but we pressed on. "Stay focused and keep your eye on the prize," was my unwavering mantra as I stared at a photo of a tropical island anchorage taped to our bathroom mirror.

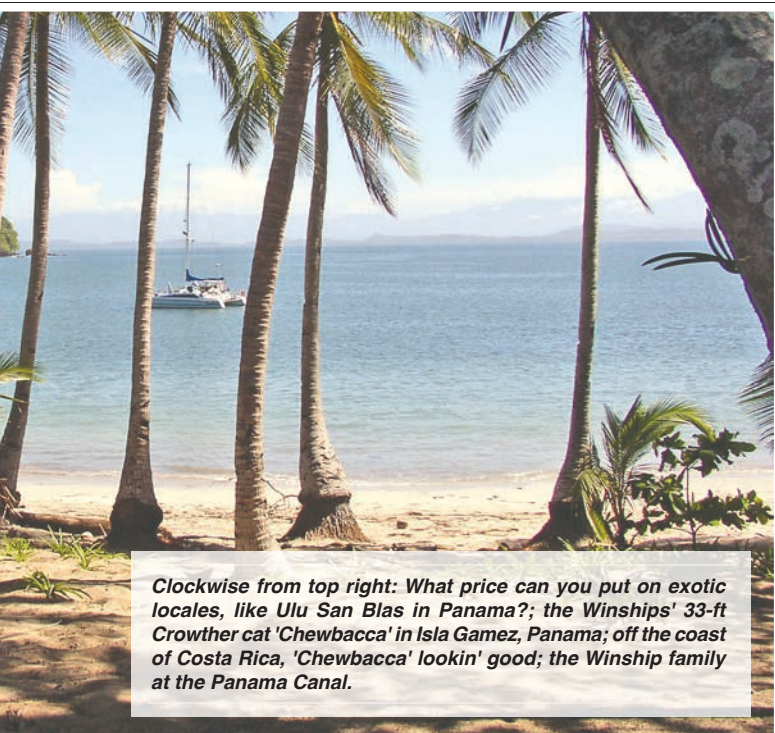
We gave ourselves a five-year window, and as the months ticked by, the satisfaction we both felt while watching our savings grow was fuel enough to push us forward.

When the time came to begin outfitting the boat, I often walked along the deck with a notepad in hand while Bruce dictated what gadget or gizmo he thought we needed to install. Sometimes I would question him if this was a want or a need! Then we switched places, and I would add my vision for our little home on the water while Bruce scribed and asked if this or that was an essential or nonessential item!

Sixty months later, we colored in the last blank space of the savings thermometer and toasted to our future. It was a long road, but at last our family was ready to embark on our cruising dream, and our little boat took us down the Mexican coast, along Central America, through the Panama Canal and on to South America. Mission accomplished.

— april winship

*The Winships have penned a book about their family's 10-year adventure cruising aboard their 33-ft catamaran Chewbacca. Set Sail and Live Your Dreams (Seaworthy Publications, 2019) is available at [www.seaworthy.com](http://www.seaworthy.com), as well as on Amazon.*



*Clockwise from top right: What price can you put on exotic locales, like Ulu San Blas in Panama?; the Winships' 33-ft Crowther cat 'Chewbacca' in Isla Gamez, Panama; off the coast of Costa Rica, 'Chewbacca' lookin' good; the Winship family at the Panama Canal.*





# THE CRUISER'S MINDSET —

Ask a cruiser about their plans, and they're likely to laugh. On any given day, a bluewater sailor will probably tell you that they're doing "Boat projects," but ask them to elaborate on the weeks and months ahead, and they'll likely shrug, and say, "We'll see how it goes." Most cruisers will tell you that they started with a one- or two-year plan, which evolved into more ocean miles, more countries visited, more money, and more years of their lives.

Out of necessity, cruisers develop an adaptive mindset, because cruising life heeds to weather above all else, followed by budgets, bureaucracies, health of both body and vessel, and plain old luck. Plans are important, but they're just dreams and aspirations. Reality cannot be forecast, and follows no schedule.

By going with the flow, cruisers employ a mentality that gives them the patience and persistence required to navigate the Seven Seas. This relaxed, expectation-free philosophy is often an essential part of the escape from their former hectic land lives, even if they didn't

know it when they first left the dock.

The cruiser's mindset might be the perfect mantra for the times we live in, as the planet grinds to a halt and holds its breath. One must simply adapt, try to find the safest port, and wait out this terrible storm.

I left for New Zealand on a working vacation in early March, where I wanted to get a taste of the cruising life. I was planning to visit friends, catch a ride here and there on a boat, and meet up with some of *Latitude 38's* 2019 Pacific Puddle Jump fleet. Not long after I arrived, the world went into lockdown due to the coronavirus pandemic. Several popular cruising destinations have since closed their borders, and many cruisers' plans evaporated as quickly as they'd been made.

But none of this seemed to bother the cruising community, which had long become used to adjusting their plans for myriad reasons. I would learn that the name of the game is to take changes in stride, and to adapt to any conditions that may come one's way.

**Changes in *Latitude's* veterans Lewis and Alyssa Allen with their Island Packet 420 'Levana'. (The boat is for sale!) I was docked next to the couple in Marsden Cove, near Whangarei, New Zealand, in mid-March.**



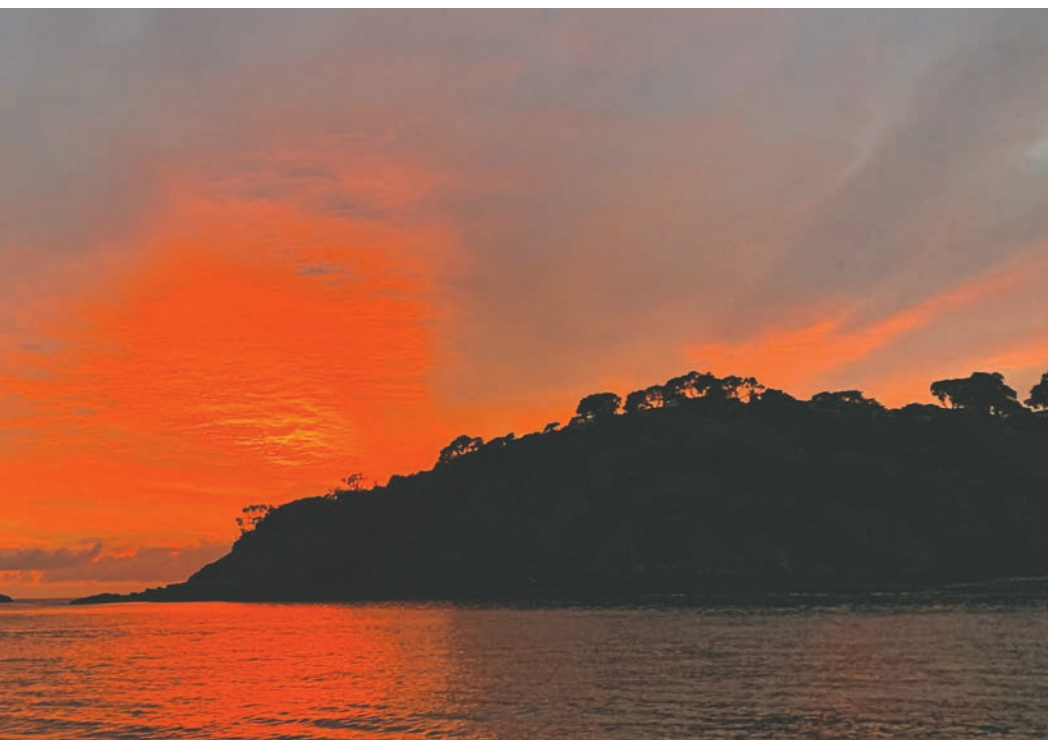
After a lifetime of sailing, I thought I'd have no trouble fitting in on any boat cruising in any waters. While I'd never owned a bluewater boat or cruised with others for any length of time, I thought it would be easy to settle into the life. My first sailing meet-up would start in the Northland region; we'd head south from there. Cruising in 'the land of long white clouds' — New Zealand's moniker — has been a lifelong dream.

My friends had a hefty but manageable list of boat projects that needed to be done (though I would later find that there was the "day-to-day list," as well as the "big list"). Day one started with errands onshore, which meant constantly running into the tight-knit community of a shoreside cruiser's haunt. (It was nice to meet people, but one could easily lose the day, or days, catching up.) There were countless conversations that went something like this: "When are you leaving?" "We're not sure; today, we think. What about you?" "We're not sure, in a few days, we think. Where are you headed to next?" "We're not sure. South, we think. It depends on the weather. What about you?" "We're not sure. North, we think. It depends on the weather." Granted, there were details lost on me, an interloper, but clearly, there was a noncommittal attitude toward long-term plans.

When we finally departed in the late afternoon, we enjoyed a leisurely sail downwind before turning the corner of a windy point and slogging into 15 knots and short, steep chop. The skipper



# ADAPTING TO ANY CONDITIONS



ELANA CONNOR

***Red sky in the morning . . . On March 16, I sailed out of Tutukaka Harbour, seeking refuge to the south as Cyclone Gretel bore down on the North Island of New Zealand. At the same time, a viral storm was bearing down on the entire planet.***

decided to head back to a more protected anchorage, with plans to sail the next day. But the next day brought more items on the list, including cleaning the bottom, which took longer than expected. Once that task had been accomplished, the forecast showed rain and gusty wind for the next 30 hours. Staying put seemed like the best call; we lingered at the same anchorage for another night.

I was just happy to be in New Zealand; we had Wi-Fi, and I was able to do some writing for *Latitude*, as well as help my friends work on the boat. I immediately found myself recalibrating my expectations — mostly by avoiding expectations at all (like having any kind of schedule). This was a critical lesson learned about the cruising life.

Not long after our unexpected two-day stop, a cyclone appeared in the forecast. And, not long after that, the coronavirus took hold of the world.

I met Darrell and Gayle Smith in Whangarei, NZ. The city of nearly 60,000 is known for its abundant marine services, friendly technicians, affordability, and abundant marinas and boatyards.

One-time Bay Area residents who are now in their 60s, the Smiths have been cruising for nearly 12 years. The couple sailed through the South Pacific with the 2019 Pacific Puddle Jump fleet before making landfall in Opua, New Zealand.

"When Gayle was in school," Darrell told me, "I needed something to do. So I started taking lessons at Tradewinds Sailing. I took all the courses, from advanced coastal cruising to celestial

navigation. Once you were qualified, you paid a flat fee and could sail as much as you wanted. So we took friends out to Angel Island and anchored overnight."

Darrell said that the aha moment came when he and Gayle chartered a boat in Greece and sailed from Athens to the island of Kos in 2006. "That set the hook," Darrell said. "I thought, 'We can do this.'" Two years later, the couple bought their Spencer 53 *Gone Bambu* in Seattle, and sailed to San Francisco.

"It was a disaster," Gayle said of the passage. (I'm paraphrasing a bit here, as this conversation was late at night and after a few glasses of wine.) "We had a schedule, and we tried to stick to it. That was a mistake."

After a few years in the Bay Area, the Smiths have gone on to cruise through Mexico, Central America, the Caribbean and Panama, American Samoa and French Polynesia, just to name a few places. They had friends who were scheduled to meet them in New Zealand, but their friends had to cancel because of the coronavirus epidemic.

When I was meeting with the Smiths, several countries, all of which are destinations for cruisers departing New Zealand for the winter, announced that they were closing their borders to private yachts. (The exact details are

***Elana Connor captured a selfie as she rounded Cape Brett and the Bay of Islands' famed (if simply named) "Hole in the Rock."***



ELANA CONNOR



# THE CRUISER'S MINDSET —



***In some ways, life in New Zealand required no adaptation at all. The landscape is strikingly similar to the Bay Area, save the exquisite turquoise water. Bottom left, from left: Elana Connor, Gayle and Darrell Smith aboard the Smiths' Spencer 53 'Gone Bambu'.***

fast-changing and often hard to verify, and therefore the subject of another article in this issue.)

I ventured to ask the Smiths that most ridiculous of questions one can pose to cruisers: "What are you planning to do next?" Darrell was game for the query.

"I don't think we want to go around," he said, referring to a possible

circumnavigation, traveling west to Southeast Asia, across the Indian Ocean, and eventually arriving back on the East Coast of the United States. "We've done the East Coast before, and don't need to go back." (I'm paraphrasing again.)

"But you know what's a common thought among the cruiser crowd?" Darrell asked. "We all miss Mexico." The Smiths said they like New Zealand, but prefer places that feel more foreign. "That's why we're out here," Darrell said. "To see how other people live."

Cyclone Gretel showed up on weather forecasts in mid-March. The category 1 storm was off the coast of Queensland, Australia, and moving east toward New Zealand. I've long heard about the many different models used to forecast weather — such as ECMWF (the European model), GFS (the American Model) and PredictWind (a proprietary, New Zealand-based model) — but had never tried to reconcile competing predictions for a serious storm bearing down on my boat and the bulk of my worldly possessions. The animated forecasts showed a sinister red, then frighteningly black blob engulfing the northeast coast of the North Island of New Zealand, with predictions of 50-knot winds and 30-ft seas.

It's not hard to avoid a big storm on a coast with lots of anchorages (there are far more bays and inlets here than on the West Coast or Hawaii), but that doesn't mean your escape route will be easy. As Gretel approached, the wind on our north-to-south trajectory was on the nose, and either too light to sail in, or too heavy for comfort. For four days,

our lives were all about hurrying up, then waiting, waiting for those precious, imperfect windows.

After a few short sails, we hunkered down in Whangaruru while a gusty front passed. We weren't the only ones suddenly developing a new cyclone-centric itinerary. I'd first met Elana Connor in spring 2017, as she was preparing to make her first singlehanded passage to Hawaii on her Sabre 34 *Windfolia*. Since arriving in New Zealand from the South Pacific in December, Elana had been freelancing for *Latitude*. She'd planned to sail to the South Island weeks earlier, but was also delayed by boat projects, weather and life. I caught a ride on *Windfolia* near Tutukaka, in Northland.

While the world was focusing on the worsening coronavirus pandemic, she was concentrating on Gretel, and was reluctantly aiming for the cruisers' hub of Whangarei (roughly pronounced as Fon-gar-ray). Connor said she wanted to avoid "getting stuck" there, as so often happens when cruisers put into port.

All the delays offered me unexpected moments of joy ashore. Throughout Northland, I took long walks and saw quaint houses with perfectly manicured lawns (mowers might be a more common sound in New Zealand than birds). Elana showed me how to forage for oysters; we shucked them on the beach and garnished them with lemon. The skipper also had a bountiful night of fishing, catching several small horse mackerel.

It was a mere 25 nautical miles from Tutukaka to Whangarei, but there was little to no wind forecast. Connor recently had work done on *Windfolia's* engine, but few sailors feel comfortable relying exclusively on their mechanical systems when there's serious weather coming, so she planned an early departure just in case anything went wrong. The sun bled a fiery, ominous red as we set out that





# ADAPTING TO ANY CONDITIONS



**New Zealand's empty landscapes were the perfect place to self-quarantine as the coronavirus epidemic accelerated in March. Below right: Elana Connor demonstrated her oyster-shucking skills on a beach in Northland.**

morning, suggesting that sailors, like us, take warning.

We eventually found refuge at a marina in Marsden Cove, which lies near the mouth of the Hatea River leading to Whangarei. Not long after we'd arrived, a smart-looking boat pulled in alongside us. The couple aboard had American accents, and as is wont to happen in marinas across the globe, they turned out to be familiar faces. Lewis and Alyssa Allen did the Baja Ha-Ha in 2008, and the Puddle Jump the following year (according to *Latitude* records). They've appeared in the pages of *Changes in Latitudes* several times; Alyssa was also on the cover of the January 2017 issue. (I have to remind myself not to be shocked by what appears, on the surface, to be wild serendipity. Sailors get around, and if you're cruising, people you know, or know of, are probably close by.)

Lewis and Alyssa told me that they started with a three-year plan. "We've been out here for eight years now. But this moment reminds me of accounts I've read about wartime cruising," Lewis told me, referring to the rapidly evolving country closures. "You just have to figure out what's open."

The couple had been running a charter business in Fiji aboard the Voyager 43 *Quixotic*, a catamaran they salvaged after it was driven on the rocks during a cyclone in 2016. They recently sold that business, and, like so many cruisers, are contemplating their next move. (I should say here that the couple, with unflinching generosity, offered Elana and me their car so that we could make the 30-plus-minute drive into Whangarei.)

I managed to avoid asking the couple *exactly* what they were going to do next, though they did mention that they were considering getting a dog. We ended up

discussing the cruiser's mentality.

"We meet all of these cruisers who arrive, do boat projects, and already have a plan about where they're going to go next. And now [with coronavirus], they're worried and don't know what to do." Lewis and Alyssa weren't disparaging other sailors, but rather, were expressing that over the years, they'd learned the importance of an adaptive mindset.

The couple said their parents often asked if they'd contracted a weather router, or a professional service that predicted weather and forecast optimal passagemaking windows. "We've been out here eight years. I haven't had a router the entire time," Lewis said, musing on the idea of improvisation. "We've learned how to read weather forecasts through a lot of trial and error. Now, we've got it more or less figured out."

I was shocked to see that Cyclone Gretel didn't register in the national news, but quickly surmised that an island nation — especially one that so perfectly straddles the tropics and Southern Ocean — probably sees its share of nasty-looking storms that end up fizzling out. That's what happens with Gretel, which was ultimately a non-event marked only by intermittent moments of heavy downpour and a

few gusts of wind.

A sailor might feel a little sheepish after taking great care with the weather, only to have their caution rewarded with nothing more than a rainy day. But keen seamanship is characterized by respecting the elements, and is the ultimate expression of adaptation. Seamanship is a broad concept encompassing multiple disciplines, of which sailing might be surprisingly low on the list.

Darrell and Gayle Smith often spoke



LATITUDE / TIM



# THE CRUISER'S MINDSET —

LATITUDE / TIM



*Patiently waiting out the weather in Whangarei, New Zealand, (which has a Hawaii vibe) rewarded us with this sublime moment.*

about the labor it takes just to keep everything on the boat working. They were in the process of making repairs in the marine-services haven that is Whangarei. After sailing through heavy, mixed-up seas while en route to American Samoa last season, they lost their rigid solar panels, and were only now making the required repairs.

The cruiser's mindset means that one must know their vessel intimately, and be able to fix everything at all times with no parts or experts to consult — or to find suitable alternatives, which is to say jury-rigging, or simply doing without. Over the years, many cruisers have told me that they've become competent, even experts, in unexpected trades, such as plumbing, electrical or rigging.

"Just when you think you've learned something useful from one project, it's completely inapplicable when the next thing breaks," Elana Connor told me. "Once you've been out here a few years, you might start to see repeats." In 2017, Connor noticed that she was going through fresh water much faster than normal. The problem, she found, was that the diaphragm on her foot pump was leaking. As she arrived in New Zealand, she had the same issue, and was able to quickly diagnose and troubleshoot the situation.

"Sometimes I think seamanship is just the ability to juggle a lot of things in your mind, and manage each thing toward resolution," Elana continued. "It helps that I can ask questions of the other cruisers I meet out here, and they'll take me seriously, even when I don't have the vocabulary to describe the problem or know the name for the thingamajig."

Perhaps the most critical adaptation for cruisers is to simply have the confidence that they'll be able to fix what breaks, because everything — simply everything — will break at some point. "Seamanship is knowing how to handle yourself when conditions change. It's expecting the unexpected, and greeting the unexpected with confidence, competence, and assuredness.

"Seamanship isn't about knowing everything. It's about becoming an expert at figuring shit out," Connor said.

To my surprise, administrative details are a necessary, though dull, facet of successful cruising. One must not just navigate reef passes and shoals, but maneuver through complex and oft-changing bureaucracies while traveling from country to country. Having never cruised, I've often romanticized about the "freedom of the seas," but the reality of entering an exotic locale demands doing some serious paperwork.

Elana said that approximately eight hours of research and preparation is necessary on any given country's border-clearance policies. This generally includes a handful of forms, and that's just for people and boats; she has a dog, which involves additional biosecurity requirements. And all of this was true long before the coronavirus epidemic.

"What I didn't anticipate is that, even if you try to be diligent with your paperwork, more countries are saying that you have to email or fax them certain forms between 12 and 72 hours before arrival; the expectation is that you'll be able to meet this demand while you're underway

and offshore. That's just preposterous for a small-budget cruiser. It means that you have to have some form of email communication — either sat comms or single-sideband radio. Those things are expensive, take up valuable space, and fail sometimes."

Elana had lost use of her email sat comms five days into her 18-day passage to New Zealand in December. She was working her way through a low-pressure system with 30-knot winds and short-period 10-ft seas as she approached the North Island. New Zealand requires that you notify authorities by VHF at least 12 hours before arrival; she wasn't able to raise customs until about 10 hours out. ("I was technically already breaking their rules," she said.) Her engine died around the same time, throwing even more variables into the mix.

This was a fairly typical day of cruising.

As I write this conclusion on March 24, I just received an email that my return flight from NZ in early April has been canceled. It's not clear when I'll be able to fly back to the US. I have, perhaps, the best problem anyone in the world could ask for in these times. I have several friends here with boats, and, even in the current public-health climate, I'm still allowed to travel within the country. Cruisers naturally keep their social distance, and self-isolate regularly. I'm probably in the safest place imaginable, doing the safest thing possible.

Naturally, I was looking forward to visiting cities and cultural centers here, but instead, I've discovered that I'm perfectly happy to stay on a boat for



# ADAPTING TO ANY CONDITIONS



ELANA CONNOR

days at a time and not set foot ashore. The maxim holds true, and there is serendipity to be found, even in the face of a global crisis, once you've adopted the cruiser's mindset.

Most sailors I've met here are similarly adjusting their plans. Veterans of last year's Puddle Jump, Audrey and Bruce Toal of the Beneteau 58 *Wild Orchid* are in Opua. They have been using the South Pacific cyclone season to complete a major galley renovation.

"New Zealand has closed its borders now," Audrey wrote on her blog. "There are indications that immigration here will be empathetic to visitor-visa extensions when ours expires in early June. We are now planning to stay here until

## ***High above the world's problems on Mt. Parihaka in Whangarei, New Zealand.***

next season (April/May 2021), subject to visa constraints. Onward."

Elana Connor had originally planned to depart New Zealand in April or May, at the conclusion of the cyclone season, and sail north to Fiji, then work west to Vanuatu, the Solomon Islands, Papua New Guinea and Indonesia. She now has no idea what she'll do next. "I feel lucky to be 'stuck' in New Zealand," she said. Elana explained that while there are endless variables in cruisers' lives, there are also constants, such as annual global weather patterns that would prevent her from returning east again.

Connor has ultimately adopted the cruiser's ethos in a meta sense. "When we (cruisers) left, we didn't know what we were yearning for, but we knew we were chasing a different way of living. Developing an adaptive mindset was not just a thing that was acted upon us through doing this, it was a thing we created space for, not knowing exactly what it would feel like, but knowing that it would lead to a life more present."

"Life is what happens when you're busy making other plans," John Lennon said. Perhaps we should all be more like cruisers right now: Let go of making plans, and let life happen. Serendipity may await. Or just survival.

**latitude / tim**

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# ISLANDER 36 —

Fifty years ago, in 1970, the Islander 36 was conceived as a remarkable racer/cruiser with a state-of-the-art interior, good looks and great performance. Of the 770 produced, the majority are still sailing today from harbors around the world.

From the building of a one-design fleet on San Francisco Bay, to the 2009 circumnavigation of the globe by Zac Sunderland in an I-36 at the age of 17, to the present, it's a story of sailors doing what we love.

## History

In January 1970, Ken Smith, president of Islander Yachts in Costa Mesa, hired Charlie Underwood to be the chief engineer and VP of manufacturing. The I-36 was the first to be built on his watch. The design had already been completed by naval architect Alan Gurney. The interior layout and deck were designed by local industrial designer Joe Artese. At the time, Alan's architectural services were in demand because his boats, including *Windward Passage*, were winning races. Joe, a creative stylist, had previously worked in engineering at Columbia Yachts.

While it's relatively common today to team industrial designers with naval architects and production engineers in developing new models, in 1971 it was a rare occurrence. The Islander 36 hit its target market dead center as an attractively priced competitive racer and a comfortable cruising boat. Joe's outstanding I-36 interior would continue to influence Islander's interior design for years to come.

Building boats is one thing. Getting

*Myron Spaulding helped bring the fleet into one-design status.*

them sold is another. Don Wilson, then in his 20s, first tried to contact Ken Smith to promote the I-36, and, though rejected twice, he became the first I-36 dealer on San Francisco Bay and eventually sold about 150 boats.

Lou and Diane Zevanov bought the first Islander 36 on San Francisco Bay, naming her *Diana*. Lou had several conversations with Alan Gurney when the boat was in production. Gurney stated that the boat was basically designed for conditions found on the Bay. The boat tracks very well under spinnaker because the fin keel and skeg-mounted



**Martha Robinson folding 'Pilot's jib at the end of the Vallejo Race in 2005.**

rudder make it possible to surf down waves in a blow with your hands barely touching the wheel.

On November 17, 1973, Lou met with several new owners at Coyote Point YC. Wayne Hallenbeck, owner of *Nebbia/Williwa* (now *Palau*) was elected the first commodore of the I-36 Association of San Francisco Bay. This gave the organization the legitimacy to compete in the one-design division of the Yacht Racing

ALL PHOTOS COURTESY ISLANDER 36 ASSOCIATION EXCEPT AS NOTED

Association.

Then the association needed one-design rules. Sausalito sailor, designer, builder and IOR rule measurer Myron Spaulding helped bring the fleet into one-design status. Rig dimensions were pretty straightforward with the class agreeing on the shorter mast as the Bay standard. Islander also offered a tall rig for owners sailing in lighter-wind areas like Southern California, and that would eventually become an issue.

Another quirk in the early measuring was that somehow the original mold for the keel turned out to be asymmetric. The class rules then required that the keel *not* be modified, in the interest of "cost and fleet standardization." A set of templates was used to check if the keel had been faired, and a number of protests ensued over the years.

Then throw in a boat with a tapered mast. Gary Mull provided text and drawings for "an 8-ft-long PVC pipe weighing 85 ounces (lead shot) with the center of gravity 32 inches below the top of the spar which would effectively remove any advantages."

One boat requested permission for the "installation of a separately applied adhesive plastic coating" (riblets). The

**'Cassiopeia' beating out the Gate in the YRA 2nd Half Opener in July 2009.**



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# LIVING THE (RACING) LIFE AT 50



**Second race start at the Nationals in 2014.**

idea had come from a 1987 *American Sailor* America's Cup article. 3M had recently announced that it had developed an experimental drag-reduction plastic film, etched with barely-visible V-shaped grooves, called riblets, being used on the hull of Dennis Connor's *Stars & Stripes*. Request denied.

Though we know them today as "professionals," with elaborate evaluation rules, the '70s Islander fleet simply had an "Anti-Ringer" rule.

**'Frolic' at the Tiburon start of the 2014 Single-handed Transpacific Race.**

## Racing

Islander 36 one-design racing flourished right from the 1973 start of the Association. Lou Zevanov's *Diana* won the new Buster Hammond Season Championship Trophy, donated by Buster Hammond, then president of Islander Yachts. It has been awarded 44 times. Originally for the whole fleet racing spinnakers, it was shifted to the Non-Spinnaker Championship after the Ormand Cup was added in 1983.

The Dr. Charles Ormand Cup was originally awarded to the winner of a contest sponsored by Alfred E. Smith, the unsuccessful candidate for Presi-

dent of the United States in 1928. The cup followed a roundabout route to the Metropolitan Yacht Club in Oakland, and then, through the good offices of Dr. Ormand, to the Islander 36 class for use as the class perpetual trophy to be awarded annually at the Islander 36 fall meeting for the Islander 36 Class Championship Spinnaker Division. It was awarded from 1983 through 2001, when non-spinnaker racing became the norm to increase participation.

Great racing isn't just confined to San

**Woody and Molly Robinson aboard 'Pilot'.**



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# ISLANDER 36 AT 50

Francisco Bay. Kit Wiegman has sailed many offshore races, including winning the Drake's Bay Race (OYRA), Half Moon Bay Race (SSS), Doublehanded Farallones (BAMA), and the ZYC Challenge singlehanded Lightship race. He raced in the Pacific Cup to Hawaii aboard his I-36 *Cassiopeia* in 2006, 2012 (second place in class) and 2016 (third place in class). In all of these, *Cassiopeia* was the slowest-rated boat in her division.

In 2014 Steve Hodges won the Singlehanded Transpacific race from San Francisco Bay to Hanalei Bay, Kauai, with his I-36 *Frolic*. Steve won the Hanalei Yacht Club Trophy as the overall winner, and also won the Jim Tallet Memorial Trophy for first on corrected time on a yacht from outside Northern California (*Frolic* hails from Santa Barbara), and the Displacement Monohull Trophy for first on elapsed time in a heavier monohull.

The I-36 is also a great family boat. "We purchased *Pilot* in the spring of 1990 and started racing her in 1992," reflects Jim Robinson. "We bought her from a family in Morro Bay that had kids the same ages as ours at the time, which was 2 and 4. They were selling her because they thought it was too dangerous to have kids aboard. We were buying her because we believed it to be one of the safest boats around to raise kids on. Molly and Woody crewed for us until they went off to college.

"I remember how open and welcoming everyone was. Don Schumacher, Rick Van Mell, Steve Schneider all reached out and answered any question Martha and I had about how to race and rig the boat. We didn't have a clue how to race it. The racing and cruising fleet were, and continue to be, unbelievably

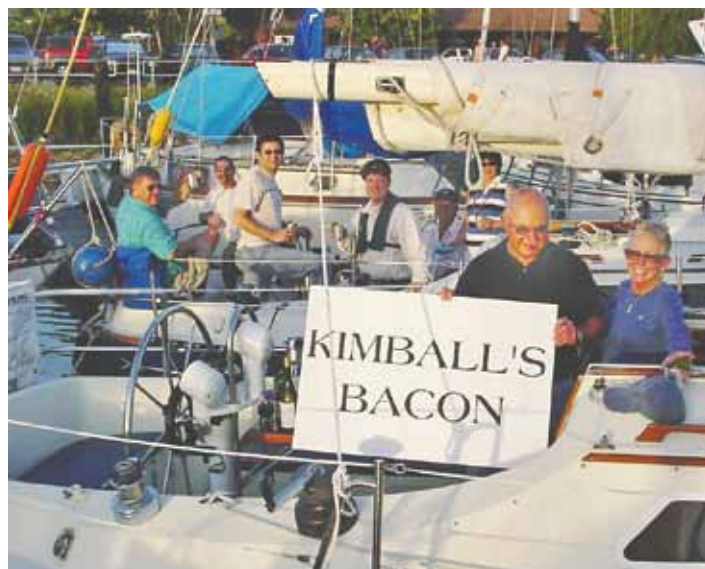
inclusive and supportive. Steve was winning everything." Steve Schneider raced *Absolute* out of the Corinthian YC. "He could go to weather 5 degrees higher than almost everyone. He told me years later it was because he used a smaller jib — who would have thought, right?"

"The first few years we finished so far behind the fleet that we had no idea who was coming in first. We knew for certain who was last! By the end of our run of winning I remember one race in the Berkeley Circle where we misread the race instructions and sailed the wrong course. The entire fleet except for the last couple of boats followed us. All were disqualified except those last two boats."

*Pilot* went on to win the Hammond Non-Spinnaker Trophy seven years in a row from 1994 through 2000.

"When we were racing hard, it was almost always *Tom Cat* with Barry Stompe along with the green boat *Tenacious* and *Windwalker* that were always around us. Once Peter Szasz showed up with *Midnight Sun* we were toast. Peter was a wizard and that boat was just too quick to keep up with. I think we were getting 8 to 12 boats on the line on a regular basis, and the fleet was very competitive."

Daphne Jackson's *Nimbus* (Daphne married Mike Dickson, who crewed for her) and Tim Shea's *Lean Times* fought



**Sign of the times: 2004's Vallejo Race raft-up.**

for the "Smack Cup" for trash-talking each other and trying to stay out of last place. Peter Szasz started up race clinics in 2004.

Always looking to promote the I-36, 2004 commodore Harry Farrell encouraged sailing scribe Kimball Livingston to give the fleet more publicity. Kimball's tart reply was, "Show me the bacon." With help from Harry's wife Carol Williams and Carol's daughter Michele Williams (who became the first female I-36 commodore in 2010), I-36ers responded in force, with 21 represented.

In 2005, Kimball noted, "On San Francisco Bay, the Islander 36 fleet 'de-turboed' in order to get more boats out racing. The racing fleet dwindled as people with the skill sets to handle spinnakers in a big breeze moved on to newer, hotter boats. Eliminating spinnakers and big jibs was a shot in the arm for the fleet last year. Twenty boats turned out for the 2004 season opener, the Vallejo Race, making Islander 36s the biggest one design fleet in the event."

In 2003 we added a Nationals Regatta at the end of the season. It was not counted as part of the season championship, but an event to get out the dedicated racer, the occasional racer, and even the cruiser who wanted to try racing. Sailed most years from Golden Gate YC, the Nationals carried no entry fees. With just Islanders out racing, there were no crowds of boats. The regatta is topped off with a celebration buffet at GGYC, where sea stories can be told and crews can mingle. The regatta has proved to be very popular, and continues to date.

— rick van mell

Readers — We'll have Part 2 of this story, about cruising the Islander 36, in an upcoming issue of *Latitude 38*. In the meantime, check out the vast wealth of resources at [www.islander36.org](http://www.islander36.org). — ed.



**The 2008 Nationals 'Freedom Won' crew at GGYC.**





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# MARCH IS MEXICO TIME —

Every two years the opportunity to race a pair of extraordinary events in Mexico comes along. This is the San Diego to Puerto Vallarta Race (aka SD2PV) followed by MexORC, or Mexican Ocean Racing Circuit. Together they are similar to doing half of a Transpac followed by a Kenwood Cup (remember those?). But at the finish you will find margaritas instead of mai tais.

## PV Race

The reliably strong spring breeze along the west coast of Baja is why March is Mexico race time. Fortunately, there are many other reasons for racing the biennial San Diego to Puerto Vallarta Race, because this year's running — its 34th since 1953 — saw much of the fleet taking nearly twice as long to cover the 1,000-mile course as the 3-day 5-hour record set by Manouch Moshayed's *Rio100* in 2016.

*Two boats were having such a focused match race that both missed the finish line.*

This year's fleet comprised 29 boats in six Ocean Racing Rule (ORR) classes that started over three days beginning on March 5.

Light winds reward light boats, so it is no surprise that Bill Hardesty and his

all-star crew aboard the relatively tiny Hobie 33 *Sizzle* led the pack down the Baja Peninsula, holding onto their Day 1 start position in the fleet.

Strategies for the middle part of the race included 'banging the beach' with an inside track, the rhumb line approach for fewer miles sailed in the variable conditions, and outside in the search for more pressure. Daniel Gribble's Tripp 56 *Brigadoon* and J/World's DK46 *Cazan* defined the outside approach, leaving Cedros Island more than 100 miles of room. David Gates, watch captain aboard *Cazan*, reported being painfully on the J1 or jib top for more than half of the leg to Cabo.

At two thirds of the way down the track, the next hurdle becomes how to

## 'Pyewacket 70' at their start on March 7.

play the Cone Zone, the wind shadow of Cabo San Lucas. This is where Roy Disney's new-to-him *Pyewacket* (ex-*Black Jack*, a Volvo Ocean 70) finally passed fleet leader *Sizzle* and led the way across the Gulf of California to mainland Mexico. Steve Meheen's Botin 80 *Cabrón* closed up their 40-mile deficit to *Pyewacket*. In the midnight moonlight off Punta Mita the two boats were having such a focused light-air match race that both boats narrowly missed the finish line and had to return to sail through it, with *Cabrón* taking line honors.

*Pyewacket* corrected out for the ORR Class 1 win, with Erik Brockman's appropriately-named Volvo 65 *Viva Mexico* taking second in class.

Bill Hardesty's *Sizzle*, with crew Chuck Eaton, Tom Holthus and Parker Mitchell, claimed the overall win. The boat could be seen trailer-ready very shortly thereafter and was probably soon flying upwind through Sinaloa. Well done!

In this slow year, at least one participant was still on the race course at awards time, making use of the no-time-limit rule. Others chose to visit Cabo for some fuel or maybe a flight home. Many boats finished with just enough time to clear customs/immigration and shower before the prize-giving. In the case of J/World's *Cazan*, the full MexORC crew was waiting dockside to turn their ocean racer into a buoy



## The PV Race kickoff party in San Diego.





# PV RACE AND MEXORC

ALL PHOTOS COURTESY THE PV RACE  
EXCEPT AS NOTED

machine. They even went out for a practice sail that afternoon. Skipper Wayne Zittel calmly said, "Yeah, it will be a quick turn."

## MexORC

MexORC is legendary not only for its grand-prix racing around courses set inside beautiful Banderas Bay, but for the excellent shoreside management, entertainment and parties. They say there is a reason why the racing doesn't start until 1:30, and it isn't entirely due to the wind! This year was dubbed the Grand Finale because longtime MexORC organizer and president of the Mexican Sailing Federation Ernesto Amtmann Aguilar is retiring from running the event, presumably to spend more time with his new boat under construction in Europe.

Unfortunately, the COVID-19 pandemic impacted the big parties, and they were eventually canceled. The racing, however, was superb, with seven races over five days.

The first item for the Saturday, March 14, beginning of the regatta was a ceremonial start between the first Whitbread Ocean Race winner, Mexico's *Sayula II*, and next year's The Ocean

**Nathalie Criou's San Francisco-based Figaro 2 'Envolée' at the start in San Diego.**

Race entry *Viva Mexico* (a VOR65, ex-*Scallywag*). It was a showcase example of how far yacht design has come in 47 years. And it was beautiful to see them cross tacks in front of Our Lady of Guadalupe Church with its iconic crown modeled after Queen Carlota's circa 1864.

Soon thereafter began the spectator-friendly Copa Puerto Vallarta Race along the city's *malecon* for two laps, followed by a long beat to the Nayarit/Jalisco state line, with a downwind finish led by Doug Baker's Kernan 68 *Peligroso*. This would be a common theme for the regatta. The 68-footer is a well-sailed Mexi-Machine that knows and loves Banderas Bay. The result was straight bullets for the regatta.

Days 2 through 5 were like a Mexican Groundhog Day. Wake up, go to the boat, rig with your friends, and motor out into the perfect conditions for sailing, where you try not to be distracted by specu-

BILL HARDESTY



**Bill Hardesty and the lads sizzled their way down the coast to an overall win.**

lar whale sightings.

In addition to *Peligroso*, class A included a pair of J/145s and a J/125, a Ker 51, DK46, SNC50, Soto 40 and a Swan 42. Tough fleet!

Class B included the venerable Capri 37s, a Varianta 44, a Frers 43, a 1D35 and a Beneteau 36.7. This fleet was more than half Mexican-flagged vessels, with one Canadian and the rest from the US.

Rounding out the fleet was Class C, comprising four Farr 40s that regularly dry-sail out of Acapulco.

It's encouraging to see so much Mexican participation in yacht racing, and also how many women sailors there are. One boat (a 40-footer, mind you, going around the buoys) only had two guys on board, neither of whom was skipper or navigator. *Buen trabajo, Mexico.*

This was the 44th running of the regatta that emerged as an initiative by a group of Mexican sailors interested in preserving the tradition of the San Diego to Acapulco Regatta.

Whatever becomes of MexORC going forward, the Grand Finale version of 2020 will be remembered for the sailing's being so good that it made up for the muted parties the event is known for.

And, back to its feeder race,





# PV RACE AND MEXORC



JOHN POUNDER / WWW.JLDIGITALMEDIA.NET

**'Super-Sonico' chases J/World's 'Cazan' around the weather mark in Race 3 of the MexORC Grand Finale.**

the SD2PV — as often happens in iconic ocean races, the memories of a lighter-than-normal year will fade just in time for the 2022 edition.

— **paul martson**

*Paul Martson is a senior offshore coach and the Puerto Vallarta location director for J/World Performance Sailing.*

## SDYC SAN DIEGO TO PV RACE, 3/5-13

ORR-1 — 1) **Pyewacket 70**, Mod. Volvo 70, Roy Disney; 2) **Viva Mexico**, Volvo 65, Erik Brockmann; 3) **Cabrón**, Botin 80, Steve Meheen. (3 boats)

ORR-2 — 1) **Grand Illusion**, SC70, David Clark; 2) **Mr. Bill**, Andrews 70, David Happ; 3) **Good Call**, Swan 60, Tom Barker. (5 boats)

**The Seattle-based 1D35 'Such Fast'. Owner David Garman is second from left.**



## **'Viva Mexico' at the start of the PV Race.**

ORR-3 — 1) **Bretwalda3**, Rogers 46, Bob Pethick; 2) **Snoopy**, J/125, Mark Surber; 3) **Zero Gravity**, Soto 40, Ivan Batanov. (3 boats)

ORR-4 — 1) **Horizon**, SC50, John Shulze; 2) **Hano Ho**, SC50, Mark Dowdy; 3) **Triumph**, SC52, Steve Sellinger. (6 boats)

ORR-5 — 1) **White Cloud**, Farr 39, Paul Grossman; 2) **Katara**, J/145, Roger Gatewood; 3) **Cazan**, DK46, Wayne Zittel. (7 boats)

ORR-6 — 1) **Sizzle**, Hobie 33, Bill Hardesty; 2) **Nalu V**, Cal 40, Mark Ashmore; 3) **Such Fast**, 1D35, David Garman. (5 boats)

Full results at [www.pvrace.com](http://www.pvrace.com)

## MEXORC, 3/13-18 (7r, 0t)

OVERALL — 1) **Peligroso**, Kernan 68, Doug Baker, 3 points; 2) **Super-Sonico**, Swan 42, Carlos Romano, 8; 3) **Katara**, J/145, Roger Gatewood, 12; 4) **Fast Exit II**, Ker 51, John Raymont, 13; 5) **Akelarre**, Farr 40, 21. (21 boats)

Full results at [www.mexorc.com.mx](http://www.mexorc.com.mx)



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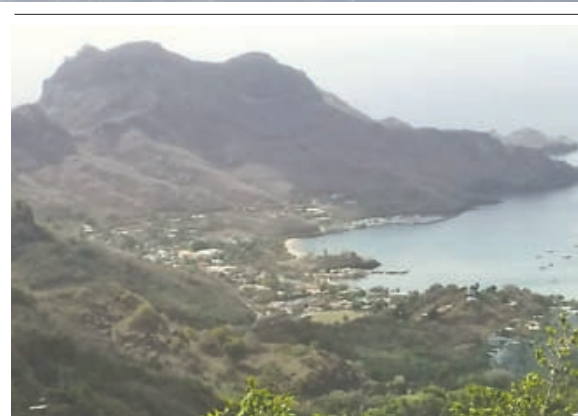
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# QUARANTINED IN PARADISE —



*Spread: After sailing thousands of miles from the mainland, a lone cruiser enters Taiohae Bay, where dozens of foreign-flag boats are now waiting out the COVID-19 pandemic. Above: Taiohae looking south over the anchorage.*

LATITUDE / ANDY

Most people seem to be hard-wired to pursue personal goals and ambitions of one sort or another. Among sailors, those goals often include travel to exotic, unspoiled places. That's why every year about this time voyagers of all stripes set sail from various ports along the West Coast of the Americas on the long-haul passage to French Polynesia called the Pacific Puddle Jump.

Early last month I had the pleasure of meeting many of this year's fleet members during three South Pacific Bon Voyage events in Panama and Mexico. The excitement in their eyes was unmistakable, as I, and a team of South Pacific cruising experts, shared insider insights

about the crossing, and the idyllic inter-island cruising that would follow.

At the time, most Puddle Jump crews were in the process of making final preparations for the ambitious three- to four-thousand-mile passage, with departure dates penciled in for late March or early April.

That said, though, a small group of early birds had already set sail, and were check-



LATITUDE / ANDY



# PUDDLE JUMPERS IN LIMBO



ing in daily on the PPJ's special offshore email net to give their lat/long info and status reports ([followingsea.net/net](http://followingsea.net/net)). In addition, a special PredictWind fleet tracker page was set up this year, so friends and family could follow the fleet's westward progress. (See: [forecast.predictwind.com/tracking/rally/PPJ2020](http://forecast.predictwind.com/tracking/rally/PPJ2020)).

"Flying spinnaker today," wrote Ben Doyle on March 6 from the Idaho-based Feeling 55 *Belle Vie*. "Light winds of 10-12 kts. All is well. 800 miles to Nuku Hiva."

The same day the crew of the Virginia-based Elan 434 *Serenity First* reported mellow conditions where they were: "A day of steady winds and mild seas. Wind NNE at 10-15 knots."

That week, as these and other frontrunners made steady westward progress, additional boats from many nations jumped off from both Panama and Mexico, with crews that were laser-focused on the demands and challenges of the marathon passage that lay ahead of them.

**All fired up and no place to go. The excitement at our send-off seminars was palpable. But days later COVID-19 stalled the migration.**

a game-changer. A government minister had reportedly contracted it while on a business trip to Paris.

To its credit, the French Polynesian government quickly implemented preliminary health and safety measures in a level-headed response.

But as the number of cases grew, so did the severity of new policies aimed at both residents and visitors. By March 21, when the number of confirmed cases had risen to 15, all tourists were being repatriated by air to their home countries, all cruise ships had been denied entry into territorial ports, inter-island flights had been halted, and all non-essential interisland boat traffic had been prohibited indefinitely.

International sailors cruising in all five of French Polynesia's archipelagos suddenly found themselves in a surreal state of limbo, unable to continue their unconstrained lifestyle of interisland cruising, and worried they'd be asked to exit with no place to go. By then, most island nations downstream — the Cook Islands, Samoa, Tonga and Fiji — had simply closed their doors to incoming yachts.

For the first time in the 23-year his-

tory of the Pacific Puddle Jump, I found myself strongly discouraging — rather than encouraging — sailors from making the crossing, at least until life in the islands returned to some sort of normalcy.

As I write this today, two days before we go to press, my Cross 42 trimaran *Little Wing* is one of about 60 boats lying at anchor within Nuku Hiva's Taiohae Bay, a one-mile-long refuge sculpted over centuries from the caldera of an ancient volcano.

Two days ago an official government directive made it clear that boats that have been in the bay for a while are welcome to stay — for the time being, anyway.

Skippers and crews who'd prefer to sail



**Native Californian Kevin Ellis has achieved hero status with the fleet as the go-to guy for just about everything. He arrived as a cruiser 12 years ago, fell in love with Annabella, and started Nuku Hiva Yacht Services.**

to Tahiti (800 miles), leave their boat on a mooring, and fly home — including recent arrivals in the Pacific Puddle Jump fleet and World ARC Rally — may request permission from the Maritime Affairs agency to do so. Likewise, boat owners may also request permission to clear out and reach up to Hawaii (2,000 miles), which is, of course, open to American-flagged vessels and, we're told, Hawaiian authorities will

also review applications for refuge from foreign-flag vessels.

Meanwhile, dozens of boats in anchorages from Ecuador to San Diego have been forced to abandon, or at best postpone, their long-anticipated Polynesian cruising plans — most likely until next season.

Here in Taiohae Bay, cruisers from the US, Canada, Australia, New Zealand and many European nations are confined to their boats except for when dealing with basic necessities like visiting government agencies, buying fuel, and emptying garbage. One crew member ashore at a time, only two dinghies tied to the quay at one time, and there's a curfew from 8 p.m. until 5 a.m.

Yesterday sailors were requested to phone in food orders to any of the local food *magasins*, then one crew only can pick up the items at the dock.

Today it was announced that alcohol will not be sold anywhere in the terri-





# QUARANTINED IN PARADISE

tory until sometime in April, a move to discourage islanders from gathering in groups, we're told,

In addition to the ban on inter-island cruising, all watersports are now prohibited, including diving, surfing, snorkeling, paddling, kayaking and even swimming around your own boat. Why? We have to believe it's an issue of perception. It would be a bad look for seemingly carefree sailors to be having a gay old time frolicking in the anchorage, while their Polynesian hosts are struggling to conform to an unprecedented set of restrictions that probably seem completely counter to their traditional way of life. No gatherings? No impromptu ukulele jams? No kissing and hugging? These 'social-distancing' mandates are going to be tough.

Despite all this, the optimist in me likes to believe there's usually a silver lining to a bad situation if you're willing to look hard enough for it. Here in the Taiohae anchorage, what was already a friendly on-the-water community, has grown even tighter through this crisis.

Everyone seems willing to follow the rules without debate, and many have offered to help out ashore if their particular skill sets — especially medical expertise — become needed.

*"We learned from that crisis that our situation as cruisers is enviable."*

We suspect such humility has a lot to do with the fact that most of the international sailors here have traveled widely, if not circumnavigated. We'd bet that most of them have a genuine interest in learning about the cultural traditions of the places they visit, and sharing respect with their hosts.

I think it's fair to say that friendships between those of us who will ride out the pandemic on the hook in Taiohae Bay will strengthen and grow by the time the restrictions are lifted — even if we can't

spend time together, face to face.

Two standouts within this very capable fleet are Aussies David and Linny Vogel of the Amel 53 *Perigee*. Last year, after attending our South Pacific seminars in Panama, they decided on the spot to radically alter their travel plans, so they did an 'about face', transited the Canal, and headed for French Polynesia.

"Yes, we are in limbo," says David, but we were there in Sint Maarten in the aftermath of Hurricane Irma, and we learned from that crisis that our situation as cruisers is enviable. But uncertainty about the future is the name of the game, as we have come to appreciate.

"Given the circumstances and our lifestyle choice to be out here in the first place, we feel pretty blessed to be here in Nuku Hiva."

What will we do all day during our onboard confinement? No worries. Every cruiser seems to have a fix-it list a mile long, plus stacks of must-read books and manuals. And almost all of us could stand to improve our French, or better yet, learn a few words of Marquesean, like *Ka Oha!* (hello).

— *latitude / andy*

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# THE SCOUTS OF THE SEA

At the end of December, as the decade drew to its unofficial close, 10 youth and two adult-leaders from the San Francisco Sea Scouts boarded Call of the Sea's schooner *Seaward* to embark on a five-day offshore voyage. Heading to Mexico for its annual, winter-chartering season, *Seaward* welcomed the Scouts on the first leg from Sausalito to Newport, California. As neither the Scouts nor their leaders had ever sailed a vessel of this size offshore at night, the voyage promised to be a great adventure, and a steep learning curve, as they engaged in all aspects of life on the sea.

Sea Scouts are a branch of Boy Scouts of America. The San Francisco unit, or ship, as it is called, has been active since the 1930s. Today, the ship has around 50 youth members and adult participants who are spread across three clubs aboard the 80-year-old, 30-ft wooden sailboats *Corsair* and *Viking* (originally built in Puget Sound as Navy lifeboats), and a powerboat, *Mischief*. Traditionally, the boys sail aboard *Corsair*, and the girls aboard *Viking*. The Scouts' *Seaward* voyage would require the youths to learn

not only the ropes of an unfamiliar vessel, but also how to work in unfamiliar crew arrangements.

But the first and most pressing concern was, of course, choosing bunks. At boarding time, *Seaward* lay alongside her Sausalito dock looking outwardly calm and serene — but belowdecks she was alive with anticipation as the Scouts jostled and called dibs for berths. The boat's experienced crew, mate Jessica Bucklin and deckhand/educator Thanie Pesavento, brought the rabble to order in true ship-like fashion and soon had everyone assembled on deck, ready for departure. This was not one of the Scouts' regular weekend sails, nor was it their annual two-week trip to the Delta — this would be five days and five nights of offshore sailing, and the Scouts would be integral in the running of the ship.

By the time *Seaward* was ready to exit through the Gate, the Scouts had been versed in man-overboard and other safety procedures and sorted into 24-hour watches — four Scouts and one crew

**Under the captain's guidance, Wyatt Losey steers 'Seaward' into the Sea Scouts' first anchorage.**



member over three- and two-hour rotations. This would no doubt present one of their first challenges: sleep deprivation.

"Some of the shifts were hard to deal with," 14-year-old Wyatt Losey said at the end of the journey. "Waking up at midnight every night was not fun, but, you know, we got through that."

Upon leaving San Francisco Bay, *Seaward* and her Scouts sailed nonstop for nearly 50 hours to reach Santa Cruz Island. There they took a few hours' break before hoisting anchor at around 10 p.m. for more overnight sailing, this time to Catalina Island.

The second most-pressing challenge (though first for some) was seasickness. In most cases, it was merely a matter of time before the awful nausea passed, but for others the experience was more debilitating, with one poor soul suffering for three days. Despite their obvious discomfort, the afflicted youths did their best to participate in all activities. Ben Eng, 16, spent most of the first two days lying on the deck but managed to rally for every watch and took part in his crew's daily activities.

"I didn't know what really to expect when I came on this trip, because I've sailed a bunch," he said on a better day, "but I didn't think that I was going to get seasick. But after that I had a really good time." One of Ben's favorite parts of the trip was the anchoring — something the Scouts don't get to do as part of their



# SAILING ON 'SEAWARD'



BARRI BABOW

'Seaward' sits offshore in Tortuga Bay, near Cabo San Lucas.

sailing on the Bay. He also enjoyed raising the anchor, and more than once literally put his entire body into working his side of the two-handled windlass to raise the heavy tackle from the seabed.

Ben's watch captain Thanie could see his comfort level increase as the days passed. "Ben is a very quiet guy but he seemed to become more comfortable on the helm; he worked really hard on deck."

With seasickness abating, the Scouts were falling into a comfortable shipboard routine. Watch crews had grown into teams and the camaraderie onboard had become cheerful and relaxed. Instead of spending their mornings in a sleep-stupor, the off-watch Scouts laughed and shared stories, and on-watch crews chatted easily and plied their watch captains with questions about the boat and their own sailing experiences.

"Oh yeah, that was during summer cruise," said one Scout. Each summer, the Scouts take a two-week sailing trip in the Delta, stopping at different marinas, yacht clubs and islands along the way. On the occasion being referenced on *Seaward*, the Scouts were sailing, dressed in their formal clothes, in anticipation of the party at the end of the leg.

Louise took up the story: "We were heading from Stockton Sailing Club to downtown Stockton, so the girls were all

in their dresses and the guys were all in their nice button-up shirts."

On their respective sailboats the *Corsair* boys and *Viking* girls were racing to the dock.

"So the *Corsair* boys are saying, 'You popped your oars out,' and we're saying 'No, we sailed the whole way.' You guys cheated and popped your oars out."

"We beat them by a hair," Holiday said.

After losing precious time trying to maneuver their boat onto the dock, the *Corsair* boys radioed the *Viking* crew, and born was the now Scout-famous catchcry, "You can row but you can't win!"

As the days sailed past, stories like this began to flow freely, just as new stories were being created. The Scouts and the *Seaward* crew will long remember the deodorant-eating episode, which has since been publicly aired on Instagram in celebration of one young scout's 15th birthday. Enough said?

And then came the frequent readings from the pages of Celeste's paperback book of romance stories (with the steamiest parts appropriately abridged for the younger listeners). The storyteller's audience grew daily as did the Scouts' fellowship. Chuckles evolved into raucous laughter as each story became more and more clichéd and outlandish.

Aside from stories new and old, the time spent aboard *Seaward* was making visible differences in the Scouts' daily demeanor and shipboard confidence. Contrary to the school of thought that big-boat sailing is more taxing, Holiday Gessler actually found the experience

*Even while on watch, story time with Celeste McManus drew an attentive audience.*



SF SEA SCOUTS



# THE SCOUTS OF THE SEA



MONICA GRANT

**The Sea Scouts were all smiles as they arrived in Newport at the end of their week-long voyage.**

to be less demanding than small-boat sailing.

"There's bigger waves, definitely, but I feel like it's a little bit less stressful. On our boats, which are smaller, everyone has to be doing something. But here you can relax a bit more. There's still stuff to do, but, like, it's a lot fancier so you don't have to be holding stuff the whole time." Though her parents are not habitual sailors, Holiday was introduced to small-boat sailing at summer camps during her elementary school holidays. "My grandfather sailed a bit. And my father," she explained.

"One year, my parents made me go to this other camp, which was in the City. I didn't like it as much, but it was at the Scouts' base. So I found out about Sea Scouts. We sailed to Angel Island, and that was a lot of fun. I ended up joining Sea Scouts when I was old enough. And I brought Amalie with me."

Holiday also recognized the differences in sizes and weights between her usual vessel, *Viking*, and *Seaward*. "Things are a lot heavier," she said.

Raising the anchor provided the perfect example. As Ben continued to work his side of the windlass, 14-year-old Amalie Letoile-Goga took the other. She too was equal to the task and between them the young sailors raised the ship's 50-lb anchor and gave the thumbs up to the captain, who powered up and headed back out to sea.

"I really enjoyed this trip," Amalie said later. Like her fellow Scouts, Amalie had discovered some of the vast differences

between sailing aboard the 30-ft-long *Viking* and 82-ft-long *Seaward*.

"Everything is on a much bigger scale, so it's not like our boat, where you safely jibe it in a certain way," she added. "I think it was really important and interesting to relearn the basic skills that we need for sailing, on a bigger boat. I also really enjoyed sailing at night and seeing all of the stars and learning to navigate using landmarks.

"More than just that," Amalie paused, "to use stars and the sun and have a better sense for, like, how we use the world around us to help us sail."

Right from the start of the voyage, Amalie had presented a bubbly enthusiasm for sailing and for her fellow crew. While some of her young shipmates mulled over various lines when setting sails, Amalie would almost whisper her views. "I think it's this one." A silent nod from the mate confirmed Amalie's choice.

"She has the knowledge, but she needs to say it louder," Jessica said. "She doesn't yet have confidence in herself," a feeling which was no doubt experienced by many of the youth on board.

"I like using the helm here [aboard *Seaward*] because we usually use a tiller for steering," said 15-year-old Caselyn Choy, who also shared that making new friends had been a part of her week-long journey. "It's been kind of interesting getting to know all these 14-year-olds," she added. "It's opened up this trip."

final hours and the Scouts and crew aboard *Seaward* were all on deck enjoying (or lamenting) the gentle breeze that was pushing the vessel from Catalina Island toward their destination at the Newport Sea Scout base. Over the past five days, everyone had experienced the helm, the sails, the 24-hour watches and nights at anchor. And over the last two days, the Scouts had learned a little about the ship's engine and taken lessons in navigation.

Nineteen-year-old Celeste McManus had taken a break from storytelling and was at the helm putting her navigation lessons into practice by executing a beat, a run, a tack and a jibe. As part of her Scouts' Quartermaster Award, Celeste needed to be in command of the vessel as she completed the maneuvers.

"Piloting, like on a test, never made sense to me. At a regatta we would do it on a paper chart, in a room. When it's all theoretical I don't understand it all. But when it's like, 'Here's our boat, there's that rock, what's our compass course?' I'm like, 'Oh, now it makes sense.'"

"When are we going to get the first maneuver out of the way?" someone asked. "You can go anytime," replied Capt. Jay.

Celeste was still learning that large boats work at a different pace than the small boats she was accustomed to. By way of an example: Where on the Scouts' small boats the crew can just "reach over and get the sheet," on *Seaward*, "you've got to actually get there and get the sheet ready."

"I feel like you do things slower than

**B**efore long, the voyage was in its

# SAILING ON 'SEAWARD'

we do, just for safety. Like everything takes a little bit more preparation on a big boat."

"It's interesting," Celeste added. "Every time I do a maneuver, I know how to do things, but I'm pausing for a second because I think, 'Am I doing it the Sea Scout way, or am I doing it their way?'"

Despite the nuances of technique, the Scouts were all in agreement that sailing is essentially sailing, regardless of the vessel, and could find many aspects of *Seaward's* handling that related to their own experience.

"That's the nice thing about sailing," Celeste concluded, "it translates well between boats. It's a really cool skill." As the boat lolled in the lessening breeze, the only sound to be heard was the rhythmic creaking of the boom as it rocked gently with the swell.

"Oh my God, that too!" added Celeste while turning to port. "With big boats everything's so loud."

It would be hard to pinpoint exactly which of the week's worth of new experiences made the biggest and most lasting impressions on the young sailors. But no doubt all will remember the beauty

of sailing under a night sky ablaze with stars, watching the waves of bioluminescence slide past the hull, the grace of seabirds flying against the blue sky, and the pure joy radiating from the dolphins surfing beneath the bow.

Back at the Sea Scouts' base in San Francisco, the organization's leaders are pleased with the changes they can see in the voyaging Scouts' sailing performance. "There's definitely a better sense of how certain things we've learned about, but don't get a ton of hands-on practice doing, work," said organizer Tamara Sokolov. "Such as anchoring and charting; my crew members who've sailed to L.A. now say they have a better understanding of these. Since the majority of our sails are short day trips, there are things they've learned that have been somewhat abstract until now."

A number of the seafaring Scouts have been inspired to join another ocean voyage, while others are happy to have had the experience. Regardless of their future preferences, they will all continue to learn and practice sailing as they

participate in their usual vessels and programs on the Bay. In the meantime the organization is working to expand its membership and invite more and even younger sailors to experience sailing and learn about the SF Sea Scouts' programs.

"We have a big open house once or twice a year that gets the word out," Tamara explained. "We offer free short sail rides, rowing, kayaking, a BBQ, and more. People can learn about it at our event page [[www.seascout.family/openhouse](http://www.seascout.family/openhouse)]. "Also, last year we started a program for middle schoolers called 'Maritime Explorers' that functions kind of like a Junior Sea Scout Program — we expose them to all the options Sea Scouts has to offer — sailing, rowing, power boating — through short day trips and activities so that by the time they've reached high school they know which Sea Scout program will be a fit for them, and they've already learned the basics."

Perhaps these young Maritime Explorers will find their passion and one day also experience the beauty of sailing the ocean aboard the schooner *Seaward*.

— **monica grant**

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There's never any doubt when the keel of a boat under sail finds the mud. The boat fetches up with a soft but quick full stop, and the sense of motion changes from a living sailing machine to a dead, fixed object. It happens to everyone, and I don't really like to admit how often it's happened to me. No problem on a rising tide. But the last time I ran aground it was two hours before a very low tide that was falling fast.

I should have known better. This was a "super moon" weekend: the high tides higher than the usual high, low tides lower than the usual low. The shortcut I was taking into the harbor is normally not a problem for my draft. Not this time.

We tried all the normal procedures: Heel way over, pump the sails, scull

with the rudder. I even had two of my guests climb out on the boom for more heel. No luck. I was about to admit defeat and start the engine for some extra thrust when a kayak came into view from around the breakwater.

It was the last person I wanted to meet in this situation: Lee Helm, naval architecture grad student and sometimes my race crew, when she's not invited onto a faster boat.

"Bottom too close to the top?" she taunted.

"Beautiful sunset," I replied, gesturing to the west. "We thought we'd stop here to enjoy it."

"You'll be stuck here for, like, forever," Lee informed us after taking a quick look at the tide app on her phone. "Tide's

going down for another two hours. I'll take your anchor out to deeper water. If you act fast you can winch yourself off."

"Worth a try," I said. "My guests have opera tickets tonight."

I jumped down the main hatch to get the big anchor, stowed in an under-berth locker to keep the weight low in the middle of the boat.

"Are we going to have to wait till tomorrow morning for high tide?" I overheard one of my guests, a novice sailor, ask Lee while I was sorting out the not-quite-perfectly-coiled anchor line. "It was really high this morning when we left. Will it be as high again same time tomorrow morning?"

"No way," Lee answered. "There are, like, two high tides and two low tides every day."

"But if the high tide is caused by the gravitational attraction of the moon," my guest asked, "shouldn't that make the tide high when the moon is overhead, and low when the moon is on the other side of the Earth?"

"You're not the first person to be confused by that," Lee responded, trying to be helpful. "Like, it's not the moon's gravity per se. It's the gravity gradient that causes tides."

I could sense a confused pause, even with my head down in the anchor locker.

"Think of it this way," said Lee. "If there were a constant gravity attraction from the moon, the Earth and all the water around it would be pulled by exactly the same gravitational acceleration, and there would be no tides at all."

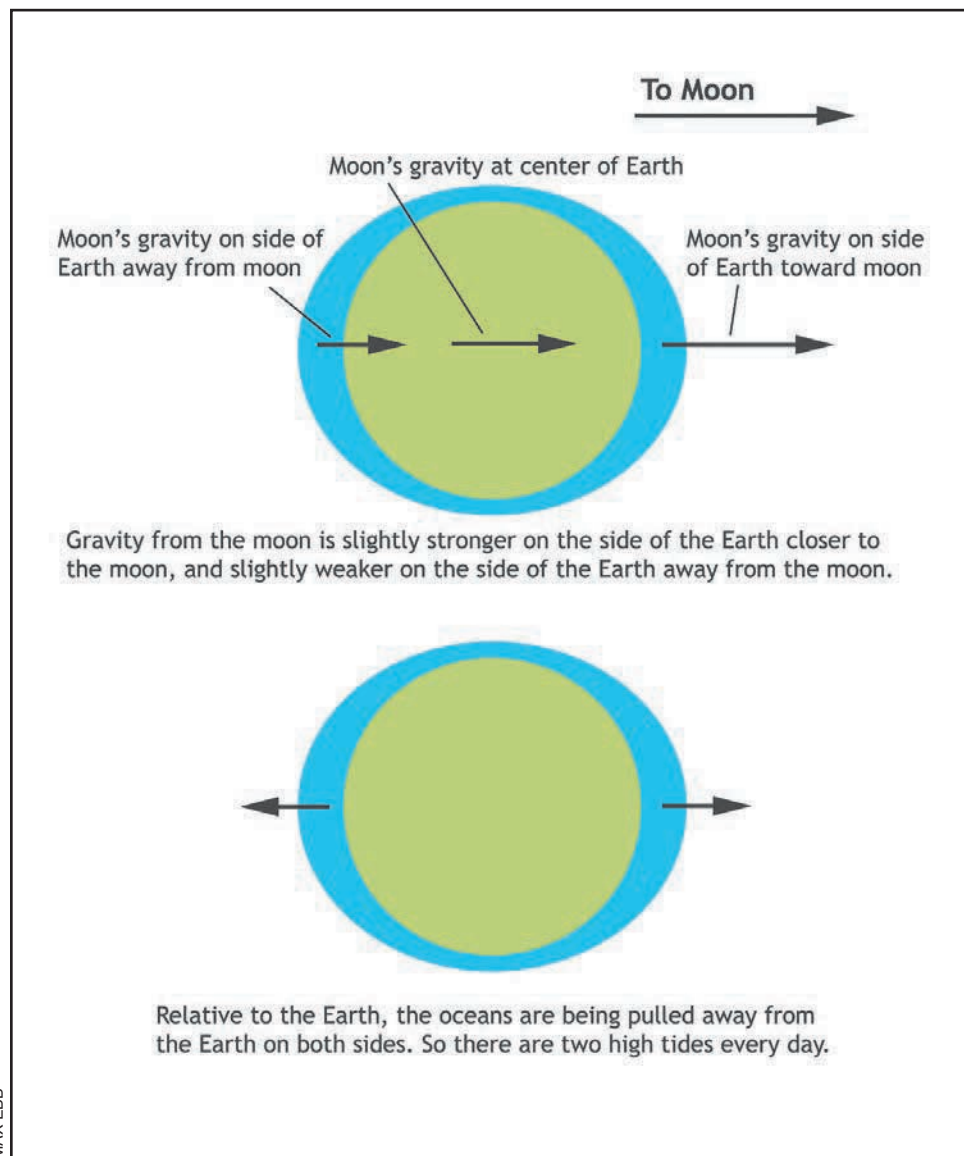
"But then how come . . ."

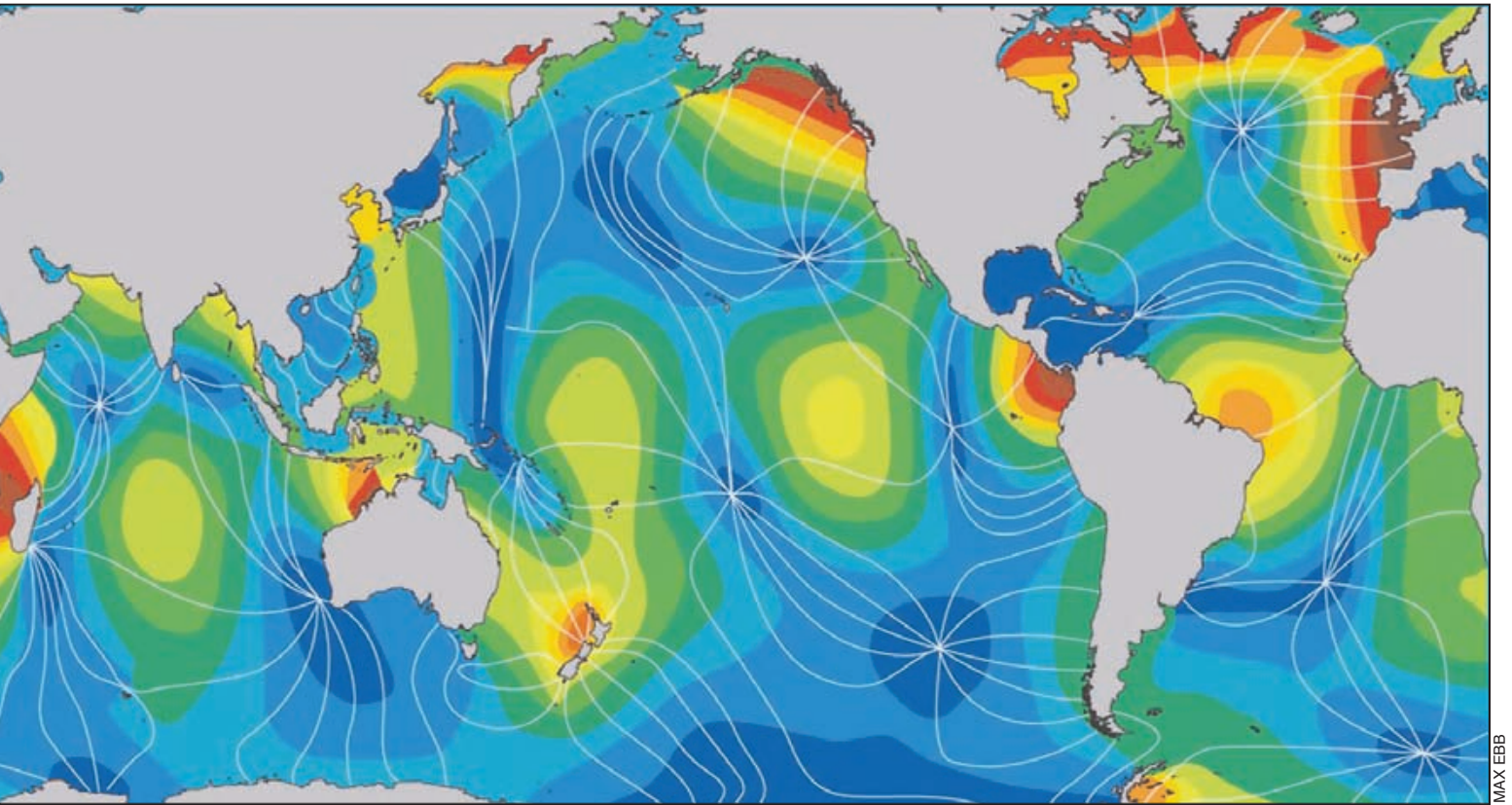
"Thing is," said Lee, knowing exactly what the next question was going to be, "the moon's attraction is not the same everywhere. It gets less with distance, in fact by the inverse square root of distance. If you're, like, twice as far from the moon, the gravitational effect is only one quarter."

"OK, but that doesn't explain . . ."

"Actually it does," said Lee. "Let's use some round numbers. The moon is, on average, something like 250,000 miles away. The diameter of the Earth is about 8,000 miles, the radius is 4,000 miles. That puts the near side of the Earth at 246,000 miles from the moon, and the far side 254,000 miles from the moon. The force on the near side will be stronger by the ratio of the squares of the distance."

Lee clearly must have been doing a quick calculation on her phone during a brief pause.





**Global tidal response.** The amphidromic points are the centers of the "swish," where there is essentially no tidal rise or fall. The radiating lines are cotidal lines, where tidal phases are similar. Shading represents tide amplitude.

"Two-hundred-fifty-four squared over 246 squared is 1.066. That means that there's 6.6% more lunar gravity on the side of the Earth facing the moon than on the side facing away from the moon.

"So the Earth is being stretched?"

"You got it! The Earth isn't stretchy, but the water can move around. The moon's gravity field tries to stretch the water along the Earth-moon axis. The water on the side of the Earth facing the moon is pulled away from the Earth. On the other side, the Earth is pulled away from the water. We get a high-tide bulge on both sides. Or we would if there were no continents and a uniform ocean. Reality, like, complicates things. The water in the various oceanic basins gets pulled around in a kind of swishing circular pattern, like wine in a glass being swished by the sommelier. And the cool thing is, there's a point in the middle of the swish where the tide doesn't go up or down at all: the amphidromic point. Boats sometimes sail right over it on the way to Hawaii. It's at about 27-35 north by 138 west."

"And we feel the bump!" I shouted up from the cabin.

"Why do we get stronger tides on the full moon or new moon?" asked another

guest. "The influence of the moon should be the same for any phase of the moon, right?"

"Do the same calculation for the sun," Lee suggested. "Ninety-three million miles away, so 93,004,000 on the sunny side of the Earth, 92,996,000 on the dark side. That's only a 0.017% difference, comparing the squares."

"So then why does the sun have a significant effect on the tides?" I asked as I came back up on deck with the anchor and the newly organized and coiled anchor rode.

"The sun weighs about 27 million times as much as the moon. But it's like 370 times as far, and you have to square that distance ratio to compare with moon gravity. We get . . . wait for it . . . about 3.3% difference in gravity on the sunny side of the Earth compared to the shady side. That means the sun has about half the tidal effect as the moon, on average."

I lowered the anchor down into Lee's kayak, but my guests were still asking questions.

"Shouldn't the sun's and moon's gravity partly cancel each other out when they're on opposite sides of the Earth?" one of them asked. "How come we get bigger tides on a full moon?"

"Remember that it's the gradient, not the magnitude," Lee answered as she struggled to place the big anchor and chain in the kayak's tiny cockpit and still leave room for her legs. "The side with more gravity toward the moon is the same side with less pull toward the sun. The pull is opposite, but the gradient is the same sign, so it adds up."

I don't think her last explanation dispelled any confusion, but Lee was in a hurry to get my anchor set in deep water, so without any further elaboration she set off paddling with my anchor toward the channel. As the rode paid out behind her I dashed below to get the spinnaker sheets, then used both of them to extend the rode by another four or five boat-lengths. Lee lowered the anchor over the side when she had gone as far as the long rode would allow, and the chain rattled out after it.

"Like, haul away!" she hailed.

I wasn't completely ready — I still had to rig a block near the bow for a clean lead from the bow to a primary sheet winch. I took up slack, and by the time I started to crank on the big sheet winch, Lee was back alongside.

At first the boat just rotated toward the anchor. Then the load really



# MAX EBB

increased, and Lee suggested we heel the boat over again, as far as we possibly could. All four of my guests, with a little coaching, assumed the full hiked-out position on the leeward rail.

"What's next?" I huffed while I cranked. "Crew out on the boom?"

"Next we take your smaller anchor," Lee proposed, "and tie it to the spinnaker halyard to get a lot more heel."

She only made a face when I suggested that, just maybe, I should start the engine.

Fortunately such extreme measures were not required. It was slow, but the range on shore said we were starting to move, ever so slowly, through the mud.

"Next time let's plan on coming back earlier, before the tide goes down," my guests suggested.

"But the low tide comes at a different time every day," I pointed out. "There's a little book they give out at the marina office with the tide predictions."



*The moon asserting its gravitational force on the Earth's oceans.*

"The lunar day is about an hour longer than the solar day," said one of the more knowledgeable guests. "And for some reason that seems to be the preferred time for human day-night rhythm. I've read about the so-called cave experiments, where some volunteers live without any day/night reference, totally isolated from natural light or outside timing cues. They usually settle into a 25-hour day."

"I can vouch for how pleasant that is," said another guest. "Years ago I crossed the Pacific on one of those 'repositioning' cruises. They had to get the ship from San Diego to Tokyo. So for eight nights in a row, as we crossed the time zones, they moved the clock back an hour. It was the best vacation ever. We could sleep an hour later every morning, and still be up in time for breakfast!"

"Eastbound cruises must be hell,"

I surmised.

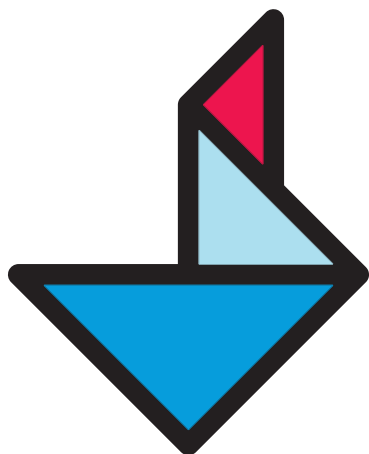
"Darn right," he confirmed.

"If the moon comes up about an hour later every day," reasoned one of my guests, "then the lunar day is closer to 25 hours. Why would humans be synced to the time it takes the moon to go around the Earth, instead of the sun?"

"I guess it's because we evolved from barnacles," I said.

And with that, the tension in the anchor line started to ease and the boat slipped forward.

**max ebb**



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# THE RACING

**Remember sailboat regattas? And yacht clubs you could go to for post-race socializing? Remember socializing? Aahh, the good ol' days. Here you can relive GGYC's *Seaweed Soup*, the *SSS Corinthian*, RYC's *Big Daddy*, EYC's *Jack Frost*, BYC's *Champion of Champions*, SYC's *Chili Midwinters*, DRYC's *Berger Stein 2*, LMSC's *Robinson Midwinters*, the BAYS Winter Series, the *Mercury NorCals* at EYC. **Box Scores** features some Midwinter Series final results. We end with **Race Notes**.**

## Seaweed Soup Wraps Up

The long-awaited cloudbursts that broke February's drought on March 7 dampened the boats sailing in the final race of Golden Gate Yacht Club's Manuel Fagundes Seaweed Soup Regatta. However, the morning showers and afternoon sprinkles did little to dampen the spirits of race crews who made it the Cityfront.

A pause in the starting sequence due to paltry breeze postponed the action for the later starting fleets. The race committee attempted to keep the courses away from St. Francis YC's California Dreamin' match race series.

Unfortunately, a number of skippers, some who have been doing this series for years if not decades, forgot that the start-finish line is restricted. Had they gotten so used to triangle and quadrilateral courses that the sausage nature of the courses confused them? A few, including the J/120 *Mr. Magoo* and the Folkboat *Rodhaette*, exonerated themselves by spinning double doughnuts. Others, including a couple of PHRF entries and all of the other Folkboats, failed to do so.

Thus, a spate of red flags appeared on the backstays of competitors who observed the violations. No need for anyone to file protests — the race committee observed the violations themselves and disqualified the offenders.

But the biggest challenge for the racers was the powerful ebb current. The full moon in perigee attempted to pull all the water piled up in San Francisco Bay to the other side of the globe. This ripping ebb was especially apparent — and tricky — at Blossom Rock. Several of the divisions received that buoy as their leeward mark. The current was so strong that boats sailed sideways to it. Some took multiple attempts to round it. Keeping a kite flying for the jibe helped. A moderate westerly finally filled in, making quick work of the last leg.

Back at the clubhouse on the San Francisco Marina, the sailors enjoyed a complimentary lunch while awaiting the awards.

When John Jenkins, skipper of *Narcissus*, accepted the soup tureen trophy for the Knarr fleet, he told a tale: "Let me expound on Manny Fagundes. In those days, 1970-71, nobody seemed

to have any money, so dinner had to be \$5. Manny ran the bar in the old clubhouse. Manny said, 'What can I do for \$5?' So he'd go down the coast, gather a whole bunch of seaweed, put it in a huge tureen, then he would go down to Iacopi's, the butcher in North Beach. Iacopi butchered his meat on the hoof and gave Manny whatever was left over. One-day-old bread in North Beach was free, and so that was our \$5."

— latitude / chris

LATITUDE / CHRIS



**John Jenkins with the Knarr Perpetual Seaweed Soup Tureen. He's searching for the pre-2000 results to fill in the engraved plaques on the base.**

## GGYC SEAWEED SOUP REGATTA (5r, 1t)

PHRF 1 — 1) **MadMen**, J/111, Dorian McKelvy, 8 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 13; 3) **Zamazaa**, Farr 52, Greg Mullins, 16. (12 boats)

PHRF 2 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 5 points; 2) **Mr. Magoo**, J/120, Stephen Madeira, 11; 3) **Bullet**, Express 37, Laurence Baskin, 13. (12 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 6 points; 2) **Uno**, Wyliecat 30, Bren Meyer, 10 points; 3) **Salty Cat**, Wyliecat 30, David Rasmussen, 10. (8 boats)

PHRF 4 — 1) **Youngster**, IOD, Ron Young, 10 points; 2) **Snafu**, CS30, Maurice Quillen, 11; 3) **Crew's Nest**, Catalina 34, Ray Irvine, 11. (8 boats)

KNARR — 1) **Narcissus**, John Jenkins, 4

points; 2) **Pegasus**, Peter Noonan, 13; 3) **Knarr-mageddon**, Vincent Armando, 19. (9 boats)

FOLKBOAT — 1) **Shanty**, Mark Slichter, 10 points; 2) **Nordic Star**, Richard Keldsen, 11; 3) **Rodhaette**, Laurence Chambers, 14. (9 boats)

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

## SSS Corinthian Continues the Craze

At the end of January, we wrote a story about the "craziest Three Bridge Fiasco." The second race in the Single-handed Sailing Society season continued the craze on February 29.

As Leap Day approached, anxious sailors consulted the forecasts, planning how to cope if the breeze actually arrived with the force predicted — into the high 20s and beyond. As Saturday morning neared, the highest-velocity wind appeared to be slowing its approach, not predicted to hit until evening.

Boats needed all the sail area they could muster to get to the clear air south of the Tiburon Peninsula. They would soon find themselves over-canvassed in busy shipping lanes. After the slow-motion start in Belvedere Cove with a few over-earlies in the ebb and shifty zephyrs, the fleet found plenty of blustery breeze in the Slot.

The ebb helped the 118-boat fleet get around the Little Harding buoy on a one-tack beat. A brutal beat in Cityfront ebb chop followed a rockin' reach in sea swell from Little Harding to the Blossom Rock buoy. By now, the current had turned to flood, prompting a short-tacking scenario up the Cityfront. (Ironically, the boats that stayed off the shore still found a trickle of ebb.) Gusts hit as high as 37 knots. This is when the real trouble started.

The doublehanded Wauquiez Centurion 40S *Willow* T-boned the much-smaller Alerion 28 *Jewel*, sailing singlehanded. *Jewel* is out of commission for at least a couple of months. The skipper of *Willow* immediately called the race committee on the VHF, taking the blame and dropping out of the race.

The trimarans *Lookin' Good* and *Hoku Honu* both dropped out citing gear failure. The Hobie 33 monohull *Vitesse Too* broke the backstay. A Moore 24 sailor had to retrieve his buddy who'd fallen overboard.

But it was David Herrigel's singlehanded Olson 29 *Hedgehog* that incurred the worst of the damage. While trading tacks up the Cityfront with a doublehanded boat, Herrigel was pinned on the shore near GGYC.

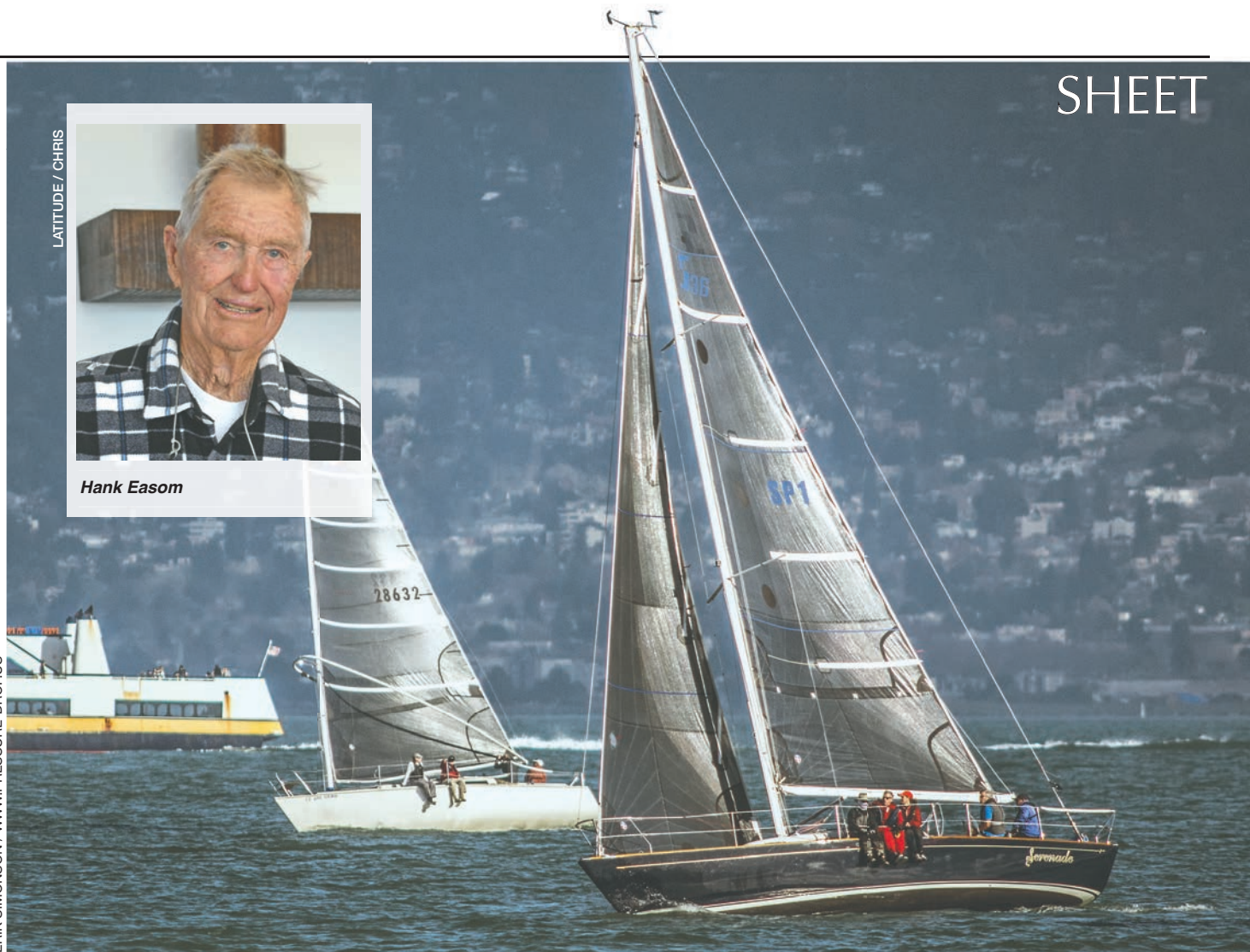
"As I approached the Cityfront, I noted

LATITUDE / CHRIS



Hank Easom

ERIK SIMONSON / WWW.PRESSURE-DROP.US



**Hank Easom's Sabre Spirit 'Serenade' (foreground) racing Bren Meyer's Wyliecat 30 'Uno' in a Seaweed Soup race this winter.**

that I was out of phase with a cluster of two Express 27s and a Moore 24 that were heading out around the point of the seawall that forms the harbor entrance (they had clearly gone all the way into the harbor entrance area seeking current relief).

"I passed clear ahead of them on starboard and approached the seawall maybe about 75 yards east of GGYC. I called for sea room and tacked approximately three boatlengths before the wall, and had just completed my tack to port when I checked under the jib to see a starboard tack jib and white hull about a boatlength ahead. That's about all I had time to visually process.

"The angle and speed had me T-boning them somewhere forward of the shrouds. I tried smoking the mainsheet and turning to starboard to duck them, but with little boatspeed that wasn't working, so I crash-tacked back to port. That went about as well as could be expected in 22 knots and a 2.5-knot flood — I blew it, badly, and before you could say 'holy sh\*t,' I was in irons with no attached flow on the foils moving

backward rapidly.

"Reversing my helm had zero effect, probably because the current was pretty close to my backward boatspeed. From there, the rest was largely out of my control; the bow blew down to the port side and I basically ended up T-boning the sea wall.

"Once I was no longer sailing and firmly pinned bow in and portside to the rocks, I issued my first (and hopefully last) ever mayday call on 16.

"TowBoatUS, with captain Phil Delano and crew, were fortunately in the S.F. Yacht Basin, heard my hail, and responded within five minutes. Once I was free of the rocks, we hooked up a side tow. TowBoatUS pulled me inside the breakwater and deposited me at the pump-out station.

"After decompressing for a few hours, and seeing no water ingress, I concluded that the best thing to do was to sail back to Richmond where my trailer was conveniently at Brickyard Cove. On Sunday I returned, hauled the boat, and got my first real look at the damage."

At stake is the Singlehanded Transpacific Race start on June 27. Rufus Sjöberg is working on repairs, but the biggest challenge will be getting the 400-

mile offshore qualifier done.

After the remaining racers rounded Blackaller Buoy and shot off to the crumbling old Southampton platform — the next rounding mark — they found a big wind hole behind Angel Island. This gave the laggards a chance to catch up to their competition. After Southampton, the course returned to Little Harding for a final mark. The distance is about equal between taking Angel Island to port (going through Raccoon Strait) and to starboard (back into the Slot past Point

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

March's racing stories included:

- Racing in the Times of Pandemic
- Schedule Adjustments Continue
- San Diego to Puerto Vallarta Race
- California Dreamin' Match Racing
- Collision in Superyacht Challenge
- Clipper Race • OYC Sunday Brunch
  - Round North Island Race
- SailGP Sydney • 52 Super Series
  - Pacific Cup Prep
- More Seaweed Soup and Big Daddy
  - Previews of The Ocean Race, Rolex Big Boat Series, and more.



# THE RACING

LATITUDE / CHRIS



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Blunt). Short-tacking against the flood in the Strait proved the most popular choice. The race finished back where it started, off Corinthian YC in Tiburon.

Check in at [www.sfbaysss.org](http://www.sfbaysss.org) to confirm the next SSS race, another tour of various Bay marks called Round the Rocks. It was scheduled for April 11. The skippers' meeting at Oakland YC and deadline to register was to be on April 8, but all that could change.

— latitude / chris

## SSS CORINTHIAN RACE, 2/29

SINGLEHANDED SPINNAKER ≤108 — 1) **Mulan**, Beneteau 10R, Michael Chammut; 2) **White Shadow**, J/88, Jim Hopp. (2 boats)

DOUBLEHANDED SPINNAKER ≤108 — 1) **Another Girl**, Alerion 38, Cinde Lou Delmas/Bill Ferguson; 2) **Freedom**, Worth 40, Jim Martens; 3) **Accey Deucey**, J/44, Richard Leute/Ken Grayson. (11 boats)

SINGLEHANDED SPINNAKER 111-159 — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Surprise!**, Alerion 38, Bob Johnston; 3) **Geodesic**, J/30, Ralph Morganstern. (3 boats)

DOUBLEHANDED SPINNAKER 111-159 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 2) **Warwhoop**, Contessa 33, Chuck Hooper/Katrina Raleigh; 3) **Liquid Asset**, Ranger 33, John Rook/Junette Kushner. (13 boats)

SINGLEHANDED SPINNAKER ≥162 — 1)

*The SSS Corinthian Race on February 29. Clockwise from top left: the slow start; the windy reach to Blossom Rock in a sloppy sea swell; big gusts in the beat up the Cityfront; a Moore 24 sailor goes for an impromptu swim.*

**Slainte**, Cal 20, Paul Sutchek; 2) **Wildcat of Loch Awe**, S2 7.9, Alan Hebert; 3) **Galaxsea**, Nauticat 44, Daniel Willey. (8 boats)

DOUBLEHANDED SPINNAKER ≥162 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Rachel Porter; 2) **Byte Size**, Santana 22, Anna Alderkamp/Edmundo Larenas; 3) **Zenaída**, Alerion 28, Fred Paxton/Jennifer McKenna. (8 boats)

SINGLEHANDED SPORTBOAT — 1) **Beyond**, Wilderness 30, Scott Owens; 2) **Fugu**, Wilderness 30, Chris Case; 3) **Sleeper**, Olson 30, Adam Correa. (5 boats)

DOUBLEHANDED SPORTBOAT — 1) **Sleeping Dragon**, Hobie 33, Bill & Melinda Erkelen; 2) **JetStream**, JS9000, Daniel Alvarez/Robert Blackmore; 3) **Werewolf**, Olson 30, Jeff Mulvihill/Don Jesberg. (13 boats)

DOUBLEHANDED J/105 — 1) **VuJa Star**, Chris Kim/Carl Plant; 2) **Energy**, James Isbester/Andrew Dunkle; 3) **Spartan**, Chad Hedstrom/Norlando Reisbeck. (5 boats)

SINGLEHANDED EXPRESS 27 — 1) **Archimedes**, Joe Balderrama. (1 boat)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Julia & Will Paxton; 2) **Tequila Mockingbird**, Mathieu & Kim Krogstad; 3) **Moonlight**, Jim & Jonathan Gibbs. (14 boats)

DOUBLEHANDED MOORE 24 — 1) **Snafu**, Karl Robrock/Bart Hackworth; 2) **Flying Tiger**, Vaughn & Michaela Seifers; 3) **Mooretician**, Peter Schoen/Roe Patterson. (8 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Frances**, Alerion Express 28, Sam Turner; 2) **Sobranite**, Alerion Express 28, Paul Descalso; 3) **Osprey**, Jeanneau Sun Odyssey 349, Todd Arnold. (8 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Bella**, Alerion 33, Aiden & Sean Collins; 2) **Q**, Schumacher 40, Glenn Isaacson/Liz Baylis; 3) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley. (9 boats)

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

DOUBLEHANDED MULTIHULL — 1) **Eleven**, Diam 24, Trevor Baylis/Jack Halterman; 2) **Greyhound**, F-22, Evan McDonald/Sarah Rahimi; 3) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis. (8 boats)

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

## Big Daddy Waits for the Wind

Waiting for the wind is sometimes what you have to do.

On the weekend of March 7-8 the





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**Big Daddy Regatta, clockwise from top left: Here comes the RIB with the 'abandon race' flag on Saturday; pushing off the race committee boat at the start the pursuit race to avoid a collision; 'Golden Moon' and 'Pegasus' round Alcatraz to starboard; 'Shadow X' was last to start and first to finish.**

boats waited for the wind on both days in Richmond YC's Big Daddy. This regatta consists of three buoy races on Saturday and a pursuit race around Angel Island and Alcatraz on Sunday. You get to choose which way to go on Sunday.

Saturday had a good showing of boats, considering that the GGYC Seaweed Soup series was in its final day, sucking up a lot of the competitors, and rain clouds were hanging around sucking up the forecasted westerly.

The three courses spread out along the Berkeley Flats saw a promising northerly that the race committees in the Brooks Island and middle courses used to attempt a short once-around race. At the 11:30 precise starting time as printed in the sailing instructions, they were off. Unfortunately that didn't work. Those races were abandoned in the dying northerly under building clouds.

Then the waiting game began.

The racers enjoyed a long lunch until a light westerly started filling in at around 2:30. And it kept on filling in to a nice 10- to 12-knot breeze while the rain squalls departed.

All three courses got the prescribed

three races in by the deadline and everyone got back to the club in plenty of time to eat, drink and socialize — at the end of the times when such things were done.

The front moved out overnight, and the forecast for Sunday looked better. Eighty competitors went to the pursuit starting line full of anticipation. The early, speed-challenged boats started right on time at 12:30, and it was all looking good in that same northerly as Saturday. But would the wind stick around long enough to get through the hour-long starting sequence? It didn't. By the time the masses of middle-raters hit the line, the wind shut down and the ebb built, causing them to crowd not only into

each other, but the committee trawler also. It was chaotic, but with little yelling and plenty of time to fend off your neighbor.

Most chose to go counterclockwise into Raccoon Strait, but the winners went clockwise, as the westerly started filling in around Alcatraz first. It turned

**Buzz Blackett has freshened up his totebag supply. In addition to these two from the GGYC Midwinters and RYC Big Daddy on March 7, he scored a first-place bag for the Big Daddy pursuit race on March 8.**



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# THE RACING

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**Above:** Some of the kids and their skippers assemble ahead of the Big Daddy pursuit race. **Right:** The Rosie the Riveter theme took on additional significance when the original Rosie, Rosalind P. Walter, passed away at the age of 95 just three days before the regatta.

out to be a big-fast-boat year.

— ncs

## RYC BIG DADDY REGATTA, 3/7 (3r, 0t)

PHRF A — 1) **Skeleton Key**, J/111, Peter Wagner, 4 points; 2) **Swift Ness**, J/111, Nesrin Basoz, 10; 3) **California Condor**, Antrim Class 40, Buzz Blackett, 11. (7 boats)

PHRF B — 1) **Magoo**, Melges 24, Ray Wilson, 5 points; 2) **Pegasus**, Newland 368, Stephen Lewis, 7; 3) **Nuckelavee**, Melges 32, Mark Kennedy, 8. (4 boats)

PHRF C — 1) **Mintaka4**, Farr 11.6, Gerry Brown, 3 points; 2) **Jeannette**, Frers 40, Bob Novy, 6; 3) **Invictus**, Jeanneau SF 3600, Nico Popp, 15. (4 boats)

PHRF D — 1) **Carmelita**, Catalina 42, Christian Lewis, 4 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 6; 3) **Another Girl**, Alerion 38, Cinde Lou Delmas. (6 boats)

PHRF E — 1) **Kangaroo Jockey**, J/70, Peter Cameron, 5.5 points; 2) **Frogflips**, J/24, Richard Stockdale, 7; 3) **Gotcha**, SC27, Nick Degnan, 8.

(8 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 3 points; 2) **Elan**, John Peurach, 6; 3) **Stewball**, Bob Harford, 9. (3 boats)

J/105 — 1) **Yellowfin**, Dick Maclay, 4 points; 2) **Vuja Star**, Chris Kim, 5. (2 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan, 7 points; 2) **Current Affair**, Seth Clark, 9; 3) **Abigail Morgan**, Ron Kell, 16. (12 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Denenberg, 4 points; 2) **Furrari**, Ethan Petersen, 5. (2 boats)

SANTANA 22 — 1) **Alegre**, Chris Klein, 5 points; 2) **Santa Maria**, Nick Nash, 6; 3) **Carlos**, Jan Grygier, 10. (6 boats)

ULTIMATE 20 — 1) **Toon Town**, Michael Eisenberg, 3 points; 2) **Uhoo!**, Michael Josselyn, 7; 3) **U Decide**, Phil Kanegsberg, 8. (5 boats)

MULTIHULL (1r) — 1) **Eleven**, Diam 24, Trevor Baylis; 2) **Hammer**, Seacart 30, Jonathan Hunt. (3 boats)

## RYC BIG DADDY PURSUIT RACE, 3/8

MONOHULL — 1) **California Condor**; 2) **Des-**



tin, Landmark 43, Romeo Uriarte; 3) **Zamazaan**, Farr 52, Greg Mullins; 4) **Skeleton Key**; 5) **Nuckelavee**; 6) **Wildcard**, SC37, Mark Thomas; 7) **Swift Ness**; 8) **Sleeping Dragon**, Hobie 33, Bill Erkelens; 9) **Pegasus**; 10) **Kwazy**, Wylie Wabbit, Colin Moore. (72 boats)

MULTIHULL — 1) **Shadow X**, Extreme 40, Peter Stoneberg; 2) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 3) **Adrenaline**, Bill Erkelens, D-Class cat. (6 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

## Berkeley Champion of Champions

The 2019-2020 BYC Midwinter races are completed, and it has been determined that all who got a chance to race are hereby declared to be winners. At least that's what one of the participants avowed.

BYC was lucky in that of the nine races scheduled between November 2019

## IYC ISLAND DAYS (5r, 0t)

SPINNAKER 1 — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 15 points; 2) **Taz!!**, Express 27, George Lythcott, 16; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 18. (9 boats)

SIZE MATTERS — 1) **Fun**, Santana 22, Chris Nicholas, 11 points; 2) **Loco2**, Mercury, Paul Mueller, 12; 3) **Take 5**, Wilderness 21, Steve Anderes, 16. (6 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 8 points; 2) **Rogue**, Ryan Nelson, 10; 3) **Sonic Death Monkey**, Dominic Marchal, 10. (5 boats)

NON-SPINNAKER — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 5 points. (1 boat)

## OYC SUNDAY BRUNCH SERIES (6r, 2t)

PHRF 90-186 — 1) **Racers**, Olson 25, Mark Rommell, 5.5 points; 2) **Flying Fish**, Olson 30, Michael Berndt, 6; 3) **Foul Air**, Olson 25, Matt Denny, 6. (8 boats)

PHRF 168 — 1) **Hard N Fast**, Merit 25, Tim Harden, 4 points; 2) **Double Agent**, Merit 25,

# MIDWINTERS BOX SCORES

Scott Ollivier, 4; 3) **Faster Faster!**, Merit 25, David Ross, 7. (5 boats)

PHRF ≥189 — 1) **Ursa Minor**, Santana 525, Ted Keech, 4 points; 2) **Toypedo**, Ranger 26-2, David Hayward, 5; 3) **Loki**, Santana 525, Tim Roche, 5. (5 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 3 points; 2) **Lelo Too**, Tartan 30, Emily Zugnoni, 5; 3) **Zeehond**, Newport 30 MkII, Donn Guay, 8. (3 boats)

COLUMBIA 5.5s — 1) **Carina**, Scott McCoy, 3 points; 2) **Rogue**, Ryan Nelson, 5; 3) **Roja**, Raymond McMurphy. (4 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 4 points. (2 boats)

NON-SPINNAKER PHRF 114-171 — 1) **Jackal**, Ranger 33, Roger Wise, 4 points; 2)

**Scrimshaw**, Alerion Express 28, Michael Maurier, 4; 3) **Lioness**, Hinckley Bermuda 40, Sheldon Haynes, 7. (5 boats)

NON-SPINNAKER PHRF 234-273 — 1) **Blue Pearl**, Newport 30, Carlane Johnson/Tammy Mercado-Ruff/Beccie Mendenhall, 4 points; 2) **Dominatrix**, Santana 22, Ted Crum, 4; 3) **Brandy**, Santana 22, Billy & Tino Gunderfoot, 5. (4 boats)

## SEQYC WINTER SERIES (4r, 1t)

PHRF — 1) **Ferox**, Pogo 36, Anja Bog, 7 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 8; 3) **Osprey**, Sabre 36, Jeff Stine, 8. (13 boats)

## TYC BOB & ESTHER MOTT MIDWINTERS (8r, 2t)

1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 9 points; 2) **Bella**, Alerion 33, Aiden Collins, 9; 3) **Joyride**, J/105, Bill Hoehler, 12.

Full results on all of these at [www.jibeset.net](http://www.jibeset.net)

TERRI COLE



**BYC Champions of Champions, the 'Cyclers, left to right: Will Paxton, his cousin Julia Paxton, Angie Liebert and Kelsey Tostenson.**

through February 23, only one race was canceled due a gale. Over the four months of regular racing there was a variety of wind and fog conditions. We had lovely weather for the final event on February 23 — the Winners' Race. Thus, we are all winners!

Some managed to win a bit more than others. For at least the fourth time, Will Paxton's Express 27 Motorcycle Irene attained the super goal of Champion of Champions. And again the name will be inscribed on the Kirt Brooks memorial trophy.

— bobbi tosse

#### BYC CHAMPION OF CHAMPIONS, 2/23

RED — 1) **Motorcycle Irene**, Express 27, Will Paxton; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Eagle**, Express 27, Ross Groelz. (8 boats)

BLUE — 1) **Heart of Gold**, Olson 911S, Joan Byrne. (1 boat)

WHITE — 1) **Current Affair**, Express 27, Seth Clark; 2) **Hang 20**, Express 27, Lori Tewksbury. (2 boats)

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

#### Sausalito Chili Midwinters

Sausalito YC's Chili Midwinter Series wrapped up on a wonderful winter's afternoon: mild wind, mild weather, sunny skies. The five-race series — November to March — was truncated to a four-race series when the January race had to be abandoned due to lack of wind. February's race was sailed in high wind. The March 1 finale race was sailed in almost balmy weather. That's midwinter racing on San Francisco Bay!

**Trig Liljestrand's J/80 'Ragtime' won Spinnaker A in SYC's Chili Midwinter series.**



on May 5 and continues through September 1. Find the details at [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

— pat broderick

#### SYC CHILI MIDWINTERS (4r, 0t)

SPINNAKER A — 1) **Ragtime**, J/90, Trig Liljestrand, 6 points; 2) **Q**, Schumacher 40, Glenn Isaacson/Peter English, 11; 3) **Courageous**, J/88, Gary Panariello, 14. (7 boats)

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 10 points; 2) **Sweet Pea**, Islander 30 MkII, Jan Hirsch, 11; 3) **Kele**, Catalina 320, Jaime Muniz, 14. (5 boats)

NON-SPINNAKER D — 1) **La Mer**, Newport 30-III, Randy Grenier, 6 points; 2) **Island Girl**, Islander 36, Frank Burkhart, 11; 3) **French Kiss**, Beneteau 350, David Borton, 14. (4 boats)

NON-SPINNAKER E — 1) **Kookaburra**, Bird, Martin Koffel, 8.5 points; 2) **Raccoon**, Cal 20, Jim Snow, 10.5; 3) **Homeslice**, Ericson 27, Josh Dvorson, 12. (3 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Hazardous Waste**, J/105, Chuck Cihak, 5 points; 2) **Reverie**, J/109, John Arens, 15; 3) **Mulan**, Beneteau 10R, Michael Chammout, 17. (3 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

#### Jack Frost Lasts Four Months

In most cases if you wanted to enter a regatta that lasts four months — actually nearly five, November 2, 2019, through Feb 29, 2020 — you would have to enter a race around the world. Now with the speeds of modern ocean racing thoroughbreds, that may be in jeopardy. But wonder of wonders: Right here in your own backyard Encinal YC offers their Jack Frost series each winter. Five race days with two races per day are spread over four months.

The race committee braves some fairly lively weather off the Berkeley Pier and sets each race to last about an hour. Then the club offers legendary hospitality and super-cool trophies at their clubhouse on the Estuary.

Whether the weather is suitable for a windward/leeward sausage-fest or the RC chooses permanent marks, the racing is fast and fun. The PHRF classes offer some big vs. little rivalries, such as, "Our interior furniture weighs more than your entire vessel!"

Just over 30 competitors more or less showed up for this series and were split into four classes. The crowd favorite is the Santana 22. This fleet, replete with creative names and paintjobs and brave crews showed up 11 strong with nearly every boat choosing to take at least one weekend off along the way. Interestingly as long as you didn't make a mistake this didn't hurt as by the end of the series



# THE RACING

enough races were sailed to allow two throw-out races. Kudos to the RC to get every single race in and completed. The Santana 22 fleet is a mixed bag of new racers in old boats as well as old racers in boats that are new to them. Many of these boats are likely worth more now than when they were built. Racers are always finding new ways and new systems to make them speedier and easier to sail.

When the sails were stowed and the rum flowed, it was clear that *Alegre* was the boat to beat. *Carlos* and *Meliki* had a dogfight for second, with *Carlos* getting the last bite. The lovely *Zingaro* also posted three bullets and a deuce to finish just off the podium.

Add just three feet and a lot more sail area, and you have moved into the Olson 25 fleet. With a toilet seat insignia on the sail and white hulls (not nearly as colorful as the Tuna fleet), they're very lively in the puffs. Sailors young and old are getting max bang for their sailing buck. The Olson 25 sports a spinnaker the size of the Sales Force Tower and a reasonable PHRF rating. What more could you ask for in just 25 feet? They also have a surprising amount of interior volume and terrific build quality, making them a great family weekender or, in this case, one-design racer.

*Sketch* is anything but sketchy: Dave Gruver rattled off a string of bullets and came out for the final day just because he loves his boat and fleet. His is the biggest smile and handshake at the bar. If you wanna be the man, you will have to beat the man. *Synchronicity* beat *Shadowfax* on the tie-breaker for second, and the entire fleet finished within 7 points.

PHRF 2 got the diversity award. The diminutive J/22 was able to stay outta the way of the behemoths she was surrounded by to post a 1-point victory after 10 races. People often criticize the PHRF handicapping system. Then a regatta like Jack Frost posts their scores and it's like a one-design fleet. The Cal 40 and the Islander 36 proved they can thunder around the buoys with the best of them. No question you will need your winches well greased and biceps like pythons, but with four victories combined, they are worthy competition.

In the 11-yacht PHRF 1 fleet, nothing goes upwind like money. From the brave doublehanders aboard the Melges 24 *Smokin'* to the armies aboard the Express 37s, this fleet brought the heat to the blustery conditions that prevailed for most of this series.

Apparently the armies were ready for battle as the E-37s finished 1,2,3 overall. The golden army aboard Kame's *Golden*



ANDY KOPETZKY

**Steve Davis's Santa Cruz 52 'Vela' drops the kite on the approach to the finish of the second Berger Stein Series race on March 7.**

*Moon* won the golds easily. Thanks to the dual throw-out, *Spindrift V* stole the bridesmaid award from the geographically undesirable *Elan*. Keep an eye on these old warhorses as they begin their trek down the trail to StFYC's Rolex Big Boat Series this September. With boats committed from L.A. and even rumors of a PNW competitor, the plan is to get an even dozen on the line for their 30th annual battle.

When the frost is on the pumpkin next fall, put on your woolies, grab a scarf, fire up a hot ruddered bum, and come join the fun!

— captain midnight

## EEC JACK FROST, (10r, 2t)

PHRF 1 — 1) **Golden Moon**, Express 37, Kame Richards, 10 points; 2) **Spindrift V**, Express 37, Andy Schwenk, 23; 3) **Elan**, Express 37, Jack Peurach, 24. (10 boats)

PHRF 2 — 1) **Blue Jay**, J/22, Theo Rohr, 12 points; 2) **Azure**, Cal 40, Rodney Pimentel, 13; 3) **Renaissance of Tahoe**, Islander 36, Steven Douglass, 21. (4 boats)

OLSON 25 — 1) **Sketch**, David Gruver, 8 points; 2) **Synchronicity**, Steve Smith, 27; 3) **Shadowfax**, Mark Simpson, 27. (7 boats)

SANTANA 22 — 1) **Alegre**, Chris Klein, 13 points; 2) **Carlos**, Jan Grygier, 21; 3) **Meliki**, Deb Fehr, 23. (11 boats)

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

## Berger Stein 2 Attracts 61 Boats

Formerly known as the Squirrel Bank Race, Del Rey YC's race had 57 starters despite health and weather concerns.

The March 7th event runs 23 miles from the Marina del Rey Olympic Circle to NOAA Waverider Buoy 028 (Santa Monica Bay Station 46221) and back to the finish at the harbor's south entrance. The buoy, with its thin radio antenna at-

tached, lies 12 miles southwest in more than 1,000 feet of water.

With barely three feet visible at best, combined with the massive amount of scope required, it has made for interesting mark and non-mark roundings in years past. The race committee stationed a picket boat out there for the duration in advance of presumed light air. Picket boat skipper Eddie Hollister reported that James Bailey's TP52 *Destroyer* rounded the buoy about 1:45.

Race day began with cloudy skies and dead calm winds that gradually clocked north and built to 10+ knots at the noon start and held for the entire afternoon. The rain that was forecast never materialized, and all boats were in by 6:10 p.m.

Jay Steinbeck's Andrews 52 *Margaretville* saved their time over *Destroyer* in PHRF AA, the latter getting line honors and finishing in just under three hours.

See results at [www.dryc.org](http://www.dryc.org).

— andy kopetzky

## Robinson Memorial Midwinters

The final day of racing in the Edna and Howard Robinson Memorial Midwinter Regatta was sailed on Oakland's Lake Merritt on Sunday, March 8.

Four races were held, using offshore starts and finishes under a threatening sky. Winds were variable and made no waves at the water surface because of oil washed from the streets in the recent rain. Five El Toro Senior skippers and two Sunfish skippers participated.

Race committee offshore crew Vickie Gilmour and Peggy Darnall handled the starts and finishes. Commodore Gary Hartsock, Denis Hazlewood and Duncan Carter handled onshore duties.

The Lake Merritt Sailing Club scoring system awards one point for starting, one

AL SARGENT



Ethan Sargent sailing a Laser.

for finishing, one for each boat beaten, and a quarter point for finishing first.

— duncan carter

#### LMSC ROBINSON MIDWINTERS (12r, 0t)

EL TORO SENIOR — 1) Art Lange, 70 points; 2) Tom Burden, 63.5; 3) Gordie Nash, 59. (11 boats)

SUNFISH — 1) Roy Jordan, 43 points; 2) Bob Cronin, 42. (2 boats)

#### BAYS Winter Series

More than 100 junior sailors participated in the Bay Area Youth Sailing (BAYS) Winter Series #3 regatta, held at Treasure Island Sailing Center on February 15-16 in C420s, FJs, Laser Radials, Optimists

and RS Teras.

Sailors enjoyed mild conditions all weekend, with winds 5-8 knots on Saturday and 3-6 knots on Sunday. For the RS Teras, Opti Greens (beginners) and CJs, the racecourse was in the protected waters of Clipper Cove. For the 420s, Lasers and Opti Champ fleet, the racecourse was on the Emeryville Flats, between the Berkeley Circle and the Bay Bridge.

There was a strong flood current both

days, which made for some challenging laylines, especially for the slower Optis that could barely make headway against the current.

Winners were: C420 class, 15 boats, Connor Bennett and Ted McDonough, SFYC; CFJ, Dawson Xuan and Spencer Koontz, SCYC; Laser Radial, Ethan Sargent, SFYC; RS Teras, Omar Alami, Sausalito YC; and Opti Champs, national team member Yann Menard, SFYC. Opti Green featured a tie between brothers Niko and Xander Mann of TISC, with Niko coming out on top.

The final regatta in the Winter Series, to be hosted by SFYC on March 14-15, was canceled due to the coronavirus.

— al sargent

#### Mercury NorCals

On Saturday, March 7, Encinal YC hosted an eight-boat Mercury fleet to kick off this year's four Saturdays of racing to determine who will be the 2020 NorCal champion. The threat of rain in the morning may have discouraged a couple of sailors from coming out. For those who did, by the 12:30 start time the weather was perfect. Breeze was a

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# THE RACING SHEET

steady 5-7 knots with puff after puff rolling down the Estuary. Shifty was the word of the day, but the shifts led to a lot of position changes, making for great racing.

The EYC race committee did a really good job moving the marks and adjusting the line as the wind moved from west to south for the final races during the five-race day.

Four different winners emerged out of the five races. Only Doug Baird, with son Michael crewing, was able to mark up two first-place finishes. Chris Davis with his crew Karissa showed breakaway speed in Race 3 for one of the biggest leads of the day at the finish line. Race 4 went to David Bacci with his daughter Natasha crewing. David did an excellent job of picking the shifts, earning him a second, first and third in the last three races and second place for the day. Jim and Kathy Bradley won the last race by making good on the wind shift to cross Baird and Bacci at the finish line.

The next races of the series were to have been sailed on April 4, for the Carmiggelt Trophy. The winner of that receives a beautiful model of a Mercury.

—jim bradley



JON WEST PHOTOGRAPHY

Paige Railey, 32, secured an Olympic berth at the Women's Laser Radial Worlds.

## Race Notes

Racing for the **PICYA Lipton Cup** trophies on San Francisco Bay will be held June 19-21 across multiple race venues on J/22s. Encinal, South Beach and St. Francis YCs will co-host this year. It's already sold out again. The 10 participating clubs are Berkeley, Corinthian, Encinal, Golden Gate, Half Moon Bay, Inverness, Richmond, San Francisco, South Beach and StFYC. See [www.liptoncupsf.com](http://www.liptoncupsf.com).

Cal Maritime Academy bested nine other college teams to win the **Los Angeles Harbor Cup** on March 6-8 in San Pedro using a one-design fleet of Catalina 37s. This is the seventh time Cal Maritime, the event host, has won since the regatta began in 2008. See [www.layc.org/events/event/harbor-cup](http://www.layc.org/events/event/harbor-cup) for full results and details.

The following weekend, intercollegiate racing was shut down for the rest of the spring season.

At the **ILCA Women's Laser Radial World Championships**, Paige Railey emerged victorious over fellow US Sailing Team athletes Erika Reineke and Charlotte Rose to win a spot on Team USA for the Tokyo 2020 Games. The regatta was held February 21-28 on Port Phillip Bay in Melbourne, Australia. See [www.sailing.laserinternational.org/site/event-site/110](http://www.sailing.laserinternational.org/site/event-site/110) for more.

The International Olympic Committee will postpone the **Tokyo Olympics** that had been scheduled to begin July 24. The Summer Games will instead take place sometime in 2021.

—latitude / chris

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Welcome to our annual review of **Bay Area Crewed Charter Yachts**. Here's some of what's on offer if you're looking to book a sunset sail, a corporate event, or something special. You can find a "Guide to Bay Area Sailing Charter Companies" on our website, [www.latitude38.com](http://www.latitude38.com) under "Resources."

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- Carries up to 47 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.

• Available for ticketed daily sails + private events—including corporate teams, weddings, family outings and more!

- (415) 777-1630 or (800) 498-4228; [www.adventurecat.com](http://www.adventurecat.com)



'Adventure Cat 2'

**Adventure Cat 2:** Our 65-ft cat, like her older sister (above), is fast and fun, but can carry twice as many passengers. Fast, Fun and Flat....catamarans are the optimal way to see S.F. Check out the reviews online, and come join us for a cruise today!

- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.

• Available for ticketed daily sails + private events—including corporate teams, weddings, family outings and more!

- (415) 777-1630 or (800) 498-4228; [www.adventurecat.com](http://www.adventurecat.com)

**Argosy Venture:** This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her brightwork

and period styling are an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.

- (415) 952-4168; [www.argosyventure.com](http://www.argosyventure.com)

**Bay Lady:** At 90 feet in length, she is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Built of steel for chartering, her design combines modern strength and safety features with an old-time sail plan. Guests are invited to participate in sailing this great schooner. Driving a 75-ton topsail schooner is something to experience!

- Certified for 90 passengers (most comfortable with about 70-80).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- (415) 543-7333; [www.rendezvous-charters.com](http://www.rendezvous-charters.com)



'Bay Wolf'

**Bay Wolf:** This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing. She is a favorite with veteran sailors and newcomers as well.

- Certified to carry up to 24 passengers, but focuses on groups up to 16.
- She is berthed in Sausalito but can pick up in San Francisco.
- Available for private group charters, teambuilding, lessons, corporate char-

ters, ash scattering or special events. Passenger participation highly encouraged.

- (650) 930-0740; [www.sfbaysail.com](http://www.sfbaysail.com)



'Brigantine Matthew Turner'.

**Brigantine Matthew Turner:** Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters and individual berths available in Mexico. This newly constructed 132-ft wooden brigantine's primary function is Marine Environmental Education for students of all ages. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.

- Carries up to 70 passengers on day trips; 24 for overnights.
- Berthed at the Bay Model Pier in Sausalito. Free parking.
- Available for youth educational day sails, scheduled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.

- (415) 331-3214; [www.callofthesea.org](http://www.callofthesea.org)

**Cat Ballou:** Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed in San Rafael, and chartered out of Loch Lomond and South Beach marinas.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (855) 724-5736; [www.sanfranciscosailing.com](http://www.sanfranciscosailing.com)

# OF CHARTERING



*The Brigantine Matthew Turner is a newly constructed 132-ft wooden brigantine owned by Call of the Sea.*

**Chardonnay II:** This sleek Santa Cruz 70 is one of the most popular charters on Monterey Bay. Custom built for fast sailing, she offers a wide array of themed charters and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate team building.
- (831) 423-1213;

[www.chardonnay.com](http://www.chardonnay.com)

**Chardonnay III:** Holds up to 38 passengers and is located at Breakwater Cove in Monterey. Chardonnay III offers everything that Chardonnay II offers.

**Club Nautique:** Offering a wide range of sail and power yachts, including sailboats that range from 26'-52' and 30'-43' power cruisers.

- Vessels available equipped and insured for offshore charters and cruises.
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- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate team building.

<https://boats.network/clubnautique>



*'Derek M. Baylis'*

**Derek M. Baylis:** With a large rear deck and yacht-like living quarters, this 65-ft wishbone ketch provides a safe, comfortable, fast, and environment-friendly platform for fun corporate, recreational and educational cruises.

- Carries up to 35 passengers for day charters or 12 passengers for overnights.
- Berthed at Marina Bay in Richmond, CA.

• Available for day sails such as teambuilding and corporate events, individually ticketed celebrations, private parties, and marine education sails. Highly suitable for ocean charter and scientific voyages.

- (415) 580-0335;

[www.wyliecharters.com](http://www.wyliecharters.com)



*'Freda B'*

**Freda B:** 80-ft Luxury gaff-rigged topsail schooner built along the lines of traditional coastal schooners from the mid-1800's. Her deep draft makes for a very comfortable sail on San Francisco Bay. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable crew, flat screen TV, iPod compatible, excellent catering paired with Sonoma and Napa Valley wines.

- Carries: up to 49 passengers.
- Berthed at Sausalito Yacht Harbor.

• Available for private day charters including: Teambuilding, weddings/ elopements, memorials, birthdays, Angel Island lobster boils and BBQs and custom special events.

• Individually ticketed public sails available weekly February-December.

- (415) 331-0444;

[www.schoonerfredab.com](http://www.schoonerfredab.com)

**Gas Light:** This 72-ft schooner is a modern example of an 1874 SF Bay scow schooner. Exceptionally stable and comfortable, she boasts an 18'x30' cabin and plenty of seating both above- and belowdecks.

- USCG certified for up to 49 passengers.
- Customer pick-up available in San Francisco, Sausalito and Marina Bay Richmond.

• Available for private daysails, special events, corporate outings and teambuilding.

- (415) 405-5279;

[www.baylightscharters.com](http://www.baylightscharters.com)

**Glory Days:** A Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate team building and private day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.

- (800) 849-9256 or (415) 336-0392;

[www.sailsfbay.com](http://www.sailsfbay.com)

**Nehemiah:** This classic wooden ketch has circumnavigated twice, under previous owners. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including "at-risk" youth sail training, the captain's true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, Richmond, Marina Bay, 2600 Spinnaker Way.

• Available for youth sail training, scheduled sails (individually ticketed) and private charters.

- (510) 234-5054;

[www.sailingacross.com](http://www.sailingacross.com)

**Osprey:** Gulfstar 50 ketch built for ocean cruising but a perfect boat for the bay. Passengers enjoy ample deck space for sightseeing, stay high and dry in the center cockpit or enjoy the large salon. Luxury sailing.

- Certified for up to 24 passengers, but focuses on groups up to 16.
- Berthed at Jack London Square, Oakland and can pick up in San Francisco.
- Available for corporate teambuilding, birthdays, anniversaries, lessons and ash scattering charters. Passen-



# WORLD OF CHARTERING

ger participation highly encouraged.

- (650) 930-0740; [www.sfbaysail.com](http://www.sfbaysail.com)

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- Carries up to 12 guests
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- Available for private groups, special occasions and corporate events.
- (510) 864-3000, (510) 236-2633; [www.passagenautical.com/book-charter](http://www.passagenautical.com/book-charter)

**Privateer:** The first of three Coast Guard certified Islander Freeport 41 cutters in our fleet, Privateer has teak decks, finely varnished trim and many bronze fittings. Come see her mysterious stained glass.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Daily 90-minute and 2-hour Bay sails (drinks included) and available for private charters, birthday parties, corporate events, teambuilding and any occasion. Book an Angel Island BBQ or a multi-boat regatta with sister ships Santa Maria and Journey for up to 64 or 100 passengers.
- (415) 378-4887; [www.sailsf.com](http://www.sailsf.com)

**Ruby:** She started chartering in 1981 and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and Delta, her skipper and crew have lots of party experience.

- 28 passengers.
- Berthed at The Ramp Café, SF.
- Private parties and public sails.
- (415) 272-0631;

[www.rubysailing.com](http://www.rubysailing.com)

**Santa Maria:** The second of three Coast Guard certified Islander Freeport 41 ketches in our fleet was built for Wile E. Coyote & Road Runner cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior, and an original drawing of the Road Runner still hangs in the boat.

- Certified for 36 passengers.
- Berthed at Pier 39.
- Daily 90-minute and 2-hour Bay sails (drinks included) and available for private charters, birthday parties,

corporate events, team building and any occasion. Book an Angel Island BBQ or a multi-boat regatta with sister ships Privateer and Journey for 28, 36, and up to 100 passengers.

- (415) 378-4887; [www.sailsf.com](http://www.sailsf.com)

**Schooner Seaward:** Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters and individual berths available in Mexico. This lovely 82-ft staysail schooner's primary function is Marine Environmental Education for students of all ages. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.

- Carries up to 40 passengers on day trips; 12 for overnights.
- Berthed at the Bay Model Pier in Sausalito. Free parking.
- Available for youth educational day sails, scheduled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.

- (415) 331-3214; [www.callofthesea.org](http://www.callofthesea.org)



**'Tahoe Cruz'**

**Tahoe Cruz:** This Santa Cruz 50 sails daily out of the Tahoe City Marina with Tahoe Sailing Charters, with captains Mike and Tyler, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.

- Certified for up to 30 passengers.
- Specializes in affordable and scenic 2-hour cruises with complimentary refreshments. Also available for private parties, company charters and Emerald Bay luncheon sails.
- Daily departures from Tahoe City Marina (home of Tahoe YC).
- (530) 583-6200; [www.TahoeSail.com](http://www.TahoeSail.com)

**Tahoe Dreamer:** Enjoy a private charter aboard this 36ft. power catamaran. Cruising daily on three-hour tours of Emerald Bay from Tahoe City. Complimentary beer, wine, snacks and appetizers served on all charters.

- Certified for up to 12 passengers.
- Specializes in private scenic two-hour

afternoon and sunset cruises and three-hour Emerald Bay charters. Available for private groups and company charters.

- Daily departures from the Tahoe City Marina, North Lake Tahoe
- (530) 583-6200; [www.TahoeSail.com](http://www.TahoeSail.com)

**Team O'Neill:** O'Neill Yacht Charters' brand-new, custom-built Morrelli & Melvin 65' catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.

- Carries up to 75 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Public 1-hour, 1.5-hour and special event sails run April to October. Private charters available year-round. Afternoon and sunset sails, Local wine and beer tastings, and whale watching.
- (831) 818-3645; [www.oneillyachtcharters.com](http://www.oneillyachtcharters.com)

**USA 76:** 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.

- Carries up to 20 passengers.
- Berthed at Pier 39 in San Francisco.
- Available for 2.5-hour ticketed sails and custom private events.
- (415) 990-9992, (619) 630-6383; [www.acsailingsf.com](http://www.acsailingsf.com)



**'Yukon Jack'**

**Yukon Jack:** Check out the adrenal thrill of blasting across the Bay on this ultralight Santa Cruz 50. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days, and still holds the race record.

- Carries up to 25 passengers (most comfortable with 20 or fewer).
- Berthed at South Beach Harbor, San Francisco.
- Corporate offsites and our most popular Angel Island BBQ, Private group charters, weddings, celebrations.
- (415) 543-7333; [www.rendezvous-charters.com/charter/sailing-yacht/yukon-jack](http://www.rendezvous-charters.com/charter/sailing-yacht/yukon-jack)






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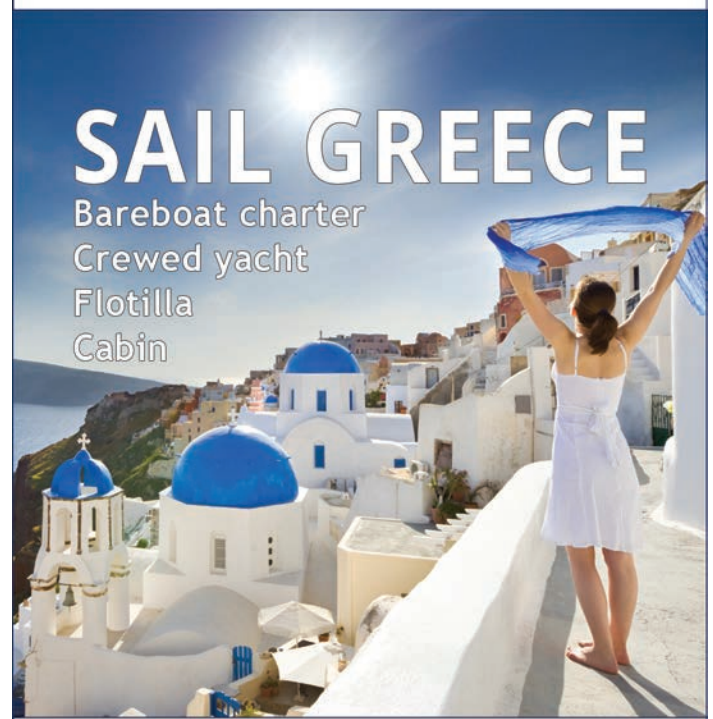
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# CHANGES

**I**magine having to move your boat from a foreign port — and they won't let you back in the country! Rob Novak of **Shindig** shows where there's a will, there's a way. Also this month: a report on an epic Zihua SailFest from — who better? — **Epic**; **Slip Away's** "nose job"; **Shooting Star's** Baja Bash (right through the southbound Ha-Ha fleet); and a locker full of **Cruise Notes**.

## Shindig — Oyster 485 Nancy and Rob Novak It Takes a Village Sausalito

(NOTE: This is a continuation of the article in the January 'Changes' titled 'Trouble in Paradise,' where Rob detailed

Nancy's motor scooter accident and the medical care she received in French Polynesia.)

At the end of July, we returned to Sonoma County three months earlier than planned to address the medical care Nancy needed. After

a month of continuous doctor appointments and insurance escalations, we felt she was on track for a good recovery at home. Once we felt her care situation was underway, we needed to figure out how I would return to *Shindig* and move her west. With cyclone season approaching and a Fiji haulout date reserved in October, it was time to get going.

Fortunately, our two friends who were going to do the passage with us from Tahiti to Fiji prior to the accident were still available to go. I made new flight arrangements for everyone and then contacted our agent, Tahiti Crew, to arrange for our "Trouble in Paradise" is when your boat is there, but you can't get back to it.

travel bond letter. (This letter allows boaters to enter French Polynesia on a one-way plane ticket without the need for a return ticket or a bond.)

A big surprise emerged once the paperwork was submitted to Tahiti Crew: I would not be allowed back in Tahiti! Because I had been in the country for 90 days, I would now be required to be out of the country for 90 days before returning.

This was a real problem. We couldn't wait 90 days to move the boat. That would put us in cyclone season and our boat insurance would not be valid for a passage to Fiji.

We considered keeping the boat in French Polynesia until the next season, but then we'd be up against the three-year temporary import allowance.

I would only need a few days in-country to get the boat provisioned and out. We began looking for any way that an exception could be made to accommodate this. We asked Tahiti Crew to raise our unique situation with the local immigration group, *Haut Commissaire*, one more time, but the answer continued to be "no". If I did try to return to Tahiti I could be fined \$10,000 and sent back immediately on a return plane to the US.

After numerous calls, emails and Hail Marys to the French Consulate in San Francisco, and a connection with the Consulate in Washington, DC, it became apparent that no exception was going to be made. Our only option was to find someone else to get *Shindig* out of Tahiti.

The choices were to hire a professional captain or call in a big favor with a trusted cruiser friend.

Starting with the latter: Who did I know who was responsible, trustworthy and experienced enough to sail a complicated boat with two strangers until I could meet up with the boat?

That was a real short list. There were only two people I would consider, and one of them was already on an extended land-based trip in Alaska.

So I made the call to Kenny Linn. He and his wife, Betsy, are cruising friends from Mexico who puddle jumped to the South Pacific the same year we did, 2017. They are both



The last few months have been crazy for Rob and Nancy. Here's to smoother sailing from now on!



Spread: 'Shindig' in Bora Bora. Above: in the 'cyclone pit' at Vuda Point, Fiji. Above right: Rob (lower left) with the mighty delivery crew, Ralph (in ballcap), Kenny and Synthia.

excellent sailors, navigators and travelers. The year before, they had sailed west from Tahiti and their boat, *Alcyone*, was in New Zealand.

The call went something like this;

"Hey Kenny, this is Rob. *Shindig* is stranded in Tahiti. Would you drop everything you are doing and fly to French Poly for a rescue? I have arranged for two people you don't know to help you."

Long pause . . .

"Yes. Let's do this. Where do you want the boat delivered?"

I had determined that the closest island group to Tahiti where I could meet *Shindig* were the Cook Islands, 600 miles away. There was one direct flight a week leaving from Los Angeles to Rarotonga, Cook Islands.

In the two weeks leading up to the trip, I prepared Kenny and crew Ralph Heron and Synthia Petroka with as much information as possible about the





# IN LATITUDES



Bora and began the 600-mile passage to Rarotonga.

As planned, I flew out to Rarotonga, and had two nights there in a little Airbnb near the wharf before they arrived. You can imagine how excited I was when *Shindig* sailed around the corner. It was a big sense of accomplishment and renewed camaraderie with the four of us together for the first time. We switched captains, moved Kenny into the Airbnb until his return flight back to the US, and spent a few days together touring the island.

In retrospect, I'm thankful for the friendships and unique bonds that are made from this cruising sailor lifestyle. Nancy and I had several cruising couples help us out the moment Nancy had her accident, including securing a place for *Shindig* on the docks and watching out for her while we were gone.

Ralph and Synthia remained onboard for several passages west. From Rarotonga, we sailed to Beveridge Reef, then to the island nation of Niue. Then it was on to the Vava'u group of Tonga and Fiji, where the boat is currently in a cyclone pit at Vuda Point.

Synthia and Ralph were fantastic crew. Being flexible and welcoming change is an absolute requirement to enjoy these adventures. And I know that I owe Kenny big time. I am expecting and would welcome his phone call any day to help him in a similar situation.

— Rob 2/6/20

**Epic — Schionning 1000 (36 ft) cat  
Sheri and Brian Timpe  
Zihua SailFest  
Seattle**

We had read about SailFest in Zihuatanejo before we even got to Mexico. It sounded like so much fun for such a good cause that when we finally headed south with the 2016 Baja Ha-Ha, SailFest was

**Raft-ups featuring jam sessions by local and visiting musicians are just one of the attractions at Zihuatanejo SailFest.**

operation of the boat. Some of this was on the phone and much of it was written down in a working document that ended up being 12 pages long and covered everything from anchoring, electrical and plumbing systems to reefing idiosyncrasies.

Captain Kenny, Ralph and Synthia met in person for the first time at the SFO International Terminal in early September. I was there as well, with more documentation, goodies for the boat babysitters in Tahiti, and numerous items for the upcoming cruise.

I participated remotely as they landed in Tahiti, made their way to the City Marina, and started to get *Shindig* ready for passage mode. I could watch some of their progress as credit card charges showed up in my email. I kept Nancy updated with play-by-play: "Hey, looks like they made it to Carrefour again for last-minute provisioning."

Fast forward three days later, and *Shindig* was fueled up and left the Tahiti City Marina. As they were waiting for the optimal weather window, they had time to explore neighboring Moorea, Huahine and Bora Bora. As Captain Kenny was the only one familiar with the area, he also became the unofficial tour guide.

All during this time, Rob and Kenny were in regular communication using the mobile phone and the Iridium GO!, which allowed texting or email with everyone aboard. Besides weather planning, they were able to solve several technical boat issues remotely. We joked that I was the fourth 'virtual' crewman.

On September 12, *Shindig* officially checked out of French Polynesia in Bora



ALL PHOTOS SHINDIG

KAREN KEY



# CHANGES



EPIC



KAREN KEY



on the must-do list. We arrived right on time on February 8. . . only to find that, at this event, the festivities often start well ahead of the official kickoff dates.

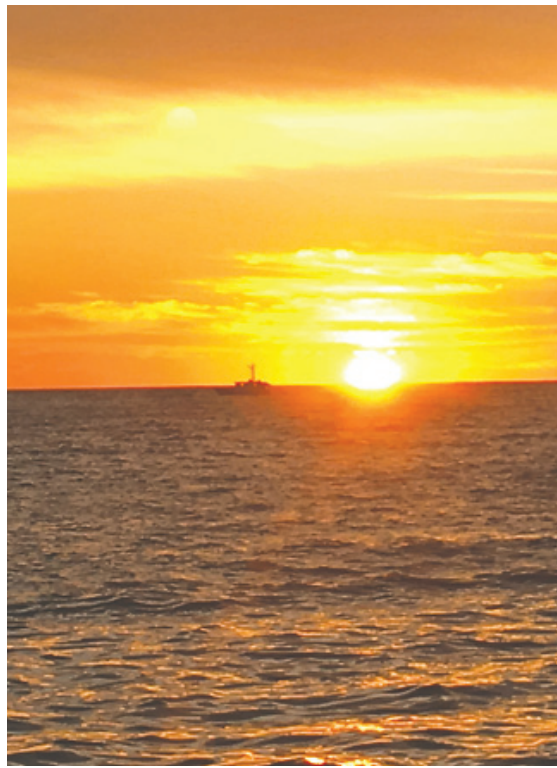
Now in our fourth year of attendance, we know the routine better. SailFest always occurs the week following the Super Bowl — February 3-9 this year — but the popular feature of yachts taking out guests starts much earlier. The sales desk, which oversees this portion of the event, was set up on January 20 and the first guests went out on January 21. And cruisers in the bay continued taking out guests through February 15!

It's all for a very good cause. SailFest started back in 2002 when a fundraiser was held to help build a classroom for 22 indigenous children who were studying Spanish in the shade of a tree. (See sidebar.) Today the funds from SailFest help build classrooms, bathrooms, kitchens, playgrounds and computer labs, and provide scholarships to more than 200 high school and university students each year. Tours of the schools are provided to the cruisers, and you can get paired with students for reading sessions if you want.

There are many shorebound fund-

raising programs at SailFest, but a good portion of the money raised comes from cruisers taking paying guests out sailing. Volunteers at the sales desk (which operates from 10 a.m. - 6 p.m. on the malecón each day) sell T-shirts, hats, and tickets to sail on one of the yachts taking part. Many of the guests are repeat customers and plan their vacations to be in Zihuatanejo for SailFest. Some go out on different boats during their stay, and some have favorite boats and cruisers that they sign up with each year. The sales desk stays in contact with the yachties and keeps close tabs on what boats are available each day and the number of guests they can accommodate.

Options include daily sunset cruises, special music cruises, and participation in the Rally 'Round the Rock and Parade of Sail. The sunset cruises take place each day from 4-7 p.m. and cost 400 pesos (\$20). *Pangas* take the guests to and from the yachts. For 600 pesos (\$30), you can get a ride on larger yachts that take out musicians, often rafting three abreast after a short sail to enjoy the music. The Parade of Sail and Rally 'Round the Rock (also 400 pesos) are the most popular and



## SHAME ON LATITUDE

In fall 2002, I reached out to Blair Grinol of the 45-ft *Capricorn Cat* and about five other Ha-Ha and Banderas Bay Re-Volunteers and participants hanging out on *'Profligate'* at the inaugural Zihua SailFest

gatta regulars and said, "Why don't we do something a little different this season?"

"Like what?" they asked.

"I don't know," I replied. "Maybe we should all sail down to Zihua in February, have a little regatta, and maybe raise a couple hundred bucks for some local charity."

They liked the idea.

About mid-January, I was really busy with *Latitude* and started waffling about going that far south. But the others shamed me into it: "You, *Profligate*, and *Latitude* are the nexus for any such event. If you don't come down, it's not going to happen." So I gave in and showed up.

Lucky they shamed me, because about 18 boats participated, and we raised over \$1,000 for a woman who taught Indian kids Spanish under a tree in town.

Her work was important, because unless kids speak Spanish, they can't go to school in Mexico.

To be clear, all I ever did was come up with the idea and lend the 'celebrity' of me and *Profligate* — and the power of *Latitude* — to the event. A bunch of enthusiastic and hard-working volunteers did all the rest.

The event quickly took off and over the years has raised an astonishing amount somewhere north of \$1 million for charities in the Zihua area.

Shaming someone is usually thought to be a bad thing, but in my case it was a very good thing. Wish you'd been there because it was great.

— Richard Spindler



LATITUDE/RICHARD



# IN LATITUDES



MARGARET REID



MARGARET REID



DERICK SINDELL

**Scenes from SailFest 2020. Above: 'Epic' heads out on one of the popular sunset cruises. Top (l to r): Brian and Sheri; reading day with local students; 'Epic's' every-year SailFest crew from Minnesota; some of the cruisers who made this year's SailFest happen; 'Dragonfly,' 'Epiphany' and 'Northwest Passage' neck and neck. Yes, it's officially the 'RALLY 'Round the Rock,' but when you get two or more sailboats together in the same patch of water at the same time . . .**

fill up the boats quickly.

This year, 18 boats took out 88 guests on the Rally, and 23 boats took 112 guests on the Parade. On both events it is very likely that guests also spent time sailing, swimming, or going on a trip to Isla Grande. It's all up to the guests and captain to make a memorable day of it.

That first year, on the Rally 'Round the Rock, we took three couples from Minnesota. (Most guests are from the US and Canada, although some locals do take part.) The second year, they signed up to go out with us again before we even arrived! We have had one of those couples on board now for four years straight!

We limit our 36-ft cat to six guests for each outing and it has worked out great for us. This year we did seven sunset cruises with many new guests and some repeats. Including those aboard for the

Rally and Parade, a total of 54 folks in all. Our epic *Epic* cruises raised 21,600 pesos, about \$1,200, and were as fun for us as the guests that paid to go out.

During SailFest it's not just the cruisers who are volunteering and having fun. Local volunteers are also busy with concerts, banquets, auctions, street fairs, and even a chili cook-off! Over 200 local businesses donate all kinds of gift cards

and items to be auctioned. One 54-ft ketch really got into the spirit of the occasion and auctioned a gourmet dinner on board — and the winning bid went for 18,000

KAREN KEY

pesos! I was very happy I wasn't planning a \$1,000 dinner, but it was a huge win for the kids!

We had sunset cruises that were absolutely postcard-perfect. We had evenings with a bare breath of wind, and cruises with water flying over the hulls and soaking the guests. We had a 95-year-old woman who had never sailed and an 8-month-old who won't remember she did! We had people who wanted to steer, and people who just wanted to kick back, have a beer, and take it all in. We saw whales on some cruises and giant turtles and dolphins on another. You never know what's going to happen or who you're going to meet. But it's always an adventure. And it's always fun to hear their stories of how and why they are in Zihuatanejo and on your boat!

When all the numbers came in, the cruisers of SailFest took out more than 1,400 guests for a grand total of 673,000 pesos — \$34,000! When all of the events of SailFest were added, more than 3.1 million pesos (\$156,000) was raised for the nonprofit [www.porlosninos.com](http://www.porlosninos.com). That's a whole lotta pesos raised by volunteers!

To us, SailFest in Zihuatanejo is one of those experiences that make you feel good to be a part of, where you can give something back — and at the same time feel like you get so much more in return. We feel more connected to the local community than we do almost anywhere else, and more connected to fellow cruisers, many of whom are also 'repeat customers' that it's great to catch up with every year.

As we always do, we headed *Epic* back north into the sea. But come next February, we'll be headed back to Z-Town!

— Sheri 2/29/20

**The 50-ft cat 'Ziva' and 'Fantasia' raft up for a music jam at SailFest.**





# CHANGES

## Slip Away — Tartan 41 Barbara Ballinger and Pete Tarbox The Nose Job San Pedro

It was during our first ocean passage to Mexico in 2012 aboard our former boat, the Hartog 45 steel ketch *Iron Butterfly*, that I noticed a scratch on my nose that was not healing. After several weeks with no change, I figured I should get it looked at. But how to find a good dermatologist in a foreign country?



Barbara and Pete of 'Slip Away.' Their former boat, 'Iron Butterfly', is still sailing in New Zealand.

The Cruisers' Net came through. We were regulars, tuning in every morning at 8 a.m. to catch the latest news and see if any fellow cruisers needed help. Which is what I requested when we were in Guaymas. The responding sailor gave me a name, but no phone number. Just show up and I would be treated, he said. He raved about the doctor.

The next morning, Pete and I rowed ashore and began our search for the doctor's office. This was before Google Maps, so it was a challenge. After several wrong turns, we found a very small sign with the doctor's name tucked into the corner of an old stucco building. At last! I turned the door handle and slowly opened the creaking door. It was difficult to see the room at first, as it was poorly lit and our eyes were not yet adjusted from the outside brightness. As they acclimated, we saw we were in a large, gloomy room with card-table chairs around the perimeter. The plywood walls featured large, dark paintings that we still couldn't quite make out. There was not a soul to be seen, nor a sound to be heard. Creepy!

Tentatively, I walked over to a small,

*'Iron Butterfly' in Conestoga mode. "It gets hot in Mexico," says Barb.*



closed reception window and knocked, while calling out, "Hello." A few minutes later we heard footsteps and the window slid open. A casually dressed man in his late 30s leaned out. I asked if this was Dr. Guzman's office (not his real name — Ed.) and he said yes. "I have something on my nose that isn't healing," I said. He leaned farther out and briefly looked at my nose. "OK. Have a seat," he said as he closed the window.

By now the artwork was coming into focus. On each wall were large, dark paintings, all of which depicted old medical scenes of illness and death. The one closest to us illustrated an 18th century scene in which a young woman — obviously deceased — was lying on a bed, surrounded by a slew of bereaved people, some weeping, some kneeling. A doctor wearing a stethoscope was in attendance. Anguish was evident on everyone's face, including the doctor's.

We were inspecting the other, even more depressing paintings, when a door opened on the other side of the room. "Come in," said the receptionist, now wearing a white coat. He introduced himself as Dr. Guzman.

Taking a seat behind a large desk, he motioned us to the two chairs in front of it. This room was also a bit odd, though in a much less depressing way. The doctor had a large collection of brightly painted model cars on his desk, bookcases, and any other flat surface. Piles of books and magazines sat in disarray on his desk, and everything was covered in a layer of fine Guaymas dust. As I took it all in, Clint Eastwood's famous line, "Do you feel lucky, punk?" took on a new meaning for me.

Pete, who is a very friendly chap, asked the doctor about the paintings in the waiting room. Dr. Guzman puffed up with pride. "My father was also a doctor and collected all this 'remarkable' medical art," he said. He excitedly pointed out additional pieces in his office, all in keeping with the theme of illness and death.

I changed the subject and explained my situation, adding that I have a family and personal history of skin cancer. He stepped around the desk and took another look at my nose, this time with a small spotlight. He then explained my options, and I agreed to a biopsy. "Follow me to the procedure room," he said.

The procedure room was actually part of the office, hidden a



few steps away by a temporary partition. It consisted of a medical table surrounded by more clutter. I sat down cautiously. He washed his hands, numbed my nose with a shot and began making incisions. It took just a few minutes before my nose was bandaged and we were asked to return to the waiting room. A few minutes later, Dr. Guzman came out and handed me a small glass jar containing a chunk of tissue floating in liquid. He directed us to drop off my specimen at a lab, which was several blocks away. "You have to hurry," he said. "They close in 20 minutes."

Once again using less-than-perfect directions — and me with a huge bandage on my face, carrying part of my nose in a jar — we hurried along, making wrong turns, backtracking, trying our 'other left'. . . With time running out, the con-





# IN LATITUDES



**Above:** One of the less distressing paintings (no one is dead) in the doctor's office. **Far left:** Pete doing repair work underway. **Left:** old fishing boats off Guaymas. **Above left, Barb and Pete's current boat, the Tartan 41 'Slip Away'.** After a refit in San Diego, they sailed the boat to Hawaii. **Pete soloed back to the West Coast and the couple are currently cruising the Pacific Northwest.** **Below:** 'Iron Butterfly' underway off New Zealand. "Occasionally when we sailed into an anchorage, a yachtie would shout out, 'In-A-Gadda-Da-Vida, baby!'" says Barb.



ALL PHOTOS IRON BUTTERFLY

versation turned to what we would do if the lab was closed and we had to return to the boat with the nose-in-a-jar.

Fortunately, as before, we went from completely lost to finding the lab just before it closed. "Goodbye, nose," I said sadly as I handed over the goods.

As it turned out, Dr. Guzman did a great job treating my squamous cell carcinoma. Though he chopped out a chunk, there is no noticeable scar and I have had no problems since. Years later, I read a quirky travel memoir about Guaymas, called *The Zone of Tolerance* by David Stuart. A minor character in the book was my Dr. Guzman, a great doctor who I learned is also highly regarded for his caring treatment of the Guaymas sex-worker community.

— Barbara 3/6/20

**Editor's Note —** Barbara and Pete sold 'Iron Butterfly' in Australia in 2017. The pseudonym 'Guzman' was used because they couldn't remember the doctor's real name. "If you do need medical attention while there, query the Cruisers' Net. If he's still there, they will know," says Barb. "And don't let the paintings scare you off."

## **Shooting Star — Hylas 42 Steve Schafer Northbound in the Southbound Lane Napa**

*Shooting Star* departed San Diego as part of the 2018 Ha-Ha fleet. Over the following year, we visited Mazatlan, Puerto Vallarta, La Paz and San Carlos. The boat survived the 2019 hurricane season in Marina San Carlos. And then it was time to go home.

Planning to depart Mexico is always a hard decision, and having to do it via the infamous Baja Bash doesn't make it any easier. Other boaters at the marina saw our provisioning and asked, "What are your plans for the cruising season?" When I explained the objective was to bash to San Diego, they looked shocked and asked, "Why?"

My research of "bash experiences" all discussed in detail the hardship of heading north from Cabo, and how (statistically) fall was a good time to attempt the trip. After spending a month looking at weather windows, November seemed to be the ideal time to bash.

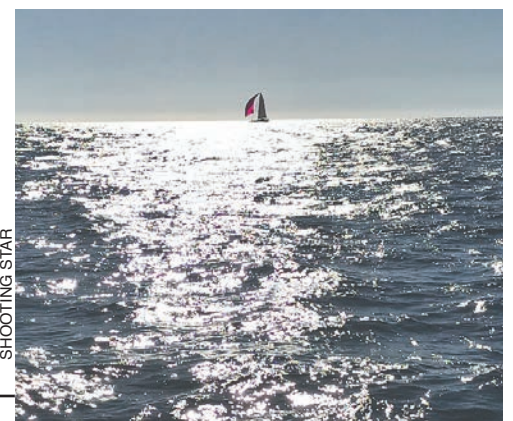
I lined up crew excited to bash (go figure). Helen Paulazzo agreed to fly to Phoenix from Hawaii, and then we flew to Hermosillo, Mexico, where a car was waiting. We worked hard to provision, and in 72 hours we were ready to depart San Carlos for Baja. It was a fast overnight passage to Agua Verde. The weather was warm and we enjoyed four days on the hook. I had arranged for the other crew member, Dave Chenette, to meet the boat in Cabo on November 13. We cruised south until we arrived at the marina in San Jose del Cabo.

Having Wi-Fi again allowed us to get a detailed weather update. Multiple sites now showed a tropical storm approaching Baja from the south. We had planned to depart the marina and anchor off Cabo for a few days. Now the plan changed: We had to move quickly north to stay ahead of the storm.

To compound the problem, the 2019 Ha-Ha fleet was heading south. The idea of passing 120 boats, many at night, was concerning to say the least. So when Dave arrived on the 13th, there was no time to lose. We departed Cabo at sunset and started motoring north.

Of course the autopilot was having problems, so we established a 24-hour helming schedule. *Shooting Star* made

**An unidentified Ha-Ha boat passes far to weather of 'Shooting Star.'**



SHOOTING STAR



# CHANGES

good time en route. It was a wet cockpit at times, but the boat seemed to slice through the swell with minimal impact to

We arrived in Turtle Bay the afternoon of November 16. We were excited to get the hook down and dinghy over to the fuel dock. To our shock the town was pretty much closed — and it was Saturday! Some signs of the Ha-Ha's passing were evident, but the stores and restaurants were locked up. Luckily, Enrique was around and we arranged for fuel the following day. We had brought 120 gallons of diesel (the boat holds 40 internal) so we only added 35 gallons to the yellow cans — this provided plenty of reserve for the next leg to Ensenada.

By the afternoon of November 17, we were ready to go. We departed Turtle Bay at sunset and threaded our way through the endless lobster pots. The route had us pass outside Cedros Island, and by sunrise, we were pointing toward Ensenada. Dave (a retired NASA chief engineer) calculated that if we got up to hull speed, we could arrive at Marina Coral a day earlier than planned. We ran up the rpm and managed 7-8 knots. About 12

hours from Ensenada, we encountered lightning to the west. A building storm chased us the rest of the way to the marina.

We arrived in Ensenada on November 19 in the afternoon and proceeded to the fuel dock. On check-in, Marina Coral mentioned the port captain was planning to close the harbor due to the approaching storm. We secured *Shooting Star* in a slip just as the rain started, then headed to the hotel bar.

It rained hard for two days. We used the time and Marina Coral's services to facilitate checking out of Mexico and having the boat's TIP canceled.

We departed Ensenada just after midnight on November 22 and arrived at the US border eight hours later. We wanted to arrive early to allow time for Customs clearance and time to get up to Mission Bay before dark.

But I wanted to try out something I'd read about in *Latitude 38* first: the CBP ROAM program, which was supposed to allow you to report entry back into the country remotely. I had downloaded the app, set up an account, scanned in our



Steve, Helen and Dave arrived in Ensenada just before a storm closed the harbor.

either speed or comfort.

The goal was to go nonstop to Turtle Bay, and the timing had us passing the Ha-Ha fleet during the afternoon of November 14, south of Bahia Santa Maria. Although we saw a number of spinners, they were all in the distance. There were no close encounters.

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JEAN BUTLER



**Commuter cruisers Grant (left) and David waste no time getting 'Jean Butler' going when they fly down to the boat in Puerto Escondido.**



passports, paid a fee for the vessel sticker — and hoped for the best. As we approached Point Loma, I finally had cell coverage and requested a remote CBP check-in. We waited for 20 minutes, dodging the shipping traffic. About the time we decided to proceed to the police dock, I received a notice that CBP would be calling — and then phone rang! The officer asked us each questions on identity and what we were bringing into the country. After about five minutes, we were cleared into the United States and proceeded directly to Mission Bay. The ROAM app worked well, saved us hours and is highly recommended.

Overall, the bash was a great experience, highlighted by exceptional crew.

— Steve 2/7/20

**ler.** He and Grant Davis took a one-year sabbatical to do the 2015 event. "Most people were retired or close to it. The next biggest group might have been the family boats, and then there were a few like us where cruising full-time wasn't the plan." That doesn't mean they just rallied and bashed home. They leave the boat on a mooring ball in Puerto Escondido during the season, flying down when they can; then it goes on the hard for the summer. David and Grant have gotten so accustomed to the routine over the last five years that, "we can provision and be on the hook in some remote anchorage within 24-36 hours of leaving Portland," says David.

"It is amazing how quickly the 'muscle memory' comes back, radio schedules are established, up and down with the

## Cruise Notes

• "We were a bit of an outlier for the Ha-Ha demographic," says David Columbus of the Portland-based Cape Dory 36, **Jean But-**

sun, making new friends — and running across old ones. Five years later, we still cross paths with Ha-Ha boats from the class of 2015."

• As you may recall from a previous **Cruise Note**, Kathy Tessmer, co-owner with Sue Fields of the well-traveled Hughes 45 **Capricorn Cat**, broke her shoulder at the dock in Oceanside and had to sit out the last Ha-Ha.

Sue and an all-women crew completed the rally. Kathy flew down to rejoin the boat in La Paz, where she has been undergoing physical therapy at a local clinic. When we checked in with them back in January, the plan was to wait a few months until



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# CHANGES

Kathy improved a bit, then head out for some cruising in the Sea of Cortez. Well, you know what they say about cruiser



TENACITY

*'Tenacity' at the Banderas Bay Regatta. "She was so out of her element, but at least we got T-shirts!" says Marshall.*

plans. As of last month, Sue had taken a position as an ASA sailing instructor at the Go Baja Sailing School. She figures she'll stay on for a year or so before the boat heads south, ultimately through the Canal and into the Caribbean. In the meantime, *Cap Cat* has been cruising locally, including a wonderful two-week meander around Espiritu Santo complete with jumping rays, dolphins, turtles and even swimming with sea lions.

• "The anchor seems to get stuck in

each new place!" reports Marshall Peabody of the Seattle-based Roughwater 33 **Tenacity**, another 2015 Ha-Ha vet. Fol-

lowing that rally, the boat also spent a summer on the hard in La Paz before Ha-Ha crewman Rick Bailey rejoined the boat for more cruising. They made a straight shot for Banderas Bay, taking part in the 2016 BB Blast, then on down after New Year's 2017 to Chamela, Tenacatita and Barra de Navidad for the *Fiesta de Veleros* (now known as 'Cruise-In Week'). *Tenacity* is still going and, says Marshall, "It just keeps getting better! I'm currently on the way to Zihua for GuitarFest, after which I'll reverse course and head north to the Sea of Cortez for the warmer springtime! There's so much to see and do here in Mexico, this could take years."

• After spending 20 years dreaming about cruising — and 18 years founding and running a biofuels company — a couple of years ago, San Diegan Mike Lewis set September 2020 as his retirement date



CATHERINE E

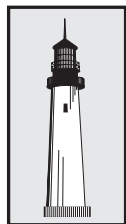
*There's definitely something fishy about 'Catherine E' — Roger, Ed and Mike report catching a total of 55(!) fish on their Mexico trip via trolling, spearing, and a visit to the San Benito Islands.*

— followed soon after by taking off on the long cruise. Within that window, he found a fresh-off-a-circumnavigation Tayana 48 in 2018 that he named **Catherine E** after his wife. The couple sailed San Diego Bay most weekends, with several trips to the Channel Islands. Mike also did duty aboard friends' racing boats, absorbing all he could about boat handling and sail trim. He also committed to doing all the maintenance aboard *Catherine E* himself. This plan was going so well that Mike fig-

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ured a good shakedown for the big cruise would be to participate in the 2019 Ha-Ha. So he signed up cousin Roger Mayo, his fiancée Maya Missakian, and good friend Ed Harris. They completed the rally, had a great time cruising locally, and flew home a few months later, leaving the boat in La Paz.

Mike still has a few months to go before that September retirement, so he'll have the boat delivered back to San Diego, do some more local sailing, and then head south again in the fall (though probably not with the 2020 Ha-Ha). After spending more time sailing the Sea of Cortez, Mike and Catherine plan to end up in Puerto Vallarta by February 2021 and do the Puddle Jump to the Marquesas in March. From there, the plan is to stay in the South Pacific through the season, fly home in the off-season, "and make plans from there."

• "The 2020 combined **Barra de Navi-dad Fiesta Mexicana and Cruise-In Week** held over the week of February 13-22 was truly fantastic!" writes Pat McIntosh of the Bay-based **Ramblin Rose**. He and wife Carole helped found the sailing

portion of the event back in 2018, which is modeled after Zihuatanejo SailFest and held the week after that event. "More



*John Schulthess and Monique Boucher's Lagoon 440 'Baja Fog' was one of nearly 20 boats taking people for rides at Barra's Cruise-In Week.*

boatloads of cruisers showed up than we dreamed would have come, more tourists and local residents showed up to take sailboat rides and donate money to

school projects than we dreamed would come, and they were shown more appreciation and hospitality by the local businesses and residents than we dreamed could have happened!"

The interiors of several buildings got painted, pruning and tree-trimming was done, and one tech wizard rewired the computers at a school. All labor was supplied by the cruising community with help from Rotary International and numerous local businesses and individuals. One surprise was a group of more than a dozen unexpected tourists who wanted to donate, even though they would not be there to participate in the activities.

A recap of what cruisers have raised in Barra: In 2018, the first year of the Cruise-In, cruisers generated 85 rides and helped net more than \$1,800. Last year there were 114 rides and cruisers helped raise \$3,800. This year they gave 165 rides and helped raise almost \$5,700. At the 'Thank You' reception on the evening of February 22, three schools were awarded checks for \$2,100 each! "Kudos to all who helped make our event such a success!"



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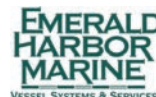
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**11-FT NOVURANIA TENDER, 1997.** \$1,800/obo. With trailer. Model 335dl with center console stainless steel wheel steering. Hard bottom, 25hp Yamaha motor. Deep V-hull and large tube signature design. These are great long-lasting boats for hours of fun on the water. I say it's the best boat I've owned for the fun factor. Easy to launch, easy to maintain. Email mitchperk@gmail.com.

**10-FT AVON BOAT IN A BAG, 1992.** Belvedere Tiburon. \$2,000. Avon 10-ft fold-up inflatable "Boat in a Bag" with 8hp Yamaha 2-stroke. All in fine condition. (415) 305-0263 or glenn@cmainscf.com.



**12-FT SF BAY PELICAN, 1965.** Corte Madera Creek. \$700. Smith Bros. built Hull #247. New rigging, tanbark sails. Good condition. Active local fleet. No trailer. Can deliver. Contact (415) 548-0430 or 129boardwalk@gmail.com.

## 24 FEET & UNDER



**24-FT ISLANDER, 1969.** Antioch, CA. \$3,500. New bottom paint, also hull and topside painted. New long-shaft 6hp Mercury OB. New mainsail. New roller furling jib. New mainsail cover. New Barlow brass winches. New flooring, Porta-Potti, anchor well. (925) 848-8500.



**22-FT MERIT, 1984.** Lake Yosemite, CA. \$8,000. Very good condition. Bottom paint good, interior new, sails: 2 jibs 2 main RC/CR, storm blade, working jib, and spinnaker. Loaded with gear, 6hp Evinrude OB. Trailer restored with spare tire and mount. This boat is fast, it is a two-time winner of the Delta Ditch Run cruise class. Call Richard, leave message. (209) 628-0652.



**15-FT CATBOAT, 1979.** San Rafael. \$3,500. Cute classic catboat, hard chine, steel centerboard. Marine plywood with gelcoat. Never leaked! Replaced tabernacle mast, sail and rigging. Full cover and equipment. Newly painted. (415) 457-8997 or Alice@AliceCochran.com.



**24-FT SOVEREIGN 24, 1997.** Gashouse Cove, San Francisco. \$10,500. Miya is a bluewater pocket cruiser. Beautiful cabin, full head, sink, icebox, sleeps 3 comfortably. Comes with two anchors (Bruce and Danforth), great stereo, uninstalled VHF radio, and extra gasoline tank. New workhorse Yamaha OB 9.9hp long shaft, less than 20 hours. New high-end North-Star AGM batteries less than 4 months old. Great daysailer around the Bay, or lake. Shoal keel 2.5ft draft. Trailerable. Comfortable in weather. Not a fast boat. Bottom paint June 2014. Sails by North Sails and rigging 2015. Well loved and maintained. I'm sad to see her go, just don't have the time to sail her. Email miyasailboat@gmail.com.



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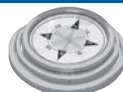
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**23-FT J/70, 2016.** Alameda. \$34,000. Best J/70 in the Bay Area! Very lightly used and extremely well equipped. Perfect condition. New chute (unused), Micronet speed & depth, Quantum sails (race and practice), Honda 2.3 4-stroke OB, jib cover, full deck cover, bottom/road cover. Anchor, safety gear, covers for rudder, tiller, boom, hatch - everything (you need these for trailering). Velocitek, soft hatch cover, carbon deck pads. Trailer excellent-lights work. Come check out this boat. Contact (408) 718-7251 or appsgear@gmail.com.



**27-FT CATALINA 270 FIN KEEL, 1994.** Alameda. \$23,400. Great Bay sailing and overnighing. 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.



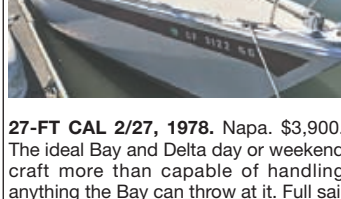
**25-FT FOLKBOAT, 1993.** Fort Mason. \$14,500. Fiberglass with mahogany trim. Well maintained and competitive to race. Three sets of sails. Aluminum mast and rudder, new engine. Last hauled with fresh bottom job in April 2019. Join a fun, competitive, affordable one-design fleet.



**30-FT OLSON 911SE, 1988.** Ballena Isle Marina. \$29,500. Well maintained, Carl Schumaker MORA design, Universal M-18 aux. Set up for cruising, recent standing rigging. Refrigeration, hot water, CNG stove. Autohelm, BG instruments, Garmin chart plotter. (831) 713-5796 or billscholtz@gmail.com.



**SANTANA 22, 1978.** Santa Cruz YC, Dry Storage. \$6,250. Santana 22 #743, *Hot Tip*. Original owner, very well maintained. UK sails, spare sails. Trailrite trailer. New standing rigging in 2014. Always dry sailed. Beautiful boat! (831) 345-9606 or kurt.hoffmann@att.net.



**27-FT CAL 2/27, 1978.** Napa. \$3,900. The ideal Bay and Delta day or weekend craft more than capable of handling anything the Bay can throw at it. Full sail complement. 6hp propane OB. A clean, rugged, no frills craft for a sailor ready to make their own. For more information or an inspection call Trevor. (707) 637-3140 or trevor-steel@hotmail.com.



**27-FT NEWPORT, 1971.** Point San Pablo. \$4,200. Roller furling jib, extra mainsail and spinnaker, Atomic Four gas engine. An adored family boat, well maintained and very pretty inside. Ready to sail! (707) 380-5177 or reillywood3@yahoo.com.

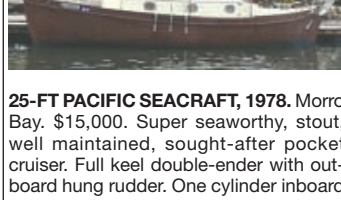


**30-FT CATALINA, 1978.** Stockton. \$10,000. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.

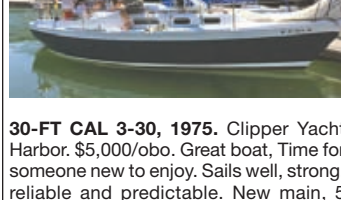
## 25 TO 28 FEET



**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.



**25-FT PACIFIC SEACRAFT, 1978.** Morro Bay. \$15,000. Super seaworthy, stout, well maintained, sought-after pocket cruiser. Full keel double-ender with outboard hung rudder. One cylinder inboard Yanmar diesel, genoa tanbark main and jib. Contact 1stpo1nt.ps@gmail.com or (805) 459-4659.



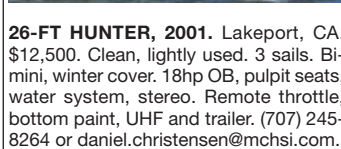
**30-FT CAL 3-30, 1975.** Clipper Yacht Harbor. \$5,000/obo. Great boat, Time for someone new to enjoy. Sails well, strong, reliable and predictable. New main, 5 bags sails, Universal A4. Folding Martec prop. Fixed and portable VHF, stereo, sleeps 6. All required gear X2. Please take a look and or sail as I'm donating her if no offers. (415) 722-7444, (415) 898-8787 or caijoe@aol.com.



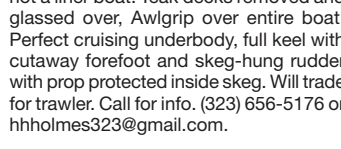
**30-FT WYLIECAT 30, 2007.** Kawaihae, HI. \$75,000. REDUCED PRICE! Over \$30k invested in the last year, + \$8.5K for new engine (installed Feb. 2018). Vacuum-bagged hull and deck construction. Bulbed fin keel. Unstayed carbon fiber mast and aluminum wishbone with carbon fiber joints. New mast track 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 30s out there! Maintenance logbook and additional photos upon request. (808) 895-0480, (808) 495-5511 or tim@valleymaritime.net.



**26-FT RANGER, 1970.** Alameda. \$2,500. Ranger 26 with 6hp Johnson OB that runs perfect. Roller furling jib. Priced to sell. Contact (510) 910-2445 or wjstewart@att.net.



**26-FT HUNTER, 2001.** Lakeport, CA. \$12,500. Clean, lightly used. 3 sails. Bimini, winter cover. 18hp OB, pulpit seats, water system, stereo. Remote throttle, bottom paint, UHF and trailer. (707) 245-8264 or daniel.christensen@mchsi.com.



**31-FT SEA EAGLE, 1979.** Long Beach, CA. \$55,000/obo. Less than 10 built, very rare. Perfect couple's cruiser, Long Beach sistership circumnavigated singlehanded. Airex-cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. (323) 656-5176 or hhholmes323@gmail.com.



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**30-FT IRWIN SLOOP, 1973.** Pillar Point. \$2,500. Great liveaboard. 10 sails, Winslow liferaft, dephfinders, windlass, anchors, 2 autopilots, fiberglass hull, documented vessel, direction finder, dinghy, HAM/VHF, Atomic 4 needs repair or replacement. As is. (406) 291-1509 or vkawanny@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: www.sailgrigris.com. Contact (510) 864-1373 or cb@sailgrigris.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. dvpsap@aol.com.



**32-FT GILMER SLOOP, 1983.** Vallejo, CA. \$39,500. Let's make a deal! Serious offers considered. Equipment list available. See <http://bit.ly/2tGxn1Q>. Call Don at: (360) 316-1421.



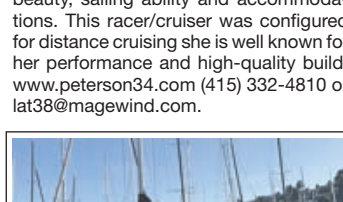
**30-FT TARTAN 30, 1978.** Burlingame, CA. \$13,500. *Frisky* is a 30' sloop built in 1978. Rigged for speed, with two spinnakers, two mains, two jibs, and a carbon fiber spinnaker pole. She has been in quite a few races in San Francisco Bay. This boat has had a single owner for the past 10 years, and in that time has been re-powered with a brand-new Beta 16 diesel, and had her standing rigging completely replaced. (310) 968-7804 or frank@2garcia.com.



**33-FT C&C MK I, 1976.** Alamitos Bay, Long Beach, CA. \$16,900. Good condition racer/cruiser Fitted out for single- or doublehanded crew for safe, social distance. New bottom paint. Folding helm and Gori prop, autopilot, chartplotter, water pressure, propane stove, microwave, refig. windlass etc. Documented. Good sails, nearly new 115% genoa. Also 135% and 90%, spinnaker, A'sail. Includes sailing dinghy with motor. Lots of spares. Check *Practical Sailor's* review. Offers encouraged. (562) 795-9123, (269) 986-4831 or Rhwins1060@AOL.com.



**35-FT CHRIS-CRAFT, 1972.** Alameda. \$9,500/obo. 1972 Chris-Craft ketch. Needs TLC. Dead Perkins diesel engine. Priced to be able to fix or replace engine. (510) 910-2445 or wjstewart@att.net.



**34-FT PETERSON, 1977.** Sausalito. \$26,000. Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer/cruiser was configured for distance cruising she is well known for her performance and high-quality build. [www.peterson34.com](http://www.peterson34.com) (415) 332-4810 or lat38@magewind.com.

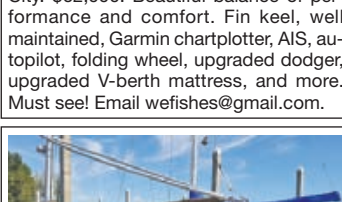
## 32 TO 35 FEET



**34-FT C&C, 1980.** San Rafael. \$21,500. Exceptional condition. Fast, documented, cruiser/racer, complete performance sail inventory in good condition including 2 spinnakers and 3 headsails, North fully battened main, 20hp Yanmar diesel w/ new raw water pump, new Raymarine A-75 chartplotter, Raymarine EV-100 Autopilot, horizon wind & depth, 2 new Interstate batteries including new isolator/charger, 2 new Harken 46 self-tailing winches, Harken roller furling, Harken hydraulic backstay tensioner, full galley w/ propane stove & oven, new bottom paint 2018, new exterior canvas, new cockpit cushions and cockpit table, nav station w/VHF radio, stereo. Sleeps six. (415) 519-6250 or cnada@aol.com.



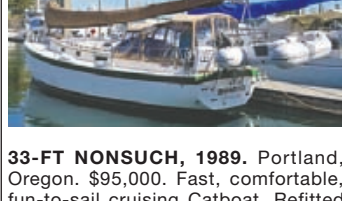
**33-FT ERICSON.** RON HOLLAND DESIGN, 1982. Sausalito. \$28,500. A classic, rare, well equipped, Universal diesel-powered, Ron Holland-designed sailboat. This boat is an Ericson 33RH, built in 1982 and has spent the last 30 years racing and cruising on SF Bay. This fractionally rigged and rare Ericson 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. (415) 331-9417 or rich.vasquezins@gmail.com.



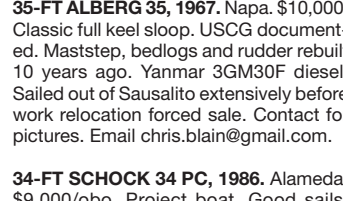
**34-FT CATALINA MKII, 1997.** Redwood City. \$62,000. Beautiful balance of performance and comfort. Fin keel, well maintained, Garmin chartplotter, AIS, autopilot, folding wheel, upgraded dodger, upgraded V-berth mattress, and more. Must see! Email [wefishes@gmail.com](mailto:wefishes@gmail.com).



**35-FT ALBERG 35, 1967.** Napa. \$10,000. Classic full keel sloop. USCG documented. Maststep, bedlogs and rudder rebuilt 10 years ago. Yanmar 3GM30F diesel. Sailed out of Sausalito extensively before work relocation forced sale. Contact for pictures. Email [chris.blain@gmail.com](mailto:chris.blain@gmail.com).



**33-FT NONSUCH, 1989.** Portland, Oregon. \$95,000. Fast, comfortable, fun-to-sail cruising Catboat. Refitted in 2017-2019. All new equipment. Top notch electronics, navigation, radar, autopilot. Includes new dinghy and outboard, spares, tools. See <http://nonsuch33shamrock.com>. Contact (503) 260-0931 or remcc11@gmail.com.



**34-FT SCHOCK 34 PC, 1986.** Alameda. \$9,000/obo. Project boat. Good sails, recent standing rigging, spinnaker gear, stereo, VHF, all nav lights work. Needs bottom job, engine work (less than 400 hrs). (510) 867-8064 or svchoices@att.net.



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**32-FT ISLANDER, 1965.** Amado, AZ. \$12,000. Wayfarer Yachts, designer; J.H. McGlasson, 9,700 lbs. displacement, 4,600 lbs. lead keel, 10' beam, 32'5" / 24.83' waterline, fiberglass CCA design cutaway forekeel, beautiful overhanging stern. New Cypress mast / bowsprit, interior, 1/4" stainless rigging, spreaders, Hyde Sails, Electric Yacht motor, AGM Lifeline batteries. Trail-Rite Trailer, 3-axle disc brakes, excellent condition. (520) 625-3982 or (520) 373-8129 or burgardjd@aol.com.

## 36 TO 39 FEET



**36-FT CAPE DORY, 1984.** Alameda. \$45,000. 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.



**38-FT HINTERHOLLA 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.

**39-FT CAL 39 MK II, 1980.** South Beach Harbor, SF. \$49,500. Great Bay boat in excellent condition. Just completed major refit including standing/running rigging, wiring, lights, new Raymarine elect, new interior and cushions, plumbing, H2O heater, Max Prop, Lasdrop shaft seal. New AGM 8D batteries and charger, etc. Email for pictures and details. (650) 279-8262 or jeff-thayer@comcast.net.



**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.

**39-FT FREYA, CANDIDE, 1978.** Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.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.

**36-FT HERRESHOFF NERIEA, 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.

**39-FT FREEDOM EXPRESS, 1983.** Alameda. *Freedom Express* was designed by *World's Best Sailboats* (Vol. I).



**37-FT RAFIKI, 1978.** La Paz, Mexico \$25,000. Priced to sell! 48hp Yanmar, 8-ft dinghy, 5hp outboard, Raymarine radar, plotter, etc. Horizon GX220 radio with AIS. Safety gear, grill, etc. Most original gear and systems replaced or overhauled and in great or very good condition. They don't make them like this any more. Bulletproof hull. Stable. Safe. Comfortable. Attention getter. Moves well under sail or power. In a marina. Provision her and go cruising! Contact (650) 776-7727 or coolboat30@gmail.com.



**37-FT GULFSTAR AFT COCKPIT, 1977.** Pier 32 Marina, San Diego, CA. Two-boat owner, must sell! 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, Victor solar, Balmar ARS-5, dodger canvas and more. Strong, safe and comfortable cruiser in great condition. See <http://gulfstar37forsale.blogspot.com>. Email [gulfstar37forsale@yahoo.com](mailto:gulfstar37forsale@yahoo.com).



**37-FT RAFIKI, 1975.** Napa Valley Marina. \$49,500. 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 heidydg28@gmail.com.



**36-FT 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 Graymarine gas engine. Alpha 3000 autopilot. Lots of sails. (415) 271-0647 or gregmilano@hotmail.com.

**38-FT RAFIKI 37.5 CUTTER, 1976.** La Paz, Mexico. \$32,500. Owner since 1991. Well maintained. Sails include genoa and spinnaker with sock. (541) 490-9118 or gdt@gorge.net.



**36-FT CATALINA, 1990.** Jack London Square, Oakland. \$44,000. Say hello to *Ida*! The Catalina 36 is one of the most popular boats of this size. *Ida* can be easily handled by a couple, has a large, comfortable cockpit and two spacious private cabins and is considered to be the perfect boat for the cruising sailor. It is known for its spacious accommodations and seakeeping manners. With a Garmin electronics suite, full galley, and the many other Catalina assets, this is the perfect boat for cruising the California coast in comfort. The vessel shows a great level of care and presents a number of valuable upgrades including new running rigging. Vessel is adequately equipped for coastal cruising. Contact (415) 407-7431 or kellyjgregory@gmail.com.

## 40 TO 50 FEET

**42-FT CHOATE, 1980.** Alameda, CA. \$30,000. 2018 survey \$52,000. *Bottom Line* (originally Dennis Choate's boat) is a performance racer/cruiser with pedigree; 2nd in 1981 Transpac. New engine in 2014, 2019 bottom job, large sail inventory. See <http://sailboatlistings.com/view/84901>. Email [mjrussol1@yahoo.com](mailto:mjrussol1@yahoo.com).



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**45-FT 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).



**44-FT 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 hours (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or [karl.wilber@sbcglobal.net](mailto:karl.wilber@sbcglobal.net).



**44-FT CATALINA-MORGAN 440, 2006.** Mazatlan, Mexico. S/V *Cuba Libre 3* is for sale. Fully equipped and meticulously maintained. Turn key ready for Sea of Cortez cruising or Pacific Puddle Jump. Email [sailcub@yahoo.com](mailto:sailcub@yahoo.com).



**49-FT JEANNEAU SUN ODYSSEY.** 2004. Grenada. \$190,000/obo. Circumnavigation-ready bluewater cruiser. Dual helm. Twin headsail. 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).



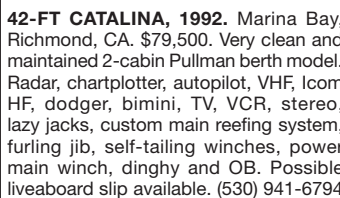
**42-FT CATALINA, 1990.** Hidden Harbor Marina. \$72,500. *La Bella Vita* is a 2017 Baja Ha-Ha vet. Improvements to boat over 7 years of ownership: new chartplotter, radar, wind instruments, below-deck autopilot, new standing rigging, new exhaust system, steering rebuild, many other extras. Must see. (916) 804-8213 or [drsbakken@gmail.com](mailto:drsbakken@gmail.com).



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**43-FT GULFSTAR, 1979.** Guaymas. \$115,000. Complete recondition: New sails, Beta 4, paint. Raymarine instruments (E7, HD radar, wind, autopilot, AIS. Spectra 200T watermaker, Rutland Windcharger, 4 Kyocera 145 solar panels, AGM batteries, 3,000 watt inverter. (415) 717-2633 or [Fcgmc@lmi.net](mailto:Fcgmc@lmi.net).



**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. Possible liveaboard slip available. (530) 941-6794 or [davidrhammer45@gmail.com](mailto:davidrhammer45@gmail.com).



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**48-FT HANS CHRISTIAN, 1987.** Marina Del Rey. \$209,000. Center cockpit cutter. Mercedes 85hp diesel w/140 gal fuel. Northern Lights 6KW generator plus inverter. Bow thruster, watermaker, full batten main, furling head sails, electronics and properly maintained. (310) 430-1769 or [rtdnathanson@aol.com](mailto:rtdnathanson@aol.com).

## CLASSIC BOATS



**36-FT CLASSIC CCA DESIGN SLOOP.** 1938. Bellingham, WA. \$19,000/obo. Built King Boatyard, Hong Kong 1938. Phil Rhodes design. Heavy standing rig, bronze hardware, ocean veteran. Ported San Francisco Bay 1950s. New deck, spruce mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Burmese teak planking, laminated teak frames 6" centers, copper rivet fastened. Blue Sea breakers. Solid fuel stove, kerosene range. VHF, depthsounder, radar, autopilot, Lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Sweet sailer. Email [pwilling64@gmail.com](mailto:pwilling64@gmail.com).

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**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](mailto: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 outboard. Includes trailer, new tramps, and new North Sails. Excellent condition. Contact (808) 262-9095, (808) 375-9266 or [pgoodman@oahutravelinc.com](mailto:pgoodman@oahutravelinc.com).

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**30-FT C&C 30, 1980.** Clipper Yacht Harbor Marina. \$175/month. Non-equity partnership.. Wonderful "party" boat, in excellent condition. Wheel steering, roller furling jib, refurbished 12hp Yanmar engine. New canvas work: wheel cover, dodger, mainsail cover. Electronics include autopilot, depthfinder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for melted water. Head with shower. Posh interior. (415) 459-7417, (510) 735-6953 or [edcurran5@gmail.com](mailto:edcurran5@gmail.com).



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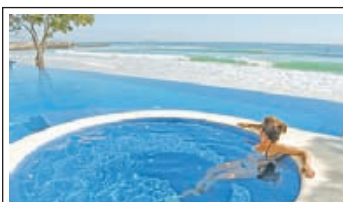
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# THE TWO BIGGEST REASONS TO DO THE 27<sup>TH</sup> BAJA HA-HA

"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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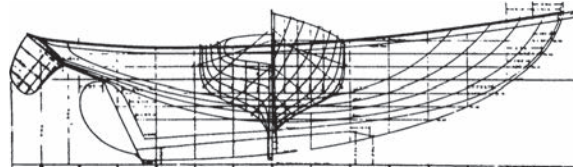
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