

Latitude 38

VOLUME 534 December 2021

WE GO WHERE THE WIND BLOWS



Baja Ha-Ha XXVII — A Rollicking Return
Nighttime Naked Rescue
The Old Men and the Sea
Drag for Poor People

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As the Saying Goes...

As the saying goes: "Old age and treachery will always beat youth and exuberance." And George Gurrola provides clear evidence.

George turned 91 in September. He sailed his Merit 25, *Bandido*, in Oakland Yacht Club's Sweet 16 Series and won the last two races of the series with his new Carbon genoa from Pineapple Sails,"straight out of the bag," as the saying goes. No actual treachery was required. Just new-found boat speed.

Both his longevity and his victories are cause for celebration.

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It's fun and games with new friends
on land and sea when the Baja Ha-Ha fleet
pulls into Turtle Bay. A day later that bay will be empty.

Credit: Richard Spindler

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Latitude 38
we go where the wind blows

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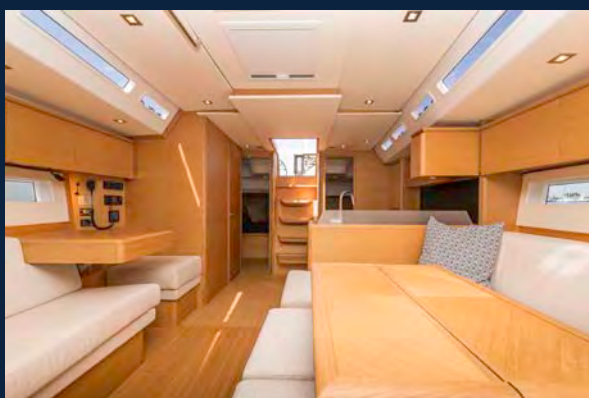
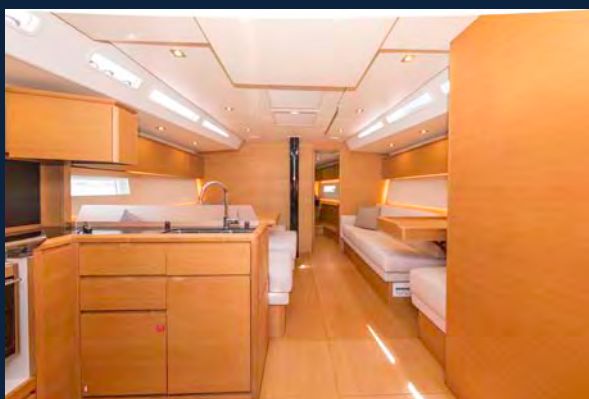
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CALENDAR

Non-Race

Dec. 1, 8, 15 — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

Dec. 1-Jan. 9 — Nightly tree lighting ceremonies, Pier 39, San Francisco, 5-10 p.m. Light show with synchronized music every half hour. Info, www.pier39.com.

Dec. 3 — For the Love of the Seas'n Virtual Auction, 5-6 p.m. Benefits the tall ship *Lady Washington*. Free. Info, www.historicalseaport.org/auction or (360) 589-8212.

Dec. 4 — Lighted Boat Parade on the Estuary. Theme: Deck the Hulls. Register by 12/2. \$30 entry fee benefits Oakland Firefighters Random Acts and Alameda County Community Food Bank. Info, www.lightedyachtparade.com

Dec. 4 — Lynn Hahn Memorial Delta Reflections Lighted Boat Parade, San Joaquin River, Stockton, 5 p.m. \$25 donation benefits the Ebony Boat Club's Youth Foundation. Stockton YC, <https://stocktonyc.clubexpress.com>.

Dec. 5 — YRA Awards Party, Alameda Community Sailing Center, 1-3 p.m. *Latitude 38's* publisher John Arndt will again MC. Info, www.yra.org.

Dec. 5-26 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Dec. 6 — Hanukkah ends at sunset.

Dec. 11 — Online Sea Chantey Sing, 11 a.m.-1 p.m. With retired park ranger Peter Kasin. Sign up online. Info, <https://maritime.org/events-home/chantey-sing>.

Dec. 11 — Lighted Boat Parade, Coyote Point, San Mateo, 5:30 p.m. Holiday treats, music, special guests arriving by boat at CPYC afterward. Cathy, (650) 464-6265.

Dec. 11 — Winterfest Sausalito, 6 p.m. Lighted boat parade and fireworks. Info, www.winterfestsausalito.com or (415) 332-3150.

Dec. 12 — San Rafael Lighted Boat Parade on the Canal, 6 p.m. Info, www.facebook.com/SanRafaelLightedBoatParade.

Dec. 12, 19 — San Diego Parade of Lights, 5:30 p.m. Theme: 12 Days of Christmas. Info, www.sdparadeoflights.org.

Dec. 17 — Decorated Boat Parade in San Francisco. StFYC, www.stfyc.com.

Dec. 18 — Full Cold Moon on a Saturday.

Dec. 18 — Basic First Aid/CPR AED for Mariners, Santa Cruz Harbor and Maritime Museum of San Diego. \$225. Info, www.maritimemedicalguides.org.

Dec. 18-19 — Advanced First Aid/CPR AED for Mariners, Santa Cruz Harbor and Maritime Museum of San Diego. \$335. Info, www.maritimemedicalguides.org.

Dec. 21 — First day of winter.

Dec. 25 — Christmas Day.

Dec. 26 — Boxing Day/Kwanzaa begins.

Dec. 26 — Boarded! A Pirate Adventure, on *San Salvador*, Maritime Museum of San Diego, 10:30 a.m. or 12:45 p.m. 90-minute staged show. \$10-\$60. Info, www.sdmartime.org.

Dec. 31 — New Year's Eve.

Jan. 1 — Welcome to the world, 2022!

Racing

Dec. 4 — Hot Rum III in San Diego. SDYC, www.sdy.com.

Dec. 4 — Fall Race Series ends. SSC, www.stocktonsc.org.

Dec. 4 — Die Hard Regatta. HMBYC, www.hmbyc.org.

Dec. 5, 19 — Fun Sail Fall Series #5 & #6. ElkYC, www.elkhornyachtclub.org.

Dec. 11 — Santana 22 Team Races. SCYC, www.scyc.org.

Jan. 1 — Corinthian Resolution Regatta pursuit race. CYC, www.cyc.org.



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CALENDAR

Midwinter Series

BENICIA YC — Frostbite Series: 12/11, 1/8, 2/12, 3/12. Info, www.beniciayachtclub.org.

BERKELEY YC — Separate Saturday & Sunday Midwinter Series: 12/11-12, 1/8-9, 2/12-13. Winners' Race: 2/27. Chowder Series: Every Sunday through March except when it conflicts with the Midwinters. Info, www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/15-16, 2/19-20. Info, www.cyc.org.

COYOTE POINT YC — Winter Sails: 1/9, 1/23, 2/13, 2/27, 3/13, 3/27. Info, www.cpyc.com.

ELKHORN YC — Chowder Cup Series: 12/18. Info, www.elkhornyachtclub.org.

ENCINAL YC — Jack Frost Series: 12/4, 2/5, 3/5. Info, www.encinal.org or www.jibeset.net.

GOLDEN GATE YC — 50th Manny Fagundes Seaweed Soup Regatta: 12/4, 1/2 (a Sunday), 2/5, 3/5. Info, www.ggyc.org or www.jibeset.net.

ISLAND YC — Island Days: 12/12, 1/9, 2/13, 3/13. Info, www.iyc.org or www.jibeset.net.

KONOCTI BAY SC — OSIRs (Old Salts in Retirement) every Wednesday, year round. Info, www.kbsail.org.

LAKE MERRITT SC — Midwinters: 12/11, 1/9, 2/12, 3/13. Gary, (510) 653-1743.

LOCH LOMOND YC — Midwinters: 12/11, 1/8, 2/12, 3/12, 4/9. Matthew, mjbflagmaker@gmail.com or (415) 235-8187.

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 12/4, 1/8, 2/5. Info, www.mercury-sail.com.

OAKLAND YC — Sunday Brunch Series: 1/2, 1/16, 1/30, 2/6, 2/20, 3/6, 3/20. Info, www.oaklandyachtclub.net.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/2, 2/6, 3/6. Info, www.richmondyc.org.

SANTA CRUZ YC — Midwinters: 12/18, 1/15, 2/19, 3/19. Info, www.scyc.org.

SAUSALITO YC — Chili Midwinter Regatta: 12/5, 1/9, 2/6, 3/6. RegattaPRO Winter One Design: 12/11, 1/8, 2/12. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 12/4, 1/8, 2/12, 3/12. Redwood Cup pursuit race series: 12/18, 1/22, 2/26, 4/2. Info, www.sequoiayc.org or www.jibeset.net.

SOUTH BEACH YC — Still Ain't Over: 12/18, 1/22, 2/26, 3/19. Info, www.southbeachyachtclub.org.

SPINNAKER SAILING OF REDWOOD CITY — Winter One Design, Series 1: 12/5, 12/19, 1/9. Series 2: 1/23, 2/6, 2/20, 3/6, 3/20. Info, www.jibeset.net or racing@spinnakersailing.com.

TIBURON YC — Mott Midwinters: 12/4, 1/1, 2/5, 3/5. Info, www.tyc.org or www.jibeset.net.

VALLEJO YC — Tiny Robbins Midwinters: 12/3, 1/8, 2/5, 3/5. Info, www.vyc.org.

YACHT RACING ASSOCIATION — Shorthanded Sunday Midwinter Series: 12/19, 1/23, 2/27 at GGYC for double-handed crews. Info, www.yra.org or www.jibeset.net.

In the Tropics

Dec. 10-12 — Caribbean Foiling Championships, St. Martin, FWI. Info, www.caribbeanfoiling.com.

Jan. 5 — Fort Lauderdale to Key West Race starts. SORC, www.sorc-sailing.org.

Jan. 17-21 — The Southernmost Regatta, a new version of Key West Race Week. Info, www.thesouthernmostregatta.com.

Jan. 27-30 — Grenada Sailing Week. Petite Calivigny YC,



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CALENDAR

www.grenadasailingweek.com.

Feb. 21-25 — RORC Caribbean 600 at Antigua YC. Info, www.caribbean600.rorc.org.

Feb. 21-27 — Zihuatanejo Sailfest. Sailing, music, parade, auctions, gala dinner, chili cookoff, to benefit Por Los Niños. Info, www.porlosninos.com/sailfest-2022.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. Please, 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.

December Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/4Sat	0413/2.6	1030/7.1	1723/1.7	
	HIGH	LOW	HIGH	LOW
12/5Sun	0041/5.1	0503/2.9	1116/7.1	1812/1.8
	HIGH	LOW	HIGH	LOW
12/11Sat	0609/5.4	1208/2.2	1736/4.3	2345/0.8
12/12Sun	0653/5.6	1313/1.6	1901/4.1	
	LOW	HIGH	LOW	HIGH
12/18Sat	0412/3.1	1009/6.1	1712/0.5	
	HIGH	LOW	HIGH	LOW
12/19Sun	0037/4.7	0449/3.3	1042/6.1	1744/0.6
	HIGH	LOW	HIGH	LOW
12/24Fri	0348/4.8	0832/3.2	1401/5.0	2052/0.0
12/25Sat	0428/4.9	0941/3.0	1459/4.6	2139/0.4
12/26Sun	0508/5.1	1055/2.5	1614/4.2	2229/0.8
	LOW	HIGH	LOW	HIGH
12/31Fri	0211/2.6	0837/6.9	1536/-1.2	2254/4.8
1/01Sat	0304/3.0	0921/7.1	1625/-1.6	2347/5.0
1/02Sun	0359/3.1	1011/7.2	1713/-1.8	

December Weekend Currents

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

date/day	slack	max	slack	max
12/4Sat	0100	0306/1.1E	0530	0918/3.6F
	1148	1442/3.4E	1930	2230/3.7F
12/5Sun	0154	0406/1.1E	0618	1006/3.5F
	1230	1530/3.3E	2012	2312/3.8F
12/11Sat	0018	0342/3.1F	0724	1000/1.4E
	1324	1554/1.6F	1842	2200/1.3E
12/12Sun	0112	0436/3.1F	0812	1106/1.6E
	1448	1712/1.6F	2012	2306/1.1E
12/18Sat	0118	0312/0.6E	0506	0906/2.6F
	1142	1448/2.4E	1930	2218/2.8F
12/19Sun	0206	0400/0.6E	0554	0942/2.5F
	1218	1518/2.4E	1954	2254/2.8F
12/24Fri		0130/2.7F	0518	0736/0.6E
	0930	1318/1.8F	1542	1854/1.9E
	2236			
12/25Sat		0218/2.7F	0600	0830/0.7E
	1036	1418/1.6F	1636	2006/1.7E
	2324			
12/26Sun		0306/2.8F	0642	0924/1.0E
	1200	1524/1.5F	1754	2112/1.5E
12/31Fri		0106/1.1E	0318	0718/3.4F
	1000	1300/2.9E	1742	2030/3.2F
	2348			
1/01Sat	0024	0218/0.9E	0442	0754/2.6F
	1048	1354/2.5E	1818	2136/3.0F
1/02Sun	0118	0318/1.0E	0536	0848/2.7F
	1136	1448/2.6E	1906	2224/3.1F

Source: <https://tidesandcurrents.noaa.gov>

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LETTERS

WHERE HAVE ALL THE SAILING INSTRUCTORS GONE?

I used to teach for Spinnaker Sailing out of Redwood City and South Beach Marina back in the late 1980s, and I also crewed on the brigantine *Rendezvous* for them.

Why did I do it? I enjoy teaching, it got me out on the water three to five evenings/days in the week, and it put some money in my pocket. Plus, the old adage that you'll learn more teaching than you will by just doing something really applies. I only stopped teaching for Spinnaker Sailing when I left the Bay Area and relocated to the Puget Sound area; I moved near to what was then the second-largest public marina on the West Coast (which is now the largest). But I discovered there is no sailing school here — not even a place to rent sailboats. So I got out of sailing and did other things with my time.

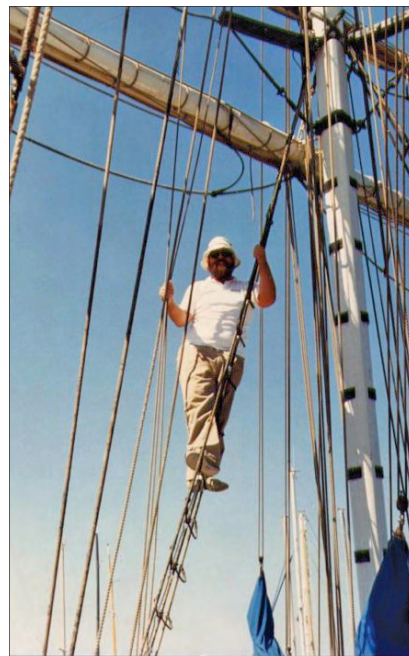
I first got involved with sailing in Arizona when a coworker bought a Catalina 22 and we taught ourselves to sail on Lake Pleasant, north of Phoenix. That's when the bug bit me. (But I don't recommend trying to teach yourself from the books found in Phoenix libraries in the early '80s.) We made every possible mistake we could, including losing the boat while taking a swim, and subsequently having to swim after it. When I moved to the Bay Area, I decided to learn correctly, and looked at schools/clubs near me.

I visited a few places, but the atmosphere at the old Spinnaker Sailing at Pete's Harbor in Redwood City spoke to

my soul. I found the personnel, including chief instructor Bob Diamond (who I believe is still there), to be friendly and knowledgeable. Plus, I liked the assortment of boats that was available to club members, both in Redwood City and South Beach Marina. (Plus the dinghies on Shoreline Lake in Mountain View, if you were into that sort of thing.) So I started learning at Spinnaker Sailing from Basic Sailing 1, and I progressed to where I was eventually teaching for them and crewing on the *Rendezvous*. I even got my 50-ton Coast Guard license and did some charter skippering.

Now that retirement is looming, I may look into teaching again out of Seattle. Who knows what the future holds?

Gene Bennett
Puget Sound



Gene Bennett strikes a pose in the rigging of the brigantine *'Rendezvous'* in the 1980s.

COURTESY GENE BENNETT

Gene was responding to the October 22 'Electronic Latitude with the same name as this letter, referring to the apparent dearth of qualified sailing instructors in the Bay Area. Oh, and Gene, one of our staff also got a job at Spinnaker Sailing, and crewed on the Rendezvous, when they moved to the Bay Area from San Diego in the late '90s. Your mention of that classic Bay Area brigantine brings back beautiful memories.

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LETTERS

Busy San Francisco could not have been more exciting, nor different, than sleepy Point Loma. Walking to work at Pier 40, our staffer passed the still-under-construction stadium for the San Francisco Giants (which would have three different names before it was called Oracle Park). That first sail on the Rendezvous out to the Golden Gate was the first of what would be over a thousand sails on the Bay.

↑↓ A PART-TIME GIG FOR A FULL-TIME ENTHUSIAST

I taught basic keelboat sailing at OCSC in Berkeley before COVID, and now teach at Spinnaker Sailing in Redwood City. Quite a few of the instructors teach as a part-time or near full-time retirement career. Most are longtime sailors, and just like getting out on the water and introducing newbies to the joy of sailing. I teach part-time (still have a full-time day job) about one weekend a month. I enjoy seeing the transformation of a new-to-sailing student go from zero to competent in just a few short hours.

It's so much fun.

I started sailing in college — we were required to take at least one PE class, and sailing was offered as an option.

I tried it, and I was hooked. That was back in the early '80s. Then I started sailing on the Bay, and never stopped.

Jeff Thayer



COURTESY JEFF THAYER

Jeff Thayer told us that it's so much fun to watch a student go from landlubber to competent sailor.

↑↓ THE TRADE-OFF IS WORTH IT

I'm a sailing instructor, and actually quit my corporate career in order to focus on teaching sailing.

Here's a bit of my sailing background:

— I learned to sail at OCSC in 2013.

— I'm certified through coastal passagemaking, as licensed by US Sailing.

— By 2017, I was hired at OCSC as an instructor.

— By 2019, I had my USCG 50-ton master inland and OUPV [six-pack] coastal license.

— By 2020, I was first mate on a 50-foot monohull, and had completed over 10,000 ocean miles via seven ocean crossings between New Zealand, Fiji, New Caledonia, and Australia.

— By 2021, I'd taught at three of the major sailing schools in the Bay: OCSC 2017-2020, Club Nautique 2020, Inspire Sailing 2021-present. (Inspire Sailing is a new club and school at the former OCSC site in Berkeley — www.inspiresailing.com).

I love teaching sailing, and the challenges and rewards that come with it. Some of the challenges: keeping people safe in wild conditions; rewards: seeing the 'light bulb' and smile people get when they really understand and enjoy sailing. I also enjoy the flexibility it gives me in terms of scheduling between peak and off-season.

Having been trained by OCSC, I hold myself and my students to a very high standard of seamanship, safety, and competence. I value the mantra "Safety, Fun and Learning" in that order. In choosing a sailing school (i.e., employer), I would look for a management team that also embraces this philosophy and focuses on safety first.

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LETTERS

I think one hurdle for sailing schools finding sailing instructors is the USCG-license requirement (usually required for insurance concerns). It may be difficult for a person with a "normal" 9-to-5 Monday-through-Friday job and a family to find time to accumulate the 360 days of sea time needed for that license, and to then go through the administrative process of paperwork, prep classes and exams. As I mentioned, I had to quit my day job specifically so that I could focus on getting the sea time.

Another hurdle may be the pay. Sailing instructors don't make much, and we all know how expensive the Bay Area is. For me, the trade-off is worth it! I can truly say I love my job.

Dan Givens

↑↓ WE COULD HAVE USED MANY MORE INSTRUCTORS

At the Island Yacht Club, we were looking for sailing instructors for the annual Women's Sailing Seminar for our students, and found that although many instructors volunteered to help out, we could have used many more.

This year, we were fortunate to have in-person sessions at Encinal YC and Oakland YC (shoutout to them for helping us, since IYC currently has no physical clubhouse). We also had boat owners lend their boats for dockside and on-the-water sessions, but could have used a few more of those, as well. Cheers to the boat owners who helped out.

It was a fantastic weekend, and the networking that is currently going on — students now getting on the water with sailors they met during the seminar — is really great. I feel privileged to be an instructor, and have been for a few years now. Check it out at www.iyc.org/wss.html

Alice Watts

↑↓ SPEAKING OF THE AFOREMENTIONED EVENT . . .

I am a member of the Lake Tahoe Windjammers Yacht Club. I have been sailing for over 40 years, but only with my husband. I need to broaden my skills and knowledge as my husband cannot move around the boat like he once could, and will be much more dependent on me. I would like to participate in next year's Women's Sailing Seminar.

Nancy Farmer



MONIQUE SELVESTER

The Women's Sailing Seminar committee takes a bow at the seminar's closing party at Oakland Yacht Club in October.

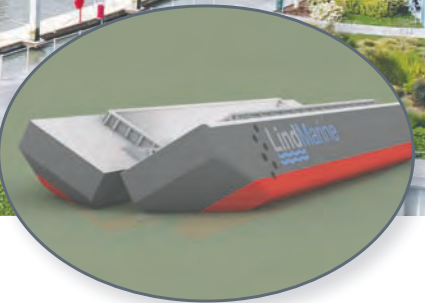
Nancy was commenting on the October 15 'LL: Resounding Success for the 29th Women's Sailing Seminar.

Nancy — We'll refer you to that same link — www.iyc.org/wss — where you can sign up for email updates on the newsletter pop-up that appears. There will be events between now and the next WSS in September 2022.

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LETTERS

↑↓ THE LOSS OF LÉVIATHAN

The *Léviathan*, formerly registered at Moss Landing as *Latitude Adjustment*, was my sailboat for well over a decade. Every weekend, we sailed beautiful Monterey Bay, and we introduced dozens of Central Valley people to ocean sailing. *Latitude Adjustment* was seen several times on CBS Sports and the MetLife Airship cameras during the AT&T Pebble Beach Pro-Am Golf Tournament, and during the PGA US Open. We would sail up near the shore at Stillwater Cove, then spin a 180-degree turn and head back out to sea, waiting for the next commercial break.

During one of our close-haul tacks to the Stillwater Cove shore, a member of the paparazzi that was following Tiger Woods took the attached photo of *Latitude Adjustment*.



'Latitude Adjustment' would later sail on as *'Léviathan'*. In August, Thomas Fritz was singlehanded the Hunter Cherubini 36 when he was caught in a storm off Point Conception. *'Léviathan'* went down, but Fritz was rescued by a ship.

The photographer remarked that I was getting more air-time on CBS Sports than Tiger Woods. He searched me out and sent the photo. We also were able to reciprocate and treated the photographer (whose name I couldn't find) to a day of sailing.

Capt. Ron Posey

Captain Ron was commenting on a story, with the same name as this letter, in the November issue of Latitude 38.

↑↓ WE ARE DELIGHTED, AND AMAZED, TO RECEIVE YET ANOTHER COMMENT ON THE 2019 STORY THE SINKING OF WANDER BIRD

All I know is there are probably a few guardian angels including my dad, John Lorentz and his bud Bruce Henderson, cheering on *'The Bird'*. There was also Henry Hanna, who was lost at sea. His leather shop was a classic spot. I often have a sigh, or three, thinking about all the good folks who worked on *Wander Bird*, or shared the stories and films. Sadly, some are no longer with us. We all used to spend time at the No Name Bar, or the Sweet Shop.

Inspired by my time with Harold and crew, I ended up working on *Northern Light* in Newport [Rhode Island]. Nothing better than messing around with boats.

Marc 'Rhino' Carmichael

Readers — We have made multiple attempts to get an update on Wander Bird. We believe she's back in the Danish yard that did the most recent restoration of the storied 85-ft schooner before the inexplicable collision on the Elbe River in 2019. Unfortunately, our emails to various sources have gone

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LETTERS

unreturned, even when we translate them into German. Ach du lieber!

↑↓ ARE YOU NOSTALGIC FOR A SMALL BOAT FROM YOUR PAST?

My wife and I raced our Lido 14 for several years, mostly in Southern California, though we also raced in other parts of California — including the mountains — as well as Arizona and Oregon. All but once or twice, we finished behind David Ullman. Not a comfortable boat to race, but the competition was great, and we enjoyed the post-race gatherings.

John Thorne



JOHN GRIFFITH

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John was commenting on the October 13 'Electronic: Small-Boat Nostalgia and Big-Boat Comfort.

↑↓ A SUNFISH IN HAWAII

Some of my fondest memories are sailing my Sunfish out beyond the reef between Koko Head and Diamond Head in Maunaloa Bay. Blue water, flying fish, spectacular views of the east Oahu Ko'olau.

Jay Lambert
Kona, Hawaii

↑↓ SWEET MELODIES

I'm nostalgic for a Melody, which is sort of a 10-ft grown up El Toro. That was my first boat, with lots of learning to sail and race on Santa Rosa's Lake Ralphine with the Santa Rosa Sailing Club. I have the plans and rig, and if I had the skills and the years, I'd build another.

I began with a catboat, and it looks like I'll go out sailing another one.

Pat Broderick
Nancy, Wylicat 30
Sausalito

↑↓ THE BULL

The almighty El Toro, on Lake Merritt in Oakland, was my introduction to 60+ years of pleasure on the water. Learning the coordination of tiller/sheet/heel — and acceleration in a puff — is still a joy to think about. Continuing to this day as I write from a mooring at Avalon aboard my 40-footer.

What a wondrous sport for we lucky few. I feel obligated to share it, and do what I can.

John Callahan
Django, J/120
Bay Area

↑↓ LESSONS LEARNED FROM A WINDSURFING RESCUE

I am a longtime windsurfer, but recently transitioned to wing foiling. We use leashes on our wingfoil boards for this exact reason. [Alan is commenting on the November 5 'LL with the same name as this letter, where windsurfer-foiler Tony Swei described losing his gear off Treasure Island.]

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I heard from multiple foil-board windsurfers that separation from the board is a dangerous situation. I wonder if there is a leash system that could work with your foil windsurfer? I believe the guys that race foil boards don't use them because they tack the boards and have to go forward of the mast, but if you are a "freerider," and only jibe when sailing, maybe using a leash is an option?

Great write up Tony, and great summary and analysis of your ordeal in the water!

Alan Prussia

↑↓ WOULD MORE GADGETS HAVE HELPED?

Thanks much for sharing your story. I find it super-valuable to learn and share about our mishaps. I wonder if a waterproof VHF might have been useful? Of course you'd still need to remember to charge it up periodically. Glad you are safe!

Jan Passion
Latitude Nation

↑↓ BEFORE BEEPING BEACONS

I rescued a windsurfer in San Francisco many years ago — before mobile-rescue beacons. It was twilight, and the ebb was pulling him out under the Golden Gate. He was weak and hypothermic.

We got him out of the water on the swim ladder and put him into a hot shower on the boat, then motored to the closest point of land (Sausalito) ASAP. I don't like to think what would have happened if we hadn't seen him.



BAY AREA WINDSURF FOILING CLUB

With new technology comes new and unforeseen things that can go wrong. In October, a windsurfer became separated from his gear off Treasure Island, and had to make several judgment calls about how to extricate himself from a harrowing situation.

Tim Dick
Malolo, Lagoon 42
Mexico

↑↓ A SIGHT I'LL NEVER FORGET

The wind howls through the Golden Gate. We were out for a fall afternoon sail in 1985 when we came across a young man standing on his board with his arms up in the air and hands hanging limply. It appeared to us that he needed help, so we sailed close enough to hear the sailboarder's plea for help.

After dropping sail and turning on the motor, we were able to safely get close enough to pull the person, along with his board, onto our boat. He was shivering as he told us he didn't get turned around in time to make it back. The wind and the current were just too much because he was exhausted and getting pretty close to being swept under the Golden Gate Bridge.

I'll never forget seeing him cold and shaking even though we wrapped him in a blanket. He was somewhat revived by the time we got him to the San Francisco Yacht Club marina.

Sandy Broaddu

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LETTERS

↑↓ AFTER A RESCUE OF A STRANDED SWIMMER IN SOUTHERN CALIFORNIA, A CONVERSATION ABOUT THE BEST TREATMENT FOR HYPOTHERMIA ENSUED

Blankets will not warm a hypothermia victim. Stripping the person's clothing and having another body with skin-to-skin contact works.

Mike Farrell

For hypothermic persons have them snuggle up with spare humans under blanket(s). Any amount of *added* heat is better than none.

Anthony Hitchings

Hypothermia is a big topic that just underwent some new developments.

A few words of caution about hypothermia treatment and heat application: Those that are hypothermic are at risk of 'afterdrop'. In cold conditions, the body shunts warm blood centrally to the core to keep the core temperature warm. The periphery (arms and legs) begin to harbor supercooled blood. Lots of activity, vigorous movements of the patient by the rescuer, and applied heat to the extremities can actually make matters worse by increasing circulation of this supercooled blood centrally, and subsequently dropping the core temperature even further after the victim has been rescued, dried, etc.

Thus, it is important to handle the hypothermic victims with care, lay them down, and, as pointed out, strip and dry the victim before applying blankets or (big) spooning the victim.

If you are going to apply heat packs, make sure to heat from "the inside out," with heat applied to the core over the heart, or as close to it as possible, such as the armpits and central back. The core gets warmed first (as opposed

to throwing someone into a hot tub or putting warm packs on their hands and feet) to avoid afterdrop and other life-threatening issues. Chemical heat packs for hands and feet are not recommended, as the heat can be too isolated, and intense. Avoid burning the patient with applied heat.

Dr. Gordon Giesbrecht, aka 'Dr. Popsicle', who collaborated with US Sailing on the Safety at Sea curriculum, has a great podcast episode describing the science behind re-warming on luminarypodcasts.com.

John Taussig
Lucia, Alajuela 38
Seattle

↑↓ BRAZILIAN NAVY TALL SHIP TANGOS WITH DRAW-BRIDGE

This [October 20 'LL, and namesake of this letter]



KHOSROW KHOSRAVANI

Khosrow Khosravani has recently completed basic sailing classes, and was taking his new-to-him Catalina 25 'Defiant' outside the Marina del Rey harbor for the first time when he noticed a swimmer in distress. The new skipper promptly instructed his crew to bring the hypothermic swimmer aboard and wrapped her in blankets, leading to the following discussion. Read all about it in the October 20 'Lectronic Latitude: Sailor Performs Ocean Rescue off California Coast.

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— KURT HOEHNE



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64 Frers	1978	\$295,000	42 Hinkley Sou'wester	1984	\$229,000
55 Bieker Riptide	1996	\$325,000	42 Passport	1981	INQUIRE
54 Hylas	2000	\$469,000	40 Moody 40	1998	\$205,000
50 Bestway	1986	\$149,000	40 Pacific Seacraft	1998	\$289,000
49 Hylas	2001	\$379,000	39 Shannon	2002	\$249,000
49 Hylas	1999	\$375,000	37 Valiant Esprit	1980	\$80,000
49 Taswell	1997	\$275,000	31 Tashiba	1988	\$99,500
46 Ker	2006	\$279,000	30 Henderson	1997	\$32,900
42 Hallberg Rassy 42E	1984	\$198,000	28 Jasper	2019	395,000CAD
42 Catalina	1995	INQUIRE			

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LETTERS

reminds me of being at the helm of the *TS Captain Scott* when we tried to exit Plymouth, England. The wind was up, grabbed the rigging and pushed toward a glancing blow on the concrete pier.

Even without any sails up, the wind snatches the rigging.

It's pretty difficult to maneuver in close quarters.

Kelly Huffman



The Brazilian tall ship '*Cisne Branco*' collided with a drawbridge in Ecuador in October.

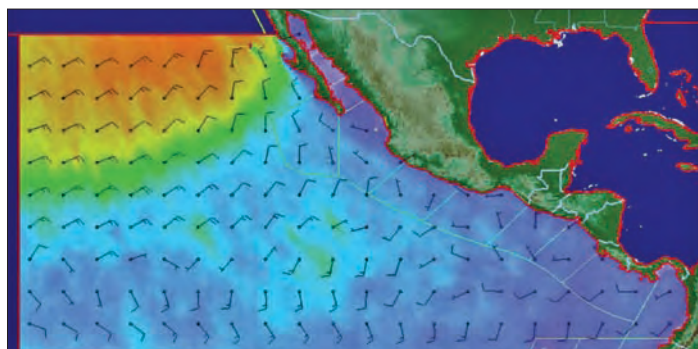
THE INTERNET

NOAA LAUNCHES PACIFIC BASIN GRIDDED FORECASTS

To the scientific mind, the statement, "Wind barbs represent wind speed and direction," must make perfect sense, but I had to look it up once more. In the chart [on the following page], the "bulb" opposite the barbs is downwind. If there are no barbs, then the part extending from the bulb is where the wind would be coming from, if there were any, but since there are none, just the bulb is shown.

There does not seem to be any indication of why the barbs are drawn to starboard as they are (or is that port?). I think it would be interesting to see the barbs change side depending on the relative barometric pressure. If I picture that correctly, it would show the wind speed, direction and trending shift almost like an isobar overlay.

Richard Bradley
Latitude Nation



NOAA

Richard was commenting on the October 29 'Lectronic Latitude with the same name as this letter. In late October, NOAA announced that its Pacific Basin gridded forecast is good to go. Does the above chart make sense to you?

HEMISPHERIC GESTICULATIONS

A clarification concerning the "barbules" attached to the wind arrows: In addition to indicating the force of the wind, they should indicate the relative position of the low pressure zones, and therefore be positioned on the left in the Northern Hemisphere and on the right in the Southern Hemisphere.

Bob

CLOSE ENCOUNTERS OF THE CETACEAN KIND

A whale chased my boat, *Papoose*, out of the Brisbane Marina channel many years ago. I called the Coast Guard to

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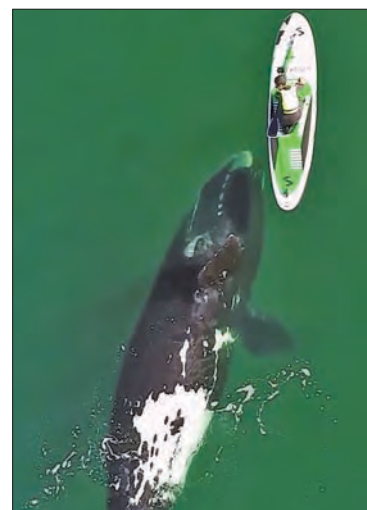
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LETTERS

report it, but they weren't interested. The next day, 'Humphrey' was front-page news, and beached nearby. I wish there were cell phones back then so I could have captured a video.

When I was a kid in Los Angeles, and was on my dad's boat coming back from Catalina, a pod of whales went right under the boat. Always three out of the water at any given time, so there must have been a lot of them. We were in a 28-ft wood boat surrounded by maybe a hundred whales. I'll never forget it.

Allen Edwards
Papoose, L-36
Brisbane



THE INTERNET

It's difficult to see in this image, but this curious, gentle whale has raised its flipper, reaching out to touch and oh-so-gently nudge the paddleboarder. If you haven't seen the viral video from September, just search for "Whale and Paddleboarder." And, if you have a whale of a story, you know where to send your letters.

↑↓ RON HOLLAND CONTINUES WITH SAILING'S SIMPLE PLEASURES

Long live Ron Holland's love of sailing. The simplicity of this picture [right, below] and hanging with friends is worth a thousand words.

Ross Angel

Ross was commenting on the namesake October 15 'Electronic Latitude about Ron Holland's love of simplicity.

↑↓ UNSIGHTLY, BUT FUNCTIONAL

I do not personally know Ron Holland — but I am intimately familiar with the Coronado 25. He chose well. It is a sweet sailing boat, and due to its unsightly flush deck and large windows, it has more interior light and space than many 30-footers from that vintage.

I grew up sailing and racing in SF Bay on my dad's Coronado 25, and acquired one decades later for easy Bay and Delta cruising. Kudos to Ron Holland — and the everlasting Coronado 25!

John Callahan



STEFANO BERG

Ron Holland's Coronado 25 'Kia Aura' raced in the Royal Vancouver Yacht Club Leukemia Cup in September.

↑↓ WE ARE CONTRACTUALLY OBLIGATED TO HAVE THE FOLLOWING ARGUMENT ABOUT THE AMERICA'S CUP AT LEAST ONCE A YEAR:

If I were the custodian of the oldest trophy in international sports (which is the Royal New Zealand Yacht Squadron, not Grant Dalton, by the way) I would host it in my home city, and I would contest it in a displacement monohull under a design rule with something like 72-ft mini-maxis, or



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LETTERS

STP 65s.

This would be less expensive, and would bring back the match racing starts, sail handling, downwind blanketing and other elements that are recognizable to 99% of sailors.

David James

Current Custodian, *Leda*, Lapworth 36 (#71)

Belvedere

David was commenting on the October 20 'Electronic: One and Done? New York Yacht Club Drops from America's Cup.

↑↓ HEART AND SOUL

I couldn't agree more with the comment by David James. Sailing in one-design, traditional non-foiling boats is the heart and soul of the America's Cup. The advent of the Sailing Grand Prix, which has become popular — and is admittedly exciting to watch — can satisfy our desire for NASCAR Yachting.



GILLES MARTIN PAGET

Remember spinnakers being flown during the America's Cup? They now seem as dated as winged keels and Kevlar sails. Above: 'Luna Rosa' trails Team New Zealand in the 2000 America's Cup Match.

To those who believe foiling is the new wave and so-called future of sailboat racing, I would remind them that 99% of all the sailors in the world sail traditional monohulls, and want to see a worldwide competition like the America's Cup sailed in boats that look like theirs, and are helmed and crewed by athletes who look like them (not astronauts), and use tactics that spectators can identify with.

The two forms of racing, traditional and foiling, can exist side by side, with each benefiting from keeping their style of sailing competition robust and inclusive.

vivaceskipper

Skipper — You simultaneously say that foiling has become popular, but that "99% of all the sailors want to see the America's Cup sailed in boats that look like theirs." These seem like contradictory assertions.

Here's a snark-free question for everyone: Do people want to watch something "relatable," as opposed to something "cutting edge"? Do audiences want to watch sports where the athletes "look" and "perform" like them, or do they want to see the highest levels of athletic ability and progression of the sport in question? Sure, some of us enjoy amateur sports, but most of us want to watch the pros.

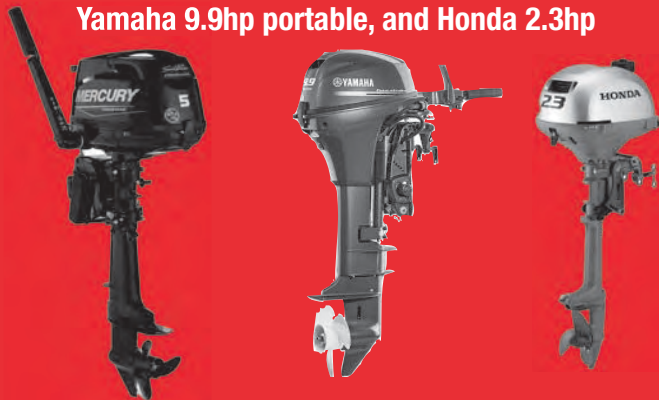
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LETTERS

setting up a segue into the next letter), would you rather watch cars like yours — say a minivan or Subaru wagon — do laps around a track, or do you want to see some kind of mean, lean, fast machine?

↑↓ A FOUR-WHEELED ANALOGY

It's hard to say what is best for boat technology and the America's Cup. I come from four-wheel racing, and the top-level Formula 1, Indy cars and Le Mans-style prototypes are not like the cars that the average person drives on the street! They are much, *much* faster, and look, feel and sound much different!

It seems most people watch because of this difference in speed and technology.

Memo Gidley
Basic Instinct, Elliott 1050
Sausalito

↑↓ YOU CAN'T GO BACKWARD

I don't believe that the AC can return to nostalgic displacement monohulls, which have plenty of top-tier active formulas, from the Wally Class to TP52 and IRC.

Relevant fact: Catamarans outsell monohulls these days. The AC has always been the epitome of technology — which is not to say that the formula should change wholesale every Cup cycle.

If it were up to me, I'd refine the last rule so teams could capitalize on their previous investments. I believe this would attract the largest AC fleet for years.

Tim Dick
His Second Letter this *Letters*

Tim — *Relevant fact check: Monohulls continue to outsell multihulls. A 2020 industry report shows about 386 sailboats over 20-ft were imported, and 169 were multihulls. In the US, we manufactured 2,730 sailboats, of which 657 were multihulls. In the brokerage market, monohull sales outpace multihulls at least 10 to one.*

The evidence is borne out time and again in the Latitude 38 Classy Classifieds, in broker ads in the magazine or on any online yacht sales site. It is true, however, that multihulls have dramatically increased their market share — especially when it comes to dollar volume.

And as for the next America's Cup . . . We're curious to see which toys the billionaires race next.

↑↓ WE ARE CONTRACTUALLY OBLIGATED TO HAVE A DEBATE ABOUT ANCHOR-OUTS EVERY WINTER, WHEN BOATS ARE BLOWN ASHORE

You left out one word in the sentence "Skilled mariners of registered, insured and well-found, securely moored boats" [in the October 25 'LL: *Storm Again Takes a Toll on Richardson Bay Boats*].

Curious about what word? Illegal!

I'm all for a "well-managed" mooring field. With *full* enforcement of holding tank use (like at Avalon and elsewhere) and prohibition against floating, non-navigable garbage scows.

But to approve such a solution before amending the RBRA statutes that prohibit long-term anchoring or mooring? No way!

Jose Kanusee
Planet Latitude

Jose — You have a point, but I don't see anyone going out

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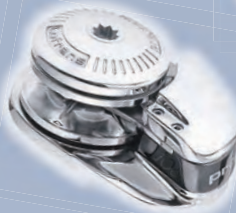
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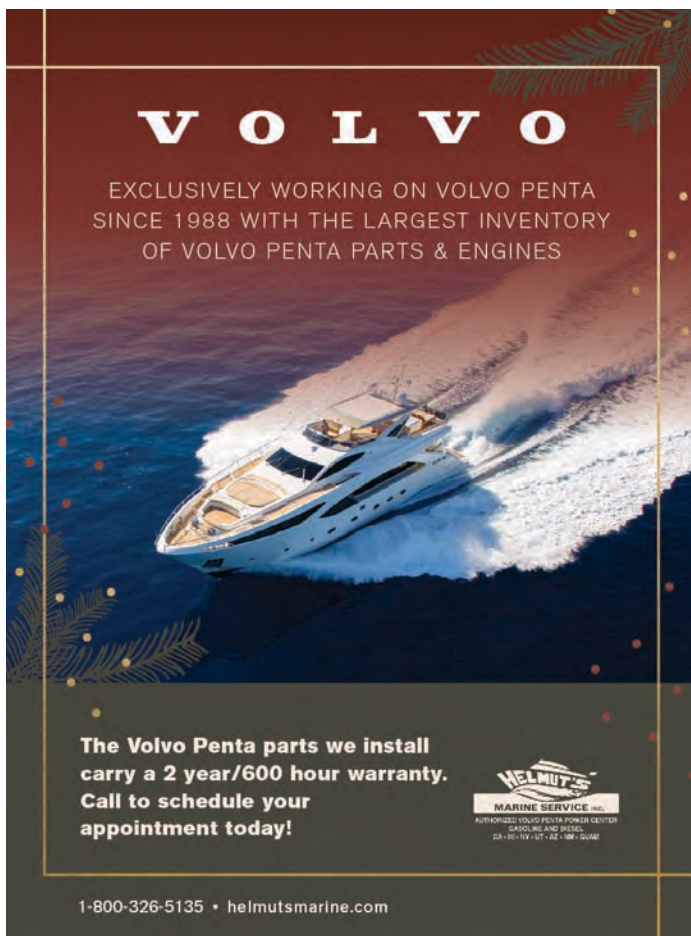
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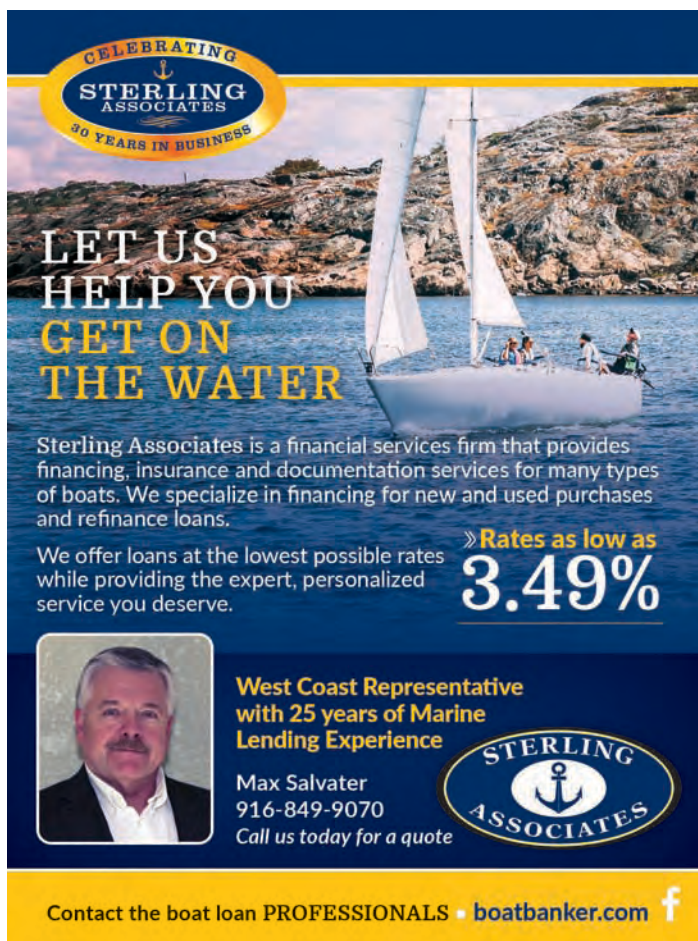
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LETTERS

there trying to help or educate the anchor-outs. Complaining has done nothing but put them on land in *your* neighborhoods 24/7.

Jeremy

↑↓ **SO, WHO HAS "AUTHORITY" OVER ANCHOR-OUTS?**

Those in need, and living on a boat, are not there for fun. They have been kicked out with silly RV laws. I received a ticket parking in Monterey County, because I was near a beach, in an RV. I beat the ticket, but only because of a technicality. I was parked there because my leg was shattered, held together by screws, and I could not walk the mile to get to the beach. The county had zero accommodations for parking near the site.

Thomas Fritz

Former Owner, *Léviathan*, Hunter Cherubini 36
Currently in Frankfurt, Germany

Thomas and Jeremy — You both bring up an important point: If you kick someone out of an anchorage, park, or a parking spot, that person will simply end up somewhere else. A "solution" or victory for one neighborhood often condemns another neighborhood to the same problems.

↑↓ **ONLY THE POWER OF GOD IS RECOGNIZED**

Mother Nature. When the wind blows, and if it blows you off the mooring, then too bad!

Bob Rynd



LATITUDE / JOHN

An early-season storm — which was dubbed a 'Bomb Cyclone' — wreaked havoc on Richardson Bay, sending a handful of boats ashore in October.

↑↓ **AS LONG AS I CAN REMEMBER**

It's simple. All that has to be done is enforce the laws about how long a boat can be anchored in certain locations. This is why places like San Diego don't have the same problem as the Bay Area. The Richardson Bay problem has been going on as long as I can remember, and I'm 76.

John Foy

↑↓ **LIVE OUT THERE, BUT DO SO RESPONSIBLY**

As long as they don't harm the waters is the most important thing, which includes pumping out waste and trash the right way. And having insurance, like the rest of us, would help pay for clean up if the wind takes the boat ashore.

Greg Clausen

LETTERS

↑↓ NO SAY

The "better-offs" who don't want to look at the poor — whether on a boat or a tent on the side of the road — should have almost no say. They just want things to look pretty, not solve the problem. They want the bad or ugly out-of-sight-out-of-mind.

Tony Cygan

Tony — We think that people, even the "better offs," can want safe, clean neighborhoods and, at the same time, can have compassion for people experiencing homelessness. These do not have to be mutually exclusive ideas.

↑↓ GETTING INTO THE NITTY-GRITTY OF AUTHORITY

As a matter of regulatory enforcement, can the bilateral exemption agreement between the BCDC and RBRA really be considered an enforceable contract withstanding statutory consistency?

Probably not, especially from a few dozen third-party perspectives, and considering the unreasonable amounts of government activity that have been endeavoring for several years to wrangle the regulatory noose of urban condemnation around such a haphazardly situated institution of off-shored marina debris. How many millions of dollars can it take to enforce a few dozen scofflaws who just won't pay the rent? If the situation were all that cut and dry, the deed would have been done and over many decades ago.

Several fundamental points of legal-type considerations do not actually fall in line with most of the enforcement narratives as they are being routinely spun about in some of the obviously subservient local press releases. This publication is one of the most independent and objective Bay Area [platforms] remaining open to contrasting public comments.

The Richardson Bay Regional Agency will have just expended \$150,000 in the previous month on general salary and professional consultants' fees. Efforts [have been made] to reform and rebrand the RBRA's categorical organization, from a Harbor Enterprise Administration to some hybrid harbor/environmental conservation consultancy and contracting agency.

After 35 years of operating a subpar version of a California harbor agency, the Marin County Community Development Agency (CDA) is finally being compelled, by threat of legal action, to install a functional Harbor Authority. But the CDA doesn't appear to know what a legitimate harbor agency is, or what one does, or why a county with no functioning harbors actually needs a functional harbor authority.

Keven Kiffer

Latitude 38 has always had a healthy distrust for authority, but we also have to ask: At what point can the body politic agree on a set of rules to live by, especially as it concerns the Bay? Does skepticism of power lead to a permanent rejection of whatever "rules" some agency has decreed, because the powers that be might be corruptible? Can someone therefore always say, "You can't tell me what to do" in defense?

Kevin — We're not informed enough on the inner workings of the RBRA to question anyone's assertions about the agency's legitimacy. Rather, we're asking the question, and mean this with total sincerity: When would the majority be satisfied with a set of rules, and the authority to enforce them? In the end, however, a debate about authority might miss the point about anchor-outs entirely.

We have heard an assertion that the Coast Guard never had the right to abdicate its particular authority over



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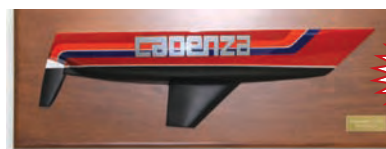
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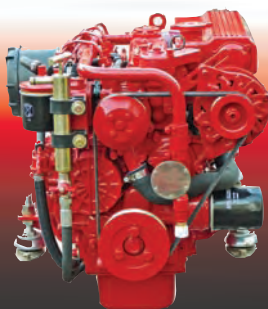
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LETTERS

Richardson Bay. If "we" all agreed that this was indeed the case, then would a significant majority accept the Coast Guard's dominion, and heed their instructions — even if they said that boats could not anchor-out indefinitely? Would those who have always maintained that Richardson Bay is a "federal anchorage" and rejected local authority then agree to move off the water? (But is anyone asking for an expanded role for the federal government on San Francisco Bay?)

Perhaps a litmus test of the sincerity of questioning authority lies in a skeptic's willingness to accept a ruling against their interests. People have to be willing to lose and to compromise rather than hanging on to the idea that their actions can always be justified because mistrust of authority remains.

The anchor-out debate often veers into an existential pondering about the nature of government, or environmental concerns, or, in our case, romantic notions about living on the water. All of these things are important, but none of them are the heart of the issue.

There actually is some agreement that a large number of anchor-outs are living on the water only because they're unhoused. Let's talk about housing, then, rather than trying to decode the inner workings of a bureaucracy. It is undeniably cheaper to just house people than it is to kick them off the street so that they end up on a boat, then kick them off a boat so that they're back on the street. This only perpetuates the quagmire, and it costs more money to get the same result.



JEFF BERMAN

FLEET WEEK 2021 WAS EPIC

As opposed to other years, the 2021 Fleet Week 'fleet' was actually very courteous. Most boats we encountered were actively trying to share the space. A rare few insisted on stopping in the transit lane, or 'wak-ing' the heck out of other spectators. This made for an unusually

This year's Fleet Week flotilla was full of "polite, reasonable captains," according to the author of this letter.

nice day on the water. Add near-perfect weather, new Super Hornet planes, and people being sick and tired of COVID.

The air show was epic!

We always monitor VHF16 while underway. In years past, it has been pretty entertaining during the Fleet Week festivities. You have your obligatory "radio checks," and a few Air Show schedule questions. There's also your occasional fishing chatter, and some boating commentary/instruction.

One year, it was the Jeremiah O'Brien calling out a smaller boat by name. "Puddle Jumper, Puddle Jumper, this is the Jeremiah O'Brien, you are going to have to move out of the way." "Puddle Jumper to Jeremiah O'Brien, we are at anchor." And so it would go.

I give this one to the unofficial Coast Guard rule of Gross Tonnage. Seriously? If the World War II-vintage liberty ship (which requires a tug to steer around the Bay), asks me to jump? My answer is "how high?"

This year the boat that hit "a rock" at Alcatraz (which I assume is the one on the NW corner that has been on the charts since Sir Francis Drake) presented an interesting

LETTERS

"what if." Like, what if your vessel is taking on water? With all the boatyards closed, and the USCG (or BOAT US) not handy with a pump. Leak is not accessible to cork from the inside with a plug, or life jacket. What would you do?

The best call of this year's Fleet Week weekend, for me, was the large sailboat that lost steering in the middle of the spectator fleet by Alcatraz. There was very good VHF etiquette, and when the standard dialog got to a break, another voice on VHF16 said, "check your autopilot." We had been discussing possibilities — something lodged in the steering quadrant? Broken cable? etc. — but we never thought of the autopilot.

Question here again, No steering? What would you check?

We have seen over 30 Fleet Week air shows. This year's was epic! Thank you to all the polite, reasonable captains who helped make it a wonderful day on the water.

Mark Wieber
Coda, Nordic Tug 42
San Francisco Bay



JEFF BERMAN

The flotilla oohs and aahs off Alcatraz.

↑↓ PLEASE, CONSIDER THIS SIDE OF FLEET WEEK

I appreciate your celebratory editorial [the October 11 'Lectronic: Fleet Week — What a Way to Spend the Weekend!] and your take on the Blue Angels. It is a thrilling show. There are other views and things to consider.

The planes the Blue Angels fly are really designed for killing, not entertaining. The entertainment we watch is for military recruiting. The Blue Angels get over \$35,000,000 of our taxpayer money each year for the Navy's recruiting arm.

In terms of fuel consumption, it takes around 1,200 gallons of jet fuel per hour for these shows. For each plane, that's: 7,200 gallons for their show each day. This does not include getting the planes to and from San Francisco.

I think it is worth noting this, especially in this day and age of our huge military budget, climate change, thoughtfulness of others traumatized by this extravaganza, and our love for our Bay environment. My 42-ft Cooper sloop, *Whisper*, under full Perkins-only power, can go an hour on one gallon of diesel.

Bob Brockob
Whisper, Cooper 42
Bay Area

Fleet Week makes me ill. What's the carbon footprint and nationalistic/militarist message here? This sullies our ears and sky and your journalism.

Dennis Bailey
Morro Bay



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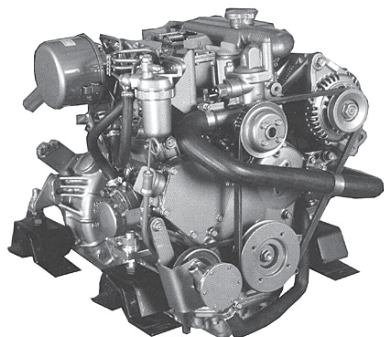
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Dennis — Fleet Week is one of the largest gatherings of boats of the year on San Francisco Bay, and will always be part of Latitude's beat, despite our mixed personal feelings about what lies beneath the veneer of the event.

Bob — We absolutely believe your thoughts are worth noting. Some of Latitude 38's staff agree with how you described Fleet Week: an ostentatious, costly display of armed force. There are members of our staff who have belonged to the Peace Navy and sailed in protest of Fleet Week, and the status quo being perpetuated by the American military-industrial complex.

There are also some Latitude staff who, when Fleet Week comes around each year, put on our American-flag shirts, crack a Budweiser, and cheer on the awesomeness that is a Blue Angels air show. We pile onto motorboats and bob in raucous flotillas, BBQing burgers and watching in awe — and screaming, "America, f@*k yeah!" — as jets, flying in tight formation, roar over the Bay at supersonic speeds. (The Blue Angels also hit that most potent of our emotions: nostalgia, because we grew up watching them, and because they remind us of our childhood, and "simpler" times.)

Some of our staff feel these conflicting ideas at the same time, rejecting and embracing the extravaganza.



JEFF BERMAN

A special thanks to Jeff Berman of the Tartan 4000 'Maverick', based in Alameda, for snapping these Fleet Week photos.

This year's Fleet Week felt especially garish in the wake of the United States' chaotic withdrawal to conclude a disastrous, 20-year war in Afghanistan. It was a failure of American policy on so many levels, but most of all, a failure of the notion that our safety and security could somehow be ensured by invading and occupying another country.

But jets! And planes doing tricks! And the glory of aviation, and the fantastic skill of the pilots! We at Latitude salute and celebrate the people serving in the military, and demand that the people who command that military stop failing so epically with foreign policy and wars.

The kid in us hopes for something ridiculously optimistic: Could the US military be turned into something like Starfleet Command, or some other benevolent entity of explorers? We look forward to the day in the flotilla when we're BBQing, drinking a Bud, and celebrating an entirely different ideal.

Have a story, thought, adventure or comment? Please email us at editorial@latitude38.com, and include your name, your boat's name, and its model and hailing port, or just tell us where you're from.

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LOOSE LIPS

It's time to confess. Which of our readers owns this dinghy? Kudos to you. There were a few consistent themes for this photo. Anti-theft: "Larry's camouflage technique was the envy of the West Coast. No thieves ever messed with Larry's dinghy." — Kelvin D. Meeks. Research: "It's a science experiment." — Ryan Foland. And the classic sailors' approach to problems — McGyver: "Duct tape and chewing gum... she still floats!" — @cyril_kollock. Our top ten and number-one favorite comments below.



CREDIT: @SAILORBERTI

"Don't worry, it'll buff out." — Larry De La Briandais.

"The origin of boating — primitive one-cell organisms combined to form the first rowboat." — Tod Beebe.

"Hey, everybody, the magic mushroom delivery boat is in!" — Bill Willcox.

"Washing his dinghy with acid was probably not the best idea Floyd ever had..." — Gary Green.

"I'm going sailing, I'll wash it tomorrow." — @ napahami.

"Costco will take it back." — @ craignbrown.

"Found this in the back of my fridge." — @ bkay83.

"She's a bonny boat and has worked just fine for near-on four score years. Why would I get rid of something that works fine?" — Maxwell Graham.

"Now, where did I put that Zodiac warranty?" — Ron Harben.

"Finally! Now the nonskid is perfect." — Steve Rienhart.


"Another couple of layers, and I think she'll make a good mooring." — Tony Spooner.

"I find the great thing in this world is not so much where we stand, as in what direction we are moving — we must sail sometimes with the wind and sometimes against it — but we must sail, and not drift, nor lie at anchor." — Oliver Wendell Holmes, Jr.




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SIGHTINGS

brady and blue, live and in person

"Sailing is a great filter," said Alex Blue at the start of a conversation about her and Brady Trautman's transition from the legendary YouTube juggernaut *SV Delos* to the creation of their new Northern California sailing school Cruisers Academy. Blue continued, "I feel like anyone I've met who's interested in sailing also loves the outdoors, and they're interested in learning more about the world and how to be more self-sufficient. A certain type of person is drawn to that, so everyone's always awesome."

Blue said the idea for a sailing school, and empowering people to get out on the water, had been brewing while she and Brady were still aboard *Delos* — but they had originally envisioned some kind of ocean voyaging school. "The plan was to teach people to sail across oceans," Brady said. "We had no plans to move to Tahoe and start a sailing school." But COVID made the couple take a detour. They spent many snowy days in their Tahoe condo developing a business plan and curriculum for what would become the Tahoe chapter of Cruisers Academy. They eventually built up a fleet of four Catalina 22s, and were teaching basic keelboat sailing.

But that dream of a bigger boat and blue water remained.

Brady and Blue had been hinting at a "special boat" that they'd had their eye on. They had a fortuitous connection with a passionate Bay Area sailor and craftsman named Justin, who'd spent more than a decade restoring the now-glistening 1980 Passport 42 *Lintika*, based in Sausalito.

continued on outside column of next sightings page

sailing books for

We received a diverse group of new books in 2021 that will provide great reading — and perhaps great gifts — for any sailor, from newbie to old salt. (Please note that some books came without a suggested retail price, so we're noting a ballpark figure based on a quick internet search.)

SURE — 40 Years of Sailing (Craig Brown, \$65) — In the past four-plus decades as a West Coast sailor, Craig Brown has seen it all — and participated in much of what he saw. As well as racing his own boats on the Bay (including the Ericson 35 *Rainbow* and Peterson 43 *Corsair*), he has sailed on many other people's boats, and with just about everybody who was 'somebody' in races ranging from local Bay and West Coast events to Transpacs. His recounting of *Merlin's* legendary 1987 Transpac victory is worth the price of admission alone: First-to-finish, with a mostly



Spread: Blue and Brady take a spin in the latest boat in the Cruiser Academy fleet, the Passport 42 'Lintika'. Top left: Brady, Blue and Sharki may be among sailing's most well-known 'celebrities'. Top right: Brady said that the humble Catalina 22 has helped him and Blue "fall in love with sailing all over again."

holiday gifts, part 2

amateur crew, over a crème-de-la-crème fleet of newer, faster sleds sailed by pros — even after having to retrieve a man overboard in mid-ocean! (Bill Lee announced to the press that the accomplishment "set sailing back 10 years.") A fabulous book by a fascinating guy, and the best firsthand source we know of for what many call the Golden Age of recreational sailing.

Plunge – One Woman's Pursuit of a Life Less Ordinary (Liesbet Collaert, \$16) —

This story begins in San Francisco, where the author, a young traveler from Belgium, arrives with one boyfriend and leaves with another. He sails and has the dream to go cruising. The book follows the trials and tribulations of their relationship and lifestyle, and is as much a story of Liesbet's personal journey as the ones they take on the boat. A nice touch are her 'thoughts

continued in middle column of next sightings page



blue and brady — continued

The couple took ownership of the boat in September, and have begun to realize their complete vision of teaching students how to live aboard a blue-water boat, and how to really cruise.

"*Lintika* will take us on once-in-a-lifetime adventures, act as a platform to continue our filmmaking, and teach many, many people how to live the sailing life," the couple said of *Lintika* on the Cruisers Academy Instagram. "Don't let her age fool you. Her previous owner has poured an unimaginable amount of love into upgrading her! Building upon her steady construction, he morphed her into a sexy, modern, ocean-crossing beast." Despite their global cruising, Blue and Brady are only now just beginning to discover sailing in Blue's birthplace, and their new backyard.

Born in San Francisco and raised in Petaluma, Blue did not grow up deeply rooted in sailing — though she said that she'd always been a "water baby." She found a love of photography in a high school darkroom, and got into videography. In 2016, Blue was traveling in South America when she was approached by a "gypsy pirate" to make a film about his adventures on the 52-ft catamaran *El Gitano del Mar*, which "bounced around all summer between Colombia and Panama."

Not long after, Blue met up with *Delos* in South Africa.

Brian Trautman left Microsoft, then his own business in Seattle, and bought the Amel 53 *Delos* more than a decade ago. Brian's brother Brady joined him for the Pacific Puddle Jump in 2010, and they sailed west without much of an itinerary. Now, more than 10 years, 70,000-plus miles, 200 videos and 753,000 followers later, their wildly popular YouTube channel *SV Delos* has essentially made the brothers sailing movie stars. Along with Karin Trautman and Alex Blue (among a cast of many), *Delos* has inspired thousands of people to discover the joys of sailing.

But *Delos* also became a full-time job, and the couple wanted to shift the rhythm of their life from the demands of weekly video blog installments and get closer to the people they'd been inspiring. "Our passion for filmmaking and traveling will never go away — we just needed a little bit of a break to rejuvenate ourselves because we did get a little burnt out," Brady said on the *Out The Gate Sailing* podcast. The couple happily gave up their V-berth for a condo. "There's something very, very special to us [about Tahoe], and the fact that we can sail in our own backyard," Blue said on *Out The Gate*. "Tahoe is 12 by 28 miles, so there's some decent room to move around. To me, it kind of feels like traveling without moving, because the whole environment just shifts around you. You go from this tropical mountain paradise in the summertime and sailing and floating the river, and then it just changes and you're snowboarding and you're skiing — it's two different worlds, but you don't have to move. It's a special place, for sure."

Blue commented on the shift from video production to in-person teaching, saying, "For me, it's really being able to personally meet the people and teach them directly instead of being on the other end of the screen. You can't be a sailor and not be in touch with Mother Nature. And I think that humbles a lot of people, and makes you slow down and think about the environment in the world more than most people — because you *have* to pay attention."

Brady said that he was always curious and inspired by the 'pirate's life', and the basic principles of crossing oceans by wind. "It endlessly fascinates me to be able to get from one place to another just by using the wind, and the fact that the routes we're taking now are the same ones that sailors have been traveling for hundreds and hundreds of years." Brady also said that simplifying his sailing has given him an unexpected and newfound appreciation for the sport and lifestyle. "Getting a Catalina 22 and teaching sailing has honestly made me and Blue fall in love with sailing all over again. A 53-ft boat crossing oceans with an autopilot is like driving a bus. But when you go out on a 22-footer with a tiller in 20 knots of wind, it becomes fun and intense."

Keep an eye out for Blue, Brady, and their dog Sharki on board *Lintika* as they cruise the Bay and beyond.

— john

the comforts of sitting with webb chiles

The tall man standing in the companionway of the ultralight Moore 24 had to be Webb Chiles.

The miniature sailboat — way too small to cross the Pacific, let alone circle the entire globe — indeed was *Gannet*, tied up alongside the customs dock in Apia, Samoa. It was the austral summer of 2014. My wife Pam and I had sailed into Apia a few days earlier from the uninhabited atoll Suvarow in the Cook Islands, and Webb Chiles had just arrived from Hawaii, on the beginning of his five-year, round-the-world journey in a Moore 24, a boat designed for racing through protected coastal waters and bays.

"Pam, that's Webb Chiles!" I whispered.

"He's going around the world in that tiny boat. Can you imagine that?"

"Really? Let's go say hello!"

"Oh no, he's famous — we can't bother him." I had no real excuse for not approaching him other than a severe attack of shyness. I'd read his books. I'd followed his progress of preparing *Gannet* for this impossible voyage. I admired his courage and apparent seamanship, and shared his philosophy. "The defining responsibility of the artist is to go beyond the edge of human experience and send back reports," he wrote on his blog, www.inthepresentsea.com. He was the first American sailor to singlehand around Cape Horn. As a young man, he'd undertaken an impressive series of improbable odysseys, including the longest open-boat voyage of all time — a near-circumnavigation in an 18-ft Drascombe Lugger — a boat apparently designed for picnicking on the Thames — which had no cabin to get out of the wind and spray and no ballast to keep her from capsizing.

How had he done it? Why had he done it? Was he even real?

We rowed our dinghy alongside *Gannet* and shouted, "Hello!" We introduced ourselves and described our plans to sail to New Zealand, and Webb invited us aboard for a look around. Completely spartan, *Gannet* was indeed a fast sailing vessel, with no headroom to stand and no adornments — the opposite of our Crealock 37 *Pamela* with its lavish teak interior, ice in the freezer, watermaker, and all the comforts of home. Webb described his trip from Hawaii to Apia on the Moore 24, and how he was unsure whether she was a sailboat or a submarine. We conversed a while and found him thoroughly delightful and genuine.

A little farther down the line, we met Webb and *Gannet* in the Vava'u islands of Tonga. He came aboard *Pamela*, and we enjoyed sundowners and Pam's fine cooking. Described by some as a great talker, Webb was actually a great listener, and encouraged us to tell our tales rather than regaling us with his.

I shifted uneasily in my seat and explained that sitting was a bit painful, for my cockpit cushion had gone overboard, and saltwater sores were sprouting on my backside. The next day, Webb rowed over from *Gannet* and presented me with a seat cushion! Now, it was an old, worn-out "type IV PFD" cushion, but I was struck by his generosity. What superfluous objects did he have aboard tiny *Gannet* that he could afford to give away? Nothing, in fact. But he gave up this cushion. And, quite literally he saved my a**, for that cushion helped me endure the salt blisters.

And I still have that cushion. These days, when my family is sailing with me on *Pamela*, we'll routinely refer to it as "the Webb Chiles," as in "Pass me the Webb Chiles, please, I'm on the low side and it's my turn to sit."

We found *Gannet* later in Opuia, New Zealand, but Webb had flown back to the US for a break in his circumnavigation, and the little boat floated silently on her mooring, awaiting his return. And a few years later, long after I'd sailed *Pamela* back home to San Francisco, I followed the news of Webb trucking *Gannet* by land across the Panama isthmus, for she was

continued on outside column of next sightings page

sailing book reviews

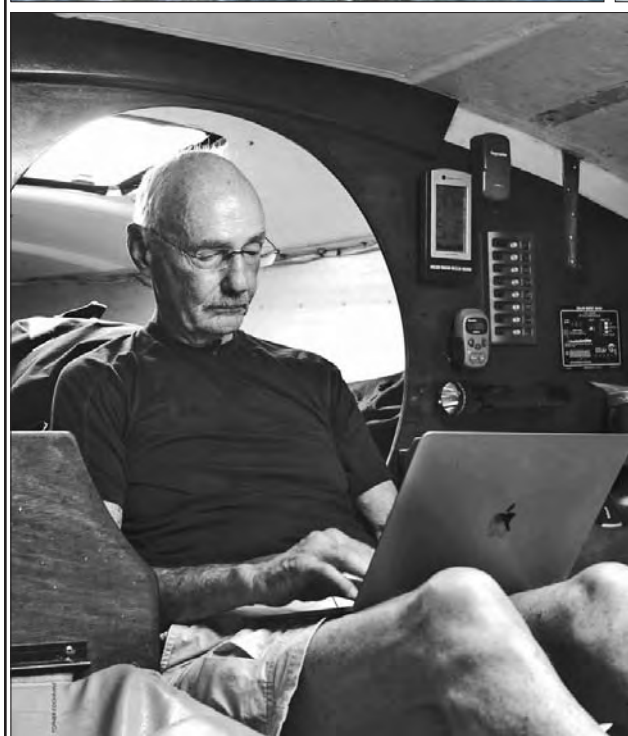
between the lines', rendered in italics, that take the reader into what she's thinking while she's saying something else out loud.

Farewell Mr. Puffin (Paul Heiney, \$18)

— This book was a surprise from the minute we first opened it. We thought the title probably referred to a boat named *Mr. Puffin* and this would be a journey of acquisition and restoration. (That's what we get for — literally — judging a book by its cover.) The reality is that the author is referring to the cute 'cheeky' bird that is the puffin, which used to populate the high latitudes, but now is all but gone. One reason, Heiney finds out



Webb Chiles, some years ago, in Newport, Rhode Island.



— continued

to his horror, is that people in places like the Faroe Islands — where he has sailed to from England aboard his trusty *Wild Song* — eat them.

A Scandinavian cookbook confirms that "puffin is best roasted and served with a Waldorf salad." While this subject matter might not sound like much of a sea story, Heiney's skill at writing (he is a well-known writer and broadcaster in Great Britain) and sense of humor make this book an absolute delight from cover to cover.

Highly recommended — and it does have a hopeful ending.

continued in middle column of next sightings page

webb chiles — continued

pronounced too small by the authorities to allow her to transit the Panama Canal. It was yet another challenge in his illustrious career. A few months later, Webb sailed into San Diego, thus completing his sixth solo circumnavigation in an impossibly small boat.

I won't forget Webb, his independent spirit, and his kind generosity. I'm sitting on that old seat cushion right now as I write this on my third solo voyage from Hawaii to San Francisco. The cushion is faded, frayed, and mildewed, with its seams split and the internal packing coming out the worn-out corners. I suppose I've sat and meditated on it for more than 25,000 sea miles and 300 days and nights at sea! And each time I sit myself down on it, I remember Webb.

— dennis maggard

Readers — Webb Chiles recently dropped us a line telling us about his next sailing adventure with Gannet. Check January's Letters for details.



CHARLES MASON



DENNIS MAGGARD



DENNIS MAGGARD

Clockwise from top left: Webb Chiles completed his fifth singlehanded circumnavigation aboard the 37-ft Heritage 'Hawke of Tuonela' in the early '90s; Chiles on the 18-ft Drascombe Lugger 'Chidiack Tichborne' in 1979; the author, Dennis Maggard (left) and Chiles sit and have a laugh in Apia, Samoa, in 2014; Chiles in San Diego in 2019 on the Moore 24 'Gannet' upon the completion of his sixth singlehanded circumnavigation; Chiles waves goodbye from 'Gannet', giving some sense of just how small 24 feet really is; Chiles sitting in 'Gannet's' "Great Cabin."



ALL PHOTOS COURTESY OF WEBB CHILES UNLESS OTHERWISE NOTED

a dustup with the coast guard

After clearing back into the US following a number of months cruising the northwest Caribbean with numerous ports of call, my sailing companion Mary and I were sailing from Key West in moderate seas, and we were making good time toward Miami. We were sailing just far enough off the Keys barrier reef to benefit from the favorable Florida Current, knowing it would soon join the Antilles Current to form the Gulf Stream, carrying us even faster to Miami.

It was around 0200 hours, and Mary was off-watch, sleeping. I had been monitoring what appeared to be a weak and intermittent radar target behind us that seemed to be drawing closer, but I couldn't see any lights, or the source of the target. When below at the nav station for a few minutes updating the log, I was startled to have a very bright light suddenly appear on us. Running dark in a RIB, a Coast Guard crew had snuck up on us to board for a "safety inspection." And in South Florida, we all know what that was really about.

Soon, with Mary waking up from a slumber and looking a bit confused, three armed and very young and inexperienced-looking Coast Guard personnel were on board and asking questions. After assuring them we had no firearms aboard, we proceeded with an inspection of our documents and safety gear, which, of course, was immediately followed by a thorough inspection of all the lockers and bilge areas.

We had just spent a lot of time in remote areas in the northwest Caribbean. Mary, who was in charge of food and provisions, had become quite proficient at baking bread with the limited facilities on board. So while in the Rio Dulce in Guatemala, we visited the local markets and stocked up with enough whole wheat and white flour to last a while. Originally packaged in a couple of large paper bags, we eventually repackaged everything in one-gallon plastic baggies for longer-term storage.

While repackaging the flour, I couldn't help but flashback to a classic movie Mary had rented a number of months before, *The French Connection*. There were some scenes in the movie of the authorities finding bricks of dope stashed in drug-running cars. The white and brown bricks we had piled up on the salon table and neatly stacked under the port quarter berth sure looked a lot the same. I mentioned to Mary, "You know, we're headed back to Key West in a few months and there is a chance we'll be inspected. Do you think maybe we should do something like label the bags as flour?" Mary insisted I was being silly and paranoid, and that would-be authorities would think nothing of the bags.

After a friendly but somewhat spirited discussion about the matter (and not settling in complete agreement), I insisted that we pull all the bags back out from under the port quarter berth and at least label them as flour.

Now, as I led the Coast Guard inspector through all of *Cheyenne's* storage areas, I saved the port quarter berth for last. By this time, Mary was wide awake. We were discreetly eyeing each other, well aware that, once I opened the port quarter-berth locker, we would soon have a resolution of our spirited discussion back in Guatemala.

As I led the chief inspectors around the various storage lockers, to keep things relaxed (and to no doubt help her case), Mary chatted up the two young male personnel standing guard, who understandably seemed a bit smitten with her. As we worked our way toward the port quarter-berth locker, Mary was talking about her role as the chef and the different types of bread she had been baking. She was also sneaking me looks, suggesting that if the Coast Guard didn't get overly excited when I opened the locker and they saw the neatly stacked white and brown bricks, then her view during our spirited discussion had been right, and I'd probably never hear the end of it. Meanwhile, I resolved to open the locker nice and slowly and keep my hands in full view without any sudden motions, just in case these well-armed youngsters had a tendency to overreact.

With nowhere else left to inspect, I carefully opened the port quarter-berth locker and exposed the meticulously stacked bricks in full view of the inspector's searchlight. I casually mentioned it was the flour Mary used for baking, and after pausing a few seconds, I closed the locker back up.

continued on outside column of next sightings page

sailing book reviews

Vencedor (Charles Axel Poekel Jr., \$28)
— The subtitle of this book offers a glimpse of the intrigue inside: *The Story of a Great Yacht and an Unsung Hero in the Golden Age of Yachting*. *Vencedor* was a 65-ft gaff sloop built in Racine, Wisconsin, and launched in 1896 — the American entry in a challenge offered by a Canadian yachting syndicate. Although the Canadians won that event, *Vencedor* didn't lose many bouts afterward, either in the Great Lakes or on the East Coast. The intrigue of the boat was just who designed her. The great Na-



— continued

thaniel Herreshoff's signature appears on most of her drawings, but many accounts at the time attribute her lines to Thorvald Schougaard Poekel, one of Captain Nat's draftsmen, and the author's great grandfather. This extensively researched book goes far to make just that case, with hints that the elder Poekel may have also had more than passing participation in other Herreshoff designs, including America's Cup defenders. That initial race that *Vencedor* lost became the Canada's Cup, which is raced

continued in middle column of next sightings page

coast guard — continued

To my surprise (and I admit, disappointment), the inspector said nothing about the wrapped bricks of powder. He just said, "Alright, let's finish the paperwork so they can be on their way." Mary shot me a serious smirk, and I wondered if I would ever hear the end of this.

After sitting at the salon table a few minutes filling out the report — with Mary subtly gloating — the chief inspector looked back at me and said, "You know, maybe we better have another look in that last locker." While trying to maintain a calm and cool exterior, I was secretly thinking, "Thank goodness," and doing imaginary, celebratory fist pumps. I calmly reopened the locker and the inspector retrieved and placed some sample bricks on the salon table for further inspection. Fortunately, no weapons had been drawn, and all remained peaceful. But Mary's gloating was no longer

continued on outside column of next sightings page



Spread: Jim Fryer's 'Cheyenne' found her way to the Tuamotus in August. Above: That's Jim at the bow on 'Cheyenne' arriving in Miami in 2013, the day after his little 'dustup' with the Coast Guard the night before. Left: That's the mysterious Mary, also photographed shortly after the Coast Guard boarded 'Cheyenne'.

dustup with the cg — continued

evident, and I found it difficult to conceal mine.

As the inspection of the suspicious material proceeded, I again flashed back to *The French Connection*, and wondered if the chief inspector would make use of drug-test equipment similar to the classic scene in the movie. The Coast Guard inspector poked, prodded, and smelled the suspicious substances. The other personnel then took their turns doing the same poking, prodding and smelling. Mary encouraged them to just taste it, but they refused, saying for all they knew it could be poison. To my surprise, and disappointment, no drug testing kit ever materialized.

After this went on for a while, and with Mary and I clearly enjoying the entertainment of it all rather than exhibiting signs of nervousness, the chief inspector finally said, "Well it's probably OK." He then finished up the paperwork, called back the RIB, and off they went.

While we had a few laughs over what had occurred, fortunately, the credibility of my intuition as master of the ship remained intact.

— james fryer

Readers — For more stories about Coast Guard boardings, please check out Letters in the October and November issues of Latitude 38.

building something in port san luis

Despite California's almost 3,500 miles of coastline, there are surprisingly few harbors and ports, or places to launch a sailboat. Infrastructure that existed in the past has been abandoned or fallen into disrepair. California's rugged geography doesn't help, making much of the coast inaccessible. Alternatively, the high-density, highly developed stretches of coast sometimes leave a surprising lack of boating access for California's population of almost 40 million people.

It is against this backdrop that local sailors take the initiative to work within their communities to provide boat-accessible facilities. For the past four-plus years, Doug Morris, an architect and active member of California's Mercury fleet, has been lobbying his local officials to upgrade the sailing facilities in Port San Luis and Avila Beach, near the city of San Luis Obispo. A proposal is on the table for a new sailboat-hoist-and-launch facility, including an accessible gangway and staging dock, which would be part of a larger project to revitalize one of those pieces of California's shore that has fallen into disrepair.

Set against the backdrop of Central California's mountain ranges, and just around the corner from Morro Bay, Port San Luis is a stubby headland, forming a crescent in which big, empty beaches and a campground are nestled. A jetty, which is built around an island, forms the semi-protected San Luis Obispo Bay, where three piers are nestled in its waters; Avila Beach lies at the south end of the bay.

Doug says that the proposed facilities will offer access to three different wind levels, from light and medium in the bay, to up to 15-plus knots in the open ocean. In his proposal to the city government, Doug stressed that San Luis Obispo Bay's unique geography — including minimal currents — would ensure that a municipal sailing facility would benefit people of all ages, as well as people with disabilities.

Doug has been communicating with numerous sailing associations, including his own Mercury Class, as well as the San Luis and Morro Bay yacht clubs, in efforts to gain support for the proposed facilities.

In May, the Port San Luis Harbor District released the Harford Pier site plan. (Port Harford Pier sits at the north end of the Bay; the proposed staging dock would be located behind the pier.) The hoist and launch facility would be part of a plan that would include a variety of public-use areas, such as improved commercial fishing facilities, restaurants, etc.

The plan said that the "Harford Pier is at a transition point," describing some buildings as having "numerous problems," and making it "an ideal time to reassess the space and amenities on the pier, and provide a future

continued on outside column of next sightings page

sailing book reviews

to this day. *Vencedor* herself was lost after being driven onto a reef during a gale on Lake Michigan in 1911.

Adventures Off the Beaten Path (Terry J. Kotas, \$18.95) — This is the third cruising book by Kotas. All three are fictionalized accounts of real events, which, says the author, "gives me a little more leeway with characters and events and provides for a faster pace to the stories. The major events are real, but characters are often a composite of different people I have known or met along the way." It might be an unusual approach, but it works pretty well; the book is an easy, entertaining read about their cruise to the Galapagos and Gambier Islands. The 'real' Terry and wife Heidi, originally from Gig Harbor, are currently cruising the Sea of Cortez on their *Fantasia 35*.

A River in Borneo (Richard Woodman, \$28) — Woodman is a fabulous storyteller. We were first introduced to his craft with his series of 14 Captain Nathaniel Drink-



— continued

water novels (set in the same time as the famed Patrick O'Brian books, and every bit as good a read). In this one, British Lieutenant Charles Kirton makes an extraordinary discovery in the wilds of Borneo in the mid-1960s that flashes back a century to reveal what led to that moment. That's all we're going to tell you, except that it's well worth the read to find out the rest of the story.

To Sea at Sixty (Lynette du Preez, \$15) — Planning for eventual post-retirement cruising, this South African author and her husband order a new but unfinished Dean 365 catamaran (which is built in South Africa) and set about completing the boat in their front yard. As the title suggests, they were both in their 60s when their circumnavigation — with limited sailing skills — began in March 1998. They returned as seasoned cruisers in 2001. Du Preez's style is easy to read, and we definitely mean it as a compliment to say it reminded us of Lin Pardey's easy, engaging style.

— jr

building — continued

vision to guide those projects." But the plan also noted that "the character of the Harford Pier, as it exists, was important to most users. People liked the working character of the pier and the low-key atmosphere. Many appreciated its differences with and distance from the Avila Pier. Users of the Harford Pier seemed to particularly appreciate the ability to view wildlife from it." The report said the takeaway was that people wanted to let each pier remain geared to their respective audiences, and retain their individual characteristics. (The Cal Poly Pier, which lies between the Harford and Avila Piers, is a marine research facility.)

Thank you, Doug, for all your hard work. If you'd like to help, Doug asks that you voice your support for the small Sailboat Hoist Launch Facility by emailing Port Commissioner Bob Vessely: bobv@portsanluis.com. To reach out to Doug Morris; his email is peach387@aol.com.

—latitude

come aboard, please. no, really!

Goose Gossman was doing a solo delivery aboard Grace, his 25-ft Nimble pilothouse electric auxiliary motorsailer, from Benicia to Loch Lomond, when the anchor slipped loose, and questions about coming to a sailor's aid, and liability, came to the fore.

I was halfway up San Pablo Bay on the edge of the shipping channel, motorsailing with the mainsail at 4 knots in 15 to 20 knots of wind,

continued on outside column of next sightings page



GOOGLE EARTH



Spread: San Luis Obispo Bay looks like a pretty sweet sailing venue from Avila Beach. Top left: The current staging dock at Harford Pier is nearly 200 feet away from the hoist. Doug Morris said it takes about 40 minutes to get a boat in and out of the water, whereas the new proposed hoist and staging dock would take just five. Second from right: The three piers of San Luis Obispo Bay, from right: Harford Pier, Cal Poly Pier, Avila Beach Pier. Right: The man with the plan, Doug Morris, on the Harford Pier.

ALL PHOTOS COURTESY DOUG MORRIS UNLESS OTHERWISE NOTED

SIGHTINGS

come aboard — continued

and 2-to 3-foot chop from wind waves and a diminishing ebb — fairly moderate conditions from what I've experienced many times on San Pablo Bay. Suddenly, the boat spun around and stopped. I thought I must have hit or snagged something.

When I saw the anchor line, I knew what had happened. Crap. Regretfully, I hadn't checked the line securing it, and it must have come loose. With the current swirling and the wind veering, the boat would not stay head to wind long enough for me to safely drop the main while avoiding the swinging boom, let alone raise the anchor. Even slow ahead on autopilot didn't work. The boat was bouncing around, tacking and swinging wildly, even jibing several times with the boom catching the backstay. Not good. It was now blowing 20-25, and the boat was lurching and flopping like a rag doll.

It left bruises, and second thoughts about singlehanded so much.

I thought the anchor was holding, but since I was in the shipping lane, I advised the Coast Guard on VHF before doing anything else. Assessing the situation, I realized that I could not safely lower the mainsail or raise the anchor alone. I requested assistance from Vessel Assist and then, without a reply, I asked the Coast Guard. After initial contact on channel 16, they called me on my cellphone, suggesting that I just wait until the wind died down. No, I was in a shipping channel, in San Pablo Bay, and the wind

continued on outside column of next sightings page

short

The **Clipper Race** has announced that the circumnavigation aborted due to COVID in March 2020 will resume in March 2022, departing from the Philippines and arriving in Seattle in April. The 11 Clipper 70s had raced more than 20,000 miles from their start in London in 2019. For the latest, see www.clipperroundtheworld.com.

On October 26, World Sailing officially kick-started their campaign for sailing to be reinstated at the **Paralympic Games** in Los Angeles in 2028. By 2023, World Sailing aims to increase worldwide participation to 45 nations on six continents; increase youth participation (below the age of 30) to 20% of total athletes; and grow the number of female participants to 30%. "World Sailing believes it is important to broaden the range of physical, sensory and intellectual disability types that participate in sailing," says the press release.

SailGP has put early-bird tickets for the



Some scenes of Jim 'Goose' Gossman's 'Grace' — and the Coast Guard boarding her — from calmer, non-emergency, non-anchor-weigh days. Clockwise from top left: Captain 'Goose'; the Coast Guard had recently boarded Gossman's Nimble 25 'Grace' for routine safety inspections; 'Grace' on a calm day in San Rafael Bay; a Coast Guard RIB; most people don't think about all of the things that can go wrong with the anchor, until something goes wrong.

sightings

second season's final event in San Francisco on March 26-27 up for sale. The \$1 million prize will be awarded in the City by the Bay at the conclusion of the weekend of racing. For info and tickets, see www.sailgp.com.

Alameda sailor **Rich Jepsen** has now taken the helm as the new president of US Sailing. Another well-known Bay Area sailor, Stan Honey, has joined the board of directors. Read all about it in November 17's *Lectronic Latitude* at www.latitude38.com.

On November 16, Emirates Team New Zealand and the New Zealand Royal Yacht Squadron announced that they won't announce the venue of **America's Cup 37** until March 2022. They did release the Protocol. Read more at www.americascup.com, or for a more succinct explanation, check out Mark Reid's report in November 19's *Lectronic Latitude*.

— chris



come aboard, please — continued

probably wouldn't be shutting down.

I needed help for a couple of minutes to hold the boat head to wind, to drop the main, and drive up on the anchor. Relenting, they dispatched a RIB, which contacted me on channel 22. Good thing I had two VHF's, and a cellphone! When they arrived about a half hour later, I told the RIB's captain that, in order to quickly and safely resolve the situation, I needed to have one man on my boat for a few minutes to hold us head to wind so that I could drop the mainsail, then drive up on the anchor to free it. Shockingly, he said he couldn't do what I asked. I got an absurd list of "protocols" about liabilities that have hamstrung the Coast Guard from doing what you'd think was among their primary duties. I was flabbergasted that this wasn't one of them. I needed help, and they had my permission to come aboard.

Nothing personal to any of the individual officers, but my utter disdain for whoever has implemented these "protocols" has left me angrier than I have ever been. I don't want to feel this way, but as a very active waterman for over 60 years (and an ex-lifeguard, water-safety instructor, and 50-ton Master), I have seen the sad degradation of this service. Knowing that some learning should occur from this incident, I am relating what happened.

Why couldn't the Coast Guard put one man aboard my boat for a couple of minutes to easily control the situation? They had no problem last year boarding me to do a random safety inspection! After repeated pleas for "one man for a couple minutes," the captain of the RIB (with four men aboard) called his supervisor, who refused to let anyone board my boat. Did I have to sustain an injury before they would do something? Realizing that was the case, and that they were not going to help, I proceeded to get the main down during a small lull, while they watched me struggle. I even got a "Nice job" from one of the audience. They suggested that I cut the rode, but I wasn't willing to do that yet.

I got a boat hook and attempted to get the rode amidships, where I could drive and pull the anchor up through the pilothouse window. It almost worked, but there is no midship cleat, so when the boat swung, I couldn't hold it. Seeing my resolve, the RIB captain then offered to side-tie and hold me head to wind. Finally, a little help. More dangerous than simply lending a hand, but I'd take it. They pulled alongside, I quickly hauled the anchor, and the drama was over. It took over an hour to get the five minutes of help I needed. This didn't feel right. It was a holiday weekend, and you know there were patrols out there.

With the tide and wind against me now, I returned to Benicia. I received a phone call from the Coast Guard, checking to see if I was OK. Yes, I was fine, but pissed off. I politely asked him what the problem was with helping me. He said that none of them have any training in sailing and anchoring. Are you kidding me?

A few years ago there was a capsize at an event I was coordinating, and the Coast Guard was called by the committee boat. They approached the scene at high speed, throwing a big wake, which added to the damage. When I approached them to explain the situation, they asked that I stand back. Rather than allow me to pull the capsized boat away from danger, they declared it a salvage operation and called for a commercial tow while the poor sailboat was destroyed in the committee boat's props. "Liability" seems to be the keyword that has paralyzed situations where "common sense" should prevail.

I did have a good Coast Guard experience a few years ago when the carbon fiber mast on a 39-ft trimaran exploded off of Angel Island. They responded quickly, and put two men aboard to help lash the spar to the ama so that we could safely motor back to port. Why was my situation different?

I always believed that mariners coming to the aid of other mariners was a respected tradition, but it appears that the currently operational rules for the Coast Guard limit their ability to come to our aid. Should I have called for help? What would you do?

— jim 'goose' gossman

BAJA HA-HA XXVII FLEET

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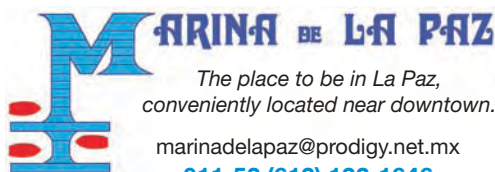


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Latitude 38 and the Baja Ha-Ha
would like to thank all participants and
sponsors for making 2021 another
spectacular year for sailing South.
The dream is kept alive by those who
have sailed before and made possible
by the people and organizations who
support this cruise of a lifetime.

You won't hear from the Baja
Ha-Ha again until spring 2022
when we get ready to open entries
for the 28th running of this
annual cruising rally.

Registration for 2022 will open
in early May and departure South
will be in early November.

To keep in touch with
announcements follow 'Lectronic
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BAJA HA-HA XXVII —

The Baja Ha-Ha cruisers rally returned to tropical Mexico for the 27th time with a vengeance of pleasure in early November, after a year's absence due to COVID concerns. More than 525 sailors aboard 134 boats took part.

"Three years ago today we were staying ashore in Cabo and struck up a conversation with some people who had just finished the Ha-Ha," explained David and Melody Peery of the Marina del Rey-based Lagoon 40 *Land for Sail*. "We'd never sailed before and naturally didn't have a boat, but we got so excited about the Ha-Ha that we learned to sail and bought a catamaran. Now we've sailed to Cabo with four of our dear friends. What an epic adventure!"

This year's overall sailing conditions for the 750-mile course from San Diego to Cabo San Lucas were the best in recent memory. Pat Williams, crew on the Ericson 38 *Peregrine Spirit*, said this was the most he's flown a chute on the eight Ha-Ha's he's done. And if Myron Eisenzimmer of the San Geronimo-based Swan 44 *Mykonos* had known the wind was going to be this good for his and his wife Marina's 12th Ha-Ha, he might not have dropped a bundle on a new engine so soon.

Fifty-one boats sailed the entire first leg, nine sailed all of the second leg, and 27 sailed the entire last leg. The seven 'Soul Sailors' who sailed all of all three legs were: Elliot James with the Tiburon-based Mancebo 31 *Bloom County*; Robert Day of Newport Beach with the X Yachts AP44 *Day Dreams* on his fourth Ha-Ha; Andrew and Laura Park of Lake Oswego on the Jeanneau SO 440 *Ever After*; Scott Sibbald and Joanne Pilkington of Carson City on their Bavaria 46 *Fundango*; Sandra and Lawrence Blanchette of Walnut Creek on their Catalina 42 *Lady Kate*; Naomi

Neville and Jeff Rothermel of Manhattan Beach, who did the Ha-Ha 17 years ago with their Aerodyne 38 *Wilderness*, and did it this year with their two daughters; and Assistant Poobah Patsy Verhoeven of La Paz on her Gulfstar 50 *Talion*, who has sailed every leg of all 15 Ha-Ha's she's done.

A near-record 194 boats had actually signed up for the event. In relative and absolute terms, the 60 no-shows were also a record, doubling the normal DNS percentage. There were many reasons. Powerful southerlies along the Oregon and Washington coasts blocked boats that didn't come south early enough. Supply chain issues prevented some boats from getting critical boat parts in time. The classic 56-ft Herreshoff wood schooner *Corahleen* was badly damaged after encountering a wing dam trying to depart the Columbia River. There were also the traditional problems with last-minute crew cancellations, and most unfortunately, serious personal or family health issues.

Among the 134 boats that did start, there was tremendous diversity. At the smaller end of the fleet were the 60-year-old Triton 29 *Oscar* that San Diego owner Ray Scott had purchased in the 1970s, and Elliot James' revived 30-ft custom Mancebo ultralight *Bloom County*. Mid-size boats were dominated by the likes of Catalinas, Hunters, Beneteaus and Jeanneaus, and there were no fewer than seven luxury Hylas models at the upper end of the scale.

The 13 multihulls ranged in size from two Gemini 34 cats to speedsters such as Jason and Candice Deal's San Anselmo-based Crowther 47 *Deguello*, multihull legend Lock Crowther's last boat, and Kevin and Katie Millet's Kauai-based custom 50-ft cat *Kalewa*, on her fourth Ha-Ha.

The difference between a race and a rally is that rally starts are relaxing.



LATITUDE / JOHN



LATITUDE / JOHN
PHOTOS GRAND POOBAH EXCEPT WHERE NOTED

Twenty-six of the boats sailed in 'white sails' divisions, while 105 sailed with spinnakers. Some of the latter group, such as Elliot Schlegelmilch and Margot McKirdy's Bavaria 38 *Favignana*, flew a spinnaker for the first time ever. Thanks to the spinnaker, they ended up sailing the entire way. "Motoring makes us grumpy," they explained.

Twenty-seven-year-old Zak Crawford of the Marina del Rey-based Newport 41 *Bambu* was the youngest owner/skipper, and there were several others under 35. There were 17 kids under the age of 16, including two who were just 18 months old, one with a 3-year-old brother.

Beyond the sailing, there were eight major social events that Ha-Ha'ers could participate in as little or as much as they wanted. These included the Latitude 38 Crew List Party at the Bay Model in Sausalito, followed by the traditional Halloween Last Cheeseburger in Paradise Kick-Off and Costume Party in the semi-bucolic parking lot of the West Marine Super Store in San Diego,

A ROLICKING RETURN



AVOCET



LATITUDE / CHRIS



LATITUDE / JOHN



TOM BOSSINGER

Clockwise from top left: Kevin and Katie Millet's Kauai-based 'Kalewa' led the fleet with their hot pink chute on her fourth Ha-Ha; this whale was spotted by Jacob Ohana with the photo taken by Yogev Marziano aboard 'Avocet'; Howard Elfant trims the kite on 'Shenanigans', with Lance and Amy Lindsay's Panda 38 'Lorien' in the background; Larry and Donna Davis and the crew of 'Nereid'; Steve and Stephanie Stroub at the start aboard 'Christina'; Elliott James and 'Bloom County' were among the 'Soul Sailors' who sailed the whole way there; Bill and Sally Andrew's 'Second Verse' was looking smart the whole way south; Rick Alvarez and the crew of 'Cloudbreak'. Center: Flat water, warm, gentle breezes and stunning backdrops make the Ha-Ha a hard-to-beat experience.

where more than 700 people showed up, including sponsors plus participants past, current and/or future. Even Bruce Nelson, codesigner of some of the finest yachts in the world, was spotted in the burger line. Cool.

The official start parade was hosted by West Coast Multihulls aboard their Bali 4.3 for the sunny, noisy send-off to the 360-mile first leg to Turtle Bay, the 240-mile second leg to Bahia Santa Maria, and the 175-mile third leg to Cabo San Lucas.

The first leg is typically a spinnaker reach the first afternoon in a moderate southeasterly, with the wind fizzling at night. Not this year, as the wind blew out of the northwest in the high teens and low 20s all afternoon and through

the night. One boat recorded a gust of 34 knots.

The northwesterly swell was sloppy and grew to as much as 10 feet, making the first night unpleasant for less experienced sailors and also just as hard on some boats. Bryan Martin's Santa Cruz-based Corsair 36 tri, K2, which he'd just bought and had shipped out from the East Coast, suffered a rudder case failure. Luckily he was able to jury-rig a steering system that involved running a line from the tiller to an ama to the rudder, and made it all the way to Cabo without assistance.

Nashun Robinson and Jennifer Kobow's Oceanis 41 *Sirena* had

bolts on the mast-mounted worm drive reefing system come out and had to anchor the first night. "It wasn't fun," said Nashun, "but it was good to test ourselves."

Some of the most experienced sailors on boats with the finest pedigrees had issues on the first leg. Steve Stroub of the Tiburon-based Morris 486 *Christina* has done countless offshore races on his various high-performance boats, but while doublehanding with his wife, Stephanie, suffered a "slam jibe" in 27 knots in the middle of the first night. It blew out the main traveler and destroyed two stanchions.

Wear and tear had the gooseneck "hanging by a thread" on Scott Culver and Suzie Edwards' Jeanneau 46 *Landfall*. Scott, who drives tugs out of Hawaii for a living, fashioned a "soft gooseneck" with Spectra that allowed them to keep sailing.

Potentially the most serious problem was an alternator that burst into flames on one of the engines on Matt and Tricia Daniel's Seattle-based Outremer 42 *Tumbleweed*. Fire is among the greatest dangers at sea, and while Matt was able to extinguish it with a couple of extinguishers and buckets of seawater, he apparently fell onto the engine in the process, and smashed his nose and bloodied his face. They were able to continue on to Cabo.

Sean Kolk and Kate Schnipper of the Benicia-based Catalina 36 *Petrichor* had their autopilot fail on the first leg and had to hand-steer the entire 750 miles. That's no fun. Then their electric windlass failed. When their Windex failed, they sent a brave crew member aloft to fix it. While under sail.

"We learned so much from being tested on the first two nights," reported Rick Alvarez of the Los Alamitos-based Hylas 42 *Cloudbreak*. He wasn't alone in that sentiment.

The second day and night of the first leg were more pleasant, as even though the wind continued to blow in the

Kurtis and Kay Nelson lead the fleet aboard the Hunter Passage 42 'Oasis'.



GRAND POOBAH

BAJA HA-HA XXVII —

mid-teens and even the low 20s, the longer-period swell dropped a bit and cleaned itself up.

As in every Ha-Ha, the challenge is sailing southeast in what's almost always a northwesterly. That means trying to sail as deep as possible with decent speed, be it by sailing wing-on-wing, doing a lot of jibing, or sailing long offshore boards followed by long inshore boards. It's not always easy for each boat to find what works best for them.

One of the better solutions was inherent in the Amel Maramu 53s such as Steve and Liz Davis' Honolulu-based *Aloha*. They have twin headsails that simultaneously wing out on poles. The couple reports that it was a fast, comfortable and effective sail plan. No risk of a spinnaker wrap either.

It's always good to finish a leg strong, but that wasn't possible for James and Sandra Hirsch's Oceanis 38 *Verano* from Santa Barbara. They snagged one of the countless double lobster traps just to the south of Cedros Island, so they had to sail the last 45 miles to make sure they didn't get the lines fouled in their prop. Dragging a double lobster trap is not a go-fast configuration.

The fishing was decent right from the start, as one boat reported landing a tuna just miles across the starting line. Then there was Steve Skolnick and his two crew on his new Sonoma-based Leopard 58 cat *Wine N Down*. They landed 65 fish on the first leg. Unfortunately, 64 were skipjack, generally considered inedible, and thus thrown back. They would get a lot of keepers on the second and third legs.

The fleet experienced the normal abrupt change of weather at the south tip of Cedros Island, which is about 50 miles north of Turtle Bay. The southern tip of Cedros is sort of what Point Conception is to California. The swell usually drops in the lee of the 4,000-ft-tall island, but even more importantly, the sun usually comes out to stay and the mercury rises.

Turtle Bay is now drowning in baseball supplies.



GRAND POOBAH

The temps came up and the humidity fell so much that while setting the hook in Turtle Bay, the Grand Poobah collapsed with a faceplant thud on the cockpit sole of *Profligate*. Fortunately, several of the 10 *Profligate* crew are EMTs, and he checked out fine. The cause of the collapse was probably a trifecta of dehydration, getting up too quickly while under the influence of blood pressure medicine, and a Chris Hunt cocktail that was probably about 110% vodka and minus 10% ice and mixer.

It was wonderful to be back in funky Turtle Bay and mix with such friendly locals — all of whom were wearing masks, even when outdoors or operating pangas. Some restaurants and snack stands, such as they are in this small fishing village, were set up near the foot of the pier, giving Ha-Ha'ers a place to put up their feet and catch their breath — and engage in the most popular Ha-Ha activity; making new cruising friends by the dozen. The beach was also the site of Paul Kamen's popular basic class in celestial navigation.

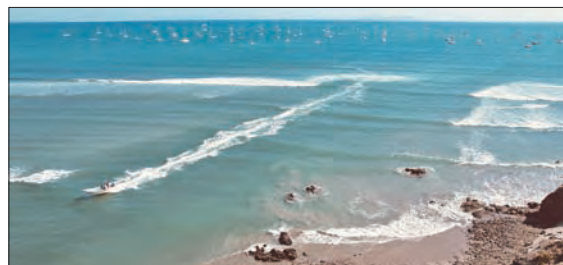
There was a very busy VHF net the next morning for roll call, info, and repairs. No matter if it was a problem with an engine, generator, sail, electronics, windlasses, outboard, SSB or other boat part or system, someone almost always had a part or advice, and in many cases came over to help with a hands-on fix. Ullman Sails set up a loft on the bow of *Profligate* to repair sails.

On *Profligate* alone, we got a Honda portable genset repaired, our windlass going again thanks to a loaned replacement circuit breaker from a member of the fleet, and a new dinghy fuel tank and hose from yet another member of the fleet. Sailors helping other sailors is what the Ha-Ha is all about, as even the most reliable gear sometimes fails.

The annual Cruisers versus Kids baseball game was a blast, with batters from 18 months to close to 80 years stepping up to the plate. Women and children were always 'safe', of course, there were no strikeouts, and the pitches came every 15 seconds.

The game was blessed by the arrival of Maribel Collins, the director of Tourism and Development for all of Baja California Sur, who made the long journey just to welcome the Ha-Ha fleet. Gregarious as befits a tourism official, Maribel took her turn at bat. Without spikes, she slid out rounding the bases. Ten folks rushed to pick her up, but she had a big smile on her face.

After each year's game the cruiser baseball equipment is donated to the



ULLMAN SAILS

baseball-mad kids of the town of fewer than 2,000. Talk about an embarrassment of baseball riches! There was surely \$15,000 worth of equipment for the local kids, with the largest contribution from the Solano Beach little leaguers, delivered by Richard and Gayle Leeland of the Durham-based classic S&S 42 *Fairwyn*. The surplus was shared with the kids in Mulegé, Santa Rosalia, and La Paz.

At the beach party the next day, weather conditions were ideal for hanging out, sharing BBQ'd fish, playing volleyball, swimming, beachcombing, and plain old kicked-back socializing. Even though the event was outdoors and in a breeze, locals wore masks and officials created safe-distance perimeters, making it a very low-risk environment.

Two of the *Profligate* crew set up the Baja Dogs for Students stand. Each year the Poobah buys 200 hot dogs and buns, and the *Profligate* crew sells them for a suggested \$2 each with proceeds used to feed Mexican kids in elementary school. Over \$1,100 was raised.

For the 17th year in a row, the women's tugo'o war team, 150 strong, defeated the men's team. The men put up a

A ROLICKING RETURN



WINE N DOWN



LATITUDE / JOHN



ALL PHOTOS GRAND POOBAB EXCEPT WHERE NOTED

Clockwise from top left: The Turtle Bay ball field is home to the epic Baja Ha-Ha softball game while the boats rest in the background; running pangas over the Bahia Santa Maria bar; Steve Skolnik and crew aboard 'Wine N Down' were the fishing champions, catching 147 fish, including these two beauties; the kids crossbeam diving contest; Latitude's racing editor Christine Weaver is all smiles; the foredeck of 'Profligate' became the Ullman sail loft, repairing all the damaged sails from Leg 1; Bahia Santa Maria. Center: Sail south and the sunsets only get warmer.

bigger struggle than in most years, but their resistance was futile.

It was late at the beach party that the Poobah noticed a most touching scene. Volleyball enthusiast Patti Drinkwater, crew on Belinda Erdelt and David Herndon's Houston-based Watson 48 *Seabiscuit*, who is suffering from ALS, was wheeled into the small waves by her husband Al. She was reclining on a special floating wheelchair that had arrived just before the start of the Ha-Ha. Talk about a vision of love.

Usually, the 240-mile second leg has the most reliable sailing conditions of the three Ha-Ha legs. But not this year. The breeze was slow coming, mild, and not consistent. As a result, only nine boats persevered to sail the entire distance.

The compensation was great fishing. "The fishing on the leg between Turtle Bay and BSM was unbelievable," reported Matthew and Merja Clegg of the San Diego-based Island Packet 42 *Anna*

Maria. "Every time we put a line in, we had a fish within five minutes."

Steve and Liz on Honolulu-based Amel Super Maramu 53 *Aurora* caught the biggest fish of all, a wahoo they estimated to be 100 pounds. *Aloha* would later catch a 100-lb white marlin. They kept the delicious former and released the latter.

Michael Lewis and Lois Mandel of the San Diego-based Jeanneau 53 *Aurora* probably caught more dorado than anyone — 21! They also got two yellowfin, two bluefins, and six striped bonitas.

Jeff and Marcia Parten of the Richmond-based Cape George 38 *On3* reported "filling our freezer with tuna and enjoying lots of sashimi and poke, although the sailing and making lots of new friends was the best part of the Ha-Ha."

But when it came to numbers, *Wine N Down* were the big fish killers, as they caught 131 useless jacks, eight dorado, six yellowfin, and two crabs.

But the crew of Scott Racette and Ashley Gremel's Oakland-based Pearson 365 *Azimuth* learned that nature can be as cruel as it is beautiful. "A small bird landed on our boat and stayed for a few hours. But when it spotted some oatmeal on the interior cabin sole, it flew inside to eat some. At which point our boat cat killed it."

One of the popular features of the Ha-Ha is that participants rarely feel alone. Usually, there are at least several boats in sight. And thanks to AIS, which most of the fleet had, and the 68-page *Meet the Fleet* program with short bios on all the boatowners, everyone can get to know who their sailing neighbors are.

Taking kids away from their friends to go cruising is always traumatic, and Steve Cloney, who was sailing his Placerville-based Hunter 42CC *Kastaway* with his cousin Melissa and her four kids — Ella, 16, Mia, 14, Noah, 12, and Lana, 11 — reports there were tears of homesickness early on Leg 2. "But things changed as the conditions got calmer and the air got warmer."

While Bahia Santa Maria offered great protection for the fleet on the hook in 20-knot northwesterly winds, there was a moderate swell rolling in from two depressions far to the southwest. Only a couple of people risked crossing the bar into the mangroves; a few others took dinghies to beaches in the lee of the mountains for hiking, but it was mostly a hang-out-on-the-boat day.

In the case of the kids, traces of homesickness all but disappeared when 11 of them assembled for the Kid's Diving Olympics off the back beam of *Profligate*. The next day's rock 'n' roll party ashore saw all the kids building

Richard and Gayle Leland's beautiful Sparkman & Stephens 42 'Fairwyn' pitched in with lots of baseball goodies.



GRAND POOBAB

BAJA HA-HA XXVII



ALL PHOTOS GRAND POOBAB

Clockwise from top left: Patti Drinkwater, the ALS-stricken crew on 'Seabiscuit', in her custom, floating wheelchair; large fleets don't always mean you can't find serenity; luckily Cabo San Lucas has a big bay with room for the Ha-Ha fleet to anchor; the Here to Eternity Kissing Contest in Cabo is now a 17-year tradition and still tons of fun for participants.

a sandcastle together and getting free rides on the current going out toward the bar. Thoughts of home were quickly fading.

Victor and his staff stunned us again with a fabulous party on the bluff overlooking Bahia Santa Maria, with countless ice-cold beers and seafood lunches. And not to be forgotten, the rock 'n' roll band from La Paz, some of whom have been playing the BSM Ha-Ha party for tips for 15 years. As always, it was a surreal scene at Bahia Santa Maria: the pristine mountains, the rock 'n' roll band, the bay, the mangroves, the sand dunes, the fleet, and in the distance, Mag Bay.

The 175-mile third and final segment of the Ha-Ha was literally a whale of a leg. Just a few miles after the start, a group of humpback whales started breaching right next to Issac Ohana's Palo Alto-based Caliber 40 *Avocet*.

Other boats had close encounters with whales, too. Colin Rogers and Christina Spring of the Alameda-based 45 *Elixir* had "whales playing 10 feet from us for 45 minutes. We finally had to slow down and let them pass as they were getting too curious."

"We traveled with a pod of six whales for a long time off Mag Bay," reported Mike Whalen and Bill Nork of the Alameda-based Catalina 380 *Esperanza*. "They were breaching, lobtailing, and cavorting."

The sailing for the last leg was the best in many years, starting with a nice easterly transitioning quickly to a 10- to 13-knot northwesterly. It was idyllic sailing with flat seas and cloudless

skies. Many boats sailed side by side with the same boats for hours. Uncharacteristically, the breeze held in at least the high single digits until near dawn.

The final night sail of the Ha-Ha is always magic, as it's tropically warm and the Milky Way and other celestial bodies are brilliant. If all sailing were like that, everybody would have a boat. Or two.

Despite mild conditions, it was 30 miles north of Cabo that Jim and Michelle Leonard's Seattle-based Farr 44 *Tabu*'s rudder stuck in a hard-over position. When the problem couldn't be determined or repaired, Diane Berol's San Diego-based Pacific Seacraft 42 *Celtic Song* attempted a tow. After several attempts, *Tabu* called the Coast Guard in Alameda, which contacted the Mexican navy. The navy came out, and with their more powerful motors, were able to tow *Tabu* to Cabo. *Gracias*.

In years past, IGY Marina Cabo San Lucas was able to come up with a number of berths for Ha-Ha boats to raft up. However, the insatiable demand that sportfishing boat owners have for Cabo slips may have put an end to that. The housing shortage in the United States is nothing compared to the berth shortage in Cabo San Lucas. Despite making virtually no money from the Ha-Ha fleet, the marina generously provided a free dinghy dock, the awards party site, and 500 beers. Fortunately, there is a huge anchorage in Bahia Cabo San Lucas, and conditions were pleasant.

Once in Cabo, the fleet enjoyed the We Cheated Death Again dance party at Squid Roe, a 'beach party' on the new

upper deck of Mango Deck, the Here to Eternity Kissing Contest, and the awards party.

Every Ha-Ha boat got a 'trophy' at the awards ceremony. The emotional high of the ceremony came at the very end, when Patti Drinkwater, the ALS-stricken crew on *Seabiscuit*, was awarded the Philo Hayward Spirit of the Ha-Ha honor. The Ha-Ha crowd of hundreds arose as one in loud and heartfelt applause and more than a few tears.

"My trip is not a Pity Party," Patti told the audience, "it's a Patti Party."

This year's Ha-Ha got numerous excellent reviews. "I've traveled all over the world," said Troy of *Typhoon*, "and the Ha-Ha was my best trip ever."

Kyle Mackenzie of the Victoria-based Gulfstar 44CC *Jubel* became a convert, too. "I was hesitant about joining the Ha-Ha, having heard all kinds of strong opinions about it (although all of the negative ones came from people who have never done one). But Leah and I are so very glad that we joined this amazing group of sailors. Everyone was really supportive and helpful, and we made some really awesome friends. The locals were extremely welcoming and seemed very happy to have us. I was so impressed with how much positivity and good comes out of the rally. I would 100% recommend it to anyone wanting to head south."

The Baja Ha-Ha XXVIII starts on October 31, 2022. We hope to see you there.

— richard spindler
aka the grand poobah





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STEERING THE DREAM

NIGHTTIME NAKED RESCUE

Our story starts on September 30 in Point Richmond, as skipper/owner Ben Cage, skipper/owner Austin Helm, and crew Susan Obermiller and myself (Patti Day) were preparing to leave to deliver Ben and Austin's "new to them" boat, *Jazzy*, a 2004 Catalina 400 MkII, to her new home port: Marina del Rey.



The crew of 'Jazzy', left to right: Austin Helm, Patti Day, Susan Obermiller and Ben Cage.

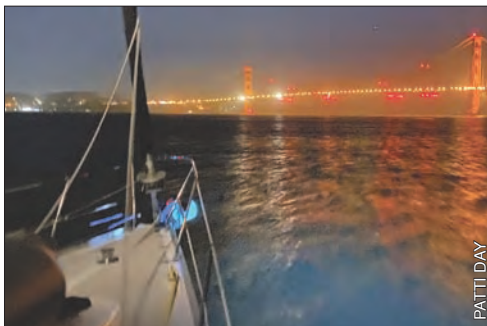
Initially, when this trip was conceived, Susan and I were to fly up to S.F. on Monday, September 27, for a planned departure on Tuesday morning. As we all know, when it comes to boats, planning is one thing, but safely and smartly executing that plan is entirely dependent on the weather. As it turns out, the weather gods were not on the same plan as we were, as Tuesday and Wednesday forecast wind gusts up to 40 kts around the Bay Area. So we delayed our flight until Wednesday the 29th, with the intent of leaving Thursday morning, hitting the slack current around 3 a.m. Ben and Austin met Susan and me at the airport and whisked us away to a yummy Mexican food lunch, complete with a couple of beers each, in the adorably quaint town of Point Richmond. After lunch and a bit of last-minute provisioning, we were off to the marina where Susan and I would meet and get acquainted with *Jazzy*, our home for the next few days. She's a lovely boat, clean, and clearly well cared for. We instantly fell in love ...

Ben and Austin had a few last-minute things to finish up on the boat, so Susan and I unpacked and got familiar with her systems, etc. Once we were all able to, we sat in the sunshine of the cockpit and talked about departure time. We looked at the weather, which had calmed down very nicely, and at the tidal charts, and all agreed that we "could" leave around 7:30 p.m. that evening, hitting a slack current around 9:00. This would give us

better options for stopping along the way, as we would have a few more hours to play around with. OK, let's GO! We were all anxious to get started since we had delayed two days, so we shifted gears and started prepping for departure.

Now, all good sailors should know that rushing into a long trip without proper nutrition and rest is NOT a good idea, and it didn't take long for all of us to realize that we needed to rethink our departure time. After all, it wasn't going to add THAT much time to our journey and Susan and I had been up since early morning to catch our flight. So we had a nice Thai dinner delivered to the boat, relaxed, and decided to get some rest and leave around 1 a.m. to hit the next slack. THAT decision was the critical decision of what would become the defining moment of this trip. And one that, unbeknownst to us, would change all of our lives — and, we all hope, the life of a still-unknown stranger.

We all awoke around 12:45 a.m. Thursday, sleepy and chilly, but ready to go. We were excited to be starting our adventure, and all of us were thrilled to be heading out under the Golden Gate Bridge. By the time we had all systems go for departure, it was around 1:15 — perfect timing. Little did we know just how perfect it was ...



The first departure out the Gate about 2:30 a.m.

The water inside the Bay was fairly calm, and although it was a little dewy, it was a lovely hour-and-a-half motor out, passing the early morning city lights and the Bay Bridge on our port side. The Golden Gate was getting closer and closer and we were all a little giddy (and maybe still a tad tired) as we jockeyed for position for the best photo angles. All except Ben, who was at the helm, doing helm-y things ...

Once we were under the bridge (YAY! HIGH FIVES!), we congratulated ourselves on a job well planned and well done, as the currents were just starting to pick back up going out. It was a clear,

starry night, and we hadn't seen another boat at this point. We (well, mostly Ben) looked at the chartplotter and started steering a course to take us around the buoy and make the left turn south.

Not too far past the bridge is the start of the shipping lanes for the larger ships to enter/exit the Bay. Thankfully, at that time of the morning, there wasn't much traffic either way. As we continued to motor out, both Austin and I paused, looked at each other, and said, "Did you hear that?" We both thought we had heard, over the motor noise, a very faint but distinct cry of "help" coming from the water. "Is that possible?" we thought. It was probably just the foghorn playing tricks on us.

At this point, neither Ben nor Susan had heard anything, so we all paused for a moment and then, we all heard it again. "Help!" Susan immediately yelled, "Throttle down!" Ben throttled down, and Austin and I grabbed our flashlights and headed for the bow, with Susan standing by in the cockpit ready to throw whatever she had to if we came across anyone. "Hello! Anyone out there? Hello! Keep yelling!" Austin and I screamed. Sure enough, louder now, we heard, "Hello! Help! Help!" OMG, there *was* someone out there, in the water past the Golden Gate Bridge, riding the current out, toward the shipping lanes! We told him to keep yelling, scanning the water with our flashlights. "There he is!" No, that's a pelican ... "There he is!" Yes, there was a man, treading water, both our flashlights trained on him. And ... he was naked. At 3 a.m. In the very cold water.

All of our adrenaline was pumping. I kept my flashlight on him, Austin ran back to the cockpit to help Susan and Ben gently steered the boat as close as he safely could. "What's your name?" I asked. "Michael." "Are you hurt?" "No, I'm OK." Ben got close enough to throw him the horseshoe buoy off the side of the boat and he grabbed it. "Can you swim to the boat?" "Yes, I can swim!" Ben got him on the leeward side of the boat, put the engine in idle, someone dropped the swim ladder off the back of the transom, and Michael swam up and grabbed the ladder. It was apparent he was relieved as he seemed to almost collapse as he hung on and started climbing.

Austin had gone below and gotten some towels and a blanket, and we helped him up as respectfully as we could, covering him up as soon as we were able. He was able to make his way into the cockpit, where we could finally see he was likely somewhere in his mid-20s. Clearly, there

AS 'JAZZY' SAILS SOUTH



Above: Departing under the Golden Gate Bridge: **Right:** 'Jazzy' at Breakwater Cove Marina at 9:45 p.m. on September 30.

was something not right about this entire scene, but our first focus was on getting him warm and rehydrated. He drank about five glasses of water and ate whatever we gave him. With blankets wrapped around Michael, Susan, Austin and Ben began to slowly coax his story out while I went below to call the Coast Guard.

While I was on the phone with the

Coast Guard, he told the crew that he had left all his clothes and ID on the San Francisco Municipal Pier and entered the water. He stated that he had some mental issues and admitted he should seek some help once back on land. He never did mention suicide, and we didn't want to risk humiliating or embarrassing him any further than he clearly already was.



NIGHTTIME NAKED RESCUE

Now that he realized he was safe, he became a bit emotional. We didn't need to hear more than he was ready to tell us to know that we, in fact, had probably just saved his life.

I relayed this information to the Coast Guard, who asked if we needed them to come out to take him off the boat. Ben had already turned around and decided that we were going to take him back to St. Francis Yacht Club as there was a dock there that we could use and it wasn't that far away. I told the Coast Guard this, and they hooked us up with the SFPD, who, with the EMS, were waiting when we got back in. Michael was able to step off the boat and was quickly wrapped in dry blankets, put on a stretcher, and wheeled up to the waiting ambulance. All in all, the return trip had taken less than an hour and, with the help of all the authorities, went smoothly.

Ben didn't tell the rest of us until later that getting into St. Francis YC was a lot more challenging than the chart showed, as we were going in on a low tide, and at one point, had only 2.5 feet of water under the keel. He just kept focused, knowing



'Jazzy' now enjoying a glorious sail near Pt. Conception.

we had to see this all the way to the end.

We all were still in processing mode when we turned around and started

heading back out. We kept saying, "Did that really just happen?" And that was a continuous theme for the rest of the trip as we all thought about how things could have been so very different if just ONE thing in the chain of events had been different. If we had left on Wednesday evening ... If we had been lazy and left even just 30 minutes later ... If we had taken a different course, even as little as 5 degrees off of the one we had ... If, if, if. Our mantra of "Did that REALLY happen?" repeated itself out loud and silently as we all came to terms with what this meant, for Michael and for us. As for going under the Golden Gate, we all got our wish, x3. One out, one in, one out ...

Now, I've told you this story as it happened in our collective memories, not because any of us are looking for accolades or think we're heroes. Quite the opposite, in fact. I personally think that the biggest hero was actually Michael himself. He made the choice to save himself.

Who knows what state of mind he was in when he went into the water, whether he was crying 'wolf' and got in over his head, whether he was sober,

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AS 'JAZZY' SAILS SOUTH

whether he had been bullied into it, or whether he felt he was truly done. He told us when we picked him up that he believed he had been in the water for at least three hours. The fact that he was still alive was pretty astounding. None of us believed he would have made it much longer, as the tide was starting to go out and doubtless he would not have had the strength to swim against it.

Also, I don't believe any larger ship would have seen or heard such a small target and, as he was heading for the shipping lanes, I fear that he might have met a tragic ending. Instead, he's alive (we all hope), and the one thing we did try to make sure we told him is that he is alive because he is supposed to be alive. That his purpose in this world was still unfinished and that he mattered. He made the choice to go into the water, but he also made the choice to reach out and save himself. That second choice took way more courage than the first one, and we tried to make sure he knew that people did, in fact, care about him. That *we* cared about him. And that we were at that place — at that moment —



The EMTs at the dock at the St. Francis Yacht Club.

to show all of us that we're not alone in this world. Not any of us.

So please, if you've made it to the end of this story, take away these thoughts. If anyone you know is struggling right now, remember Michael and reach out to them. Sometimes it just takes one person being in the right place at the right time to make the difference between triumph and tragedy in another's life. And,

if you yourself are struggling, remember Michael and be courageous. Call someone, text someone, go to someone's house if necessary. None of us can do this thing called life alone; we all need help once in a while. Be that "once in a while" for a stranger, a friend, a parent, a child, a sibling. Be that "once in a while" for yourself ...

— patti day



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THE OLD MEN

The pages of Latitude 38 are often filled with rambunctious adventures, competitive races and other dramatic aspects of sailing. However, we never forget how much we enjoy the simple pleasures and adventures that can come from sailing with friends close to home. Al Fricke wrote up this recent tale with a wink and a smile about a local cruise with his regular sailing fleet.

The Plan, concocted over the course of several of our weekly *Salty Swabs and Sailors Zoom* meetings, was to sail three boats to Fort Ross Cove, with stops at Drake's, Tomales, and Bodega bays. We'd spend the first night, October 5, in Horse-shoe Cove and ride the morning ebb to get a good start. *Jubilee* promised to catch a salmon big enough to feed the fleet on the way up. There would be complicated exchanges of crew in Tomales and Bodega Bay.

The Boats: O'Neil's 1984 Ericson 38 *Lagniappe*, Pate's 1984 Endeavor 38 *Trilogy*, Al's 2000 Catalina 36 *Jubilee*.

The two boats that could not make this sailing adventure were Dick's 1981 Bristol 29.9 *Dilemma* due to prior commitments, and Ken's *Slow Lane* because a) she is not a sailboat, but rather a 38-ft Dutch steel-hulled power cruiser and b) she is currently in Holland after too many adventures on the Elbe River. It should be said that swab Dave's C&C 38, *Irish Melody*, was not there either because, lamentably, he sold it in the Philippines in 2011.

Average age of the nine regular members of the *Salty Swabs and Sailors* group is a sprightly 80. All have sailed as crew or owners in many parts of the world. *Trilogy*

ALL PHOTOS SALTY SWABS

sailed in the 1996 Baja Ha-Ha. Several of us have done Ha-Ha's on other boats. *Jubilee* even did a SoCal Ta-Ta a while back. We all do our own engine and boat maintenance.

Berkeley Rotary Club, as it happens, is the common denominator for this intrepid group, though Al is only an honorary member. All of us have done various humanitarian projects through Rotary. These have included refurbishing schools in the vicinity of Chacala in the state of Nayarit. Several of us have great memories of anchoring our own boats fore and aft in the little cove that is there. There are plans for future projects. Old people do good things!

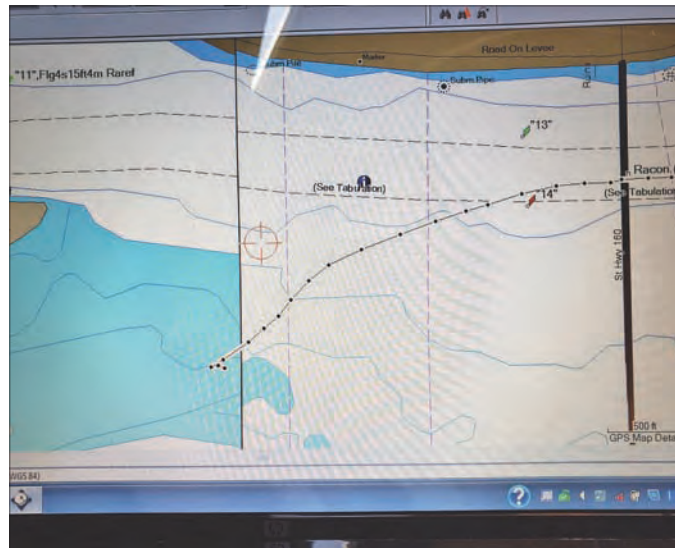
The salty swabs and sailors are wise and flexible, though their wives would argue otherwise. With the three boats riding peacefully at anchor on the night of October 5 as planned, the already-sketchy weather forecast via NOAA and Windy kept deteriorating. Something big was coming, with advance swell and waves already 14 feet every 12 seconds off Pt. Reyes. Against all of our youthful instincts, wisdom prevailed and the decision was made to head up to Potato Slough in the Delta the next morning.

Seniors rapidly adjust to the unexpected. We planned a leisurely 0900 start to ride the flood all the way into the deep Delta. Sleeping in until 0700, we were surprised to find that *Lagniappe* was nowhere to be seen. Her mast was not sticking out of the water, she was not on the



'Lagniappe' leads 'Trilogy' on Suisun Bay.

rocks, she just was not there. It turned out that her house deep-cycle battery bank had failed during the night and she was already in San Pablo Bay, heading to Benicia. O'Neil had finagled his wife to drive to Hayward, pick up a new house bank, then to drive to the Benicia Harbor fuel dock, where he would install it. The harbor office was very accommodating.



Above: The sun sets behind Mt. Diablo. Right: Even at 6 knots, driving with a cellphone can be dangerous.

AND THE SEA



As the other two boats got underway, *Trilogy* picked up an old chain on her anchor. We could not have known that this was a harbinger. In light winds and in no hurry, *Trilogy* and *Jubilee* arrived off the Benicia Harbor entrance just as *Lagniappe* was finishing the battery exchange, and soon all three boats were crowding on the sail, strutting their stuff.

Things happen on boats, particularly elderly boats. They are no different than their human counterparts. While dropping anchor in Potato Slough, *Trilogy* somehow picked up a huge wad of old, discarded crawdad trap line. This fouled her prop and stopped her engine, with the solution requiring a senior swim.

Old sailors know how to have fun.

Potato Slough was perfect for raucous happy hours, potluck dinners, general slacking off, racing around in dinghies, and seeing the backside of Mt. Diablo clear and beautiful with ocean-going freighters seemingly cutting through the fields. Two of the three fiddlers remembered to bring their instruments, so that's pretty good.

Things happen, it seems, especially to *Trilogy*. In the process of reanchoring, she inhaled a bunch of Delta vegetation, blocking the raw water cooling. This became evident on the homeward voyage when the engine overheat alarm went off just as she was leaving Potato. Fixed with the help of a coat hanger, *Trilogy* motored happily toward Benicia.

More things happen to some boats. On the return trip, *Jubilee* was about 3 miles from the Benicia Bridge, motoring hard against a fairly stiff wind and strong flood. She was only making about 4.5 knots. The alert

crew commented that there was a sailboat futilely trying to tack her way downriver. We admired that boat, figuring they must really be dedicated sailing purists. Oops, the binoculars showed it was *Trilogy* again. Soon she was in tow, her engine having quit. Under the gnarly conditions, the Benicia Harbor patrol was able to get the "Honey Barge" to meet us outside in



Above: Al drew the short straw. Right: Dave and Reg lend helping hands.

THE OLD MEN AND THE SEA



Old guys rock!

the river and bring *Trilogy* to the guest dock. The engine problem was determined to likely be a combination of filters and a filter gasket leak. Once again, we found the harbor office to be very friendly and accommodating.

The Benicia Yacht Club served our little group a great and well-deserved meal. The owner of *Trilogy* paid the bill, as you might expect.

It does not end there. The next morning, *Jubilee* fled the harbor well ahead of *Trilogy*. The reader can surely understand the reasoning behind this decision. Shortly before arriving at the Richmond breakwater, very odd and suspicious noises began coming from *Trilogy's* engine. She came into Richmond Yacht Club under sail, using the engine at the last minute for docking. An autopsy showed that the shaft on the engine freshwater pump had sheared. It has since been replaced and the engine is purring like new.

Nor does it end there. You might ask what became of *Lagniappe*. She spent an extra day up in the Delta at Owl Harbor Marina. On the way back, in Suisun Bay, O'Neil was attending to a cellphone call and promptly ran aground. In fact, Vessel Assist had to extricate them. An hour later, on another phone call, she ran aground again, although this time she was able to get herself back into the channel. O'Neil had horrible images of having to call the same Vessel Assist guy. Lesson learned: Some seniors have trouble multitasking and need to compensate for this.

Invitation: Members of *Salty Swabs and Sailors* take their boats out most every

week, during the week. *Jubilee* hails out of Brisbane Marina, *Lagniappe* out of Richmond Marina Bay, while *Trilogy* and *Dilemma* are out of the Richmond Yacht Club. You'll have to be on the canals and rivers of Europe to find *Slow Lane*. We can be found rafted up for lunch in places like Clipper Cove. If you are out and about, come join us with a side-tie. Be prepared for lively discussions, good fiddle playing, and hot women when our wives are aboard. You need to be at least 70 years of age; 80 is preferred, though we might allow some youngsters aboard. Grandchildren are always welcome.

— al fricke



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I had calculated correctly that Lee Helm, grad student in naval architecture, would still be awake this late at night. And I needed to solve a technical problem: A friend at the yacht club was gearing up for some long ocean races in the spring and summer, and wanted me to help calculate what kind of battery charging system would slow the boat down the least.

I typed:

Lee, this guy is a fanatic about extra drag. He wouldn't even let us put a fishing line overboard on a race to Mexico a couple of years ago. At least, not till the standings had us in the bottom half on corrected time. Then we went into cruise mode, and caught a very nice yellowfin.

Lee responded:

For sure. Nothing takes the drive out of a crew like knowing that they're at the tail end of the fleet in a long ocean race. My grandfather said that in his day, there were no trackers and no check-ins; and no GPS, so even when there was a roll call, the positions could be way off. The good part was that the crew raced hard, all the way to a last-place finish. 🍌

Which prompted from me:

Watch this 'grandfather' stuff. I remember those days too. We could imagine we were winning, right up until we came around the last breakwater after finishing and saw how many of our competitors were already tied up at the guest dock.

Lee came back with:

I can see how it must have been better for crew morale, to keep the pedal down when there's always even a thin chance you're awesome.

Finally I got around to asking my question:

My friend needs to know how much drag his boat is producing at various speeds, so he can figure out how much time is lost when he uses a water turbine for battery charging. He sent me his ORR certificate, which is full of all kinds of good performance info, but it never actually publishes the resistance curve. That must be in there somewhere under the hood.

Lee answered:

For sure, but there are ways of backing it out.



And I typed:

Best I could come up with was looking at the speed on a dead run, on the polar performance plot. Subtract boat speed from wind speed to get apparent wind speed, then apply an estimate of the main plus spinnaker projected area times a reasonable drag coefficient, to get the total thrust from the sails, which, on a dead run, would equal the total drag on the hull, right? Trouble is, I don't have a reliable number for the drag coefficients of the main and spinnaker, or the actual projected area — especially since on a dead run the spinnaker is partially in the main's wind shadow.

Lee advised:

We can make good guesses, but you could also do a speed decrement experiment. This is sometimes called the 'poor person's resistance curve.' It won't measure induced drag, but that's not a big number for a downwind race.

I needed an explanation for the "speed decrement experiment." I gave up ...

What is a 'speed decrement experiment'?

Lee explained:

Simple, Max. Run the boat under power at top speed. Turn on the GPS. Aim your phone's video camera at the GPS speed display. Cut power. Record the GPS speeds as the boat drifts to a stop. Then make a graph of speed versus time, and you have your speed decrement curve.

Then I had to ask:

How does that get me a resistance curve?

Lee seemed delighted to explain some bonehead physics:

F equals ma. You know the weight of the boat and everything on it. From the slope of the speed decrement curve, you know the deceleration at every speed. Multiply m, the known mass, by a, the deceleration at any point along the speed curve, and you get F, the force slowing the boat down, which is the resistance. 🍌

And I typed:

I suppose this has to be done in both directions, to account for current.

Lee added:

And wind, but best to do this on a calm day at slack current. Maybe also add a few percent to the total mass for entrained water. But it only works for light boats that don't make much of a

wake. A heavy boat will be surfing on its own stern wave as it slows down, and this will underestimate drag at the speeds you're most interested in.

Attempting to move the discussion toward an actual solution to my friend's problem, I asked:

Once I have a resistance curve, how do I know how much drag will be caused by the turbine, and how much time lost at the finish line?

And Lee answered:

You know how much power the turbine is generating, in watts, which is just DC volts times DC amps. Convert watts to horsepower. One horsepower is 550 foot-pounds per second. Divide by speed in feet per second, and you get pounds of drag. Divide again by efficiency, which according to the Watt and Sea people is, like, 55-60% at the propeller. But with electrical losses and drag on the support fin, and likely operation at off-optimal pitch, I'd use 50% efficiency. That means you have to double the drag. !!

I probably didn't respond soon enough, Lee was typing a follow-up example before seeing my next response:

You're sailing at 7 knots and the turbine puts out 10 amps of charging current at 14 volts. Volts times amps = 140 watts. At 1.34 HP per kW, output = 0.188 HP, and since one HP = 550 ft-lb/sec, output = 103.4 ft-lb/sec. Divide by speed to get force. One knot is 1.69 ft/sec, so seven knots = 11.8 ft/sec. 103.4 ft-lb/sec divided by 11.8 ft/sec = 8.8 lb. drag. But wait, we forgot the propeller and electrical efficiency, estimated at 0.5, so double the force to get 17.6 lb of drag when the unit is putting out 10 amps and the boat speed is seven knots.

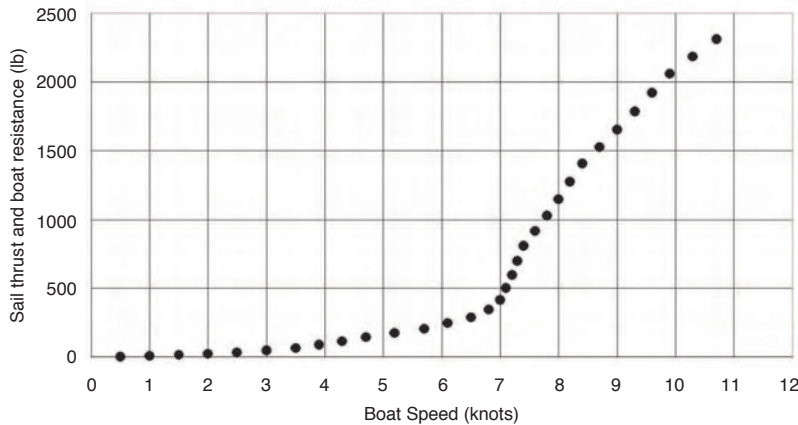
When I saw this, I had already asked how we get from the amount of drag using the turbine to time lost at the finish line.

Lee continued her tutorial:

From the table of speed and drag, you can calculate the change in speed for every pound of change in drag. Or to be fancy, have the spreadsheet fit a polynomial formula to the resistance curve and then differentiate to get the slope of the curve for any speed. Multiply (d speed) / (d drag) by the amount of drag, and you get the change in speed

DRAG FOR POOR PEOPLE

Resistance Curve
Swan 44
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It's at the finish that you find out how important the few seconds/miles are.



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Time Lost at Finish Due to Added Drag

P (ft)	E (ft)	I (ft)	J (ft)	area (ft ²)	Cd	Amps	Volts	device efficiency	charge time (hours)	Speed at finish (knots)
51.00	15.50	57.5	18.6	1276.425	1.2	10	14	0.5	1	8
(mainsail area = PxEx0.6)				(effective spinnaker area = IxJx0.75)						
TWS (knots)	BSP (knots)	AWS (knots)	Thrust and drag (lb)	d BSP / d Thrust (knots/lb)	Turbine drag (lb)	d speed (knots)	distance lost (feet)	Time lost (minutes)		
1	0.50	0.50	1							
2	1.00	1.00	5	0.1308						
3	1.50	1.50	11	0.0785						
4	2.00	2.00	20	0.0560	61.2	3.429	20835	73.3		
5	2.50	2.50	32	0.0436	49.0	2.134	12964	45.6		
6	3.00	3.00	46	0.0357	40.8	1.455	8839	31.1		
7	3.50	3.50	62	0.0302	35.0	1.055	6411	22.5		
8	3.90	4.10	86	0.0172	31.4	0.540	3280	11.5		
9	4.30	4.70	113	0.0149	28.5	0.423	2569	9.0		
10	4.70	5.30	143	0.0131	26.0	0.340	2069	7.3		
11	5.20	5.80	172	0.0177	23.5	0.416	2527	8.9		
12	5.70	6.30	202	0.0162	21.5	0.348	2115	7.4		
13	6.10	6.90	243	0.0099	20.1	0.199	1208	4.2		
14	6.50	7.50	287	0.0091	18.8	0.171	1039	3.7		
15	6.80	8.20	343	0.0054	18.0	0.096	585	2.1		
16	7.00	9.00	413	0.0029	17.5	0.050	303	1.1		
17	7.10	9.90	500	0.0012	17.2	0.020	121	0.4		
18	7.20	10.80	595	0.0011	17.0	0.018	109	0.4		
19	7.30	11.70	698	0.0010	16.8	0.016	99	0.3		
20	7.40	12.60	809	0.0009	16.5	0.015	90	0.3		
21	7.60	13.40	915	0.0019	16.1	0.030	185	0.6		
22	7.80	14.20	1028	0.0018	15.7	0.028	169	0.6		
23	8.00	15.00	1147	0.0017	15.3	0.026	156	0.5		
24	8.20	15.80	1273	0.0016	14.9	0.024	144	0.5		
25	8.40	16.60	1405	0.0015	14.6	0.022	134	0.5		
26	8.70	17.30	1526	0.0025	14.1	0.035	212	0.7		
27	9.00	18.00	1652	0.0024	13.6	0.032	197	0.7		
28	9.30	18.70	1783	0.0023	13.2	0.030	183	0.6		
29	9.60	19.40	1919	0.0022	12.7	0.028	171	0.6		
30	9.90	20.10	2060	0.0021	12.4	0.026	160	0.6		
31	10.30	20.70	2185	0.0032	11.9	0.038	231	0.8		
32	10.70	21.30	2313	0.0031	11.4	0.036	216	0.8		

Time Lost at Finish Due to Added Weight

	LWL	Nominal Disp	Actual Disp	Gerr hull speed (knots)	Time to Finish (seconds)	Change in speed per pound added (knots/lb)	Distance lost per pound added	Time lost per pound added (seconds)
SC 70	62.00	24000	30000	18.60091	400625	0.00019	0.02	4.1
Sun Odyssey 51	42.33	30860	35860	10.18415	731725	0.00009	0.02	6.3
SC 52	46.50	21000	25000	13.03534	571677	0.00016	0.03	7.1
SC 50	46.42	16000	22000	13.53059	550752	0.00019	0.03	7.8
Swan 44	33.89	28000	32000	7.67207	971315	0.00007	0.02	9.4
Cal 40	30.33	15000	18000	7.82627	952177	0.00013	0.04	16.4
Islander 36	28.25	13450	16450	7.26948	1025107	0.00014	0.04	19.3
Express 37	30.83	9800	12800	8.90796	836555	0.00022	0.05	20.3
SC 27	24.08	3000	4500	8.65339	861165	0.00060	0.14	59.4
Express 27	23.75	2450	3950	8.83499	843465	0.00069	0.16	66.3
Merit 25	21.00	3000	4500	7.11235	1047756	0.00049	0.14	72.3
Moore 24	21.75	2050	3550	8.05156	925535	0.00070	0.18	80.9

race distance 2070

Dave Gerr modified hull speed formula: $V = 1.24 * LWL^{1.433} / Disp^{0.311}$
(V in knots, LWL in feet, Disp in pounds)

caused by the turbine. Then multiply this by the time the turbine is in the water, and get the distance lost.

I typed back:

But I'm really interested in time lost at the finish line, not distance lost.

And Lee said:

👉 Need to know how fast you'll be sailing at the finish to calculate that. For Transpac, finishing off Diamond Head, maybe use 8 knots. The final step is to divide the distance lost during the charging period, in feet, by the estimated speed at the finish line, in feet/second, to see how many seconds of time is lost at the finish.

Rather than making me work out examples for myself, Lee was kind enough to send over her spreadsheet that did all these calculations for me. She explained that after inputting turbine output and some other parameters, the spreadsheet produced a table of time lost at each speed. But with a caveat: Gotta make sure the electrical output is a reasonable number for the speed you're going. You'll need vendor data, or your own tests, to get this right.

The numbers were a little surprising, when converted to time lost at the finish: This is a bigger loss than I would have guessed. You'd think that a 0.05-knot loss of speed would not be significant, but if you charge for an hour a day, for a 12-day race, it sets you back 13 minutes at the finish line.

Lee made an interesting observation:

Note how the loss is much smaller when the boat is pushing its hull speed limit, where the resistance curve is steep. A change in drag results in a very

small change in speed in that regime.

But the main question was still unanswered, so I typed:

How do I know if this is better or worse than carrying enough fuel to run the engine twice a day and charge via the main engine alternator?

Lee responded:

Can't tell without the engine and alternator specs. But if you can figure out the weight of the extra fuel you'll have to carry for charging, there's a good way to estimate how much time that costs: Use the modified light-displacement hull speed formula, derived from formulas developed by Dave Gerr for semi-displacement powerboats. It's from his Propeller Handbook but seems to work for modern sailboats going downwind under spinnaker in a decent breeze.

I asked:

But hull speed doesn't change with added weight. Isn't it always $1.34 \times \sqrt{\text{LWL}}$? It's not dependent on displacement.

Lee had an answer for this, too:

Try this formula: $\text{hull speed} = (1.24 * \text{LWL}^{1.433}) / (\text{Disp}^{0.311})$ This is more useful than the traditional hull speed formula 'cause it's more accurate for light boats and 'cause it shows the effect of weight on what I call the higher hull speed. If you know how much weight is added, you can calculate the reduced speed, and if you assume it's a fast race and you're sailing at that higher hull speed most of the time, then you know how much time is lost at the finish. I'll send another spreadsheet for this one: Just input displacement in pounds, lwl in feet, and the race distance. It calculates how much time

you'll lose at the finish for every additional pound of deadweight. 🤖

Lee's spreadsheet included examples of typical race boats spanning a range of sizes and types. Of course, it didn't really answer my question. I still needed to determine how much fuel my friend would need to produce each watt-hour of charge. And for the water turbine, I would need to know how much power the turbine produced at each speed. But now I had the tools.

Lee had one last comment before signing off:

Another confounding factor is that the race rules require a certain amount of fuel in the tank when you start. I think it's eight hours of motoring at $v / \sqrt{\text{LWL}} = 1.0$, about 75% of the hull speed based on the usual formula. But do they ever check the fuel tank at the finish? No way. You really get eight hours, and probably more, at the reduced power setting for charging, with no weight penalty at all. It takes a long race, like those round-the-world events, for the water turbine to pencil out faster, even though it gets points for better quality of life onboard compared to running the engine. I'd go for the turbine if it's a toss-up or even close. Way cool to not run the noise-maker. 🤖

I was ready to sign off for the night also, with a parting comment:

You're probably right about burning fuel for charging having the advantage for this race. But I'm still going to work out time lost due to device drag. I have a feeling this boat will be fishing for the second half of the race.

— max ebb

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THE RACING

This edition checks in with the J/105 North Americans and J/111 Worlds; relives Halloween via RYC's Great Pumpkin Regatta and DRYC's Halloween Regatta; visits the Berkeley Midwinters, Jack Frost, StFYC's Fall Dinghy, the Loch Lomond YC Midwinters, the Big Sail, California Dreamin' and the Grandmasters Team Race; and reminds our readers of the Wosser Trophies. Box Scores supplement the race reports and photos.

J/105 North Americans

Two Bay Area teams made the trek east to Annapolis for the J/105 North Americans in the last week of October. They were the only West Coast representation at the regatta of 31 boats.

Tim Russell of San Francisco Yacht Club actually packed up his own boat and had it trucked east. Taking *Ne*Ne*, hull #3, proved to be the first ingredient in a victory over the other 30 teams. The second ingredient was sails.

"We started planning after doing the North Americans in Marblehead in 2019," explained Tim. "There we chartered just so we could get an idea of what was necessary to win the North Americans in Annapolis. We ended up a distant fourth. The top boats were faster and could point higher in the light air. I mentioned that fact to Jeff Thorpe, who arranged for us to meet Terry Klinger, Quantum's sail designer, in Seaport, Texas, in January 2020. There we two-boat-tested the jibs from all the top manufacturers for three days and experimented with different setups. Terry took that information, redesigned the jib, and made some tweaks to the mainsail."

As with many other plans, COVID got in the way, and the North Americans in Annapolis were postponed for a year.

"One of the reasons I did this was just to see if I could put all the pieces together to make it happen," said Tim. "I'm a DIYer. I felt that if I can break apart my Wylie Wabbit to drive to a racing venue I should be able to do that with my J/105, right? Right! I was a little nervous about doing it, so I had Peter Cameron help me break *Ne*Ne* down in Richmond and show me how to pack the boat up for travel."

The third ingredient for success: practice, practice, practice! "We practiced two days and did a Fall Series in Annapolis, flew home, went back, and practiced two more days. It all came together in the last practice; the boat felt good. They were long practice days. On Wednesday, the day before the regatta began, only the two boats from Texas went out, and they didn't stay out long."

Add in great starts and Quantum's daily weather briefings, and you have a

winning recipe. One ingredient left out: a local-knowledge ringer. None of Tim's crew were from Annapolis. They were: Ted Wilson, tactician; Jean Claude, spinnaker trim; Kyle Hunt, mast; Bill Higgins (who lives in Florida now), bow; and Bob Little from SoCal, pit and jib trim.

Thursday's racing was shut out by a lack of wind, then Friday was a blowout. On Saturday, a 12- to 15-knot breeze blew out of the south, with lumpy seas. Sunday's shifty breeze came out of the west at 6-19 knots, on flat water. The first race on Sunday was Tim's favorite. "It was the lightest of the regatta; it only blew 6 knots. We won that one and proved that we can do well in light conditions, not just heavy San Francisco-type wind."

Second and third place went to the Texas teams, Bill Zartler's *Deja Voodoo* and Ken Horne's *Final Final*. But coming in fourth was the other Bay Area team, Bruce Stone and Nicole Breault's St. Francis YC-flagged *Arbitrage*. Unlike *Ne*Ne*, this was not the 'real' *Arbitrage*. "We borrowed a local boat, *Rum Puppy*,

racing. The fleet captain directed him to me, and we formed an alliance. Kevin provided the boat and graciously fixed it up, under our tutelage, and came racing as part of the team. We finished second in the American YC Fall Series, which we did as a warm-up. Notably, the top two boats in the Fall Series and the top four boats in the NAs were from out of town: San Francisco and Texas.

"While Annapolis is a major sailing center with a lot of talented sailors, the J/105 fleet there does not do enough short-course windward/leeward buoy racing. Many of the events there are distance races around government marks, often fetches, or a day of just two races instead of three or four like here. The short-course format of championship racing is not practiced enough. They also have a brief season — late spring and early fall — when there is appropriate wind. Several locals mentioned that many regattas, and especially the popular Wednesday Night Series, were called off due to thunderstorms or no wind.

"In the actual event we just completed, Tim Russell had great starts and worked his magic with consistently top finishes. As a result of the much longer seasons in San Francisco and Texas, some teams have perhaps 50-60 races under our belts in the 12 months lead-



Tim Russell (far right) and crew on *Ne*Ne* are the new J/105 North American champions.

but entered as *Arbitrage* so we could bring our own heavy-air sails," explained Bruce. "We also bought all-purpose sails and ended up using them exclusively in the light air." *Rum Puppy*'s owner, Kevin Fitzgerald of Annapolis, sailed with them and did mast.

"Kevin spoke with the fleet captain and asked if there was an experienced team interested in chartering for the North Americans, as Kevin was new to

ing up to a North Americans in October. These constant reps enable crew to dial in their jobs and build esprit de corps on board."

Joining Bruce, Nicole and Kevin were Jim Dorsey of San Diego, who races J/105s a lot in SoCal's light air; Todd Hiller of Annapolis, "a naval architect and J/22 and J/70 champion who hosts us whenever we come to Annapolis," and Claire Dennis of Seattle, who races regu-

ANNE RUSSELL

*The Marin County-based 'Ne*Ne' vanquished all comers in Annapolis by a decisive 24 points over the second-place boat.*



ANNE RUSSELL

larly on *Arbitrage*.

The first local Annapolis boat in the standings, *Key Players*, came in fifth.

— latitude / chris

Great Fun at the Great Pumpkin

Once upon a time, a new sailor approached a yacht club race director and said, "I'd like to try racing. You know, just for fun." The race director's reply was, "Isn't it all for fun?"

One of the most fun racing weekends has to be Richmond YC's Great Pumpkin Regatta. Saturday is the 'serious' race day, with three windward/leeward courses spread out in the Southampton Shoal area and a plan for three races on each (weather permitting).

This year's windward/leewards on October 30 had a mixture of boats with a healthy one-design presence. Event PRO Fred Paxton mentioned the effort to pull off the races. "The race committee teams were setting up more than two months ago for this event. Both Chris Straub with his boat *Toro Grande* and Simon and LeeAnn Bell with *Buoy Toy* have folks they have been working with for several years. The third PRO, Mike Quinn on the deep-water course, had his group all set up six weeks before the event."

Even with all the organizing, *Aeolus* was waiting. "All three courses had to deal with a 90-degree wind shift in the middle of the racing," noted Fred. That's

when the RC crews started scrambling to set up fair courses.

"Each course had at least five starting fleets, which makes it a bit tricky to get the course reconfigured. And although each venue did it a little differently, at least two races were completed and most had three good races. But 90-degree shifts make it challenging."

Although the race committee takes it very seriously, the racers were treated to fun competition and a fun Saturday night back at the clubhouse with live music and enough food and drink to make the Halloween weekend special. The boats were back at the dock in time for beer from kegs donated by the YRA. Trophies were given out just before dinner was served, and the band Shark Sandwich kept the crowd jumping until

closing time.

Sunday is pursuit-race day. Halloween morning dawned misty from an overnight rain. People started milling about early looking for coffee and checking the bulletin board for their start times.

In the pursuit race, each boat is assigned a start time based on its handicap. The course starts near the Southampton Shoal platform and finishes off the Richmond channel. You must round Angel Island and Alcatraz in your choice of direction.

"Sunday's race had 141 entries, but not all came out," said Fred. "That is not too unusual. Of the boats that raced maybe 20 dropped out. If you were a slow boat and went the wrong way (Alcatraz first) then it was a tough race."

The wind was variable, but the big factor in doing well was the current. In the building ebb, the boats that went anti-clockwise had a nice run from Alcatraz to the finish.

"From my vantage point on the RC boat, it looked like everyone had a good time," remarked Fred. "We passed out 160 bags of candy and dropped more than 30 pumpkins in the water. Out of the 20 pumpkins specially marked to be worth a pumpkin pie, 19 were turned in!" Fun times indeed.

— ncs

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

November's racing stories included:

- America's Cup 37 Protocol
- Fiona Wylde Wins US iQFoil Nationals
 - Transat Jacques Vabre
 - Mini Transat Wraps Up
- Rich Jepsen Takes Helm of US Sailing
 - More Great Pumpkin Regatta
 - Previews of December Races, and more.

RYC GREAT PUMPKIN REGATTA, 10/30 (3r, 0t)
PHRF A — 1) **Arsenal**, J/125, Andrew Picel, 2

THE RACING



points; 2) **Bodacious+**, 1D48, John Clauser, 5; 3) **Kahoots**, Andrews 43, Greg Mitchell, 5. (3 boats)
PHRF B — 1) **Jeannette**, Frers 40, Bob Novy, 2 points; 2) **Vera Cruz**, Beneteau First 40, Michael Johnson, 4; 3) **Ohana**, Beneteau 45F5, Dean Hocking/Marika Edler, 6. (5 boats)

PHRF C — 1) **Pelagia**, J/88, Christos Karamanolis, 3 points; 2) **'io**, Antrim 27C, Buzz Blackett, 6; 3) **Vuja Star**, J/105, Chris Kim, 8. (10 boats)
PHRF D — 1) **Mintaka 4**, Farr 38, Gerry Brown, 3 points; 2) **Story Maker**, Tartan 101, Mike Mahoney, 5; 3) **Spindrift V**, Express 37, Andy Schwenk, 6. (4 boats)

ALERION 28 — 1) **Jewel**, Ron Tostenson, 3 points; 2) **Zenaida**, Fred Paxton, 7; 3) **Allegro**, Jim Titus, 12. (7 boats)

SC27 — 1) **Lickety Split**, Rick Raduziner, 5 points; 2) **Medusa**, Nathan & Ros de Vries, 5; 3) **Giant Slayer**, David Garman, 8. (3 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Julia Paxton, 3 points; 2) **Peaches**, John & Michael Rivlin, 8; 3) **Hot Sheet**, David Wick, 8. (8 boats)

OLSON 25 — 1) **Sketch**, David Gruver/John Collins, 3 points; 2) **O'Mar**, David Scott, 8; 3) **Synchronicity**, Steve Smith, 9. (5 boats)

MOORE 24 — 1) **Firefly**, Joel Turmel, 6 points; 2) **Flying Tiger**, Vaughn Seifers, 8; 3) **Gruntded**, Bart Hackworth, 10. (13 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet/Jessica Ludy, 5 points; 2) **Downtown Uproar**, Darren Cumming, 6; 3) **Little Wing**, Robin Van Vliet, 9. (6 boats)

WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel/Bren Meyers, 6 points; 2) **Kwazy**, Colin Moore, 8; 3) **Mr. McGregor**, Kim Desenberg, 9. (6

Wild Wild Westerners spotted at Richmond YC on Saturday evening, October 30, clockwise from top left: Kevin and Brandy Mills (she's the events committee chair; now we see why she picked this theme); Deirdre Collins' Moore 24 'Moxy' herd; the always well-costumed (and sometimes unrecognizable) Craig and Ann Perez; Anne Thomas and the glittering Cinde Lou Delmas.

boats)

SANTANA 22 — 1) **Zingaro**, Jennifer McKenna, 5 points; 2) **Albacore**, Jan Grygier, 7; 3) **Tchoupitoulas**, Steven Meyers, 9. (4 boats)

J/70 — 1) **1FA**, Merritt & Scott Sellers, 4 points; 2) **Rampage**, Tom Thayer/Robert Milligan, 10; 3) **Flotek**, Justin & Shar Foox, 11. (6 boats)

CAL 20 — 1) **Raccoon**, Jim Snow, 6 points; 2) **Ladybug**, Wilson Partridge, 6; 3) **Can O'Whoopass**, Richard vonEhrenkrook, 6. (3 boats)

U20 — 1) **U Decide**, Phil Kanegsberg/Denise Hammond, 3 points; 2) **Breakaway**, John Wolfe, 7; 3) **Umunhum**, Scott Hester, 8. (3 boats)

RYC GREAT PUMPKIN PURSUIT RACE, 10/31

MONOHULL — 1) **Sketch**; 2) **Firefly**; 3) **Ruby**, Moore 24, Stephen McCarthy; 4) **Mooretician**, Moore 24, Peter Schoen; 5) **Arsenal**; 6) **Bear**, Wylie Wabbit, Christine & Rob Dubuc; 7) **Rufless**, J/125, Rufus Sjoberg; 8) **Lickety Split**; 9) **Keala**, Wylie Wabbit, Ron & Kelsey Tostenson; 10) **Hot Sheet**. (108 boats)

MULTIHULL — 1) **Shadow**, Extreme 40, Peter Stoneberg; 2) **HMB Boys & Girls Club**, D Class cat, Alan O'Driscoll/Bryan Wade; 3) **Orion**, MOD 70, Dave Welch/Cam Lewis. (10 boats)

Full results at www.richmondyc.org

Halloween Regatta in SoCal
On Saturday, October 23, Del Rey

YC held their annual Halloween Regatta after a year's absence due to COVID concerns. One of the highlights is the after-race party and trophy presentation that has included pumpkins (obviously), small potted cacti and various kinds of Halloween regalia. All of these activities involve lots of close contact.

Recent Santa Ana winds drew a huge, ominous cloud that stretched from Malibu all the way to Century City. Mark-checking in Santa Monica Bay has become a requirement, as some of the marks drifted miles away not that long ago. The close-together swells were running about 5-6 feet.

The dark cloud fortunately burned off, and soon there were clouds in spots and sun in others. It was strange to see T-shirt and sunscreen weather when 10 yards away we were donning foul weather gear. By the time the race started at 1 p.m. most of the clouds had gone east. The 8-10 knots of breeze held up during the event, and the lumpy seas gradually lay down.

The downhill pursuit start went from the Olympic Circle toward the Marina del Rey breakwater and out again. The race committee kept the racers away



from the El Segundo buoy, concerned about reports of numerous tankers and container ships stranded offshore.

When all the smoke, dust and feathers had cleared, Paul Katz and *Bravura*, his beautiful blue-hulled Farr 44, claimed overall victory in PHRF, and beat *Javelin*, a J/125 sailed by Daniel Murphy, by a minute and five seconds over the 8.9-mile course. In the Cruising Class divi-

Aboard the Great Pumpkin-winning 'Sketch', Terry Gibbens drives while Dave Gruver trims the kite. "Perfect conditions for us, and we picked the right direction!" says Nick Gibbens.



NICK GIBBENS

Clockwise from top left: The candy catch on the Express 27 'Motorcycle Irene' in the Great Pumpkin pursuit race; pumpkin surfing on 'Nickelavee'; 'Bottle Rocket' runs aground in Tiburon's Keil Cove; Joel Turmel's Moore 24 'Firefly' finished second.

sion, Gerald Sobel and *Gran Dillusion*, his ancient Cal 2-24, emerged victorious. There was a costume party after the race and lots of Halloween-themed desserts. For complete results, see www.dryc.org.

— andy kopetzky

Berkeley Midwinters

Berkeley YC held the first two races in the Midwinters Series on November 13-

14, and it was a perfect weekend for it. The forecasters were actually not promising much, as we were expecting winds of 4-9 knots out of nowhere on Saturday and even less on Sunday. Fortunately, sailors are an optimistic bunch, as we had a 100% turnout. Their sailorly optimism paid off — we had terrific sailing weather both days.

Saturday started with winds at 6-10 knots at 285° with sunny skies and temperatures in the mid-60s. The course was a twice-around windward/leeward with an upwind finish and a total distance of about 3.2 miles. The wind built to about 12 knots while maintaining its direction as the race progressed, finally trailing off toward the end.

Five divisions competed on Saturday with a total of 37 boats going hard or going home. The fleets consisted of: (1) The Bold and the Beautiful — PHRF under 84. (2) The Somewhat Fast Fleet — 87-117. (3) The Gaggles of Express 27s — one design. (4) Older but Still Sexy — 117-165, and, finally (5) Garage Sale Fleet — 168 and higher.

Saturday's race was smooth sailing with rolling starts, no over-earlies and no protests. The wind direction held steady all day, which made for a fairly



Top row: BYC Midwinters on Saturday, November 13. **Left to right:** The Express 27 start (they all squeaked past the pin); the SC27 'Lickety Split' on the run. **Bottom row:** EYC Jack Frost on November 6. "The start of the race was delayed for an hour until a 4- to 6-knot wind filled in," reports photographer Fred Fago. All of the fleets managed to finish except part of the Santana 22 fleet, which timed out. Unfortunately, there was not enough time left to run a second race."

square course that sent the boats in all directions looking for the advantage. The first finishers completed the course in just over an hour, with the final finisher crossing the line about 2.5 hours after the first starting gun.

Sunday brought out a total of 39 boats in seven divisions that included the additions of a doublehanded division (Best Friends Forever Fleet) and a singlehanded division (Lone Wolf Mc-

Quade Fleet). In addition, we had: (1) Suspiciously Fast Boats Fleet — 112 or less. (2) More Express 27s — one design. (3) Hangover Fleet — 114-169. (4) Don't Hate My Alerion 28 Fleet — one design. (5) I'm Just Glad to Be Here Fleet — 171 and higher.

The wind started out Sunday a little stronger than Saturday at about 8-12 knots at 360°. Between 4 and 6 seconds after the first start, the wind shifted 25

degrees west to 335° and stayed there at around 10-12 knots the rest of the day.

The course was the same as Saturday's, with twice-around windward/leewards and upwind finishes. The wind shift put the committee boat right where everyone wanted to go on the second upwind leg. At one point the markset boat was alongside the committee boat dropping off food only to be shooved away by an approaching racer who needed to go through that space.

Sunday's races were slightly more eventful than Saturday's, with two protests and a collision between *Sweet Pea*, Jan Hirsch's *Islander 30-2*, and *Zenaida*, Fred Paxton's *Alerion 28*, that resulted

OYC OKTOBERFEST, 10/16

SPINNAKER <168 — 1) **CentoMiglia**, Flying Tiger 10, Zhenya Kirueshkin-Stepanoff; 2) **Traveler**, Express 34, David Ross; 3) **Warpath**, Olson 30, Karissa Peth. (6 boats)

SPINNAKER ≥ 168 — 1) **Bandido**, Merit 25, George Gurrola; 2) **Anemone**, Santana 22, Hank Lindemann; 3) **Ursa Minor**, Santana 525, Ted Keech. (5 boats)

NON-SPINNAKER <199 — 1) **Polecat**, Wylicat 30, Dan Doud; 2) **Scrimshaw**, Alerion 28, Michael Maurier; 3) **Boogie Woogie**, Ranger 33, John Ratto. (5 boats)

Full results at www.jibeset.net

SDYC MASTERS REGATTA, 10/21-23 (12r, 0t)

1) Carl Buchan, Seattle YC, 52 points; 2) Rod

BOX SCORES

Davis, Wakatere BC, 57; 3) Bill Campbell, SDYC, 61. (12 boats)

Full results at www.sdydc.org

StFYC FALL DINGHY, 10/23-24

505 — 1) Mike Holt/Rob Woelfel, 4 points; 2) Howard Hamlin/Steve Bourdow/Caleb Paine, 7; 3) Mike Punnett/Rich Mundell, 13. (7 boats)

I-14 — 1) John Clark/Hoel Menard, 2 points; 2) James Clarkson/Joshua Leihe, 4; 3) Michael Leitch/Elizabeth Campbell, 16. (7 boats)

I-420 — 1) Kyra Phelan/Annabel Woodworth, 5 points; 2) Gavin Murphy/Camille Stang, 11; 3)

Leo Robillard/AJ McKeon, 13. (10 boats)

CLUB 420 — 1) Lorenzo Puertas/Alec Smith, 12 points; 2) Nati Grinkrug/Katherine Jankowski, 17; 3) Lucas Kasper/Nathan Friedman, 17. (13 boats)

ILCA 7 — 1) Peter Phelan, 8 points; 2) Al Sargent, 9; 3) David LaPier, 12. (8 boats)

ILCA 6 — 1) Toshinari Takayanagi, 17 points; 2) Cooper Smith, 17; 3) Talia Hamlin, 20. (11 boats)

Full results at www.stfyc.com

SDYC LIPTON CUP, 10/28-30 (9r, 0t)

1) Tyler Sinks, SDYC, 17 points; 2) Scott Harris, Coronado YC, 42; 3) Jon Singsen, NYYC, 45. (12 boats)

Full results at www.sdydc.org



"On a day when the skies were forecast to open up for a biblical deluge," reports photographer Chris Ray, "StFYC hosted a regatta for a number of dinghy classes including 505s and I-14s, and two 420 and two ILCA classes." For top results, see Box Scores on the previous page.

in both boats retiring. At this point it appears that there was some damage to the boats but no injuries.

— mark bird

Bay Area Team Takes J/111 Worlds

Peter Wagner's *Skeleton Key* took the 2021 J/111 World Championship, a nine-race regatta hosted by Hampton YC in Hampton, VA, on October 18-24. The Bay Area-based team included Wagner, John Collins, John Hayes, Dave Lyons, John Pernick, Cory Schil-

laci, Russ Silvestri and Seadon Wijsen.

The final result was decided on the water and in the jury room. Heading into the final day of racing on Sunday the 24th, Rodrick Jabin's *Ramrod* had a 6-point advantage in the seven-boat fleet. On the last day they posted a 6,6,2 while *Skeleton Key* won the last two races and had a disqualification from Saturday overturned by the jury after new evidence became available.

Fireball had protested *Skeleton Key* again for violating Rule 11 (leeward

boat has rights over windward boat) in Race 6 and — temporarily — succeeded in having *Skeleton Key* DSQ'd.

The revised jury verdict restored *Skeleton Key*'s win of Race 6 and gave Wagner a 1-point winning margin over *Ramrod* in second place, with Jeff Davis's *Shamrock* 5 points farther back in third.

Four of the seven boats won races. "Almost all of the boats could have won this regatta," said Peter Wagner. "It was an incredibly humbling event. It's great for the class and the level of competitiveness."

Breeze on the final day averaged 10-

TYC RED ROCK REGATTA, 10/30

1) **Joyride**, J/105, Bill Hoeler; 2) **Bella**, Alerion 33, Aidan & Kieran Collins; 3) **Lion**, Olson 25, Lon Woodrum/Steve Nimz. (9 boats)

Full results at www.jibeset.net

RYC AMAZING GRACE CHENEY CUP, 11/7

PHRF — 1) **Harey Legs**, Wylie Wabbit, Annie Lewis/Michele Sumpton/Erik Menzel; 2) **Grun-tled**, Moore 24, Claire Arbour; 3) **io**, Antrim 27, Rebecca Hinden/Buzz Blackett; 4) **Sonata**, Laser 28, Alice Shinn. (17 boats)

Full results at www.richmondyc.org

CBYC FALL ONE DESIGN, 11/13-14 (5r, 0t)

MERCURY — 1) **Jade**, Mike Burch, 5 points; 2) **Fast Break**, Randy & Kathryn Smith, 14; 3)

BOX SCORES

Axon, Doug Baird/Chris Messano, 14. (10 boats)

Full results at www.cbyc.org

SYC CLASSIC BOAT INVITATIONAL (6r, 0t)

FOLKBOAT — 1) **Freja**, Tom Reed, 10 points; 2) **Thea**, Chris Herrmann, 17; 3) **Faith**, James Vernon, 20. (10 boats)

Full results at www.sausalitoyachtclub.org

SYC TWIN ISLAND SERIES (3r, 0t)

SPINNAKER A — 1) **Slainte**, Cal 20, Paul Sutchek, 5 points; 2) **Ravenette**, J/88, Brice Dunwoodie, 10; 3) **Courageous**, J/88, Gary Panari-

ello, 15. (6 boats)

NON-SPINNAKER C — 1) **Ohana**, Beneteau First 45F5, Steve Hocking/Marika Edler, 6 points; 2) **Escapade**, Sabre 40-2, Nick Sands, 15; 3) **El-laBel**, Jeanneau Sun Odyssey 409, Andy Lawson, 18. (18 boats)

Full results at www.sausalitoyachtclub.org

VYC NORTH BAY SERIES (6r, 1t)

SPINNAKER — 1) **Pearl**, J/80, Jack Vetter, 9 points; 2) **Yippie!**, Ranger 23, Jeff Ruszler, 11; 3) **Aerie**, CS36, Mark Littlefield, 13. (4 boats)

PHRF <149 — 1) **Adventure**, Catalina 36, Steve Strunk, 7 points; 2) **Wings**, Albin Ballad 30, Jerry Halterman, 11; 3) **Cali**, Islander 36, Kerry Scott, 13. (3 boats)

Full results at www.jibeset.net

THE RACING

12 knots under sunny skies.

Bill Baxter's *Fireball* included the youngest crew of the event, 9-year-old Finley Webster.

In what is perhaps a sign of the ongoing pandemic, this wasn't a true 'Worlds' — all seven entries came from the US.

— latitude / chris

If You Don't Race You Can't Win

The big 2020 racing pause happened right after *Latitude 38's* March 5 Crew List Party, where we announced the creation of the Wosser Family Trophies to be awarded to Bay Area racers in recognition of racing performance, crewing, and frequency of racing.

With racing back to full strength, this an ideal time to reintroduce the trophies so you have a shot at winning. The trophies are beautifully polished and mounted trophies from the collection of Jake Wosser who, by consensus, was the fastest sailor on San Francisco Bay for at least four decades, from approximately 1945 into the 1970s — a time when racing on San Francisco Bay was reaching its peak participation.

Though there is still plenty of robust racing on San Francisco Bay, overall participation has been declining. To recognize and inspire active racing, Ron Young, one of Jake Wossers' former crewmembers and currently a very active racer aboard his IOD *Youngster*, stepped in to create and dedicate these trophies to be awarded by *Latitude 38* and a board of advisors in three different categories.



Ron Young and the Wosser Trophies.

To win you'll need to document your success in any of the following three categories and send your submission to racing@latitude38.com.

The Jake Wosser Trophy will be awarded annually to the winner of the largest one-design regatta on San Francisco Bay in that year. This could be local Optis, J/105s or a visiting regatta such as the Etchells or 505 Worlds. To attract the broadest participation, no class is eligible to win this trophy more than once in any 10-year period. Any class, club or organization can submit a nomination with race fleet size and overall winner.

The Ruth Wosser Trophy will reward the boat owner who has competed in the most race days in any one year. All participants will need to register their races on a tracking form. This is to encourage participation by boat owners in as many races as possible. Boat owners need to submit documentation of all races sailed in 2021.

The Susie Wosser Trophy will be awarded to the boat owner who takes the most people racing in any given year. This will encourage boat owners to invite as many new crew as possible to come racing. Owners will need to submit a list of all the different crew who raced with them in 2021.

For more information, visit www.latitude38.com/wosser-family-trophies. We encourage you to enter this year — the competition will only get tougher in the years ahead!

— john

Race Notes

St. Francis YC hosted New York YC, Texas Corinthian YC and Newport Harbor YC for a **Grandmasters Team Race Invitational** on October 28-29. "The three-on-three format taxes the sailors' knowledge of the rules of sailboat racing and tactics. StFYC are being the perfect hosts by going 0-6 for the first

Whether you were cheering for Cal or Stanford at the Big Sail on November 16, your team won. The two rivals tied in the Grandmasters Alumni division with one win each. Cal captured the Masters Alumni and Women's divisions, while Stanford took the Young Alumni and Varsity divisions. Right: Even the tree had to show a vaccination card to get into host club St. Francis.





CHRIS RAY / WWW.CRAYSVP.COM

three round robins," wrote photographer Chris Ray after the first day of competition. "We're not usually *that* welcoming. It was a picture-perfect day for sailing, with a northerly breeze shifting to our usual westerly, which the race committee handled with their usual aplomb." NHYC topped the regatta with nine wins and three losses; StFYC got completely shut out.

Christopher Weis of Del Rey YC won the 2021 **California Dreamin'** match-racing series by taking second place in the third and final stage of the three-

Like the Big Sail pictured on the previous page, StFYC's Team Grandmasters Team Race on October 28-29 was sailed in the club's fleet of matched J/22s.

event circuit. Crewing with Weis were Haydon Stapleton, Ansel Roehn, Roberte Stevens, Dylan Finestone, Sterling Henken and Alex Barrow.

David Hood of Long Beach YC and his crew took first place in the November 13-14 stop in Long Beach, sailed in Catalina 37s. StFYC hosted Stage 1 on August 28-29, and San Diego YC hosted Stage 2 on October 9-10. Weis

won both of those, which were sailed in J/22s. Placing second in the series was Liz Hjorth of California YC, and StFYC's Nicole Breault took third.

Originally scheduled for January, March and April, the traveling series was delayed due to you-know-what.

San Rafael's **Loch Lomond YC** racing program continues. On November 11, they had their first midwinter race of the season. "We will have a race once a month on the afternoon of the second Saturday with a starting time at 1200 or 1300 hours depending on the tides in San Rafael Bay," advises fleet captain and race chair Matthew Byers. "Members of any LLYC-recognized club are welcome to participate, and there is no fee to enter." The entry form and release of liability forms are available at the club or by email. "After the race, the club is open for drinks and results, and a small meal is served for \$10. Please have anyone interested in racing with us contact me at mjbflagmaker@gmail.com, or by phone or text at (415) 235-8187."

— latitude / chris

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Bay Area sailor, Bill Crowley, has taken six trips chartering in the **BVI**. He shares his experience from a summer charter as COVID restrictions loosened but didn't disappear. The situation in the islands continues to improve and, based on what we heard at the Annapolis Boat Show, the charter companies report that business, like the tradewinds, is brisk.

ALL PHOTOS BILL & KATHY CROWLEY

Post (?) COVID Chartering in the British Virgin Islands

Our grandson, Sterling, graduated from New Tech High School of Napa in 2020, and we planned to take him on a two-week BVI sailing charter in July of that year as his graduation gift. We booked the charter — our fifth in the BVI — on a Leopard 444 sailing catamaran, with Conch Charters of Road Town, Tortola, in 2019, but the country closed its borders to all visitors from



Sterling gives celebrating his high school graduation in the BVIs a big thumbs up.

March through December 2020, so we rescheduled for July 2021. In addition to my wife Kathy and Sterling, our crew included Kathy's employers Randy and Debbie Bryant (one sure way to get the vacation days you want is to take your employer with you!) of Rutherford, sailing friend Sharon Wilson of Oakland — with whom we connected through *Latitude 38's* Crew List in 2013 — and her mom, Dagmar Grieder, of Austin, Texas.

As the dates drew near, we kept in constant touch with the staff at Conch, who did their best to keep us abreast of COVID-related rule changes that we would have to comply with, including the need for travel medical insurance that would specifically cover COVID-related expenses. We all purchased those policies, but no one in the BVI checked them!

We would all need to be fully vaccinated and show proof of a negative PCR test taken within three days of travel. We all complied and all passed. I even

took two of them: one at Walgreens, self-administered at a drive-up window and observed by a technician through the glass, and another at a Kaiser Permanente drive-through facility, administered by professionals. Both were free of charge.

Even though we would only be there for an hour or two — just long enough to board a ferry to Road Town — when our planes landed in Charlotte Amalie, St. Thomas, USVI, we were required to submit to a health screening that included yet another PCR test, professionally administered, and show evidence of vaccination.

After nearly 24 hours of travel time, we finally arrived at our boat, *Serenity C*, homeport Edmonton, Alberta, Canada, an hour after the 5 p.m. closing time at the charter base. Our preordered provisions from Bobby's Market had been delivered to the boat and, after stowing them and our luggage, the crew walked to town at dusk seeking a nice sit-down meal while I stayed aboard to view the ship's briefing — provided in video form on the ship's tablet, as well as the chart briefing — and to guard all that rum!

It wasn't long before the crew returned with news that the BVI government had that very day instituted a 7 p.m. curfew. They had been so informed by the local constabulary, under threat of a fine "up to US\$10,000/person"! So, from our provisions, we 'enjoyed' a meal of salami, cheese and crackers, plus PB&J sandwiches, before turning in for some much-needed rest.

So, how was the rest of the trip? We are not sure if it was instituted at the same time as the 7 p.m. curfew, but *all* BVI restaurants were *required* to offer take-out food only. For places like Soggy Dollar Bar and the Pirates Bight, this wasn't much of an issue, as their widely scattered beach tables provided adequate opportunities for simultaneous dining and social distancing. But for others, like Pusser's, it was a real bummer to miss the terrific Caribbean atmosphere that their indoor eateries were unable to offer. Pusser's most

extensive gift shop, in Road Town, was closed, while their smaller one in Leverick Bay was open. Some of the rules didn't seem to make sense.

The freshwater swimming pools where we were accustomed to refreshing ourselves — notably Top of the Baths and Leverick Bay (both on Virgin Gorda) — were, sadly, closed to all use. The restaurant at the former was take-out only, with few shaded places to sit and enjoy, and our Virgin Gorda favorite, Hog Heaven — to which the open-air taxi is an 'E ticket' experience — was closed "until October".

We found a few of our favorite stops, like Pirate's Bight on Norman Island and the Cooper Island Beach Club, operating on a semi-normal basis for food and libations, albeit with outdoor/beach seating only. Other regular stops including the club at Buttonwood Bay, Peter Island, and the Willy T floating bar and restaurant at The Bight, Norman Island, were closed altogether, as were all the restaurants at Great Harbor, Jost Van Dyke, with the exception of Foxy's, which seemed to be business as usual.

Our favorite BVI activity, snorkeling, was hampered at most of our favorite stops, including Monkey Point (Guana Island), The Indians, Buttonwood Bay (Peter Island), and The Caves (Norman Island), by the appearance of numerous jellyfish. We saw them nearly everywhere we swam, but in some spots, like West Bay (Great Dog), they were scarce enough to swim around and avoid.

While spending less time than we would have liked hanging out in Gorda Sound, Virgin Gorda, we spent a few hours touring the Sound aboard our charter boat to check on the recovery the various resorts were making from the devastating effects of Hurricane

'Serenity C' is the favorite of the five catamarans the Crowleys have chartered in the BVIs since 2006.



OF CHARTERING

Captain Bill at the helm of the Leopard 444 sailing catamaran 'Serenity C' from Edmonton, Alberta, Canada, currently sailing out of Conch Charters in Road Town, Tortola, BVI. This is a great boat for up to eight adults, with four cabins, all with ensuite heads.



Irma in 2017. While Leverick Bay Resort was nearly back to full operations (fewer COVID restrictions), others were not so far along. Saba Rock resort was looking like it might be ready for its planned October reopening. Bitter End Yacht Club has a much longer reconstruction task ahead of them, as do the rest of the Gorda Sound establishments. I don't expect any to reopen before 2022.

Departure was a bit challenging. When we arrived, we were advised that we would need a negative PCR test,

Enjoying a quiet happy hour at Foxy's, from left: Dagmar, Sharon, Sterling and Bill. Sharon was personally serenaded at this venue by a local who found her irresistibly attractive!



taken within 48 hours of departure, and were given a list of eight medical facilities (six of them on Tortola) where the tests could be administered for \$120/person, the results emailed to you in +/- two days. Crew Sharon Wilson had been advised by her airline to obtain, in advance, the self-administered antigen test, so she wisely purchased a dozen of them online from Abbott Labs for \$180 and brought them along. This test is taken online under the supervision of a trained professional, with the results available in less than an hour after completion, but we were informed on our July 15 arrival that this test was not presently acceptable in the eyes of the BVI government. Possibly due to

the inability of the local medical facilities to administer, process, and send out results of the required PCR tests in a timely manner, that ruling was rescinded prior to our July 31 departure. So we spent about five hours on the beach at Soggy

Dollar Bar, one of the few places we found with reliable (and free!) internet service, getting our exit antigen tests completed on July 29. Hey, there are worse places to be stuck on the beach most of the day!

We arrived at our charter base in Road Town at opening time of 8 a.m. on July 31 in order to get our boat checked in and make it to our ticketed 11 a.m. ferry departure to Charlotte Amalie, USVI. There we were to spend the night at Lindbergh Bay Hotel, walking distance from the airport which, thankfully, ceases operations at night. The next morning with luggage in tow, we strolled to the airport for our 11 a.m. flight home.

From left: First mate Kathy, Bill, chief foredeck crew Sharon, longtime friends Debbie and Randy, and Sterling.



WORLD OF CHARTERING



The crew at an uncrowded Soggy Dollar beach day. Right: Dagmar and Sharon.

If you're going, we recommend frequent communication with your charter base in the weeks prior to your arrival, particularly with regard to keeping informed of the constantly changing rules that must be followed. If you plan to use a ferry service to make connections between the USVI and BVI, purchase your tickets *in advance*. Ferry schedules are reduced from normal, as are the number of passengers permitted on board.

Don't expect to enjoy three leisurely meals ashore everyday. Plan to prepare many of your meals — and sundowners! — aboard, and order provisions accordingly in advance. Know that produce doesn't keep long in the tropics, so don't order more than a three-day supply upfront. There are markets on all

the major islands to resupply along the way. We had excellent provisioning services from Bobby's Markets. Check with your charter base for their recommendations. If you have a part-time crew member joining you, it is best to have them drop in after your start and depart with your group. The other way around complicates departure procedures unnecessarily, and costs you valuable vacation time!

Final tip: We brought along a Brita water filter pitcher and used it to filter the boat's tank water for all our drinking and cooking needs. Our charter folks said this would be safe and it saved us much lugging of water jugs to the boat, as well as a few bucks.

— Bill & Kathy Crowley

Charter Notes:

The Bitter End Yacht Club is back! Following the devastation from Hurricane Irma four years ago, Bitter End Yacht Club is reporting that Bitter End 2.0, as the Hokin Family likes to call it, is planning for a December reopening. While there is much to be added, they are starting with a nautical village including the Clubhouse Restaurant, the Quarterdeck Marina, the Watersports Center, and the Reeftique Boutique.

They will start by catering primarily to the robust Virgin Islands charter and private yacht industries, as well as the local BVI villa communities. More than 70 mooring balls and 25 marina slips will once again greet visiting sailors. Plus, there is an all-new Quarterdeck Marina, a two-story, open-air venue featuring an upstairs lounge and wrap-around terrace, waterfront views, and enhanced amenities like marina-wide Wi-Fi and upgraded bathing facilities. In addition, the Bitter End Village will offer several distinct dining experiences and an update of the BVI original waterfront bar.

Lodging will be in short supply, with just two new, over-the-water bungalows available this season. Hurry to reserve if you're not going by sailboat!

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CHANGES

With reports this month from *Andiamo's* long delivery home from Oz to California; Rod Mayer's first solo sail home from Hawaii on *Galen Diana*; *Convergence's* off-the-beaten-track visit to New Caledonia; and a whole Christmas stocking full of **Cruise Notes**.

Andiamo — Buizen 48 Paul Eichen and Susan Flieder The Long Way Home Sausalito

A pilot house. After nearly 20 years of Baja Bashes and cold, rough passages up the California coast, I wanted a warm, dry place for night watches. Susan and I loved



ANDIAMO

After a long delivery home, Susan and Paul are enjoying life aboard 'Andiamo'.

our 1988 Farr 44, *Compañera*. The cockpit had been our children's playpen, and Roberto was the youngest sailor in the 2006 Baja Ha-Ha, at 6 months old. Susan saw no good reason to make a change — but I wanted a pilot house.

Late night internet searches turned up just what I was looking for ... in Australia. Under 50-ft, with bunks for up to seven, the Sydney-built Buizen 48 was a family cruiser with a pilot house. But who ever heard of Buizen? Our dear friend and sailing mentor, accomplished Australian circumnavigator Bob Mackie, knew exactly what I had found. "Buizen: Rolls Royce of yachts," he said. "Everyone here wants a Buizen. I want a Buizen."

Susan was skeptical but agreed to come to Oz to see *Andiamo*, the boat Bob and I had found. I stayed on the dock as Susan disappeared inside. Finally, she emerged and declared, "When the kids go to college, we can live on this boat." That was three years ago.

My first thought was to ship *Andiamo* to California on a freighter. But another dear friend and sailing companion extraordinaire, Henning Kather, said, "You've got to sail the boat back. You'll never have an opportunity like this

'Andiamo' had a ringside seat for the fireworks on New Year's Day in Sydney.



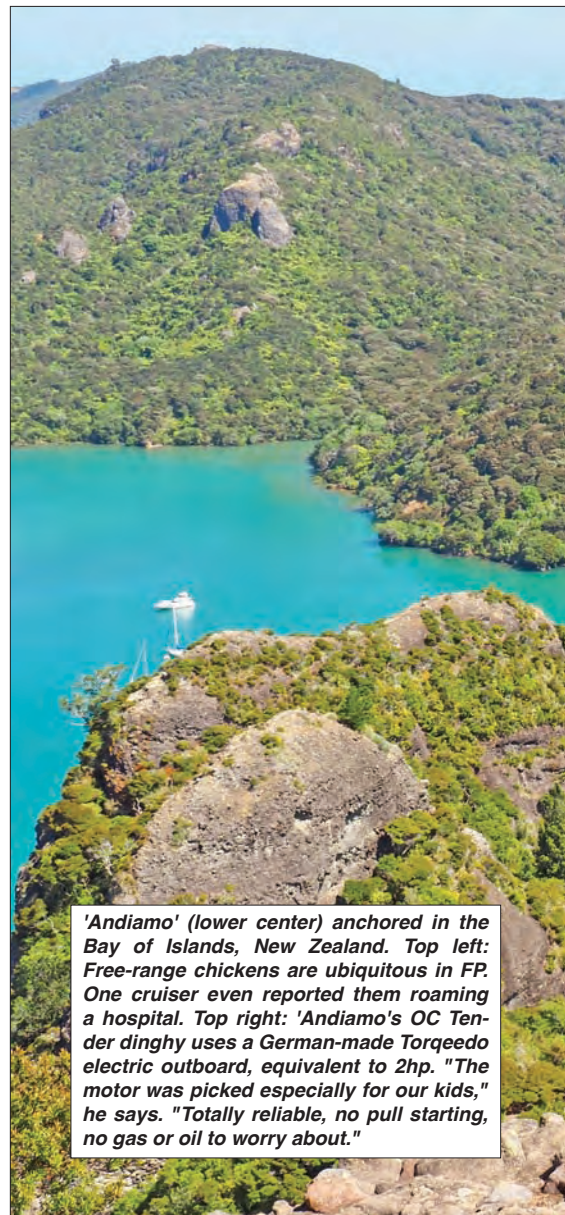
ANDIAMO

again." So year one was a major refit in the yard where all the Buizens were originally rigged, Royal Prince Alfred Yacht Club in Pittwater. We cruised all over Pittwater and Sydney Harbour, and celebrated Susan's birthday (New Year's Day) with the giant fireworks display at the Sydney Harbour Bridge. Henning and lots of other friends joined us for Australian adventures.

On December 7, 2019, *Andiamo* was ready to start the journey home. Before dawn, three buddies — Henning, Paul Brown and Stephen Gorman — and I pulled away from the dock at the Royal Prince Alfred YC. We cleared immigration in Newcastle, where the bush fires had turned skies orange and ash was raining down. After three days of mellow motor-sailing, the sun rose with Lord Howe Island just a mile or two off the bow, cliffs soaring above as though we were on the floor of Yosemite. From shore, the lone police officer guided us to our mooring with the lights of his truck. Paul and I took a long hike along the scenic northern ridges and cliffs. We only spent a day, so it's difficult to describe the culture of this tiny, isolated community. But we did note that the same woman who was our immigration officer in the morning was in a different uniform in the afternoon — mowing the lawn in the town cemetery!

After a lovely dinner ashore and one night on the hook, we headed for Opuā, on the North Island of New Zealand. Five days later, we were approaching the Bay of Islands and our port of entry. After dragging fishing lines for 1,300 miles without a strike, we caught two tuna on our last morning! The second leg of our journey produced some exciting sailing, with an average of more than 160 miles a day. We saw winds close to 40 knots, complete with lightning strikes way too close for comfort, and heavy rain. All agreed that *Andiamo* handled heavy weather beautifully and inspired confidence.

Susan, the kids, and some friends arrived in Paihia on Christmas Eve 2019, to spend the holidays sailing in the Bay of Islands.



'Andiamo' (lower center) anchored in the Bay of Islands, New Zealand. Top left: Free-range chickens are ubiquitous in FP. One cruiser even reported them roaming a hospital. Top right: 'Andiamo's' OC Tender dinghy uses a German-made Torqeedo electric outboard, equivalent to 2hp. "The motor was picked especially for our kids," he says. "Totally reliable, no pull starting, no gas or oil to worry about."

We had a glorious time and fell in love with the gorgeous islands and the super-friendly Kiwis. We kayaked, hiked, sailed, and ate and drank our way around this incredible part of the world. Two weeks later, we left *Andiamo* buttoned up in Whangarei, and flew back to San Diego.

The passage to Raiatea was to begin in mid-March 2020, but I reorganized my flight and flew back to Auckland a few days early after realizing I might be prohibited from entering New Zealand when new COVID-19 restrictions took effect on March 16. From this point on, COVID was a big factor in our planning and options. In Whangarei, we were required to quarantine on the boat. How things had changed! Gone were the friendly Kiwis offering a helping hand. Clearly, people



ALL PHOTOS ANDIAMO

felt very uncomfortable with us there and were eager for us to leave. Thank goodness for dockside grocery deliveries!

We were agonizing over all the crazy news from home and around the world, and terribly anxious about being so far away from our families as the world shut down. We knew that we might not even be allowed to dock in Raiatea, and provisioned the boat to go all the way to Hawaii. Henning, Pat, Stephen and I discussed the option of abandoning the journey and flying home, but everyone wanted to continue. In the end, we marveled at our great good fortune to be on this adventure during these times, and to be able to choose the open sea. The immigration folks in New Zealand at first insisted that we could not depart until we finished the

remaining nine days of our quarantine. Thankfully, they came to their senses and we were off!

When I began researching how to sail east across the Pacific, the first thing I noticed was the scarcity of information. One article said that each year there are fewer sailors sailing east from Australia/New Zealand to North America than climbers of Mount Everest. The fundamental problem with this route is getting your 'easting'. You must be far enough east to be able to touch French Polynesia and Hawaii on the way home. Getting too far north too quickly may make these islands out of reach due to the easterly trade winds.

Our sixth day out, we struggled all day to get east. The light breezes were blowing from due east, so we tacked back and

forth to maintain the course sent to us by Rick Schema, our professional weather router out of Hawaii. *Andiamo* had now carried us 500 nautical miles from Whangarei, approximately one-fifth of the passage to Raiatea. By day 7, we began to worry that we might not be able to stop in French Polynesia at all. Sailing, eating, sleeping, reading, and chatting filled our days until, on day 16, we made the decision to change course. We learned that stopping in Raiatea was out, and the only potential chance for quick refueling and reprovisioning would be Papeete. We also got word that the airport had closed, meaning no flights into or out of Papeete. Our daily postings on our *PredictWind* blog got more poetic and philosophical as the days at sea passed by.

At dawn, after 20 days at sea, we spotted Tahiti and the jagged peaks of Moorea about 45 miles ahead. The previous night, we had received permission to make a 'technical stop' for refueling and reprovisioning, as the islands remained closed to visitors. We also learned of a possible chartered repatriation flight from Papeete to the US early the next week. Paul and Stephen really hoped to be on it, and were awaiting word from the US Consulate. Henning and I planned to sail on to Hawaii, as there was nowhere safe to leave *Andiamo* with all the boats that had been stranded in French Polynesia due to the pandemic.

Because we arrived the weekend of Easter, the authorities did not come to check us in until Tuesday morning. But leaving the boat was not much of an option anyway. Since the country was fully locked down, no one was allowed to leave their house or perform any outdoor activities, which was hard to resist when the water was so warm and blue. To visit a store or a doctor, a form was required and, if one was caught without it, the penalty was \$1,400 for the first infraction and \$4,000 for the second! To reduce our potential exposure, we decided not to shop and instead utilized the services of a local, who helped us stock up for our next leg.

Fortunately, our two other crew secured seats on that charter flight. It had been funded by the Mormon Church to bring stranded Atlantic Rally for Cruisers and Pacific Puddle Jump crews home. Both were excited and nervous at the same time about whether this "free" flight was real, especially given that the airport had been closed for days. Sure enough, they shared photos showing an empty airport (with a rooster proudly walking through the departure hall) and confirmed that they found themselves on an empty plane that brought them to Salt

CHANGES

Lake City — free of charge.

Papeete marina life was pretty much halted, even though crews of some super-yachts still enjoyed their afternoon water games or sunset socials. One of them reported that his boat had been in port since November 2019. He told us that it was great to be here before the lockdown, as there is great surfing, diving, sailing, etc., which was now all prohibited. My family's plans to meet us here for spring break were of course canceled. Henning and I waited aboard for a weather window to head to Hawaii.

Friday, April 17, was the day, so we went to top off the fuel tanks before heading out. Due to the pandemic, the rule was that each boat was allowed only 50 gallons of fuel. Thankfully, our kind harbor master made sure we could fill up. We motored inside the reef along a beautiful scene of Tahiti's shore to starboard and the sights of Moorea to port, both lined with a huge number of sailboats moored and anchored on both sides of us.

Although Hawaii is about 2,400 nautical miles from Tahiti, ours would not be a direct course. Once again, we needed to get well east before we could point our bow toward Ko Olina Marina in Barbers Point Harbor on Oahu. We were already east of Hawaii, but 'Rick the weather guy' expected strong NE winds and large swells when we got north of the equator, and wanted to make sure that our angle to the wind and waves kept us comfortable and safe. But that meant a route east nearly to the Marquesas, and about 3,000 nautical miles overall. That night, as a bright crescent moon rose, a gentle breeze swept us along.

— Paul 10/14/21

Look for Part 2 of Andiamo's long cruise home to California — including a detour to Alaska — in the January issue.

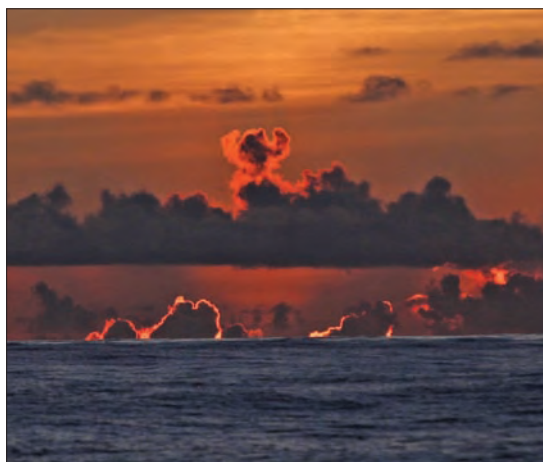
Galen Diana — Jeanneau 49

Rod Mayer

The Good Shepherd — Part 2

Sausalito

Last month we brought you Part 1 of Capt. Rod Mayer's summer adventure: support vessel for the Great Pacific Race, a team rowing competition from San Francisco to Hawaii. 2021 marked the fourth running of this biennial event, and Galen Diana has been the 'good shepherd' for all of them. But this year marks the first time that Rod sailed the boat home solo. As with his race support duties, Rod chronicled the crossing back home at <http://forecast.predictwind.com/tracking/display/thegalendiana>. We don't have room for all of it, so once again, we present highlights of those log entries here.



Aug 6 (Friday) — Anchor up and officially underway 0603. Aloha to all my new friends who have made my stay so awesome. I feel honored and privileged. Mahalo.

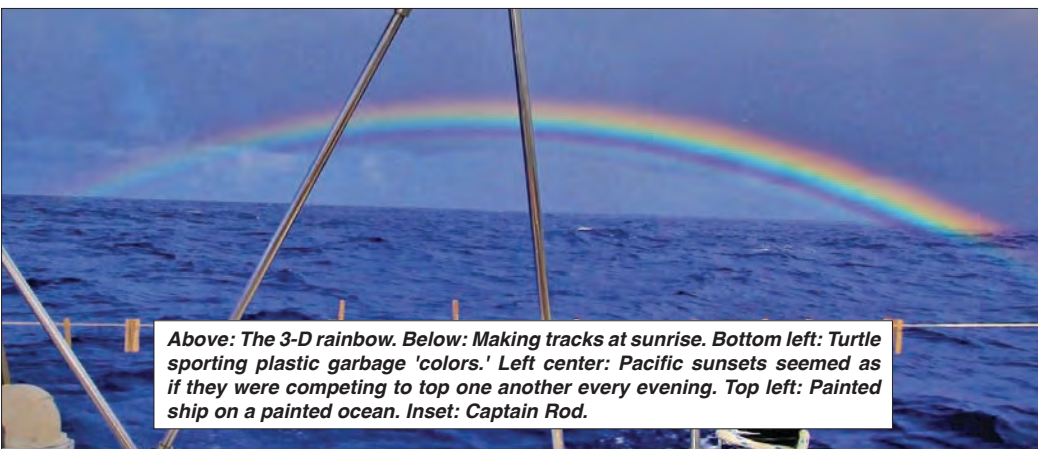
Aug 7 (Saturday) — So far so good. Course 000 degrees — due north. I've set my sail trim to make life easy. Right now the wind is easterly at 25kts, with the apparent wind at 57 degrees. At this point of sail, I 'travel up' so I don't lose twist in my main. Both main and jib are reefed at 70 percent (main in a mast furler), with decent belly, so I maximize my horsepower and maintain stability and control. And the autopilot doesn't have to work as hard, which conserves my battery bank.

Aug 10 (Tuesday) — Monday brought multiple squalls with 35-kt winds and rain. Galen Diana received a thorough

rinse and she shines bright in the morning light. The conditions raised the bar on my 24-hour mileage goals. At 1400 yesterday, we had sailed 177nm over 24 hours for an average 7.4kts SOG. Then this morning's rolling 24-hour time came in at 181nm — 7.5kts SOG.

Aug 11 (Wednesday) — I thought I had seen it all with all the rainbows I've enjoyed in Hawaiian waters, but this one was nothing like I'd ever seen before. It was a 3-D experience, like when you wear those special glasses at movies — and so close it felt as if I could almost run my hand into the colors. And rather than a high arc, it was low profile as if God was sitting on it to get a good look at me.

Aug 12 (Thursday) — The wind has fizzled out and a high pressure bubble has moved on top of us. We are motorsailing



Above: The 3-D rainbow. Below: Making tracks at sunrise. Bottom left: Turtle sporting plastic garbage 'colors.' Left center: Pacific sunsets seemed as if they were competing to top one another every evening. Top left: Painted ship on a painted ocean. Inset: Captain Rod.



at 1,800 rpm and moving at 7.2kts toward our next waypoint of 38°N 155°W — at which point we should have enough wind to cut the engine and start sailing again. I have found that by using the motor and the sails together in light winds, and at a good wind angle, *Galen Diana* can cruise at higher speeds at a low engine rpm. Basically, using the motor to give a boost of boat speed allows the sails to achieve at least some lift. I liken it to running with a kite to get the kite up to a level it can support flight on its own. Without the 'push,' winds are so light in this high that *Galen Diana* would pull her way uphill only at about 2kts. Without any sails up, the 65-hp Yanmar would have to work harder to maintain an acceptable cruising speed — and consequently consume more fuel.

Aug 13 (Friday the 13th) — Dead calm

at night is the most magical experience I have ever witnessed. This was my first time. Imagine the reflection of the stars and planets against a sheet of glass. I could see the stars in the water. I had no idea where the water ended and the sky started. No horizon. The crescent moon had set around midnight and by 0245, it was pitch-black. I turned off my navigation lights for a little while to soak up this magical moment. It was quiet, no music and only the sounds of water moving along the hull of *Galen Diana* as she slid along this black sheet of glass speckled with bright stars.

Aug 14 (Saturday) — It is amazing how much the same body of water can change with each new day. I liken it to driving cross-country. When it's rough and gaged and the wind is howling, it's like a

dirt road with lots of potholes and bumps. Right now, I've just passed the desert flatlands and am beginning to sail through the deep-blue rolling hills. Next come the "high plains," and the terrain changes again as I make the turn toward the West Coast in about 24 hours. I'm dreading the "Rocky Mountains," which are a few days ahead.

Aug 17 (Tuesday) — Why am I so annoyed today? Could it be the last 18 hours have been a washing machine on steroids, with an unbalanced load, rocking and jerking in every direction without any relief possible to sail in the desired direction? Ya think? In the past, by now I'd be on a broad reach on port tack heading ESE. However, this time I am faced with two high-pressure bubbles and am forced to head NE to get through them.

Aug 19 (Thursday) — "Heavy" is a term we (charter captains in S.F.) use to describe big ships. Within the past 24 hours, I have had three contacts and two that came a little close (probably to get a closer look at us). Now that I'm obviously near the commercial traffic lanes, I will need to pay extra attention to 'heavies' and limit my sleep to allow proper watch and lookout frequency.

Aug 20 (Friday) — Made it through the high! Twenty-nine total hours under the "iron sail." The prediction was for wind by this morning ... and *voila*: At 0415 (HST), while making my rounds, I could see The Great Boreas had spun the breeze around to the east side of the high pressure bubble and it's now arriving on schedule on the port beam.

One observation I had yesterday was how much, ever so slightly, the sun was to the right. It never got directly over the boat. Picture this: We are heading due east on a course of 090. The sunrise and sunset should be directly fore and aft, which they are, but the path it takes from rise to set is offset to the right of the boat. It wasn't that noticeable Sunday-Monday when we were also on a 090 heading, but that was three degrees lower latitude — 180nm south of our current position. So the warm and sunny side of the boat is the starboard (south) side, and the cool, shady side is the port (north) side. How POSH is that?

Aug 22 (Sunday) — The dark and stormy weather common to the offshore waters of the Northern Pacific tells me I'm getting close to home. But whether I will face 'The Rockies' this year remains to be seen. We didn't in 2016, but we sure did in 2014. Back then, we took a big one over the bow and the weight and impact of the water left our spray hood dangling off the side of the boat.

ALL PHOTOS GALEN DIANA

CHANGES

There were moments within that 30-hour windstorm that I wasn't at all sure how things were going to play out. That was my first crossing from Hawaii to California and I didn't know what to expect. Fortunately, we had a Transpac veteran aboard. Among other boats, Carl Godtfredsen had skippered the Lee 66 *Merlin* back in the day. We did watches together while crossing 'The Rockies' in 2014, and he coached me on heavy-weather sailing and sail trim for maximum VMG. The confidence that comes with this type of hands-on coaching, especially from someone of his caliber and experience, is priceless. He was a friend and a good man. (RIP, Carl.)

Aug 24 (Tuesday) — I'm beginning to sail into an already active windstorm that potentially could see wind speeds of up to 40kts. The swell is projected to be 12 feet, but how steep will it be? As long as they are not breaking, *Galen Diana* will use the swells to accelerate our SOG. However, if the swell is too steep and/or breaking, I'll depower by reducing sail area and angle of tack, and navigate carefully through the gale. Either way works in getting us to the finish line and that bottle of bubbly.

Speaking of bubbles, yesterday I crossed through a sea of what looked like glass bubbles. The ocean surface was covered with so many *velella* that they reminded me of sprinkles on a glazed doughnut. We saw this before in this same region the past two times we came through this stretch. Also known as 'by-the-wind sailors,' they sport a tiny, clear 'sail.'

Aug 26 (Thursday) — Under the Golden Gate 0055. We did it! Hawaii to San Francisco, solo, in 19 days, 15 hours, 55 minutes. 2,885nm, 6.1kts average SOG.

— Captain Rodney 10/1/21

**Convergence — Wylie 65 ketch
Sally-Christine Rodgers and
Randy Repass
Favorite Stops: New Caledonia
Santa Cruz**

Although Captain James Cook gets the credit for its discovery in 1774, New Caledonia is a French Territory through and through. Comprising the islands of Grande Terre, Mare, Lifou, Ouvéa, Tiga, Mouli, Faiava and L'Île des Pins, it is a cornucopia of European and Polynesian influences, including 30 distinct languages and dialects among the islands.

It had been a boisterous 650nm passage from Fiji. As we closed in on Lifou, we pounded through darkness, grateful the autopilot was handling the conditions admirably — until it didn't. At 2100, Randy

was below doing surgery on the delicate brains of the pilot and I was driving to weather in a confused sea, with red and green running lights of a ship burning into the night behind us. We were making 10 knots, but they were gaining on us. Crew on board commercial vessels can be lax on watch in these outlying areas, so we radioed, but got no response. They appeared and disappeared in the swell, but their presence was constant on the radar. It was like looking in a rear-view mirror and seeing a police car. I just kept the boat moving and finally, they changed course.

Randy's determination paid off: The autopilot returned to life, once again holding course in the sloppy swell. (We now carry two autopilots that can be interchanged with a switch.)

The Loyalties

Mare, Lifou and Ouvéa make up the Loyalty constellation. I have always held a romantic longing for the Loyalty Islands; I like the name.

The shadowy back of Mare, rising to 453 feet above sea level, is mountainous, offering few anchorages. We were headed for the middle sister, Lifou. It was morning when we crossed a choppy Baie de Santal and anchored in Drueulu. (Although you can anchor in the Loyalties, you must clear customs in Nouméa — cheap, short flights make this easy to accomplish.)

Traditionally, a *Kastom* gift containing tobacco, money, and other staples would be made as a sign of respect to the chief of the region. The offering of *Kastom* gifts is rare these days, but I wrapped money, fishhooks, tobacco, and lotion for his wife in tapa cloth wound with shells and headed in. When the chief understood our intention, with calm dignity, he indicated for us to follow him into his *case*, a conical, thatch-roofed structure where his wife reclined on a mat. He showed her the *Kastom* gift, and she smiled and nodded. The *case* remains the foundation of a culture nearly lost.

With permission to anchor, we spent the afternoon kayaking. Cut by the onslaught of the sea, eroded limestone grottos, arches, bridges and depressions welcome nesting birds. Deep caverns are said to hold outrigger canoes where the mummified remains of ancestral elders gaze for eternity out to sea. We paddled respectfully beneath their vigil.

Nouméa

After Lifou, we headed to Nouméa, where we would leave *Convergence* until the next cruising season. Nouméa



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is a good jumping-off spot for Vanuatu or Australia. Port Moselle is a cyclone-rated harbor with heavy chains in place to secure boats. Sailboats flagged from every country fill the slips. The marina is convenient to the open market, and Marine Co-rail offers ample spare parts, diving gear, fishing equipment and advice.

Our arrival here was met with as much frustration as excitement: Our new main-sail, which had been shipped from Santa Cruz, remained in customs. Even though we were a "boat in transit," negotiating our way out of paying duty became a linguistic hassle that my limited French wasn't up to sorting out. After much cajoling and perseverance (aided by Kathy Parsons' *French for Cruisers*), we finally rescued our sail without paying duty.

Nouméa is a South Sea version of a seaside French village: *tres chic*, with a gritty cosmopolitan flair and sense of merging ancestries. Look one way, the beaches



Below: 'Convergence' underway. The boat's unstayed cat ketch rig has proven to be an easy-to-handle, seaworthy combination over many thousands of miles. Above right: The Rodgers-Repass family: Randy, Sally-Christine and Kent-Harris. Above: Happy Opti sailors in Ouvea. Top: A traditional 'case'. Left top: Why Captain Cook named it the 'Isle of Pines.' Center: A lot of the best stuff in New Caledonia is under the surface. Bottom: Sunset in Port Moselle, Nouméa.



ALL PHOTOS CONVERGENCE EXCEPT AS NOTED

of Baies des Citrons and Anse Vata scallop the southern coastline. Sophisticated shops and restaurants cater to *Métros* — exclusively European clientele — while the trendy beaches are crowded with sporting white New Caledonians who jog, bike, and kite surf along their shores. Look another, and reed-thin *Caldoches* (French women born in New Caledonia) try on fashions in little boutiques in the mornings, and crowd the *patisseries* at noon. (They're not the only ones. Cruisers who are used to making do on canned milk and Spam marvel at glazed tarts, layered cakes and petite cups of *mousse au chocolat*.) Never far away are *Kanak* women in colorful mission dress gossiping near the tiered Fontaine Celeste, constructed in 1890. Old men pass the day in the shade of palms at Place des Cocotiers. Sadly, many neoclassical buildings are boarded up.

One afternoon, two cruising buddies

and I decided to pamper ourselves at a hair salon emphasizing: "All the stylists trained in France." It was here I learned one of life's lessons: Never let anyone cut your hair who does not speak your language!

Isle of Pines

Upon our return to the boat, we left Nouméa for Havannah Passage, where frenzied shearwaters spiraled over the surface. It was September, winter in New Caledonia, and as the French say, "The air is fresh." With a full main and mizzen in a rare west wind, we sailed south to Baie de Prony at the southern tip of Grand Terre, the jumping-off point for the 70nm passage to Île des Pins — Isle of Pines.

Baie de Prony is a desolate anchorage where waterfalls carve the shore. Hill-sides are exposed like ravaged flesh from nickel mining. The soil is iron-rich, red

as potter's clay, and sticks to and stains anything it encounters. For weeks afterward, our anchor chain and hull retained the bloody memory of good holding.

Île des Pins is usually a beat to windward, but the wind was behind us! With a surprising downwind sail averaging 12.4 knots, we were exhilarated by our quick run. We anchored on white sand in the postcard-perfect Baie de Kuto. In 1774, one look at the strange *araucaria* trees inspired Cook to name it Isle of Pines. It is a place many sailors have heard about, but few experience. We had heard the saying that Isle of Pines is "the closest island to paradise," and could find no reason to disagree.

The water lured me to swim, the crescent beach invited exploration, and the curious pines begged to be photographed, but my hungry crew needed dinner. We would have to wait to unwrap this island jewel.

The next morning, the moon, full and still bright in the impending dawn, silhouetted the 860-ft Pic N'ga, reminding me of Mt. Tamalpais in Mill Valley, another sleeping princess. Gathering up water, hats and sunscreen, we headed off to hike to the top. Loose rubble made the climb a risky balancing act, but the reward was worth it: a spectacular 360-degree view of the island — and beyond — from its peak. Islets darkened the surrounding reefs. *Convergence* looked tiny in the distance.

Later, we moved to the smaller, protected Baie de Kanuméra, where a spit of sand connects a sacred limestone rock to shore. I snorkeled the fringes of the reef and found myself enveloped in a chain-mail garment of silver fish. A cantilevered limestone footpath chiseled by waves edged the outcrop of land between the two bays. Huge pines, prostrate from the last cyclone, shells entangled in their roots, gave us pause. Sailors know the sea is always ready to expose the fiber of one's being. At sunset, cruisers gathered in the shadow of the sacred monolith; guitars brought on night.

Two of the many other attractions on the island are Grotto d' Oumangne and the ruins of the old French penal colony. According to legend, the former was the hiding place of a *Kunie* princess until tribal wars confirmed her as queen. At the mouth of the cavern, ancient stalactites extend 30 feet from the ceiling. A hundred yards in, a vent hole released nesting bats. It was hard to picture a young girl hiding here.

It was even harder to imagine what went on in the old prison. In 1872, French political prisoners were released

CHANGES

from chains belowdecks on convict ships, only to be exiled here under the brutal sun. Only their bones hold the memory of their crimes. The prison was closed in 1880. Now wild grasses fill the cells.

Ouvéa

Upon returning to New Caledonia after cyclone season, we had one Loyalty Island left to explore before making the approximately 250nm run to Port Vila, Vanuatu.

Levitating on the horizon like a magician's trick, the 'mirage' of Ouvéa slowly became reality as we approached.

At Point de Mouly, we headed through Passe de Coetlogon, where curving white fingers of water consumed the reef like a gambler claiming his take. Off a church framed by pines, we dropped our hook. Our keel, sprouting a verdant undersea garden, needed bottom cleaning. Fiercely competitive, we raced each other around the bow — a 65.5-ft waterline making the perfect lap. Below, black and white banded sea snakes passed by. Their poison is more potent than any land snake's (victims die within 30 minutes and there

is no antidote). Fortunately, their tiny mouths are only able to bite an ear lobe, or between fingers, and they are shy — not at all aggressive.

Our buddy James Cook christened 'New' Caledonia because it reminded him of the Scottish Highlands. But there is nothing Scottish about Ouvéa, with 15 miles of perfect sand beach that is beyond white, and so pure the granules almost don't exist — it doesn't even stick to our feet. After years of cruising around the world, I have refrained from selecting a favorite place, but this just might be it. We lost count of the days we were the only boat in Ouvéa. Embraced by a curving arm of sand, we were cradled by an immense lagoon. The water is an illusion, a reflection, nothingness. Sweetened by our being together as a family, our final sunset morphed from shades of the ripest apricot to the dark rum light of dusk. We toasted Ouvéa, another word for Perfection.

— Sally-Christine 10/11/21

Due to COVID, Convergence has spent much of the past year in a slip in Mexico. (This New Caledonia visit occurred several

years ago.) The family — which included then 9-year-old son Kent-Harris — departed Santa Cruz way back in 2004 and are nearing the end of a 17-year circumnavigation. Now 26, Kent is currently working as a congressional aide, so it will just be empty-nesters Randy and Sally-Christine for the final leg of the boat's roundabout — if there is one. "We are heading to Convergence in November and plan to cruise the west coast of Mexico for the winter," she says. "We'll decide then if we should turn left or right!"

Cruise Notes

- It's fairly common for former racing boats to be converted into cruisers. It's definitely uncommon for a boat as famous as Mike Plant's Open 60 **Duracell** to undergo this transition. But that's just what Matt Stevenson and Janneke Petersen of Port Townsend have in mind for the old warhorse.

Briefly, *Duracell* was designed by Roger Martin and mostly built by Plant himself in the late '80s. He entered the first Vendée Globe (singlehanded nonstop around the world) in 1989, and though he was

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disqualified for accepting outside help, he nevertheless completed the course, becoming the fastest American up to that



Duracell was purchased by Seattleite John Oman in 1992

South Seas-Hawaii 'loop' in 2017-19 aboard their 40-ft **Louise**. At this writing, they had transferred *Duracell*/NW *Spirit* onto their property and were in the early stages of planning what comes next. We'll stay on top of this project and hope to bring you regular updates. In the meantime, you can catch up with them at www.youtube.com/c/theduracellproject.

PHOTOS JANNEKE PETERSEN

It's going to be a major project just to get Mike Plant's old 'Duracell' back sailing, much less converted to a cruiser. Fortunately, Matt (inset) is a shipwright and has the skills to pull it off.

time to sail solo around the world. He also sailed the boat in the '90-91 BOC Challenge (singlehanded around the world, with stops), placing fourth. Sadly, Mike was lost the next year when his new Open 60, *Coyote*, lost its keel on a delivery to the start of the next Vendée Globe.

and sailed from the East Coast to the PNW via Panama. As *Northwest Spirit*, the boat won the (crewed) '94 Pan-Pacific Race (L.A. to Osaka), but on the way home was partially dismantled in a collision with a freighter. After that, ambitious plans to get the boat back racing slowly faded with the years.

Matt and Janneke acquired the boat just a few months ago. They are experienced cruisers, having done the Mexico-

it cruising, racing, or just anchored in a beautiful cove. But like anything, this new technology comes with its own set of issues — not the least of which is learning to fly one. We don't know of any stats on the subject, but we're guessing that lots of them depart their 'motherships' never to return, due mostly (guessing again) to pilot error.

Captain Rod Mayer, whose solo return from Hawaii aboard the Jeanneau 49

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CHANGES IN LATITUDES



Coming in hot! Above: Drone's-eye-view of Rod on final approach. Inset: No pain, no gain!

Galen Diana is chronicled elsewhere in this month's *Changes*, had another live-and-learn drone story. He was getting in some flying time in the mid-Pacific, taking pictures of the boat, when suddenly, he says, "The (control) unit spoke to me: 'Low battery.' Oh no no no. Then she said, 'Wi-Fi error — lost connection' ...". At the time, Rod was standing (with a tether) on the swim step where he normally retrieves the drone. As he brought it in



on final approach, the control unit once again barked, "Low battery!" "I didn't know how much time I really had, so I flew the thing right up to my face, ducked and snatched it." Drone and pilot survived, with only minor injuries to Rod's arm. "We have a bleeder!" he wrote. "Good thing I know how to clean and dress a wound."

• All you cruisers out there are having so much fun, your intrepid *Changes* editor decided to have a little of his own. He headed south aboard Jamie Meves' Cheoy-Lee 48 **Bella Luna** last month, to renew old friendships, make some new ones — and see if he still remembers port from starboard. Though not part of this year's Ha-Ha fleet, **Bella Luna** was scheduled to stop in both Turtle Bay and Santa Maria — and who knows where else? — on the way down. Fear not, he'll be back at the grindstone in time to get cranking on the January 2022 issue, while Jamie and the rest of the gang have the real fun this season up in The Sea.

• **Pacific Puddle Jump** organizer (and former *Latitude* Managing Editor) Andy Turpin confirms that the PPJ is "on" for 2022, after being canceled for the past two years due to COVID-19. "French Polynesia has endured two substantial spikes of COVID, the first during the summer of 2020, and the second is now waning after a dire period from early August through September [2021], when the Delta variant took an alarming toll relative to the territory's small population. Virtually all the foreign cruisers we've met have taken advantage of free vaccinations, and we haven't heard of a single foreign cruiser who's contracted COVID here. But a number of our Tahitian friends tell us that, thanks to Facebook and other purveyors of disinformation, anti-vax hype and associated conspiracy theories have taken a strong foothold within the population even here, a place many would call a tropical paradise."



'Bella Luna' in the slings.


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"The logjam of foreign-flag vessels continues here because all of Tahiti's Central South Pacific neighbors (except

Fiji) are still closed to foreign yachts as well as airlines. But with COVID numbers slowly improving, many are hopeful for a return to some sort of normalcy by late spring or early summer 2022. One very positive indicator is that the Tahitian maritime agency DPAM has given us its wholehearted approval to stage a Pacific Puddle Jump rally in the coming months, regardless of whether the territory's maritime borders are open or shut. Sign-ups began December 1 at www.pacificpuddlejumps.com."

• "It's official — we bought a new boat!" writes Josie Laducci on afamilyafloat.com. "Her name is **Malihini** and she's a Shuttleworth 35 catamaran!" Regular



The Laducci family's new-to-them 'Malihini' will soon be on the way to her new homeport of Sausalito.

readers of *Changes In Latitudes* will know Josie and Christian (along with daughters Nina and Ellamae and son Taj) from the many cruising miles they've chronicled on these pages since sailing out the Golden Gate in 2015 aboard their S&S 40 *Shawnigan*. The pandemic put their cruising on hold, resulting in an extended stay in New Zealand. When they flew home to the Bay Area for a while, says Josie, "*Malihini* was waiting for us to find her in Portland, Oregon."

They are currently prepping the boat for a sail down to the Bay. *Shawnigan* is for sale in Whangarei.

• Have you ever wanted to be a rich and famous writer? Join the club! Unfortunately, we can't help much with either of those things, but we can get you started down the path by getting you published in these pages. **Changes In Latitudes** has

always been by, for and about cruisers, with the emphasis on "BY." This column exists for you to tell your stories, and everybody has at least one or two of those rattling around. Are you new to cruising? Old to cruising? Going to Mexico? Going somewhere off the beaten path? Just going to Catalina? We want to read about it! Have you swallowed the anchor (moved ashore) but retain memories of one special time or place you cruised to years ago? Drop us a line! Were you inspired by an article you read in *Latitude 38* — or perhaps by the magazine itself — to cast off the docklines and sail into the sunset? Please tell us about it, either in a couple of paragraphs for a *Cruise Note*, or about 1,000 words (with pics) for a possible feature: editorial@latitude38.com

• As 2021 gets escorted into the home for the criminally insane, we can't say we're going to miss her much (or her evil stepsister, 2020). Afflicted as always with terminal optimism, we hold out hope for truly kinder and gentler times ahead. **Happy Holidays** and the very best of the New Year to all of you!

— latitude/jr



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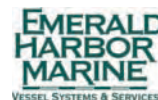


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24 FT MOORE 24 1982. Hull #118 (formerly 'Banditos') - Race-ready w/large sail inventory (5 mainsails, 6 headsails, 4 spinnakers). Nearly new galvanized trailer. Many upgrades (flush cabin hatch, cockpit floor traveler, mainsheet/backstay pedestal). \$20,000 OBO. Richmond. pjpillsbury@icloud.com (408) 442-4253

24 FT J/24 1977. Ready to race. Two sets of sails, 4 hp outboard, current registration. Has new race bottom, older trailer. Bare interior but bargain racer. If trailer not suitable, I have others available for \$1200 to \$2500 that will go anywhere. Can deliver. \$4,500 OBO. Valley Springs, CA. bonnieloopezunr@gmail.com (209) 772-9695



24 FT ULTIMATE 24 2003. 2003 Sport Boat of the Year. Well built, go-fast boat and a comfortable ride for daysailing and overnight camping around the Bay. Quantum racing mainsail in good condition. Bolt rope replaced, batten pockets strengthened by North Sails in Sausalito. New running rigging in 2019. North Sails jib new in mid-2016, used about 10 times. UV stripe protects the sail while furled. New class spinnaker (blue) from North Sails in 2017, used twice. It got several tears due from a barb on lifelines. Repaired by Pineapple Sails and functions as new. Original shy kite (pink) in good condition. Two brand-new Lewmar self-tailing winches. Torqeedo long shaft 3hp equiv. electric motor available but not included. \$24,500. Alameda. mmeverett@gmail.com (339) 440-3368 <https://tinyurl.com/k5nxy>

23 FT BEAR 1946. Hull #29. New outboard, new full boat cover, new bottom paint, Hull and mast awlgripped. Full set of racing and cruising sails in great condition Great boat! Possible Sausalito berth. \$6,800. Sausalito. davesdivingservice@gmail.com (415) 331-3612



23 FT BEAR BOAT 1958. Bear boat #64 'Bongo' for sale. 23-ft classic full-keel sailboat built in 1958. Out of the water and on a trailer. Complete boat with rig in good condition. Needs to be re-caulked and then it's ready for the water. These iconic San Francisco boats are fast, stable, and made for the Bay. \$1,500. Marin County. rachelmaloney@mac.com (415) 690-6799



22 FT SANTANA 2006. Last sailed in 2018. Currently shrink-wrapped sitting on trailer. Boat is in excellent condition and shows very well. Includes lightly used 4hp Mercury outboard and trailer with two new tires. Email or call Ron. \$15,000 OBO. South Lake Tahoe. ronmaloney55@yahoo.com (408) 828-4824



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24 FT J/24 1978. One design, always freshwater and dry sailed. Excellent racing sails. Clean interior, black anodized spars. Includes yard trailer and small outboard motor. \$3,500. Valley Springs, CA. bonnielopezunr@gmail.com (209) 772-9695

18 FT MERCURY 1979. Race-ready Mercury #542. Two masts: keel- & deck-stepped. Two sets of competitive sails. Updated fittings, pole launcher. Custom Mercury trailer. Call Eric. \$3,200. Long Beach, CA. efconn@yahoo.com (562) 439-7952

25 – 28 FEET SAILBOATS

26 FT COLUMBIA 1967. Standing room, solid fiberglass layup, bilges completely dry, standing rigging 5 years old, new toilet, new bilge pump, anchor, woodwork ready for TLC. Sweet! \$1,250. Fortman Marina, Alameda, CA. Info: (925) 586-2923 To view: (925) 286-6026



26 FT SOVEREL 26 1975. 'Wuda Shuda' — Great club racer. Complete sail inventory in good condition. New painted topsides, deck and nonskid. 5hp outboard, autopilot. Great daysailer, winning PHRF racer. \$9,500. San Francisco. (415) 203-6033

28 FT SLOOP, 1972. 28ft sailboat made by Cheoy Lee, with 18hp Yanmar diesel. New bottom paint, 10ft Avon tender with 8hp outboard. Please call. Ask for Ralf. \$18,000. (707) 965-2051

29 – 31 FEET SAILBOATS

30 FT BABA 30 1978. Cutter rig, just refit. New: fuel tank, lifelines, mainsail, staysail, sail covers, varnish and bottom job. Volvo diesel low hrs, includes Achilles 9-ft with Honda 2hp, new windshield, cabin heater, Force 10 stove with oven, hot & cold pressure, refridge, new Bluetooth stereo, too much to list. Call or email for details. \$45,000 OBO. Moss Landing. captndmund@gmail.com (831) 359-1866

30 FT HENDERSON 1996. Full complement racing sails, 4 hp motor, galvanized trailer, Tacktick speed and depth. Excellent bang for the buck. \$22,250 OBO. Carmel Valley. timcordrey@rocketmail.com (831) 277-1792



30 FT CATALINA 1981. Yanmar 2GM freshwater-cooled. Recently swapped out, completely serviced, new exhaust elbow. Tiller steering, manual freshwater, LPG stove, newer cushions and carpet. New VHF, bulkhead compass, Raymarine depth, speed, AWI/WSI (wiring needs to be completed) AM/FM/CD, cockpit corner seats and cushions. most running rigging replaced. Good main, small jib on CDI furler, self-tailing primary winches, spinnaker and pole (blocks are there but not rigged) Solid Catalina 30 ready to go sailing. Transferable "inexpensive" Sausalito slip. \$26,500 OBO. Sausalito. ttucker100@sbglobal.net (510) 381-1925



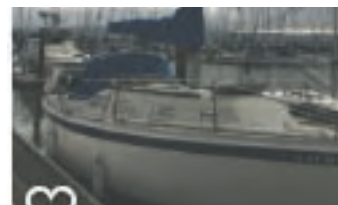
29 FT CASCADE SLOOP 1976. One owner, good condition, many upgrades plus overhauled engine and electrical system, Monitor windvane and mast tabernacle. Commercial grade 16,000 lb trailer can be towed without permits. See web site for photos. \$15,000. Portland, OR. bobbiebl@q.com (503) 621-3520 www.tinyurl.com/f2e3fzsm



30 FT OLSON 1983. On hard 12+ years. Double-spreader rig, double-axle trailer, 6hp Suzuki. Carbon boom, Hall Spars vang. New: Awlgrip topsides, rudder bearings, halyards, mainsheet. Reinforced: chain plates, mast step. Re-headed rod rigging. Longboarded. Interior excellent condition. 14,800. Miami, FL. bremensails@hotmail.com (305) 756-7569



30 FT ISLANDER 30 MK II 1971. Ready to sail. Universal M3-20B diesel engine under 700 hrs. Hauled in 2019: new electrical, standing rigging, dripless shaft seal, mast step, masthead light/Windex/VHF antennae/wiring, water tank/plumbing, Origo 6000 alcohol stove/oven. Jib, genoa, spinnaker. \$11,500 OBO. Sausalito. jewett.katie@gmail.com (415) 847-9146



29 FT ERICSON 1972. 2002 Beta Marine 22 diesel w/2203 hrs, radar, chartplotter. Located in Fortman Marina. \$6,000. Alameda, CA. bill.black94@yahoo.com (206) 618-6902



30 FT CATALINA 30 TALL RIG 1983. Turnkey. Recently upgraded and beautifully maintained. Universal 25hp diesel 392 hrs. New 14 gal fuel tank, fuel sensor, gauge and fuel lines. Self-furling jib, spinnaker w/sock – good shape. Big V-berth forward, aft double bunk and settee at midships – sleeps 6. Beautiful teak interior with fresh upholstery and curtains. Propane stove and oven, icebox, hot/cold water with dual sinks. Electric marine toilet and shower. Dual battery charger. New LED lights. Stern perches, cockpit cushions, Hard-top dodger. New running rigging, lifelines, backstay. Hauled Feb 2021. Freshwater boat until this year. All the hard work done, get in and go. \$24,000. SF Small Craft Marina. Mattmalan86@gmail.com (916) 956-3606 www.tinyurl.com/u97pxjwbl



31 FT PACIFIC SEACRAFT MARIAH 1979. Classy bluewater beauty, rugged & safe. Well maintained, setup for cruising by a couple or single-handed. 30 hp Yanmar, Autotiller, Monitor self-steering. \$31,500. Treasure Island, San Francisco. Pacificseacraftmariah79@gmail.com (415) 683-0140 www.psmariah.com



31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. ATN Spin sock. New Tohatsu 3.5. X5 and ST2000 autopilots. GPS w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. \$6,000. buckingham@sonic.net (415) 647-7387

30 FT TARTAN 30 1971. Classic beauty in good condition, a real head-turner; 40-year loving owner needs to sell, 2 boat owners. Wheel steering, self-tailing winches, GPS color plotter, VHF, sleeps 6. Refinished interior and exterior, lots of parts and tools, very clean and ready for her next chapter. Potentially transferable Sausalito slip. \$12,500. Sausalito. goboatl@aol.com (415) 699-3112

32 – 35 FEET SAILBOATS



33 FT RANGER 1978. With 20 hp Universal diesel. Raymarine wheel autopilot and Garmin chartplotter. Has multiple sails including new 95% jib and 150% jib in good condition; New stereo. All required safety equipment included. \$12,000. Moss Landing. mharold51@gmail.com (559) 203-9159

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33 FT SOVEREL 1985. Soverel 33 with sprit. Great boat, too many extras to list. Great club racer or PHRF killer \$20,000. Alameda. wine4boats@gmail.com (805) 608-9298



34.5 FT J/105 1997. Racing- and cruising-ready, 'Big Buoys' (FKA Ultimatum) is hull #153 and the winner of several regattas. Been regularly maintained and has many sails including recent jib, main and kite. \$55,000. South Beach Harbor, San Francisco. colingmiller@sbcglobal.net (415) 370-5675



35 FT YOUNG SUN CRUISING CUTTER 1985. Original owner. Comfortable live-aboard, Yanmar diesel. Newer sails +1000 sq ft gennaker. Refrigeration, 3-burner propane stove with broiler, propane space heater, upper and lower VHF radios, autopilot, CQR 45 S/S anchor. \$79,500. Glen Cove Marina. kw-hall@att.net (707) 649-1623 www.glencomarina.net



32 FT APHRODITE 101 1978. New Treadmaster decking/fresh paint underneath, all running rigging has been replaced, standing rod rigging in good shape, Ballenger single spreader, needs a bottom job, sails in decent shape, original ysb8. Check sfcraigslist for more info. \$24,000 OBO. Oakland. adam.c.wren@gmail.com (206) 251-5868 www.tinyurl.com/cymjavxw



32.5 FT COLUMBIA 5.5 METER 1965. 30 years/one owner. 5.5 Meter (US-31) is for sale. Very well maintained, she is race-ready. Recent haulout, recent rigging inspection, competitive UK white sails and 2 UK spinnakers; both jib cars adjusted simultaneously. 8:1 jib tack downhaul, vang remote to steering station, teak sole, varnished teak and spruce boom, towing harness and line, cover, anchors w/rode and line, handheld VHF radio. First place in her division on Day One of an Annual Vallejo Race and was the fastest boat overall in the Annual Plastic Classic Race. With a following sea, good wind, and kite, she hit 14.3 knots. \$6,000. Alameda, CA. RMJHM@COMCAST.NET (925) 934-3153



35.1 FT BENETEAU OCEANIS 2017. Like new. This beautiful Beneteau has low engine hrs: 115. She is loaded with custom cushions, new dodger; bottom was repainted last year and saildrive serviced. Price includes everything except personal belongings. She has 3 cabins, saloon, TV, kitchen with an oven that has never been used. 33hp engine. Boat is very roomy with two helms, efficient and well-balanced hull. Breadth 12.2. She can sail anywhere. Cabin is tastefully decorated for your sleeping comfort. She is clean and in excellent condition! Serious buyers only! \$195,000. Brickyard Cove Marina. MarylisaRiddle@gmail.com (530) 305-8725



34 FT ERICSON 1987. Superb S.F. Bay cruiser. Comfortable aft cabin and V-berth. Main, furling jib, and furling genoa. Interior has lots of teak. Swim ladder. Engine starts quickly and runs smoothly. Standing rig and lifelines new in 2018. \$29,000. South Beach Marina. royallyons48@gmail.com (925) 787-9637

33.6 FT CAL 34 1969. Strong, well-built cruiser with roomy interior. Being refitted stern to stern. New 3K bottom job. New drive train with all-new prop, cutlass bearing, shaft, dripless packing gland. Old Atomic removed, 15kW electric motor ready for install. Jib on furler, main good. Wheel steering. Located deep water marina Vallejo. Call Peter. \$12,000. Vallejo. pshrive@yahoo.com (707) 994-6647



35 FT CHEOY LEE LION 1964. Fiberglass hull, teak decks, masthead rig. Complete cruising gear, 3 headsails, newish main, hollow spruce mast, solid wood boom, Atomic 4 engine last run three years ago. Barient mast winches, D.S., VHF radio, gas gauges. 40 gal water, 20 gal fuel. Sleeps 5 with hanging locker and collapsing table. Small wood bulkhead stove. Kept under custom cover. Owned for 40 years. Present condition 7 out of 10. \$4,000. Alameda. shadowmere64@comcast.net (510) 582-1048

35.5 FT ERICSON 35+ 1983. Great for S.F. Bay. Good sails, running engine. HD ST6000 autopilot, spinnaker, extra sails and parts, 6-ft 2-in fin keel. Traditional teak interior, Ericson quality and speed, 10.0 kt max (per GPS). Easy singlehanded sailing. Needs work, but not a fixer-upper. Perfect buy if you have the skills and labor. Call or email for info and photos. \$22,000 OBO. Emery Cove Marina. pmchin47@hotmail.com (925) 477-9987



33 FT SPRAY 33 1985. Remodel project, needs deck and cabin work, otherwise complete, functioning boat. 3-cylinder Westerbeke, 9 bronze portholes, very solid hull, aluminum mast, Aries windvane. Hauled out 2014, 5-axle trailer included. \$9,000 OBO. San Jose, CA. tcassell@sbcglobal.net (775) 482-4076

35 FT J/35 1983. Must sell. Bought a J/120 and can't own two boats! Racer-cruiser in Eureka. Spinnaker, two mainsails, one headsail. Hydraulic backstay. Martec folding prop. Sleeps 6. Yanmar 28-hp diesel. \$30,000 delivered to Bay Area. \$15,000. Eureka, CA. dsmullin@gmail.com (707) 845-4237

32 FT GULF 32 PH 1974. A must-see s/v!! Built for cruisers & liveaboards with spacious interior and 6' 5" headroom. Totally retrofitted in 2018/19 including all new: rigging, mast, LED lighting, sails (in the bag), Raymarine electronics/navigation/radar, Hydrovane, davits, Rocna anchor, swim ladder, dinghy, prop, refrigerator/freezer, electric toilet, bilge pump and safety gear. New electric motor keeps you moving quietly and efficiently with auxiliary power: wind and gas generators (Honda 1000) and solar. Sadly selling due to overseas relocation and COVID. Email owner for additional info and history. Can be seen at Rubicon Yachts, Emeryville, CA. This s/v has been my pet project, lovingly retrofitted with every imaginable upgrade and painstakingly painted too! \$39,000. Emeryville, CA. abouttime18@icloud.com (415) 290-1347

36 - 39 FEET SAILBOATS



36 FT ISLANDER 36 1973. Must sell and motivated!!! Moving soon ... Great day-sailing and classic S.F. Bay boat perfect for partnership. 2011 Yanmar 30 diesel engine. Over last 4 years: new mainsail with Dutchman system, new winches, new standing and running rigging, hull painted. Perfect for safe, singlehanded sailing or fun with friends. She's not set up for coastal cruising. No holding tank, but Porta-Potti onboard. Depthmeter/speedometer both inop. I know the Bay. No need. Also water pump inop. Again no need. Wind instruments fine. In harbor with power cord for lamp. Needs some cosmetic woodwork, but still a classic beauty! Have a look and make an offer I can't understand! Thanks! \$16,717 OBO. Corinthian Yacht Club. tainseaman@gmail.com (415) 378-9658



37 FT ERICSON 37 1974. 'Impetuous' Bruce King design. Fine sailing boat. Fully equipped, regularly sailed on the Bay and ocean. Recent haulout. Contact by phone or msg. Contact Jeff or Adrian. \$24,000. San Francisco. volute85411@mypacks.net (415) 559-0749 or (415) 613-3011



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36 FT ISLANDER 1975. New bottom paint/thru-hull speed/depth transducer 2021. Garmin radar. New AC and DC electrical panels. Two B&G Triton2 displays, and wireless wind sensor not installed. Solid boat. \$28,000. Marina Bay, Richmond CA. don0954@gmail.com



36 FT NELSON MAREK 366 1984. 'Alegria' is sleek, fast, lovingly maintained and upgraded. Fun to sail and easy to singlehand. New standing rigging, mast wiring, masthead tri (2015). New Doyle main, jib, gennaker with Selden bowsprit (2015). New lifelines (2016). New epoxy bottom (2018). Alpha autopilot, Vesper AIS & GPS with onboard Wi-Fi. Universal M25 diesel with new ZF 12M transmission (2021), new heat exchanger, injectors, raw water pump. 315 AH deep cycle house battery bank. Norcold fridge. Indestructible Achilles dinghy with 5hp Nissan outboard. USCG documented. \$38,500. Alameda. matthew.shore@gmail.com (850) 774-1421 <https://tinyurl.com/cp8f4e5c>

36 FT CAL CRUISING 36 1968. Classic Plastic, Perkins 4-107 diesel, beautiful teak interior, LPG stove, head. \$9,000. Vallejo. bill.black94@yahoo.com (206) 618-6902



39.75 FT BENETEAU FIRST CLASS 12 1988. The Jean-Marie Finot-designed First Class 12 brings together beautiful lines and performance. 'Adorno' is a wheel helm, triple-spreader rod-rigged masthead version, with an interior suited well for light cruising or racing. She has been well cared for, is sail-ready, and has received some recent upgrades, including LED lighting throughout, new PVI Inc. Max-Prop (04/21), Bluetooth stereo, new cockpit speakers, bottom paint (04/21) and more. \$58,000. Monterey. jfaxon@awsolutions.us (831) 200-5799

39-FT FREYA, 'CANDIDE' 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000 OBO. Brisbane. hogancanoes@aol.com (650) 728-9528 or (650) 773-3834



36 FT C&C 110 2005. Racer-cruiser, speed-inspired design of Fairport Yachts that has built Tartans for 40 years. Carbon mast, rudder. Epoxy hull, vac bag construction. Set for singlehanded or crew. All quality equipment, electronics. Lightly used, professionally maintained. Many upgrades. A pleasure to sail, best suited for the experienced sailor looking for the perfect combo of fast racer, quality-appointed cruiser. Informed capable principals please. \$129,999. San Mateo. plumbosome@yahoo.com (650) 572-1115



36 FT ISLANDER 1973. 'Cheetah' is a Swiftsure veteran - tall mast cruiser/racer. Poor health forces sale. New bottom paint and rig updated July 2021. Gently-used main. Three spinnakers. 39 hp Yanmar. Racing anchor. \$32,000. Port Townsend, WA. arthurs7ewp@gmail.com (360) 531-1598

36 FT LANCER 36 SLOOP 1984. Project; model commissioned 1996. Bill Lee design with slip in Moss Landing North Harbor. Needs canvas in and out, engine work including finishing new ignition panel. Most rigging and sails are functional. \$22,500. Moss Landing, CA. sharonfreed@gmail.com [www.tinyurl.com/2hs9rnc](https://tinyurl.com/2hs9rnc)

37 FT BLACKWATCH 37 1967. The Blackwatch 37 is a predecessor of the Tartan 37 and is ready to be out on the water. She used to be a racing boat and was recently outfitted to go cruising. New in last 2 years: Autopilot, watermaker, electric toilet, windlass, anchor & rode, solar. \$35,000. Tiburon. ilchianti@gmail.com (916) 995-7853

36 FT CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO. San Leandro Marina. glenn99@gmail.com (541) 274-9268



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a day-sailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz. jonwhite@rockisland.com (360) 378-7517

40 - 50 FEET SAILBOATS



47 FT NEW ZEALAND 46 1971. Cutter rig, New Zealand Yachts, center cockpit, aft cabin, cold molded kauri pine, Dynel cloth, Epiglass design: Jim Young N.A. Re-rigged 2018, New standing and running rigging, North main and jib, lazy jacks, Harken mechanical backstay tensioner, B&G wind and depth instrumentation, Simrad radar, Yanmar 4HJ, 50hp, ZF Trans, Fireboy auto fire extinguisher system, slipstream Aust. Feathering prop, toerails, handrails, caprail, companionway hatches, forward cabin top hatch varnished. Steering: mechanical, hydraulic. Natural gas stove/oven. New 300-ft 5/16 high-test chain, stainless plow anchor, Engel refrigeration, Lavac manual heads. \$125,000. Long Beach, CA. jimwaide@gmail.com (949) 838-5880

40 FT CAL 40 1965. This Cal 40 has had all the recommended hull "fixes" including a stainless steel transverse beam. I consider it a project boat as it is not quite ready to cruise. \$35,000. Point Richmond. sfhand@gmail.com (415) 310-6015 [www.tinyurl.com/edm6xup](https://tinyurl.com/edm6xup)



42 FT CASCADE 42 1971. Mexico vet, the previous owner, 3 years in the '90s. For the last 10 years I sailed the Bay and the coast between Portland and Berkeley, and did a complete refit and upgraded every system and brought her into the 21st century with the latest technology. I lived aboard for 6 delightful years. I have purchased an old stone farmhouse in Italy and can't justify caring for both. A lot of boat for the money; my loss is your gain. She is ready to take you anywhere or just enjoy the Bay and make her your home. \$49,000. Berkeley, CA. danhuntsinger@yahoo.com (505) 577-5851 www.tinyurl.com/yzezmj94



50 FT HUDSON FORCE 50 PILOTHOUSE KETCH 1974. Proven, capable, long-range, turnkey, bluewater cruiser, extensive refit done, B&G electronics, 1400 watts solar, watermaker, huge battery bank, huge tanks, gorgeous interior, so much more. Crossed Pacific four times. Ready now! \$195,000. San Diego. heidyg28@gmail.com (831) 402-9069 www.youtube.be/jM6L9awFlgs



41 FT ISLANDER FREEPORT 41 1976. Kept at the Richmond Yacht Club. It has a solid, heavy fiberglass hull, and is rigged for light or heavy sailing. There is plenty of room below. This is a good boat for general cruising. Being sold AS IS - needs TLC down below, which would include a new engine. \$20,000. Point Richmond, CA. bookstallsf@outlook.com 925 899-1087



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47 FT STEEL CUTTER. Beauty and safety come with this Herreshoff-inspired design. Interior is open, well lit, and nicely ventilated. Light woods with Bristol finish warm the interior. 65hp Yanmar is strong and dependable. Jib, mizzen, main, and genoa are easily handled. Chartplotter, autopilot, and radios keep things simple. \$82,000. Suisun City. Mike.seely001@gmail.com (530) 624-3201



48 FT ALAJUELA 1985. Meticulously maintained 1985 center cockpit ketch. Many upgrades and great sailing package with many spares. She is located in the Sea of Cortez, ready for her next adventure. She can be seen by appointment only. For more information you may email or call us. \$159,000. Sea of Cortez. svwhirlwind@yahoo.com (360) 620-5385



50 FT ALEUTIAN 50 KETCH 1977. 'Tulum V' for sale. New chainplates, standing rigging and LiFePO4 batteries. All cruising gear included, boat is in great shape and ready to cruise. See web link. All offers will be considered. \$139,000. Sea of Cortez. www.livefree2sailfast.com/



43 FT HANS CHRISTIAN KETCH 1980. Only a handful ever made. Ocean-worthy bluewater cruiser. Travel in comfort and safety to any global destination in elegant style. Three separate cabins, spacious galley, well-equipped gimbaled stove & oven, refrigerator, hot & cold freshwater system. All electronics updated; autopilot self-steering windvane. M65 Perkins diesel; new batteries. Mainsails, bowsprit. All maintenance records & receipts. Newly surveyed. Sailed from Hawaii in 2020. \$180,000 OBO. Berkeley, CA. Mosheblatt@hotmail.com (530) 258-7506



46 FT TAYANA VANCOUVER 460 PILOTHOUSE 2001. Cutter is a solid, well-built seagoing vessel. 100 hp Yanmar engine, Caribe 10-ft dinghy with outboard engine, and many extra features. Located in a splendid cruising ground, Split, Croatia. \$152,000. Split, Croatia. michael@infinityyachtsales.com (615) 417-4931



40 FT PACIFIC SEACRAFT 1999. An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising, well maintained; extensive spare parts inventories, tools, and gear. Full details on website. \$259,000. La Paz, MX. crew@sailingjuniper.com www.tinyurl.com/49d5uycf

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. maudeij@yahoo.com.au (954) 235-2527 www.guapasailboat.com



41 FT BLOCK ISLAND CUTTER 1980. Block Island Cutter, 12-ton wooden sailboat, massively built, 50 hp Perkins diesel, 5 sails, navigation system. Galley and room for 4. She's a Hawaii and Tahiti vet. Last trip to Hawaii 2016. \$18,000. California Delta. Seanellyson17@gmail.com (510) 325-2507



46 FT J. Benford 1984. The s/v 'Isa Rana' is a steel-hulled gaff-rigged schooner, designed by J. Benford and handmade by the Benford Design Group. Currently moored in Puerto Aventuras, Quintana Roo, this sleek vessel is the perfect escape for a sailing enthusiast with taste for tropical waters. For the complete listing, contact information, and many more photos, please visit website. \$80,000 OBO. Puerto Aventuras, Quintana Roo. njallison@frontier.com www.tinyurl.com/5ev699y6



44 FT CATALINA-MORGAN 440 2006. Price reduced to \$170,000. s/v 'cuba libre 3' is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez cruising or Pacific Puddle Jump. Lying Mazatlán. Owner relocating to FL. \$170,000. Mazatlán, MX. sailcub@yahoo.com (626) 353-3858



44 FT DAVIDSON 44 1990. Exceptional bluewater cruiser. Veteran of 2012/13 Baha Ha-Ha and Pacific Puddle Jump plus 8-year circumnavigation. Refit in 2018. Balanced helm, easy to sail, fast yet comfortable. Meticulously maintained. Numerous upgrades. Call or text Bruce. \$119,000. Ft.Lauderdale, FL. pacificwhwy44@gmail.com (340) 473-8597

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57 FT BRUCE ROBERTS NY 55. Steel, fin keel, skeg rudder, custom pilothouse deck. Ready for blasting/paint — have all paint. Also portlights, hatches, winches. One 80-ft carbon fiber mast. One 60-ft aluminum mast. Make offer. Property being sold. Must relocate. Make Offer. El Granada, CA. (650) 712-1425



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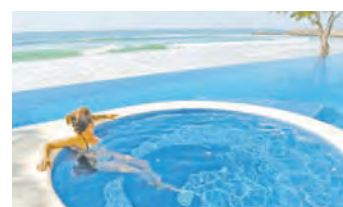


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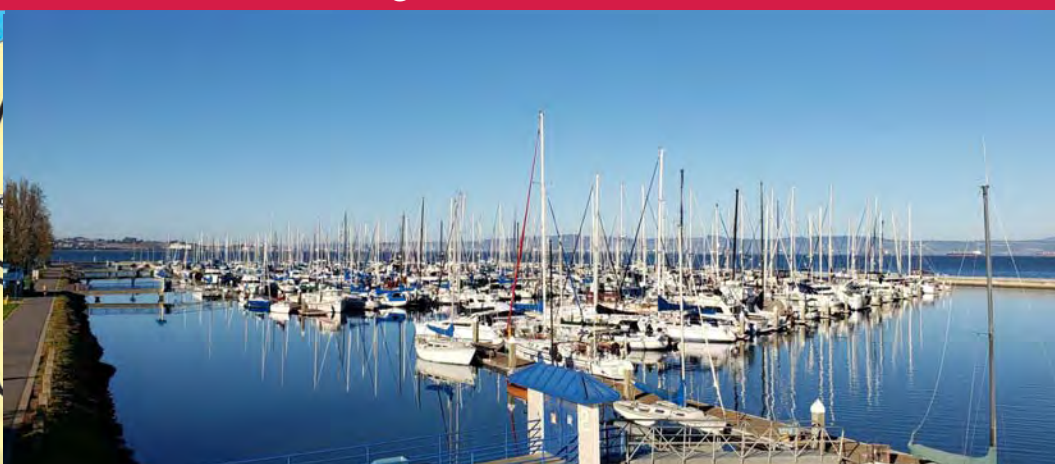
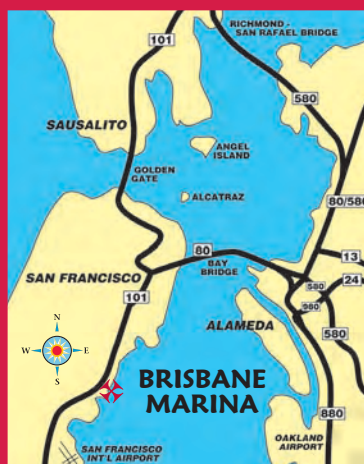
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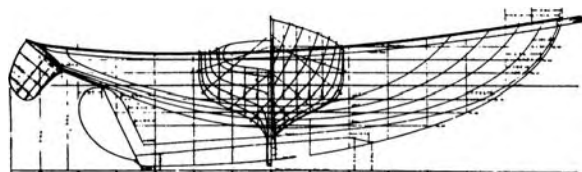
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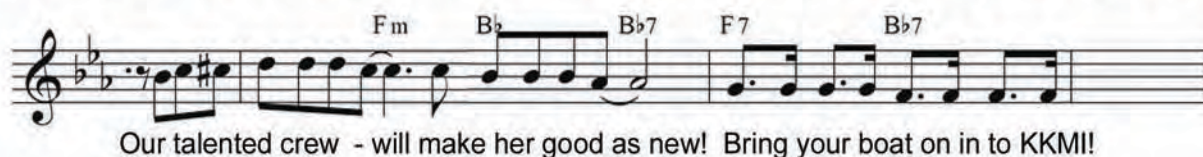
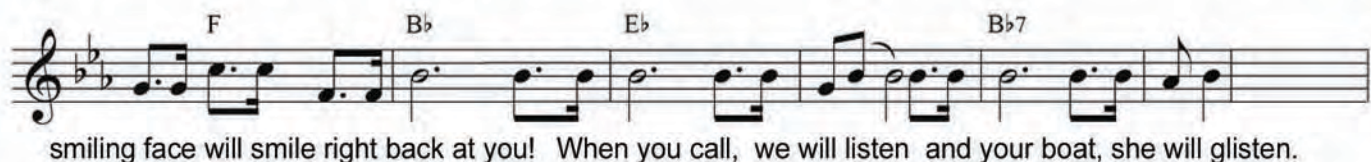
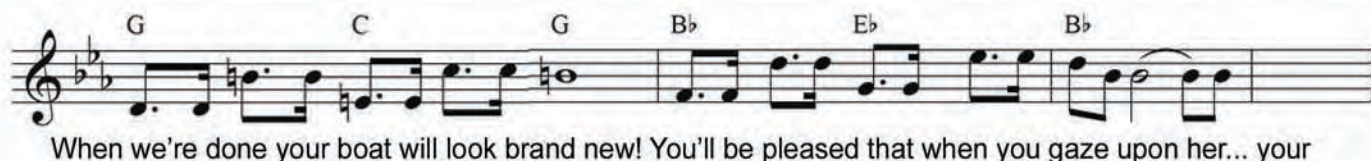
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