

Latitude 38

VOLUME 508 October 2019

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If your sailing is predominantly in Latitude 38 and Longitude 122, you are familiar with the Santana 22, designed in 1966 by Oakland naval architect Gary Mull. For many Bay sailors, this was their first boat; for some it is their only boat.

This July, the Santana 22 class held its 54th Nationals. 15 boats sailing out of Richmond Yacht Club. And this year's "happy" champion is Chris Klein's *Alegre*, racing with a 4-year-old Pineapple jib and a 7-year-old Pineapple main.

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Cover:

The Rolex Big Boat Series got off to a slow start this year,
but the action heated up as soon as the heat wave broke.

Photo: Sharon Green / Rolex

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Since 1977

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



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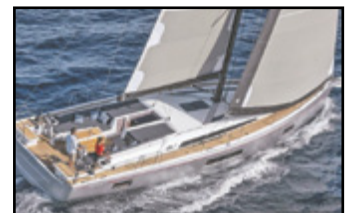
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Latitude 38

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Oct. 1-29 — Live jazz with Don Prell every Tuesday night, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.

Oct. 2, 1965 — The first long-distance undersea radio conversation took place between aquanauts in *Sealab 2* in the Pacific Ocean off California and divers in *Conshelf 3* in the Mediterranean off France.



101 SURF SPORTS

SUP racing for a good cause in the SUP Cup on October 26.

Oct. 2-30 — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a talk each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Oct. 4-6 — Yacht Fest, Marina Village, Alameda, 10 a.m.-5 p.m. Power & sailboats, boat rides, food, music, vendors, new products, seminars. Free admission. Info, www.yachtfest.net.

Oct. 4-6 — Northern California Westsail Rendezvous, Brisbane Marina. Info, www.westsail.org/event-3116119.

Oct. 5 — Port Fest, Redwood City, 10 a.m.-3 p.m. Live music, maritime heritage, industrial working waterfront tours, carnival games, kids zone, food, drink, vendors, boat rides, live shark and sea life tank. Info, www.rwvportfest.com.

Oct. 5 — Pacific Offshore Academy, Oakland YC, Alameda, All day; Pac Cup Party follows. \$35 includes breakfast and lunch. Info, <https://2020.pacificcup.org/poa>.

Oct. 5, 6, 7, 20, 27, Nov. 3, 10 — Afternoon Sailing Adventure on scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. NPS, www.nps.gov/safr.

Oct. 5, 26 — Trekking the Model, Bay Model, Sausalito, 1-2 p.m. Guided tour. Free. Info, (415) 289-3007.

Oct. 5, Nov. 2 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Oct. 5-26 — Small Boat Sailing, 9:30 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Oct. 6 — The Heart of San Francisco. You're invited to join the Peace Navy to witness the Love Plane skywriting a heart over the Golden Gate Bridge. Chris, chris@antenna-theater.org.

Oct. 6 — Single Sailors Association Bi-annual Angel Island Picnic. Info, www.singlesailors.org.

Oct. 6-27 — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Oct. 7 — First Mondays, live jazz with Randy Craig, 7:30 p.m. Members of reciprocal YCs welcome. No cover. BVBC, www.bvbc.org.

Oct. 7 — Part 2 of Rob Overton's Racing Rules Forum, Berkeley YC, 7 p.m. \$30, YRA, www.yra.org.

Oct. 7-14 — San Francisco Fleet Week. Air shows includ-



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CALENDAR

ing the Blue Angels, parade of ships, ship tours, art, music, more. Info, www.fleetweeksf.org.

Oct. 10 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Oct. 12 — String instrumental quartet, Spaulding Marine Center, Sausalito, 6-8 p.m. Pieces from Borodin and Dvorak. Beer & wine. Suggested donation \$15-\$20 (for the musicians). Info, www.spauldingcenter.org/events.

Oct. 12 — Float the Boat (Shop), The Club at Gig Harbor Marina, WA, 6 p.m. Heavy appetizers, drinks, raffle, giving. \$40. Info, info@gigharborboatshop.org.

Oct. 13 — Full moon on a Sunday.

Oct. 19 — Marine Electrical Workshop, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. With Clark Beek. \$50 includes coffee, lunch. Info, www.spauldingcenter.org/events.

Oct. 19 — Open House, Maritime Museum, San Francisco, 1-3 p.m. Talks & mini-tours. Free. Info, www.nps.gov/sqfr.

Oct. 19 — John Reber, the Man with Grand Ideas, Bay Model, Sausalito, 1:30-2:30 p.m. With Ranger Linda. Free. Info, (415) 289-3007.

Oct. 19, 26 — Haunted Tales, Aboard the tall ship *Star of India*, San Diego Maritime Museum, 6-7:30 p.m. Living history event with lantern-led tours and ghost stories. Free with museum admission, \$8-\$18. Info, www.sdmartitime.org.

Oct. 20 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.

Oct. 21-Nov. 1 — Cruising Seminars, Downwind Marine, San Diego, 6 p.m. **10/21:** Capt. Pat Rains, Sea of Cortez: Winter Itinerary & Summer Hideouts. **10/22:** Bruce Brown, Downwind Sailing Techniques & Safety Prep for Coastal Sailing. **10/23:** Chef Melanie A. Cady, Eat Well at Sea — Improvisational Galley Provisioning & Techniques. **10/24:** Cmdr. Terry Sparks, Offshore Communication Primer for Cruising Fun and Safety. **10/25:** Capt. Ann Kinner, Best Online Resources for Cruising and Navigation. **10/28:** Dick Markie, Cruising Mexico. **10/29:** Capt. Dietmar Petutschnig, Meet the Panama Posse. **10/30:** Chuck Skewes, Unlocking Offshore Sailing: Storm Sails, Sail Wear & Repair. **11/1:** Tom Teevin, Maintaining Your Outboard Motor while Cruising in Mexico. \$3/person/seminar. Info, www.downwindmarine.com.

Oct. 22 — Marine Mammal Research in Malaysia & Vietnam, Bay Model, Sausalito, 7-9 p.m. With Dr. Ellen Hines. \$5-\$10 donation. Info, (415) 289-3007.

Oct. 24 — CYC Speaker Series resumes, Tiburon, 7 p.m. Preparing to Win an Ocean Race: *Oaxaca* Transpac 2019 with Michael Moradzadeh. All welcome; free. Info, www.cyc.org.

Oct. 25 — Live R&B with Tommy D', fourth Friday nights, BVBC, San Francisco, 7:30 p.m. Members of reciprocal clubs welcome. No cover. Info, www.bvbc.org.

Oct. 25 — Offshore Communication Training: HF-SSB Radio, Point Loma Assembly Hall, San Diego, 9 a.m.-1 p.m. Icom IC M802 with Cmdr. Terry Sparks. \$48; 2nd crew from same vessel, \$26. Info, www.made-simplefor-cruisers.com.

Oct. 26 — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, San Francisco, 8-10 p.m. Chris Maden, a chanteyman from Mystic. \$10-\$20. Info, (415) 447-5000.

Oct. 26 — Welcome Cruisers Potluck BBQ, Downwind Marine, San Diego. Vendor fair, 8:30 a.m.-5 p.m.; BBQ at noon. Bring a side dish to share. Info, www.downwindmarine.com.

Oct. 26 — SUP Cup, 101 Surf Sports, San Rafael. SUP racing, kayaking, BBQ. Leukemia Cup fundraiser. \$75 entry fee; \$75 equipment rental. Info, www.sflcr.org/sup-cup.

Oct. 28 — Offshore Communication Training: SailMail,

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CALENDAR

Point Loma Assembly Hall, San Diego. With Jim & Sue Corenman and Shea Weston. Info, www.saildocs.com/seminars.

Oct. 31, 1925 — Harry Pidgeon returned to Southern California in the 34-ft gaff yawl *Islander*, which he had built himself. His arrival in San Pedro marked the end of a singlehanded circumnavigation, the second ever to be successfully completed. He would go on to circle the globe solo again in 1932-37. Pidgeon was the first solo circumnavigator from the West Coast, and the first sailor to complete two solo circumnavigations.

Oct. 31 — Halloween.

Oct. 2009 — Ten Years After: Shirlee Smith and John Forbes of San Francisco wrote the following letter.

"While refueling this morning at St. Peter Port, Guernsey, I noticed a sailboat that appeared to have spent the night at the fuel dock. Her name was *Nereida*. As the dock was crowded, the surge significant, and the woman on deck apparently alone, I offered assistance casting off. When I asked if she was singlehanded, the woman said she was. She asked if we read *Latitude* 38. Since we're from San Francisco, we said that of course we do. Then she told us that she had been written about in *Latitude* several times.

"Now that we have internet access again, I've searched *Latitude* for *Nereida* references, found some, and am now confused. An article from June 30, 2008, has *Nereida* lost on the beach between Acapulco and Zihuatanejo. But an October 31, 2007, article had *Nereida* leaving Cocos-Keeling bound for South Africa. It's definitely the same boat and person — Jeanne Socrates. Both boat and person seemed undamaged in '09 when we saw them in the English Channel. How do you explain this?"

Latitude's editor responded: "The very simple explanation is that it's not the same *Nereida*. As reported in the August 2008 issue of *Latitude*, the original *Nereida's* autopilot failed, and drove her up on a beach just short of Zihua — and just 50 miles short of Socrates' completing a singlehanded circumnavigation. The boat was a total loss. Thanks to an insurance settlement, the irrepressible Jeanne was able to commission a new *Nereida*, this time a Najad 380 instead of a Najad 361."

Nov. 2 — Flare Collection Event, Pillar Point Harbor, 8 a.m.-1 p.m.; Oyster Point Marina, 9 a.m.-2 p.m. For residents & berthers of San Mateo County only. Appointments/info: Wesley, (650) 655-6217 or wwon@smcgov.org.

Nov. 2 — Pacific Puddle Jump Seminar, West Marine, San Diego, 5 p.m. Info, www.baja-haha.com.

Nov. 3, 2 a.m. — Fall back one hour to Standard Time.

Nov. 3 — Baja Ha-Ha Kick-Off Costume Party & BBQ, West Marine parking lot, San Diego, 1 p.m. Free for skippers & first mates; \$12 for all others. Info, www.baja-haha.com.

Nov. 4 — Baja Ha-Ha Kick-Off Parade, Harbor Island, San Diego, 10 a.m. Info, www.baja-haha.com.

Nov. 4-16 — Baja Ha-Ha XXVI cruising rally, San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

Nov. 11 — Veterans Day.

Nov. 13-14 — Regional Training Conference, International Association of Marine Investigators, Fiesta Hotel, Henderson, NV. Topics: Marine Casualty and Accident Investigations, Accident Reconstruction. Info, www.iamimarine.org.

Nov. 14 — Annual Potluck Dinner, Single Sailors Association, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Nov. 16 — Open House, Oakland YC, Alameda, 4-6 p.m. Info, (510) 522-6868 or www.oaklandyachtclub.com.

Nov. 16 — Sea Music Concert Series, aboard *Balclutha*,



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CALENDAR



GERARD SHERIDAN

Some of the enthusiastic racers in last year's Red Bra Regatta.

Hyde Street Pier, San Francisco, 8-10 p.m. Brass Farthing, a nine-member singing group. \$10-\$20. Info, (415) 447-5000.

Racing

Sept. 27-Oct. 4 — Optimist North Americans in the Bahamas, hosted by Nassau YC. Info, www.optiworld.org.

Sept. 29-Oct. 4 — Nordic Folkboat International Regatta. CYC, www.cyc.org.

Oct. 4-5 — Little Ensenada Race, San Diego to Ensenada. SWYC, www.southwesternyc.org.

Oct. 4-6 — USMRC Finals. StFYC, www.stfyc.com.

Oct. 4-6 — Express 37 National Championship. BYC, www.berkeleyyc.org.

Oct. 5 — Twin Island #3. SYC, www.sausalitoyachtclub.org.

Oct. 5 — Jill & Jack + 1 coed triplehanded women skipper race on the Estuary. IYC, www.iyc.org.

Oct. 5 — Vice Commodore's Cup Regatta. HMBYC, www.hmbyc.org.

Oct. 5 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Oct. 5, Nov. 2 — Fall Races. SSC, www.stocktonsc.org.

Oct. 5-6 — Fall Classic/Easom Founders. SFYC, www.sfy.org.

Oct. 5-6 — Multihull Regatta. RYC, www.richmondyc.org.

Oct. 5-6 — West Marine Fun Regatta in Santa Cruz. SCYC, www.club.scyc.org.

Oct. 5-6 — California Dreamin' Match Race Stop #2. SDYC, www.sdy.org.

Oct. 6 — Islander 36 Nationals, hosted by GGYC. Info, www.islander36.org.

Oct. 6 — Avila Cup Series (PHRF) & Port San Luis Small Boat Series (Portsmouth). San Luis YC, www.slyc.org.

Oct. 6, 13, 20, 27, Nov. 3, 10, 17 — Chowder Races. BYC, www.berkeleyyc.org.

Oct. 6, 27 — Fall PHRF. MPYC, www.mpyc.org.

Oct. 11-13 — Express 27 Nationals hosted by EYC. Info, www.express27.org or www.encinal.org.

Oct. 12 — Buoy Races. KBSC, www.kbsail.org.

Oct. 12 — Joan Storer Women's Regatta. Skipper + crew must be made up of at least 50% women. TYC, www.tyc.org.

Oct. 12 — Round the Island Race. SFYC, www.sfy.org.

Oct. 12 — Champion of Champions Race. BVBC, www.bvbc.org.

Oct. 12 — S.F. Pelican races in Half Moon Bay. Fleet 1, www.sfpelicanfleet1.com.

Oct. 12, Nov. 9 — Santana 22 Team/Match Racing. SCYC, www.club.scyc.org.

Oct. 12-13 — Vanguard 15 Fleet 53 Championships hosted by Inverness YC on Tomales Bay. Info, www.vanguard15.org.

Oct. 12-13 — Kettenburg Pacific Class (PC) Nationals. SDYC, www.sdy.org.

Oct. 12-13 — Fall 505 Regatta. SCYC, www.club.scyc.org.

Oct. 13 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 13, 1893 — Vigilant successfully defended the America's Cup, defeating the Royal Yacht Squadron's Valkyrie II.

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36' Catalina 36, 2000.....	82,900
35' Catalina 355, 2014.....	169,900
34' Catalina 34, 1988	38,900
32' Catalina 320, 1999.....	59,900
30' Catalina, 1985.....	SALE PENDING
28' Catalina, 1991.....	28,900

Pre-Owned Sailing Yachts

37' Pearson, 1989	46,500
20' Schock Harbor 20, 2012	25,900

Pre-Owned Power Yachts

37' Tiara 3700 Open, 1987.....	53,000
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Pre-Owned Ranger Tugs

29' Ranger Tug 29, 2010.....	139,000
29' Ranger Tug 29, 2011	168,000
27' Ranger Tug 27, 2011	109,000
27' Ranger Tug 27, 2013.....	129,000



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CALENDAR

Oct. 13, Nov. 10, 24 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

Oct. 18-20 — International Masters Regatta. SDYC, www.sdy.org.

Oct. 19 — Red Bra Regatta for women only. SBYC, www.southbeachyachtclub.org.

Oct. 19 — Jessica Cup. StFYC, www.stfyc.com.

Oct. 19 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 19 — Perkins Cup Corporate Challenge, a Leukemia Cup event, hosted by StFYC in J/22s. Info, www.sflcr.org.

Oct. 19 — Fall Mercury Regatta, hosted by RYC. Info, www.richmondyc.org or www.mercury-sail.com.

Oct. 19 — Fall One Design #3. SCYC, www.club.scyc.org.

Oct. 19 — Fall Shorteez Regatta. CPYC, www.cpyc.com.

Oct. 19 — Championship Series #5. CYC, www.cyc.org.

Oct. 19-20 — YRA Oktoberfest Weekend Regatta, hosted by BYC. YRA, www.yra.org.

Oct. 19-20 — SSS Vallejo 1-2. Singlehanded to VYC, doublehanded from VYC to RYC. SSS, www.sfbaysss.org.

Oct. 20 — Leukemia Cup Regatta, hosted by CYC. Info, www.sflcr.org.

Oct. 20 — Fall One Design/Luke's Regatta. MPYC, www.mpyc.org.

Oct. 25-27 — Sir Thomas Lipton Challenge Cup in San Diego. SDYC, www.sdy.org.

Oct. 26 — Corkscrew Slough for El Toros. SeqYC, www.sequoiayc.org.

Oct. 26 — Red Rock Regatta. TYC, www.tyc.org.

Oct. 26 — Commodore's Cup. KBSC, www.kbsail.org.

Oct. 26-27 — Great Pumpkin Regatta. Buoy racing & Hal-loween party on Saturday; pursuit race on Sunday. Theme: Zombie Luau. RYC, www.richmondyc.org.

Oct. 26-27 — Fall Dinghy. StFYC, www.stfyc.com.

Oct. 27 — Fall SCORE #3. SCYC, www.club.scyc.org.

Nov. 2 — Midwinter #1. GGYC, www.ggyc.com.

Nov. 2 — Jack Frost #1. EYC, www.encinal.org.

Nov. 2 — Perry Cup for Mercurys & Past Commodore's Regatta. MPYC, www.mpyc.org.

Nov. 2 — S.F. Pelican races in Benicia. Fleet 1, www.sfpelicanfleet1.com.

Nov. 2 — Last Gasp Regatta. HMBYC, www.hmbyc.org.

Nov. 2 — Frostbite #1. BenYC, www.beniciayachtclub.org.

Nov. 2 — Turkey Shoot. LWSC, www.lwsailing.org.

Nov. 2 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 2-3 — Cal 20 Round Robin. CYC, www.cyc.org.

Nov. 2-3 — BAYS High School NorCal Regatta. EYC, www.encinal.org.

Nov. 2-3 — California Dreamin' Match Race Stop #3. LBYC, www.lbyc.org.

Nov. 3 — Amazing Grace Cheney Cup for women skippers. RYC, www.richmondyc.org.

Nov. 3 — Chili Midwinter. SYC, www.sausalitoyachtclub.org.

Nov. 3 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 3, 10, 17 — J/22 Fall Series. StFYC, www.stfyc.com.

Nov. 9 — RegattaPRO Winter One Design Invitational #1. SYC, www.sausalitoyachtclub.org.

Nov. 9 — Winter #1. SeqYC, www.sequoiayc.org.

Nov. 9 — Harvest Youth Regatta. HMBYC, www.hmbyc.org.

Nov. 9 — Hot Rum I. SDYC, www.sdy.org.

Nov. 9-10 — Midwinters. BYC, www.berkeleyyc.org.

Nov. 10 — Laser/Byte Short Course Regatta. RYC, www.richmondyc.org.

Nov. 10 — Kelp Cup. MPYC, www.mpyc.org.

Nov. 16 — Island Fever #1. IYC, www.iyc.org.

Nov. 16 — Midwinters #1. SCYC, www.club.scyc.org.

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CALENDAR

Nov. 17 — Commodore's Challenge. IYC, www.iyc.org.

Remaining Beer Can Series

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

CLUB AT WESTPOINT — Friday Fun Series: 10/4. Info, www.theclubatwestpoint.com.

COYOTE POINT YC — Every Wednesday night through 10/9. Info, regatta@cpyc.com or www.cpyc.com.

HALF MOON BAY YC — Friday nights: 10/4. Info, www.hmbyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/2. Info, www.sltwyc.com.

SF MODEL YC — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, www.sfmynyc.org.

SANTA CRUZ YC — Beer Can racing every Wednesday night through 10/30. Info, (831) 425-0690 or www.club.scyc.org.

SEQUOIA YC — Every Wednesday night through 10/2. Info, www.sequoiayc.org.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941, or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

October Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/05Sat	0657/4.6 LOW	1147/3.2 HIGH	1728/5.3 LOW	1838/5.1 HIGH
10/06Sun	0036/0.4	0810/4.8	1308/3.1	2349/5.1
10/12Sat	0503/0.9	1138/5.4	1732/1.1	2349/5.1
10/13Sun	0532/1.2 HIGH	1202/5.5 LOW	1803/0.9 HIGH	2325/0.2 LOW
10/19Sat	0453/4.3	0912/3.2	1519/5.5	2218/0.2
10/20Sun	0608/4.4 LOW	1025/3.4 HIGH	1620/5.3 LOW	2325/0.2 HIGH
10/26Sat	0408/0.4	1050/6.1	1648/0.2	2316/5.6
10/27Sun	0452/0.7	1126/6.4	1735/-0.3	

October Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
10/05Sat	0200 1330	0430/2.1F 1548/1.3F	0742 1748	1018/1.9E 2200/2.6E
10/06Sun	0312 1500	0548/2.0F 1654/1.0F	0854 1854	1130/1.9E 2354/2.5E
10/12Sat	0024 1254	0342/3.1E 1600/3.2E	0730 2000	1000/2.7F 2218/2.2F
10/13Sun	0106 1312	0418/3.0E 1630/3.4E	0754 2036	1030/2.7F 2300/2.3F
10/19Sat	1142	0254/1.9F 1424/1.4F	0600 1618	0848/1.5E 2000/3.5E
10/20Sun	0048 1248	0354/1.8F 1518/1.2F	0712 1706	0954/1.4E 2100/3.2E
10/26Sat	1154	0242/3.6E 1506/3.9E	0624 1906	0906/3.2F 2142/3.1F
10/27Sun	0030 1230	0330/3.5E 1548/4.2E	0700 2000	0948/3.2F 2236/3.3F



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'04 Hunter 36 \$99,900



'06 Catalina 36 \$109,900



'97 Isl. Packet 350 \$89,000



'06 Catalina 34 \$99,900



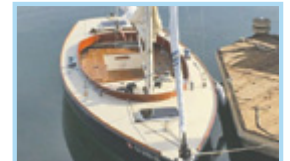
'85 Hans Christian 33 \$95,000



'13 Sparkman 30 \$99,950



'11 Ranger 27 \$134,900



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LETTERS

LESSONS LEARNED FROM THE MONTEREY DEATH INVESTIGATION REPORT

Inflatable PFDs are terrible things, and should only be legal as a secondary means for flotation and/or to serve as harness for a tether. I've witnessed them not inflating when they should, and deploying when they shouldn't — and I'm just one guy, so I presume failures are common, which is unthinkable.

Thanks to always wearing a regular PFD, I've avoided being dead three times in more than five decades of high-level sailing — two times were due to severe impacts, where I broke multiple ribs (even through the padding), and once at windsurfing speed trials when the impact from another competitor's uncontrolled mast left me stunned in the water with the wind knocked out of my lungs, and cramped legs. This is not a maintenance problem, but one of mainstream sailing buying into the marketing of a bad idea which has proven dangerous.

Jim 'Goose' Gossman
Regale, West Wight Potter 18 (modified)
Benicia



LATITUDE / CHRIS

On March 13, Rick Srigley went overboard off his Moore 24 'Morpheus' during Monterey Yacht Club's first Wednesday night race of the year. He was eventually recovered by the Coast Guard, but later pronounced dead at a nearby hospital. Four other sailors went overboard that evening, prompting US Sailing to conduct an investigation.

AN OTHERWISE EXCELLENT REPORT

It is hard to believe that his PFD was "discarded" by, of all organizations, the US Coast Guard. Nobody thought this just might be important to any subsequent investigation?

Further, in the otherwise excellent report by US Sailing, neither the report nor the recommendations make note of the fact that any lifesaving gear used in an in-the-water accident should be kept and examined for effectiveness.

Armand Seguin

CHANGE IN A MOMENT

Practice MOB; don't live a lifetime of regret and incriminations. My 18-year-old son died because of my inactions. Your life can change in a moment.

Ken Brinkley

CONDOLENCES

My condolences to Rick Srigley's family.

It's important to share these incidents so we can all learn and become safer. Having four people in the water is unbelievable. Anyone on the other boat could have sheeted in the



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OCTOBER 1ST - 31ST, 2019

FOR ANY VESSEL HAULED OUT AT SVENDSEN'S BAY MARINE

Sailing Vessel "Maiden" has an open house at Svendsen's Bay Marine. The beautifully restored Whit-bred Round the World Racer "Maiden" was scheduled to have an open house at the Richmond Yacht Club on Sunday, August 25th.

Due to concerns about their draft (Maiden draws 3.3 meters), they decided there was not sufficient water for them to enter the yacht club harbor and stay for the afternoon. So the day before the event, the venue was switched to Svendsen's Bay Marine boatyard, also in Point Richmond.

It turned out to be a highly successful day for all concerned. With plenty of water under her keel and plenty of parking space available for visitors, the Maiden crew could concentrate on showing off their vessel and explaining their program to the hundreds of people who availed themselves to this opportunity. The line to get on board, tour the boat and talk to the crew wound past the boat, along the dock and to the ramp for most of the four hours that the open house was scheduled.

Svendsen's Bay Marine was proud to house this event and support the outstanding efforts of these women who made the original race, are crewing aboard the boat for this upcoming world tour, and are supporting efforts all over the world to increase opportunities for girls and young women to experience education, increase their opportunities to experience sailing, and improve all of our lives. It is this type of effort that is transforming the world of boating into an active force preparing us for the challenges facing our modern world. Svendsen's Bay Marine is excited to be part of our vibrant boating community.



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LETTERS

main, but I'm betting they were all concerned about saving Rick. It's important to have someone retain situational awareness. Glad there were no more fatalities.

Mike Lutomski
Manhattan Beach

CONDOLANCES

I think there are three really important lessons here:

1) Check your equipment. Don't be cheap and not service your inflatable PFD. Blow it up manually and leave it overnight to see if it leaks.

2) Practice your MOB procedure.

3) Don't panic! Try to stay calm. (Yeah, right. Easier said than done.)

Rule #1 of rescue is not to become a victim yourself. Just slow down; hurrying leads to mistakes. Train like you sail; sail like you train.

Mark Caplin

Latitude Nation — *Our hearts go out to Rick Srigley's family. Sadly, this is not the only tragedy in this month's Letters that's forced us to do some soul searching, and to ask how prepared we are for a disaster.*

CHANGES IN THE PANAMA CANAL

At the end of the August *Changes* there was a brief mention that the costs for transiting the Canal are going up, indicating that you should expect another \$400 or so in costs for other items. *Moontide* transited the Canal from east to west (Pacific to Atlantic — the Canal runs backward) in 2016. The net fee was \$800, and the costs on top of that were well under \$100. We also had to deposit another \$800 in case we damaged the Canal or missed our scheduled date, but that was direct-deposited back into our account within a week of our transit. Don't know if the deposit will stay at \$800 or be equal to the new \$1,600 fee, so be prepared.

We didn't use an agent and don't feel there is any need for one, unless you want to avoid a little extra work. With or without an agent, you need to be present for the measurement of your boat and doing paperwork. Back then we did everything by email or phone except a trip to shore to deliver cash to the Citibank branch. Conveniently, there was an ATM in the restaurant 50 feet from the bank branch. I've been told that now you can even pay online, so it can all be done from your boat. But there are lots of reasons to go on shore on the Pacific side.

As far as lines and line handlers, we retrieved the four 150-ft lines (and plastic-wrapped tires to use as fenders) from a cruiser going the opposite direction and paid around \$50.



John Pearlman of 'Nepenthe' transits the Panama Canal in 2001. In January 2020, the Panama Canal Authority will double the rate for most pleasure yachts transiting through the American isthmus, from \$800 to \$1,600 for boats under 50 feet.

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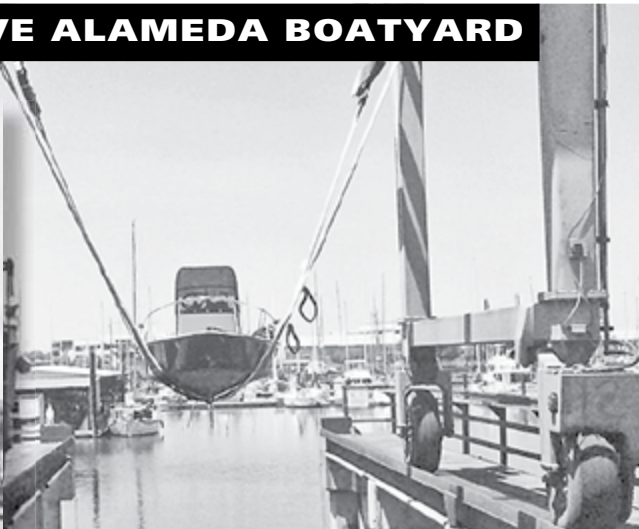
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LETTERS

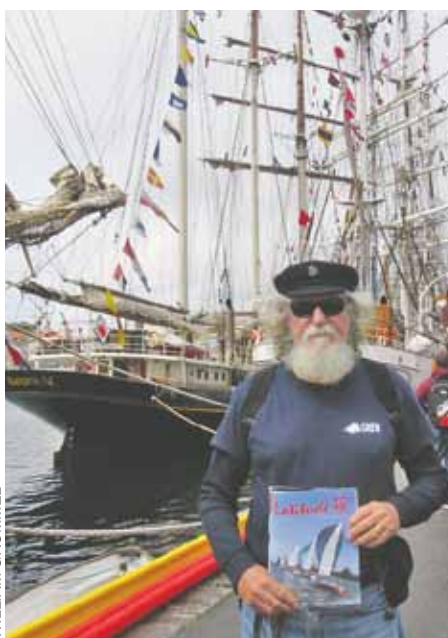
The vendor of the lines saved a trip across the Canal, so it was OK with him. For line handlers, we had friends fly down who had wanted to do the transit. Our "price" for this was to have them cruise with us for another week or so. Since these were friends, we thought it was a pretty good deal.

All in all, it was a pretty simple process.

Bill Lilly

Moontide, Lagoon 470

Newport Beach (presently in the Chesapeake waiting to head back to the Caribbean)



WILLIAM GRUMMEL

William Grummel, bringing the *Latitude Nation*, or 'Breddegrad Nasjon', to Norway.

↑↓ TALL SHIP TOURIST

Here is a picture of me being a tourist at the Tall Ship Race in Bergen, Norway, July 21-25, 2019. I am a longtime volunteer on the *Lady Washington* and *Hawaiian Chieftain*.

I bought my Pearson 26 in October 1976 from Sailboats, Inc. when she was brand new and still on her cradle. I still own her, though, at 76, I do not sail as much as I did when I was younger.

William J.

Grummel

Midnattsolen, Pearson 26

Antioch

↑↓ IT'S A CREW LIFE FOR ME

My delight in seeing the other side of crewing came in the form of the May 2019 *The trouble with Harry* letter. As a former boat owner, I've spent a good chunk of my life in salt water, so as a crew member of a few successful deliveries, a gift of harmonious mix of crew/captain is no small task. Bring all that you have to the party, but know a lot comes down to personality on 50 feet of floating fiberglass. When the combination of skills and personalities finds a happy medium, great memories are anchored.

This past spring, I met up with a sailboat on the Atlantic side of the Canal with plans to explore the Panamanian islands of Las Perlas — my part as crew was divemaster, chef and night watch, with plans of getting the boat to the Galapagos. Little did I know that the incompetent captain would have such an unsafe sailing vessel. I arrived in Panama and thought that whatever photos were forwarded to me must have been taken with great light and favorable angles. Unsafe comes to mind, but there I was.

Standing on the dock at Shelter Bay Marina after a day of travel to face the floating turd that would define my space and place for the next few weeks, the thought was etched, "This is what lack of maintenance looks like — rusted-through

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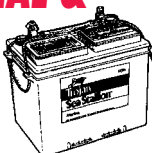
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LETTERS

stanchions and dinghy davits eaten away from years of salty neglect. The stick was standing with a wobble-wobble sway of too-old rod rigging. OK, at least I might know what could go sideways. The radio weather came in OK, and that was my backup. We cast off and I crossed my fingers.

Coming into the Pacific side of the Canal, it was an arm wrestle to simply turn on the radar with the sun setting just below the horizon. This busy marine thoroughfare — a Highway 101 of yacht transit — was just an impressive wall of lights.



CHRISTINE CURRIE

Christine Currie with one of her more unusual skippers.

No complaints, yet philosophies ran ragged when experience whispered, "If not now, when is radar a fine tool?"

Radar is a good call for the middle of Panama Canal traffic, and my good sportsmanship was a bit thin after rebuilding a head (with carried parts I ordered and brought along). To add to the comedy, the engine-overheating alarm came on daily. For this the captain simply added dishwasher detergent to the raw-water strainer.

Odd? Yes. Did it work? Nope.

Finding a groove with a great crew was a true highlight of the adventure, with the Las Perlas Islands a dream of deserted sand and palms. Stunning to have experienced such solitude and splendor of empty anchorages. After a dozen days, we made our way down to the ITCZ with great winds pushing us toward the Galapagos. The rusty nature of our poorly maintained boat came to lead the adventuring tales when the captain ended up as a man-overboard maneuver. A stanchion broke in his hand, and soon water swallowed him up. (These heart-pounding moments test the merits of your salt.) We hauled him back aboard. Later, while being boarded by officials after dropping the hook in the Galapagos, the captain hid below deck. I explained that he was seasick and nervous from his time floating in the saltwater. All of these quirks just added to the surreal experience of feeling like the adult at the kiddie pool.

My leap of faith in personalities usually does a better job of vetting, yet great pictures in good light are tough to beat. Next time? I'll ask for the least brag-worthy problems aboard, things that are on the wish list to replace or fix. I'm delighted to have lent a hand as a pretty good girl MacGyver. I'll fix and repair anything when I need to with a zip tie or duct tape in a pinch.

Plan B: I'm again seeking a boat as crew. Headed south this spring? I'm finishing up my paperwork for my captain's license, and 26,000 bluewater miles behind me make crewing a perfect fit. I don't miss boat ownership, as sailing with competent crew and owners is always a welcome opportunity. Find me in the crew list!

Christine Currie
Saugatuck, MI/Corralitos, CA



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Readers — You can connect with Christine and other crew and boat owners on our Crew List page: www.latitude38.com/crewlist/cruising/crew_results.lasso.

↑↓ THE DIRECT RETURN ROUTE FROM BAJA TO SOCAL

Having seen a couple of recent letters in *Latitude* describing the Baja Bash clipper route, I'm writing to describe my positive experience last month with the direct route. I helped a friend sail his Barnett 41 from Cabo San Lucas to San Diego, with a stop in Ensenada to clear customs and cancel the boat's TIP [Temporary Import Permit]. We left Cabo on August 9, motorsailing under mainsail directly to Bahia de Tortugas, arriving the morning of August 12.

After refueling and napping at anchor during the day, we left that night, arriving in Ensenada August 15. We docked at Marina Coral and took advantage of their expert help handling the Mexico exit paperwork. On August 17, we motored to San Diego and used the www.login.gov website to clear US Customs while entering San Diego Bay. With this service, there is no need to stop at the Police Dock and wait for Customs officials.

Overall it was an easy voyage, only six days on the water, plus a couple of lay days during the trip. We had 10-20 knots on the nose the entire trip, with a moderate swell. Not calm, but no worse than daysailing on San Francisco Bay. August was a good month for this trip. We kept our eye on the NOAA hurricane tracker before leaving.

Neal Holmlund
Respite, Islander 32
Puerto Escondido, Mexico

↑↓ THE BEAR (BOAT) DESIGN ESSENTIALS

Great to see that shot of a scudding Bear Boat in the Master Mariners Regatta (July issue, page 64). Myself, I haven't seen

one yet, seeing as I am down in So-Cal, but my little boat, (a Columbia 29) traces her lineage to a dance hall near the Bay in Mountain View, born from the dream of a

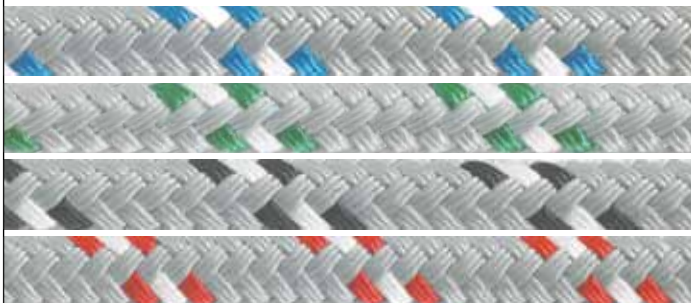
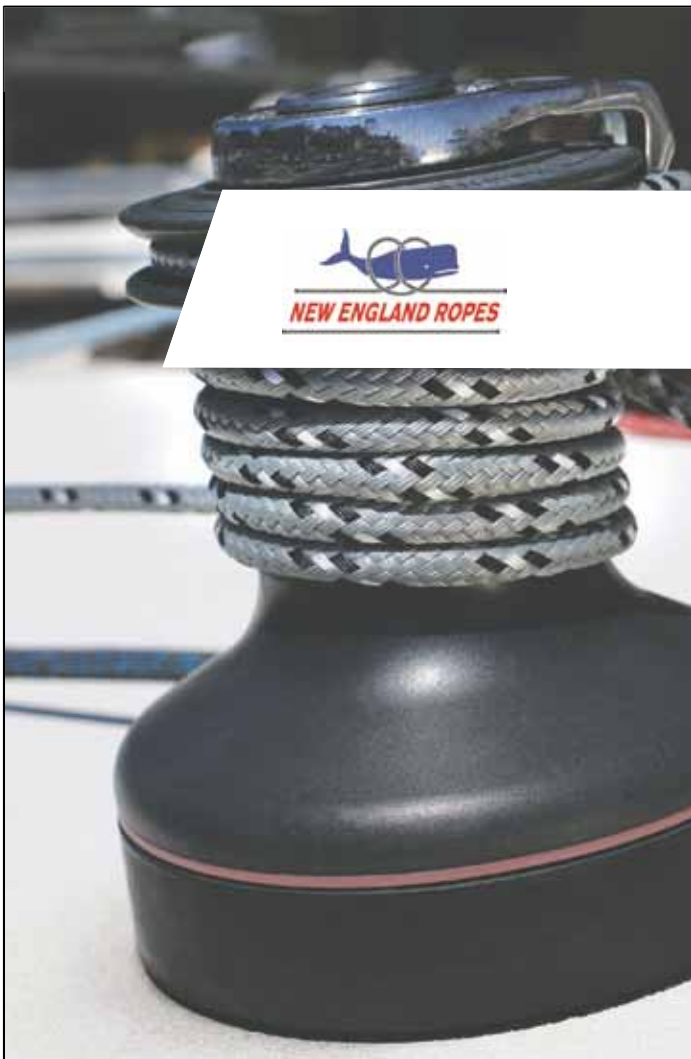


LATITUDE / JR

Just the Bear Boat necessities, the simple necessities.

non-sailor who apparently loved the Bear Boat design: "The idea Les had was to build a little bigger Bear Class sailboat out of fiberglass. All that he knew about boats was from all those magazines.

"He hired Sparkman & Stephens to design a boat." As near as I can tell, he called up S&S and asked them to design one like it, only bigger. I'd still like to find out who actually penned the C29 design though. The builder of the first mold, Larry Walters (www.jordanyachts.com/3291), claims Bill Tripp did, but as near as I can tell Tripp was on his own and out of the S&S shop long before the C29 was born. I'm thinking maybe Olin Stephens yelled down the hall and said, "Somebody wants a scaled-up Bear Boat — who wants to draw it? I'm too busy right now." So I am just curious if anyone has any ideas 'bout who it might have been. Perhaps it was Olin himself. I have a letter from him to the first owner, but he



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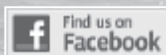


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LETTERS

doesn't confirm he drew it. In any case, when the mold made its way to Glas Laminates in Costa Mesa, it helped launch one of the most successful lines of fiberglass boats ever, and it retained the name Larry Walters gave it to honor the winner of the America's Cup in '58, and that in turn became the name of the company.

I was born near the Bay, the Columbia 29 was and the Bear too . . . so I'm kinda inextricably linked here. I am curious too if anyone knows if the C29 was disqualified from racing (as I have heard) due to its incomplete compliance with CCA rules at the time. I will say I am quite enamored with the performance of this little old-school design, as I am sure the Bear Boat owners are too. The previous owner claimed the Columbia 29 was disqualified because it was too fast. Maybe that was a sales pitch on his part, but I didn't need to be convinced to buy the boat. I'd wanted one since I was a kid.

Donald C. Litton

Pythagoras, Columbia 29, hull #37, 1962
Channel Islands Harbor

P.S.: The wife of the original owner was from Greece, and *Pythagoras* is quite a hero, I guess, and not just for his mathematical skills [mathematicians being known for their bravado]. Channel Islands Harbor has been her port of call since the harbor was built in 1965. The original owner sailed her up from Newport to Santa Barbara back in January 1963.

↑↓ A BALLOON OF AN IDEA

I have a very simple safety hint that I've kept to myself because it's so simple it almost seems absurd. I've never heard it from anyone else before so I thought I'd air it to you and see if it has come up before and if not, if you think it would be worthwhile to share with the boating community.

When I go sailing and also swimming, I almost always carry a heavy-duty party balloon in my pocket. If one goes overboard without a lifejacket, or even swimming when caught in a rip, all one has to do is blow up the balloon to about the size of a grapefruit and hold on. No fuss, no muss, quiet, no energy wasting, buoyant until you reach safety or safety reaches you. Could be life-saving.

Too silly? Too simple? Is it already known? Am I making a fool of myself? Regardless, thanks to *Latitude 38* for my vicarious sailing experience these days.

Paul Corey
Anesthesiologist and sailor
San Diego

Paul — We have long lived by the credo, "Whatever floats your boat." In that spirit, we would also say, "Whatever floats you." We're not sure if we would subscribe to your theory. We're worried about a false sense of security or replacing our lifejackets with a lesser option. Here in the Bay Area, our freezing-cold water wreaks havoc on the muscles in a shockingly short amount of time. Even if an inflated balloon was providing buoyancy, we would be worried that a hypothermic person might have a hard time clinging to said balloon.

But sailing is all about ingenuity and finding what works for you. Float on, Paul!

↑↓ THINK SAILGP WAS TOO FAR AWAY? I OFFER PHOTOGRAPHIC EVIDENCE TO THE CONTRARY

A letter in the August issue of *Latitude* decried the segregation of the race boats from the spectator boats during the San Francisco regatta of the SailGP series. While I wouldn't disagree with the general tenor of that letter [I was thoroughly

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Sea of Cortez: Winter Itinerary & Summer Hideouts

TUESDAY, OCTOBER 22

Bruce Brown, US Sailing Safety at Sea & USCG Trainer
Downwind Sailing Techniques & Safety Prep for Coastal Sailing

WEDNESDAY, OCTOBER 23

Chef Melanie A. Cady, Gourmet Galley Wench, Certified French Chef
Eat Well at Sea – Improvisational Galley Provisioning & Techniques

THURSDAY, OCTOBER 24

Cmdr. Terry Sparks, USN Retired, Author, Radio Operator & Trainer
Offshore Communication Primer for Cruising Fun and Safety

FRIDAY, OCTOBER 25

Capt. Ann Kinner, USCG Master & Owner, SeaBreeze Ltd.
Best Online Resources to Know for Cruising and Navigation

MONDAY, OCTOBER 28

Dick Markie, Harbor Master, Paradise Village Marina
Cruising Mexico – Everything You Need to Know and More

TUESDAY, OCTOBER 29

Capt. Dietmar Petutschnig, USCG Master & CEO, Good Anchorage, Ltd.
Meet the Panama Posse – Find out about the Next Passage!

WEDNESDAY OCTOBER 30

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unimpressed watching the SailGP races from the water in San Francisco," wrote Jake Goza], I'm offering the attached photo as evidence that the race boats did mingle to a degree, at least prior to the Friday, May 3, "unofficial" racing.



GBR does a flyby of the spectator fleet back in May.

I chose to avoid the weekend racing, with the expectation that the crowd of spectator boats jostling for position along the boundaries might make it impossible for me to actually watch the racing, but Friday's action was arguably just as intense, and there were doubtlessly fewer spectator boats. And the thrill of seeing one of those F50s zip closely by during pre-race warm-ups (thank you GBR!) probably compensated — for the few of us who were out there — for the disappointingly wide buffer from the racecourse.

Lee Panza
Aventuriero, Catalina 25
Sierra Point Marina

P.S.: I encourage anyone to visit our Sierra Point Yacht Club, to enjoy our low-key atmosphere and sincere hospitality, any time you feel like doing an overnight to explore the southern portion of S.F. Bay and don't feel like anchoring out in the notorious Candlestick wind. It's a fun 7-mile beam reach all the way from the Bay Bridge.

↑↓ LET THE CUP CONVERSATIONS COMMENCE

It would be very interesting to poll your readers to find out how they view this iteration of the America's Cup yacht:

A. Is it a positive step for expanding the America's Cup viewer base?

B. Is the move from multihulls back to monohulls regressive or progressive?

C. Should the construction of the vessels be limited to environmentally friendly materials?

D. It is being presented as a national effort. Should design and construction personnel and all crew members be citizens of the country represented, for a minimum of two years, before the vessel is splashed?

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

Michael — We have, in fact, polled the hell out of Latitude Nation since the 2017 America's Cup on a number of these topics. Much of our readership, dare we say the majority (or at least

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NYYC's American Magic team launched their AC75 in Portsmouth, RI, and christened her 'Defiant'. She went for her first sail, foiling on Narragansett Bay on September 11. ETNZ was first to launch, on September 6. Their AC75 is called 'Te Ahi', "The Dolphin" in Maori.

those who've written in), are emphatically opposed to the modern Cup's progression toward foiling. Indeed, a class of America's Cup purists has emerged; they'd like to see a return to monohulls of the non-foiling variety.

After the spectacular J Class regatta during the 2017 Cup, some of our readers would even like to see a return to an old-school design.

At this point, it's not the details and nitty-gritty of the debate that intrigue us, but rather the nature of the debate itself. As the AC75s are about to finally take to the water, we are all too aware of the discussion that's about to happen. For every person stoked out of their gourd at the largest fully-foiling monohulls ever built, there will be at least one person disgusted at what sailing has become. We are somewhere in between, by the way — we think that progression and innovation is always good (as well as inevitable), but we could call ourselves purists, too, because we love old boats, spinnakers, crew work and high-level sailing in big, nasty conditions.

We're looking forward to watching the next year from the sidelines as things unfold, and waiting for the dust to settle.

↑↓ BRINGING THE CUP BACK TO REALITY AND INTO THE FUTURE

Let's start by saying that there's no question the change back to monohulls brings the Cup back to reality, albeit the most radical monohulls ever conceived, much less actually on the water competing around a closed course at 40 to 70 knots. Those boats have the potential to revolutionize sailing like never before, and to revolutionize the entire concept of what a yacht, boat or commercial vessel is supposed to be.

Imagine a 400-ft container vessel or tanker traveling between Japan and the West Coast of America at 70 knots with 5 million barrels of light crude or 50 million cubic feet of LNG, traveling to Europe and arriving at a terminal in 30 hours.

The America's Cup has set the pace for exponential change in materials and design for 150 years, and its trickle down to mainstream commerce cannot be measured or truly quantified. Instead, it is the embrace of the advance of human technology to make a better world for everyone by unleashing the infinite capabilities of human ingenuity and free thinking. Remember, China won the last Volvo Ocean Race, much of it because of their desire to truly compete.

Thank you, America. Thank you, Kiwis!

Ross Angel

↑↓ TAKE THE CUP BACK. IN TIME.

Time to go back to more cost-effective monohulls that are innovative but actually sail on the water. Secondly, let's cut the PR stunt by Team NZ and Long Beach Yacht Club to



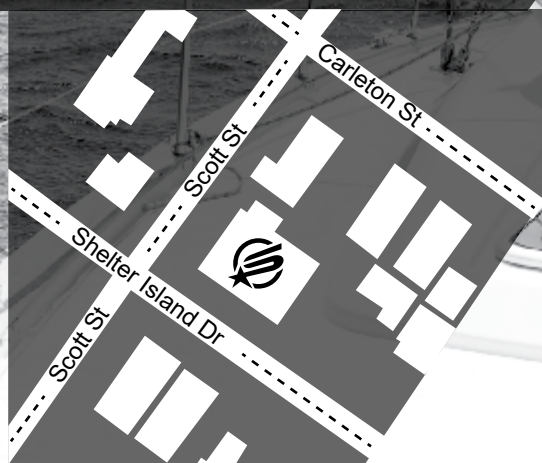
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pretend they are building a boat and have a team. It shows how highly unethical Team NZ and the Long Beach Yacht Club really are.

Matthew F.



LATITUDE / JOHN

The 300-ft 'Aviva' was on the hook in Marin at the end of the summer.

⚡ **BEWARE YOUR ADVICE, LATITUDE**

The Perini-Navi Aviva is a regular seasonal visitor (as we reported in an August 28 *'Lectronic Latitude Holy Guacamole! That's a Big Turning Mark'*). Also, *Latitude 38*, beware of advising people to use superyachts as turning marks: One that decided to do this lost breeze in the lee of (the late) Tom Perkins' *Maltese Falcon* and went into the side. A few paint repairs for *Maltese Falcon*, but substantial damage for the 40-ft yacht. Bay Area-born Mr. Perkins (co-founder of Kleiner-Perkins, a major Silicon Valley venture capital firm) was cool about it, but other owners may not be.

Tim Dick
Malolo, Lagoon 42
Puerto Vallarta, Mexico

Tim — At the beginning of every month, we tell people to drop whatever they're doing and pick up an issue of *Latitude 38*, and while we're pleased to get the magazine in people's hands, something tells us that — despite our persistent urging — our readership isn't leaving work in droves on the first of the month to find their nearest newsstand.

A pity, that. How we'd love to wield such power!

If we thought that something bad might happen based on something we said, we would write a magazine devoted entirely to the topic of sitting on the couch and waiting slowly for death to arrive. We don't think that people read our story about *'Aviva'* anchored off Sausalito, then ran out the door to find the nearest megayacht to round. And even if our readership did follow our orders thusly, we trust them to practice good seamanship and sail without significant calamity.

When these discussions do pop up, we like to tap our libertarian roots: We don't think that anyone should protect anyone else from their worst selves. We hope that everyone reading our magazine does so with the grain of salt with which it was intended to go down: We're just having fun.

⚡ **THE TABLES HAVE TURNING-MARKED**

I hope the owner/skipper of that 40-footer had good insurance; they certainly didn't know how to judge wind shadows,

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LETTERS

nor when to start their motor. Duh. Not *Latitude*'s bad. If the yacht were still there, she would have made a great mark for the Jazz Cup! In early August there was another 200-plus-footer anchored off Monterey that we sailed by during the Potter's Cruiser Challenge. I didn't get too close, fearing one of the crewmen (all dressed in black) would brandish some sort of firepower. Their 'dinghy' trailing astern looked like a military security vessel.

Goose Gossman

THE WEATHER GODS

A bunch of years ago I trailered my Catalina 27 between Fresno and Stockton; and then down the San Joaquin River to the Bay for summer vacations. All done without hoists, of any kind, at either end! Quite noticeable was a 6- to 10-day wind cycle. Each day the wind would get stronger and last longer as the San Joaquin/Sacramento valleys heated. At some point the wind would blow Very Strongly for a couple of days and nights. The valleys would then cool a bit, and the wind subsided. At that point the cycle started again.

PJ Landresse
La Cuna, Hunter Passage 42, K6PJL
Midland Mexico

PJ — Thanks for sharing some of your secret mojo about how you put the weather together, a topic to which we will devote more ink in the coming months.

ABOUT MAX'S SHOES

In reference to Max Ebb's article about shoelaces in the August issue of *Latitude* 38, there is one important thing missing. The double-slipped square knot has a tendency to come undone. Do you have to re-tie your shoelaces during the day? The usual fix is to then tie the loops in another square knot. The better fix is the Windsor knot. I first learned about this in Brion Toss's book *Complete Rigger's Apprentice*.

The knot is the same as the double-slipped square knot except that there are extra turns in the first and second part of the knot. The knot does not come undone but can be untied by simply pulling the ends of the shoelaces, like normal.

Neil Kaminar

DYNEEMA OR DYE

I have just read your text about Dyneema rigging [from a February 4 *Electronic Latitude*, written by Mitchell Andrus] for your Kelly Peterson 46.

My girlfriend and I are just about to purchase a beautiful KP44 in Mexico. We want to go full-time cruising with her, but first (along with some other projects) we need to replace the rigging. I have found out about Dyneema rigging just some weeks ago, and I would be really interested in replacing the rig with it. What are your experiences so far? I would love to chat with you.

David Hortsmann

David — Here's a response from Mitch Andrus:

We're loving the rigging.

But, it is not a 'set it and forget it' solution to keeping your rig up. It would be ignorant to say that conventional wire rigging is maintenance-free, but in comparison, that's a fair statement. We have about 5,000 miles on this boat, more than half of which came from our delivery home from Panama. I need to actually add up the miles covered on the Bay in these four months, but I estimate we have about 600



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LETTERS

miles on this rig, most of which were in conditions stronger than you enjoy in Mexico or SoCal. Our rig is still not fully tuned. The mast is plumb, there is the right amount of pre-bend, the shrouds are tight, tight, tight . . . at the dock. When we get the famous sustained winds in the high 20 knots and gusts into the low 30s, the lee shrouds go slack enough to require taking turns in the turnbuckles. So I go take half a turn out of each one and tack, then repeat on the other side. Seems like they should be settled by now.

We had the rigging built by Colligo (not only designed, but also assembled and shipped). When we pulled it out of the box, we had a hell of a time getting the shrouds long enough to reach the fully backed-out turnbuckles. It was a really uncomfortable process while we held up the boatyard and crane. Eventually they all made it, and into the water we went. After tuning the rig, we were able to get the turnbuckles pinned and we went sailing. Now all the studs are threaded in more than an inch on each shroud. Turns out this is because Colligo sets the splices to the safe working load (many, many thousands of pounds), then they coil them up and put them in a box and ship them to you. Well, duh, they shrink!

Cost: Dyneema is more expensive. But only the first time. Do you expect to have your boat long enough to re-rig two or three times? If so, there are money savings? Also, will you do the labor of building the shrouds yourself? That would save a ton of cost.

Also consider the cost of new chainplates in this re-rig. You will be able to find a metal shop in Mexico that can make them in stainless steel for far less than I paid. Expect between \$100-\$150 each, I would imagine.

Food for thought.

We have some good friends in La Paz right now with a KP44 that they completely rebuilt (see www.svdogfish.com). They also redesigned their rig but stuck with wire. They would be a good resource if you decide plastic rope is out.

Mitchell Andrus
Esprit, Kelly Peterson 46
Berkeley



DARAGH NAGLE / OCEAN CRUISING CLUB

On Saturday, September 7, after 330 days at sea, Jeanne Socrates sailed into Victoria, BC, and into the record books, becoming the oldest person to sail alone, nonstop and unassisted around the world.

↑↑ THREE CHEERS FOR JEANNE SOCRATES

Wow! She is 77 years young, and this is the *second* time of sailing around the world *solo* and *nonstop*. A tough tart for certain!

Rube G. Junes



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LETTERS

Rube — Technically speaking, Socrates has made more than two laps of the planet if you tally in her unsuccessful attempts in 2009 and 2012.

Jeanne, I had the pleasure of meeting you in San Carlos, Sonora, Mexico, a few years ago. I'm glad to read that you are still going strong and enjoying your *sola* sailing. I hope the hurricanes stayed away from you and that you had a "calm" birthday. All the best to you. Keep well.

Betsy in Belgium

Please receive my compliments! I am also 77, and writing you from the heart of South America.

Dario Gonzalez Palacios
Asuncion, Paraguay

What a remarkable woman. Congratulations!

Luis Ibáñez Dalponte

This is an amazing accomplishment and one that should be celebrated. That a lady who lost her husband many years ago can sail the planet by herself at this age is remarkable. Congrats to you!

Fungod

Long live and sail on, Captain Jeanne! Congrats on your fourth trip around and (at least) second world record!

Here's a photo of Captain Jeanne and me in the Bay during her 2012 record-breaking circumnavigation campaign! We



JAKE GOZA

Jake Goza posed with Jeanne Socrates and 'Nereida' in 2012. Socrates was forced to make a pit stop in the Bay after her liferaft fell off its mount. In 2013, she would go on to circle the planet in 259 days to become the oldest woman to sail alone, nonstop and unassisted around the world.

spotted Jeanne making slow but steady headway toward Richardson Bay from the Golden Gate Strait. In a polite British accent she let us know that she was OK, but wished for more wind. Being a proper yachtsman, I offered her a bottle of wine. Naturally, she declined, citing the world record attempt. [Taking a bottle of wine is considered "assistance" by the powers that be.] We greatly enjoyed sailing in the waters near her for an hour observing a master mariner at work!

Jake Goza

Amazing! We met Jeanne 15 years ago in Curaçao and so happy to see she is still going strong. So inspiring.

Katie Barnes


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LETTERS



SANTA BARBARA SHERIFF'S OFFICE

Early on September 7, a fire broke out aboard the well-known dive boat 'Conception'; 34 people were killed.

↑↓ AN UNSPEAKABLE TRAGEDY AT SEA

Thank you for probably the best report of the *Conception* fire tragedy [from a September 9 *'Electronic Latitude'*]. Yes, changes will be coming to the industry and many will complain. But what's a life worth — especially yours and your loved ones?

Jeff Lee
Zwei Flying Fish, San Juan 33
Oakland Estuary

↑↓ REST IN PEACE

Incredibly sad. I dove with this group on the sistership *Vision* in May. Truth Aquatics ran a very professional operation. The crew on *Vision* were disciplined and safety conscious, and I have little doubt that the crew of *Conception* were the same and did all they could.

These boats have been refined over decades of use to allow a large number of people to live and dive comfortably in a relatively small space. But boat design is always a trade-off, and on this, the spotlight will probably fall on the difficulty of egress from the escape hatch at the back of the bunk room; it would have been hard to get to, and hard to get through — even if not blocked by flames.

Rest in peace Kendra Chan. She was an angel who loved the beauty of life under the water.

James Dilworth
Pip, Santana 22
Sausalito

↑↓ STAY VIGILANT

Very sad indeed for a company that has an impeccable reputation. I can't help but feel there was a human error. Reputations are built on always doing the right thing every time. I can't see how, if a watchstander was keeping a vigilant watch, this tragedy could have been prevented. Time will tell, and the investigation will flush out the cause. Often it's the basics, such as keeping a sharp lookout, sounding the alarm, being familiar with fire-fighting equipment, and familiarizing yourself with escape routes, should they become necessary.

Let not these lives go tragically in vain. Update your smoke and CO detectors, take a course on emergency procedures, and review your onboard plan for fire, sinking and other emergencies. Stay vigilant and avoid complacency. The instant you let your guard down, tragedy awaits to visit.

John Harvan
San Rafael

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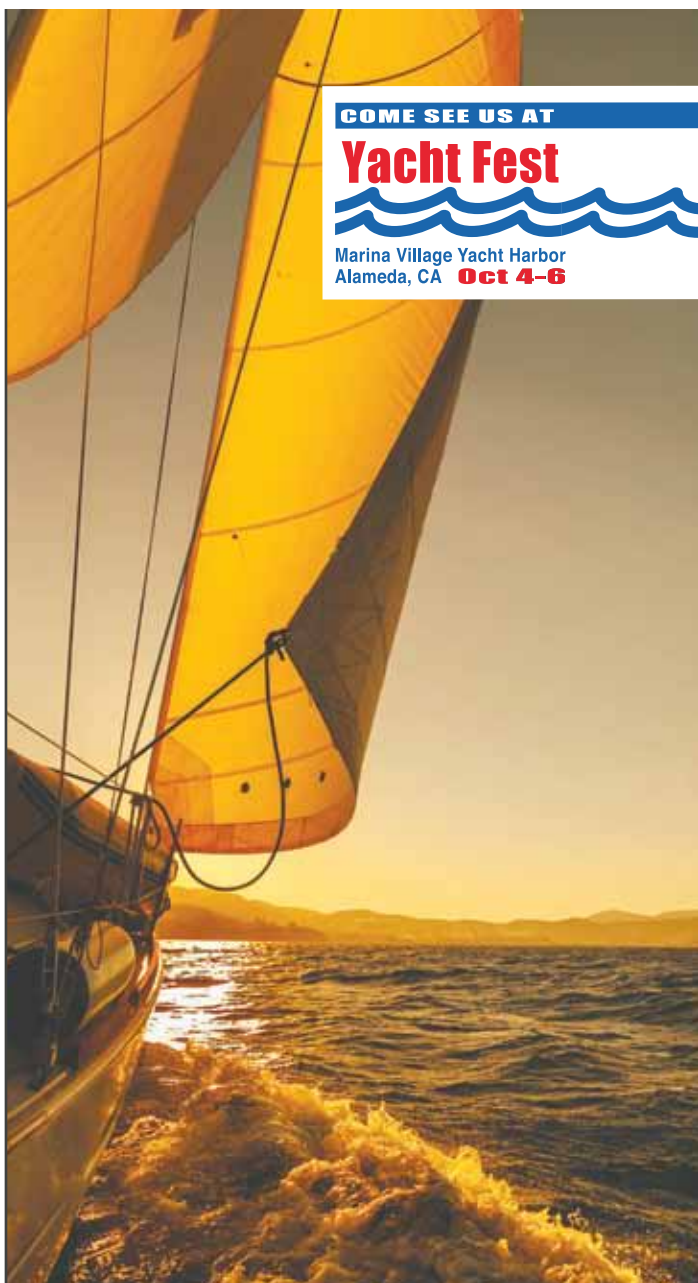


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LETTERS

↑↓ THE REQUIRED IMPROVEMENTS

Having enjoyed three different dive trips on *Truth*, the sistership to *Conception*, in the '70s, I can say that the operation was first-rate and I had a great time. I did not feel comfortable down below in the cramped bunks. Obviously the number of divers did not exceed legal limits. I bought my own dive boat later.

I did go on an S.F.-based dive operation, See and Sea, which operated in all of the prime dive locations around the world. We were on boats of similar size to *Conception*, but the number of divers was limited to 10 including the dive leader. I know this is a luxury. No doubt the dive industry will make any improvements required to make a great sport safer.

Chuck Cunningham
San Saggio, Catalina 400
Brisbane

↑↓ THE INEVITABLE LEGAL PROCEEDINGS

It would be easier to reserve judgment had not Truth Aquatics' insurers filed to limit their liabilities so soon after the tragedy. This effectively started the clock on potential wrongful death claims, forcing families still raw from their loss(es) to hire attorneys to fight the action and protect their rights to damages. They hadn't even held services for the victims, so sympathy for the dive company might, understandably, be lacking.

Nicholas J. Salvador

↑↓ SOMETHING ELSE TO KEEP IN MIND

I've been on quite a few trips on both the *Conception* and *Vision* going back 35 years, and have always been impressed with the quality of the operation. A former Santa Barbara resident, I know the owner and crews to be exceptionally dedicated and conscientious.

It's just an unimaginable tragedy, and knowing the boats, one that is very hard to understand. In addition to the families of those lost, I can't imagine what the surviving crew members must be going through. Results of the investigation will take longer than any of us want, but hopefully will provide some answers.

I'd just throw out an addition to your suggested safety list, without speculating as to the causes of the *Conception* fire. Another thing for sailors to look at that is not necessarily included in traditional safety checklists is the charging of lithium batteries. There is a small but non-zero risk that damaged, defective or inappropriately charged batteries could ignite — and they can be essentially impossible to extinguish. Thinking about when, where and how to charge them with that possibility in mind is an additional safety consideration worth some thought.

Ron Russell

↑↓ WHO COULD BLAME THEM?

I have worked on or around boats all my life. While now a sailor, I worked many years on what are known as 'party boats' and there is really no difference between a three-day trip for fishing, diving or oceanography.

A bunk room is exactly that: stacked single bunks with an access 'stairway' that we call a ladder at one end. Usually, the ladder is only a few steps at one end of the line of bunks and goes directly to an open-air deck. Since it's possible to be trapped at the other end of the space, there is a very large 'escape hatch' there that goes vertically up through a very large opening, often the floor of the galley.



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LETTERS

That typical situation is how I remember the *Conception*. Skippers and crew will typically sleep in the wheelhouse or other space when not on watch — and someone is always on duty in some capacity. Not at all unusual for crew to be up early getting ready for the day. Who could blame them for jumping overboard when there was nothing left to do?

The boat I worked had an only-electric galley because of safety; propane is dangerous. I heard, but doubt, conjecture that *Conception* had a propane explosion, but the battery-charging malfunction is believable. We must wait to hear how it is possible for both ends of the bunk room to be blocked and not one single person get out.

As tragic as this horrible event has been for all of us who have been a part of this maritime world, I have felt it equally tragic to hear the news media begin to scratch around for somebody to blame and be sued. This is just as much a tragedy for the skippers, owners and crew as it is for those lost; perhaps even greater. Of all people, we mariners, whether divers, fishermen or sailors, understand the risks. We should be above teaming up with an ambulance chaser to squeeze money out of a tragedy.

Mark Howe
Adrenalin, SC50
Point Richmond

↑↓ REMINDING ALL OF US TO BE MORE CONSCIOUS

As a longtime diver, I have not been able to wrap my head around how so many people could have died like that. The NTSB report is going to shake up the liveaboard dive industry to its core. While we wait on their findings, maybe *Latitude* can do a story on how often recreational boaters get their extinguishers re-certified. Seems to me that knowing you have a good working extinguisher would be an important thing, even if you're not regularly inspected by the Coast Guard.

I was on a friend's boat a couple days ago and the extinguishers were original from 2014 and had never gone through an annual inspection. It was the same thing when I bought my boat and the original fire extinguishers from 15 years earlier had never been inspected. They are also no longer serviceable after 12 years. How long are the disposable ones good for? Most people I know have never even looked at them. And then there are all those ancient and often-neglected CO2 canisters from our PFDs.

Carliane Johnson
Kyntanna, Freedom 38
Bay Area

↑↓ POSSIBLE SAFETY MEASURES

The recent fire is such a tragedy. One idea I've yet to hear being put forth is installing a sprinkler system responsive to a smoke alarm. It seems that would be a great requirement for commercial boats engaging in carrying passengers. I've heard of boats installing automatic fire-response systems using halon for protection in the engine compartment. I don't know if a halon system would be good for places where people would be.

Bill Stapp
Kruzin' Kitty, Hunter 37.5
Alameda

↑↓ LIVE YOUR LIVES

So incredibly sad. To the survivors, I'm sure you did all you could; try to go easy on yourselves and live your lives with purpose.

Ken Brinkley



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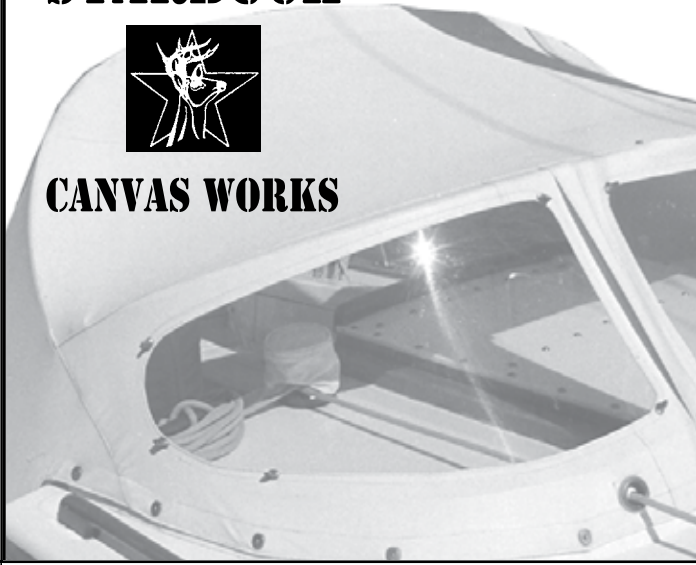
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LETTERS

Readers — Our hearts broke into a thousand pieces when we heard the news of the Conception tragedy. As we've said before, the question before us is: What now?

We're writing this roughly a week and a half after the terrible fire, and emotions are still raw. Many in the Latitude community knew people on Conception and are still feeling a mix of profound sadness, shock and disbelief, and anger — even rage. There is nothing to do with our emotions other than to allow time to pass. Grief never really goes away, but our lives grow around the broken places.

As many of you said, we can't help but take a long, hard look at our own adherence to safety; that's been on everyone's mind as much as, if not more, than the stages of grieving. We've heard our community talk about fire contingencies, checking extinguishers, and, in a nod to the tragic loss of Rick Srigley in Monterey, checking CO2 cartridges in inflatable PFDs.

The New York Times reported that the National Transportation Safety Board concluded that the entire six-person crew was asleep when the fire broke out on Conception, thus failing to fulfill the requirement for dive boats to keep a roving watch. While we wait for the investigation to unfold, we have sympathy for everyone involved in the fire, including those who are now facing scrutiny. What if that person was your son, daughter, sister or spouse?

It's inevitable that lawyers will get involved, lawsuits will be filed, and many people will cast about looking for someone to blame. It is understandable that some people take a party's lawyering up as a sign of disrespect. Three days after the fire, Truth Aquatics Inc. filed a lawsuit under a "pre-Civil War provision of maritime law that allows it to limit its liability," according to NBC News. A legal expert said that such actions "are usually initiated by insurance companies to limit losses," adding, "It seems like a pretty heartless thing to do, but that's what always happens."

Disasters of this scale usually have multiple contributing factors, and we understand the natural instinct to want to place our grief and blame on someone's shoulders, and to wonder, "If only this or that had happened, could disaster have been avoided?" As one reader said, the liveaboard dive industry will be shaken to its core, and fingers will be pointed at every aspect of the boat, its systems and its crew. While some of the crew escaped Conception with their lives, they are still saddled with a terrible burden.

We think the best way to acknowledge and pay tribute to those lost is to take a hard look at our own vessels and redouble our efforts to make them as safe as possible for every soul. As we await the recovery of Conception and the results of the NTSB investigation, we encourage the boating community to let the officials do their jobs, and have respect for the victims' families and the surviving crew. The Conception tragedy did not involve a sailboat but involved sailors and those with whom we share a love of the sea. Our hearts go out to the families and everyone impacted by this terrible event.

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

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

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LOOSE LIPS

This month's Caption Contest(!) was one of those photos you need to take a long, hard look at to properly decipher the degree of calamity. This kitesurfer seemed to be trying to actually *ride* the foil, *sans* board. Among the most common entries this month was the always popular, "Foiled again!" Here's your winner and runners-up. Drumroll, please:



LATITUDE / CHRIS

Beam ME up Scotty, not the board. — Rosann Allenbaugh

"When attempting the world's first foiling kite kick flip, try to remember the foil." — Blake Wiers

"Believe it or not, I'm walking on air . . ." — Kent Carter

"Watch this booty bounce trick I've been practicing." — Jimmy Fishbob Geraghty

"Faceplant 101: Inhale deeply, tighten all orifices." — Bill Nork

"Rex jettisoned his liftoff module, only to find out he couldn't really fly." — Bill

"You know it's so windy here on the Bay that you really don't need a board." — Brian Richards

"Legs are similar shape, should foil just fine." — Jeff Phillips

"SpaceX aborts its economy launch program after its astronaut misread the instructions." — Gary Green

"More nonskid next weekend, damn it!" — Christopher K

"Back in October 1938, the Cunard White Star Line ocean liner *Queen Mary* docked at the 50th Street dock in New York City *without any* tug assistance during a portwide tugboat strike. Cunard management, crediting the vessel-master, Commodore Robert Irving, called it 'a job which required judgement, seamanship and nerve.' Whitney Warren, a frequent *Queen Mary* passenger, told *The New York Times* it was one of the finest pieces of seamanship he'd ever witnessed. *Queen Mary* is now a seaside attraction for Long Beach."

Peter Cameron
MV *Slow Hand*
La Paz, Mexico

"Señor, I do not consult your forecasts. A forecast, it does one of two things: It makes you lazy, convincing you that you know something you do not, or it makes you afraid. To the inexperienced Jack, such as yourself, the usual effect of this latter phenomenon is that the ship it is reefed far too early, or maybe she does not leave port at all. No, Monte tells the weather by looking at the sky and feeling the wind on his face. That is enough for the true pilot." — Monte, Randall Reeves' Monitor Windvane, speaking to the skipper on September 19 as Reeves navigated the Bering Sea.

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SIGHTINGS

passin' through

"Going under the Golden Gate Bridge is a huge landmark in a cruiser's career," said Greg Yellenik, who, along with his wife Laurie, sailed into the Bay aboard their Cooper Seabird 37 PH *Galene* in September. "It's like the Panama Canal, or doing a big crossing. It's a huge thing." Hailing from Vancouver, British Columbia, the Yelleniks are just one of several Pacific Northwest cruisers passin' through San Francisco on their way to Southern California. As you may or may not have heard, there's a little get-together known as the Baja Ha-Ha that's set to go down in late October — in terms of sea miles sailed, the Ha-Ha is well underway for many a cruiser.

Linda and Walt Drechsler dropped us a line from Grand Marina in Alameda from their Moody 47 *Pellucidar*. Hailing from Everett, Washington, the Drechslers were on an East Bay tour that included the Oakland Yacht Club. Kevin and Gina Stenberg, who sailed from Portland, Oregon, aboard their Catalina 42 MkII *Raven*, were in the Bay for about a week in September, before moving on to Half Moon Bay and points south. David and Becky Elmore sailed their Catalina 36 MkII *Tranquility* from Port Orchard, Washington, and were in Monterey when they gave us a shout. "We have had a fairly uneventful trip so far. Just the usual whale close calls and the crab pots at night to keep things interesting. Next stop, San Simeon, then rounding the point to Santa Barbara for our next adventure." The Elmores hoped to pass through the Channel Islands, as well, before heading to San Diego.

"We are making a stop in San Francisco on our way to the Ha-Ha," wrote Bill and Nina Kramer of the Cascade 36 *Gypsy*. Also hailing from Portland, Oregon, the Kramers just finished a five-year refit of *Gypsy*, which they now call their retirement home. They were also among the September migration passing through the Bay.

"My wife Sharon and I left our home in Seward, Alaska, in May to start our southbound journey to join the Baja Ha-Ha," wrote Paul and Sharon Ruppel of the Island Packet 370 *Sundance*. "We both have recently retired and are done with Alaskan winters! Our initial plan is to cruise Mexico in the winters, and enjoy Alaska in the summers. We left Neah Bay, Washington, on August 4 to travel the dangerous Oregon and Northern California coasts. With many years of Alaska cruising experience, we know all about currents, tides, rocks, and ice, but this coast taught us about bar crossings! Our first exposure was arriving too soon at the Columbia River — the ebb was creating much tall confusion five miles out to sea! However, we waited a couple hours, the seas calmed, and on in we went. We now consider ourselves 'slackers' — we plan for slack currents on our bar crossings."

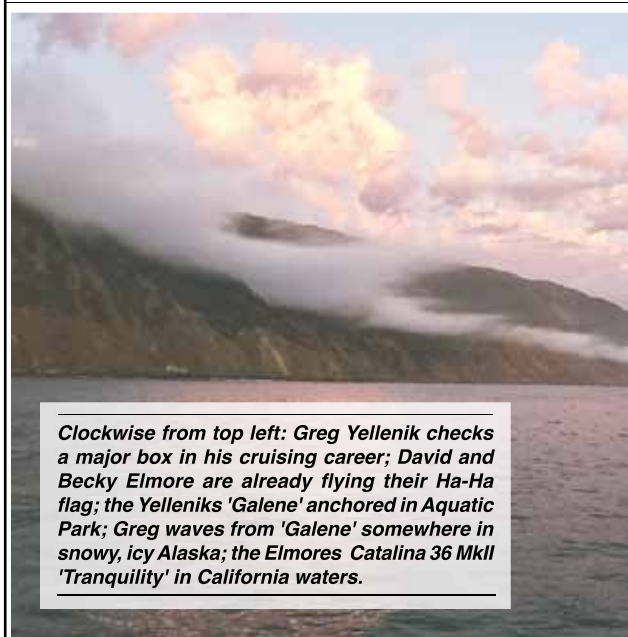
The Rupples echoed an earlier theme. "Sailing under the Golden Gate was a dream come true, and we are really enjoying the sights and experiences of the Bay. Anchoring at Aquatic Park can't be beat! Convenient to hiking, museums, restaurants — and the view with the full moon [in mid-September] has been fabulous!" The Rupples finished their visit at Richmond Yacht Club as guests of a good friend. They even managed to sail in a Wednesday night beer can there.

After their own sail under the Golden Gate, Greg and Laurie Yellenik got to explore the Bay as only cruisers can. "I was surprised by how windy it is — we weren't expecting that," Greg said of the unusually breezy late summer here in the Bay Area. Like the Rupples, the Yelleniks also found Aquatic Park to be a unique and well-located anchorage. "I really like the ability to be in the city," Greg said. He likened the Bay Area to his home port. "In Vancouver, we have False Creek, which is a lot like Sausalito but on a much smaller scale; you're able to access the downtown core by walking," Greg said he was a bit taken aback by the Bay's lack of cohesive public transit. Where Vancouver has the SkyTrain, the Bay Area has numerous ferries, buses and BART, which are only nominally connected to each other, and which, when combined, "cost a fortune," Greg said. "But we're pretty happy; we really enjoyed our stay. Everyone was very friendly."

continued on outside column of next sightings page

jeanne socrates

We just got off the phone with Jeanne Socrates, who was at the Southampton Boat Show in the UK just before she sat down to chat with us. Going to a boat show might seem like an odd thing to do for someone who, a little more than two weeks ago, was sitting just offshore near the Strait of Juan de Fuca for what seemed like days, attempting to cross the finish line after 11 months at sea and become the oldest person to sail alone, unassisted and nonstop around the world. But for Socrates, it makes perfect sense.



Clockwise from top left: Greg Yellenik checks a major box in his cruising career; David and Becky Elmore are already flying their Ha-Ha flag; the Yelleniks 'Galene' anchored in Aquatic Park; Greg waves from 'Galene' somewhere in snowy, icy Alaska; the Elmores Catalina 36 MkII 'Tranquility' in California waters.

record setter

A common question presented to circumnavigators when they hit the dock is, "What's next?" Socrates has her eye on cruising. "That's part of the reason why I wanted to come back to England — in one place are all the people I needed to see," she told us. "It's been wonderful to walk around the show." Socrates said her Naja 380 *Nereida* was in "a sorry state." After doing some traveling, she's looking to make repairs this winter, then has her eyes set on heading south, and west.

continued in middle column of next sightings page

passin' through — continued

The Yelleniks sold their house and many worldly possessions before heading south, then — as if following a migratory theme — went to Alaska for the summer. They plan to spend Christmas in Mexico, and then it's anyone's guess. "Our goal is to live on the boat at least eight years," Greg said. "We had a more ambitious plan than we maybe should have: to go to Alaska and make iced tea with glacial ice," Greg continued. "It seemed so easy at the time, but that's a lot of miles. We've had the boat for a lot of years, but we've never gone this far."

At some point in our conversation, Greg returned to that most profound of moments in his cruising career, as if already reminiscing. "We really had the iconic Golden Gate trek. It was such a beautiful sunny day under the bridge. It was gorgeous."

— *tim*



TRANQUILITY



GALENE



GALENE

SIGHTINGS

the crew conundrum

This year, as always, the coming of autumn alerts West Coast sailors that it's time to head south to the sunny latitudes of Mexico and beyond. As you can imagine, it's no small feat to thoroughly prepare a boat for offshore sailing. And that process is often fraught with tough decisions about which new items of gear and gadgetry are essential to have aboard, vs. those that are merely optional. For many newly minted cruisers, though, the question that's even more perplexing is whether to bring along additional crew.

Why? One common reason is that many sailors who venture offshore relish the challenge of becoming independent and self-reliant.

continued on outside column of next sightings page

jeanne socrates

"I want to get back to cruising. When I was coming up the Pacific, I was in touch with Fiji- and Polynesian-based nets twice a day, and they made me feel really welcomed." As she was making repairs to her mainsail off Tahiti in July, Socrates said, "I actually saw Moorea very closely. I'm very much looking forward to going down to Mexico and into the Marquesas. I don't see any reason not to once I get the boat back into order."



Roughly 500 to 600 sailors do the Baja Ha-Ha rally to Cabo San Lucas each year, and at least one-third of them sail as crew on "OPB" — other people's boats. Ideally, taking more crew means more sleep for all and a safer ride to the Cape.

— continued

Another question we can't help but ask long-distance sailors: Are there any issues with 're-entering' society after months and months alone?

"For me, there's almost no transition," Socrates said. "I had some problems walking properly once I got back, even though I was becalmed for days. But as far as living the life, I just sort of zip straight back into it." Given the excruciating length of her

continued in middle column of next sightings page



LATITUDE / ANDY

continuing crew conundrum

Also, many couples who've successfully doublehanded their boats for years in the strong winds and rough waters of San Francisco Bay, or elsewhere, may not understand why they'd need extra hands onboard to run downwind, down-current and down-swell to Mexico. It's a complex conundrum, so let's take a look at some of the related issues:

- **Sleep** — You may be a genuinely competent sailor who has skippered boats in all types of weather, but if you've never made a multi-day offshore passage, you may not realize how whacked-out you can become by doing three hours on and three hours off with your partner. But by adding one crewperson you'll double your potential downtime. That is, three on, six off. Even relatively short stints of sleep deprivation can lead to bad decision-making, not to mention that well-rested crew tend to be upbeat and ready to lend a hand, while sleep-starved shipmates can be downright grumpy.

- **Sharing the load** — With three or more crew on board you'll be better equipped to keep the boat sailing safely, even while dealing with common problems such as clogged heads and wrapped spinnakers. If someone gets injured or seasick you won't have to leave the helm unattended to doctor him or her, and at mealtimes you'll have extra hands available to help in the galley.

- **Clear expectations** — Long before leaving the dock, every captain should clearly describe crew duties and responsibilities so that all onboard have the same expectations about: how the watch schedule will work, what trip costs crew will need to share, sleeping arrangements, personal use of the ship's communications devices, when (if ever) drinking and smoking are allowed, and how often showers can be taken — seriously, that's a biggie. If you're a female applying to a male captain for a crew position, it's wise to make it abundantly clear that you are looking for adventure, not romance. (Unless, of course, you are open to both.)

- **Ideal candidates** — While it's a bit risky to bring along a complete novice, a moderately experienced sailor who is grateful for the opportunity and eager to learn your way of doing things may be a better choice than a vastly experienced know-it-all who will critique every decision you make. Also, be warned that a seemingly ideal crewmember might be absolutely charming and cheerful ashore, but turn into a self-absorbed whiner after a few long nights offshore. So it's wise to do at least a couple of daysails with potential crew before committing to take them offshore. Better yet, accept them provisionally, contingent on their helping you deliver the boat to San Diego. Of course while you're assessing them, they'll be assessing you and the way you run your boat.

In both US and foreign waters captains are ultimately responsible for the health, safety and behavior of their crew, so we think it is reasonable for skippers to ask potential shipmates for a recent physical exam report from a licensed physician, as well as a list of all prescription drugs they will be taking.

- **Where to find crew or a ride** — Whether you are a boat owner looking for crew or an able-bodied sailor looking for a ride south, a good way to start is by registering with *Latitude 38's* free online *Crew List*, and perusing its offerings (www.latitude38.com/crew-list). That system has helped to link up captains and crews all over the world!

— andy



LATITUDE / ANDY

Doing his best Hugh Hefner impersonation, Bill Lilly of the Lagoon 470 'Moontide' strikes a pose with his all-girl crew of fun-loving sailors.

tiny boat, big dreams

As far as we know, the smallest boat ever to sail to Hawaii is the 10-ft *Yankee Girl*. In 1981, relying partly on outboard power in low-wind conditions, 41-year-old Gerry Spiess made it from Long Beach to Honolulu in 34 days. (He later sailed the boat to Australia.) Forty years later, Wilbur Spaul hopes to do Spiess one better by making the same 2,200-mile crossing in his 8-ft sailboat *Chubby Girl*. But it will probably take a bit longer.

Small boats crossing large oceans are hardly a new thing. The Atlantic seems to be the most popular proving ground for these attempts — Spiess himself sailed *Yankee Girl* from Virginia Beach to Falmouth in 54 days in 1979. Info is scant on the tiny-boat niche of sailing, but we believe the current, all-out, ocean-crossing, tiny-boat record is the 5-ish-ft *Father's Day*, which 61-year-old Hugo Vihlen sailed from Newfoundland to Falmouth in 105 days back in 1993. (There have been more recent attempts in even smaller craft; none have so far been successful.) But there have been notable small-boat crossings of the Pacific, too, including a couple with Bay Area connections. In 1989, Kenichi Horie, Japan's most famous sailor, sailed the 9 1/2 -ft *Mermaid* from Japan to the Bay. Former Bay Area resident Serge Teste still holds the record for the smallest boat ever to circumnavigate, which he did back in 1984-87 aboard *Acrohc Australis* — at 12-ft, a veritable aircraft carrier compared with some of the tiny boats of more recent years.

Wil Spaul spent about 18 months building *Chubby Girl* at a friend's house in Walnut Creek. Like *Yankee Girl*, she is self-designed and self-built, constructed of marine plywood and coated with fiberglass and epoxy. As mentioned, the boat is 8-ft LOA, and draws about four feet. Empty weight is about 1,100 pounds. Loaded with stores, electronics and Spaul, it will weigh about twice that. (*Yankee Girl* also came in at about 2,200 pounds, loaded.) The name is a play on the boat's short, wide profile. "She's just a chubby little girl," says Spaul.

Weather willing, he hopes to depart for Hawaii sometime in October to coincide with several milestones. One is his 70th birthday; 2019 also marks the 40th anniversary of Spiess's first ocean crossing. *Chubby Girl's* trip will also serve as a dedication to Spiess himself, who passed away in June.

Spaul is a very experienced sailor. In the late '70s, he spent a year cruising Mexico, and three years cruising the Caribbean. In the early '80s, he singlehanded the 42-ft Piver trimaran *Wind Rose* — his primary residence for 21 years — from San Francisco to Tampa, Florida. Like Spiess, Spaul is a meticulous planner and realist about the project. His current work with a global environmental company — for whom he travels the world measuring the effects of exposure to environmental and occupational hazards — has made him familiar with risk assessments. He knows, for example, that the biggest dangers for small boats are rollovers, especially those caused by wave action. So he's built *Chubby Girl* to be watertight, even during rollovers. (He can monitor the outside goings-on during these watertight conditions via a clear dome on deck.) When he felt the stability of the boat wasn't up to par upon launch earlier this summer, he had El Sobrante naval architect Jim Antrim run some numbers and suggest several tweaks to the design, which Spaul has been implementing over the last few months. Pineapple Sails in Alameda built the boat's twin jibs and free-floating mainsail, and Hansen Rigging, also in Alameda, is putting the A-frame-type mast and rigging together.

Inside *Chubby Girl*, there is room for Spaul to stretch out — a luxury not all tiny boat sailors enjoy. Underneath the floorboards are water and provisions, which do double-duty as ballast. To keep the boat trimmed, as he eats through his stores, he will add jugs of seawater back into the bilge.

Spaul's diet plan is high-calorie, low-volume items, such as peanut butter, sardines in oil and canned meats. Due to the limited storage,

continued on outside column of next sightings page

jeanne socrates

lap around the planet, we asked Socrates if she considered making a stop at any point. By way of a reminder, Socrates had no mainsail — which sustained a 9-foot tear — between the Falkand Islands off South America all the way to New Zealand. As a result, she was in the Southern Ocean for nearly five months.

"When I was south of Australia, I was seriously thinking I'd have to put into Melbourne. The instruments were down, and I had no autopilot. But I managed to avoid it, and overcame the challenges."

Socrates plans to do a complete land tour of Australia and meet the people she spoke with on Ham radio during her circumnavigation. We'll have a longer



CHUBBYGIRLCRUISE.COM

— continued

interview with Socrates in the coming months.

— tim



Jeanne Socrates poses with Alex Thompson at the Southampton Boat Show.

tiny big — continued

he says, "all food and water will be rationed." He will carry trolling gear and a speargun to possibly augment that with fresh fish. A small backpack camping stove will handle cooking duties.

Across from the 'sleeping quarters' are shelves with his VHF radio, chartplotter, GPS and depthsounder. He will rely on a solar panel to charge the battery that powers them and the LED running lights. He'll also have a hand-operated watermaker aboard just in case he runs out of water and is not able to collect any rainwater.

Spaul figures in the right conditions, *Chubby Girl* will be able to average 2.5 knots. At that speed, he estimates the trip will take 50 to 65 days. Just in case, he is provisioning for up to 80 days. "This will not be a pleasure cruise," he says. "It will be more of a survival trip."

So why is he doing it? Not for the new record or the attention. "It's a personal challenge," he says. "I've been thinking about this for the last 45 years — I just really want to know if an 8-foot boat can make the passage."

— jr

Clockwise from left: Wilbur Spaul with the still-under-construction 'Chubby Girl'; Spaul gives scale to his tiny vessel; Gerry Spiess in 'Yankee Girl' sometime in the '80s; note the clear dome on the 'cabin top' of 'Chubby Girl'; We can't talk small boats without mentioning Robert Manry, who sailed across the Atlantic on his 13.5-ft 'Tinkerbelle'.



THE INTERNET



OCEAN FILM FESTIVAL

SIGHTINGS

short sightings

Businesses Relocating at Alameda Marina — A protracted planning process has put the Alameda Marina development on a tight construction schedule, which has led to several businesses on the property being given notice to move. Some businesses are being temporarily relocated, and it's not clear what their long-term fate will be. "We support our current vendors as much as possible," said Paul Houtz, the Alameda Marina harbormaster. "We don't want to put people in a position where we give them 30 days, even though everyone is on a month-to-month lease."

Houtz said several businesses were served three-month notices for their current spaces, and, in some cases, were offered space elsewhere, such as Hogin Sails. "We knew it

was going to happen at some point," Steve McCarthy, the owner of Hogin, said of the move. "We're moving to the old Svendsen Chandlery located here in Alameda Marina; it's not a bad setup for us. The developer is helping us move, and did some tenant improvements, which we really appreciate." McCarthy said he's not sure where Hogin — which he bought in 2004, and which has been in the same location on the northeast side of Alameda since 1978 — will end up. "Vallejo is a little more reasonable price-wise. But we have a boat we live on here and enjoy Alameda Marina quite a bit. We've made friends here and it's sad to move away."

Houtz said the desire to have maritime businesses on the property has been a priority. "But the list of who those



shorties — continued

businesses are does not exist and never did," Houtz said. He added that Alameda Marina's master plan mandates that construction begin next year. The permitting process for demolition took longer than expected, so Bay West Group, the developer, is now on a compressed schedule. "There is a lot of pressure to get construction done as soon as possible."

Nancy Hird of Save Our Working Waterfront, or SAWW, said they approached the Alameda City Council in early September with concerns about retaining maritime businesses, as well as the proposed but still unrealized boatyard at the marina, and requested that the city council be made aware of the situation at an upcoming meeting. "The result is that it will come to the council again by the end of this

year — probably late October or early November," Hird said in an email. "SAWW requests that as many sailors as possible, once again, attend that meeting to keep up the pressure to keep a boatyard in Alameda Marina and to preserve the businesses at that location."

— tim

The Virgins Islands, Two-Years After Irma and Maria

— On September 7, 2017, Category 5 Hurricane Irma roared through the US and British Virgin Islands with a ravenous appetite for destruction. Irma killed 134, while Maria took more than 3,000 lives. Countless homes were left in ruins, and hundreds of boats were damaged or sunk. As the eye passed directly over Virgin Gorda, sustained winds were clocked at 185 mph, with gusts recorded well above 200. Locals there say not a single leaf was left on any bush or tree. Satellite photos showed the islands blasted completely brown. The neighboring American island of St. John was also devastated by Irma, then nine days later Hurricane Maria — also a Category 5 — followed a similar track through the archipelago, but focused the worst of its destructive power on Puerto Rico, with catastrophic results.

Despite the stoic resolve of many Caribbean islanders and widespread reconstruction efforts, many homes and much of the tourism infrastructure has yet to be rebuilt. Yet life goes on, as the threat of hurricanes is as normal here in September and October as sub-zero temperatures are in the Midwest during February.

Ironically, our reporter-at-large had just arrived on St. John early last week when he learned that Tropical Storm Dorian was predicted to pass below the Virgins a couple of days later. Dorian went on to pound the Bahamas, which are only just beginning to reckon with the scale of damage. (Dorian killed a confirmed 53 people, but more than 1,300 are still missing, according to a September 22 article by *The Wall Street Journal*.)

If there is an upside to the Virgins' slow recovery, it is that anchorages and dive sites — as well as the beach bars and restaurants that still exist — are less crowded than they've been in 20 years. With that in mind, cruising or bareboating through the Virgins this winter would be time well spent, and money well spent in an economy that relies so heavily on tourism. And yes, there are still plenty of places around where you can suck down a cold Heineken while listening to live reggae music. (Please see *World of Chartering* on Page 102 to hear more firsthand accounts of the post-2017 state of the Caribbean.)

— andy

TISC Designated as Siebel Center — The Treasure Island Sailing Center, or TISC, was selected as one of three pilot Siebel Centers, which were created by the Thomas and Stacey Siebel Foundation, and aim to "increase diversity and opportunity in the sport of sailing by providing resources and support to youth sailors at public access sailing centers across the country," according to US Sailing. "TISC has been working with underserved populations for over 20 years, and includes one of the most diverse sailing communities in the country." TISC offers sailing to an average of 85% of its participants at no charge, US Sailing said. The other pilot Siebel Centers are Columbia Sailing School in Chicago, and DC Sail in Washington.

— tim



Richardson Bay, seen here in 2018, continues to see fewer anchor-outs in its waters. The city of Sausalito has been aggressively pursuing a new waterfront management plan, which means many longtime anchor-out vessels have either relocated or been destroyed. Some boats that have been in Richardson Bay for nearly a generation may soon be gone.

LATITUDE / JOHN

ROLEX BIG BOAT SERIES —

The 55th St. Francis Yacht Club Big Boat Series on September 12-15 may wind up being remembered for a random late-summer heat wave that baked unacclimated San Franciscans in two days of T-shirt weather. The westerly did fill in, but quite late. Thus, no races started before 2 p.m. on Thursday or 3 p.m. on Friday, and those wound up being one-race — instead of the planned two-race — days.

On Saturday, Karl the Fog crept in on very loud — thanks to the foghorns — cat feet, masking the big-ship traffic coming in the Gate. The on-cycle applied to the wind as well, with gusts up to 30 knots toppling three rigs. The fleet sailed Sunday's single Bay Tour race in a more typical chilly San Francisco breeze.

Three ORR divisions and four one-design classes found themselves upstaged by the scene-stealing upstarts in the new Classic Division. The 50-ish-ft woodies started and finished one race each day off the club's race deck.



Lindsey and Terry Klaus

Classic Division

Five elegant yachts built before 1955 made up this crowd-pleasing division. In the inaugural year, the 1924 gaff-rigged schooner *Brigadoon* won every race ex-

cept the last one.

"Today was difficult," said skipper Lindsey Klaus about the final Bay Tour race on Sunday. "It was a long race. Three hours with three pretty significant

a while to get in. It's nice that they had us."

"It's definitely gonna be bigger and better next year," agreed her dad, Terry. "We'll get more classics. We're hoping to



'Brigadoon' (foreground) and 'Mayan' (background) preparing to start Thursday's race.

upwind legs; it's hard for a gaffer, and the flood, in the beginning... Yeah, it was tough."

Lindsey was excited about the new Classic Division. "We've been waiting for

have boats from Southern California, and more boats from here."

Crew aboard *Brigadoon* included Mark Egan, Peter English, Robby Fouts, Drew Guay, Kristian Hanelt, Kealan

Below: 'Elyxir'. Right: Family members Skip, Boris, Mallory, Stacey, Amy.



Haynie, Bruce Lindsay, Scott McCoy, Joe Ording, Josh Roper and Nick Sanchez.

Visiting with Beau Vrolyk on the 59-ft 1947 Alden schooner *Mayan*, we confirmed a tip we'd received. We

RUNS SLOW AND FAST



KUAI



'Kuai' — photo by Sharon Green / Rolex

had heard that Vrolyk gave Paul Cayard away. He was going to be *Mayan's* skipper, and Beau gave him away to *Ocean Queen V*, so that they would race.

"Dewey Hines, the owner of *Ocean Queen*, is a good friend, and Dewey said, 'I'd love to race *Ocean Queen*, but I need a little help,'" explained Beau. "And I said, 'Well, if I gave you Paul Cayard would you come out racing? He laughed and said, 'Of course I would do that,' so we negotiated a trade. Paul was perfectly happy to sail with Dewey; he's known him since he was a little kid. So Dewey and Paul were on *Ocean Queen*, and we were chasing them around the Bay today.

"One of the things that Paul Cayard and I have discussed repeatedly is the ability to get these kinds of boats onto the race course. These boats are typically between 40 and 60 years old, so, for example, *Bounty* was out practicing yesterday and a part of their rigging broke. They had to rush away to a woodworking shop and make a new piece for the rig. Some of the boats, they're not really up to sailing multiple races per day in our conditions, so we just race once a day. Also, we prefer the Bay Tour sorts of courses, as op-

posed to windward/leeward. These boats are meant to go places."

Mayan raced with a crew of 20, including StFYC commodore Paul Heineken. You couldn't miss them — they all wore bright orange, an homage to the Dutch royal family and Vrolyk and Heineken's Dutch heritage.

You might catch some of the same classic wooden boats, and many others, at the Jessica Cup, to be hosted by StFYC on October 19.

ORR A

When the Ely family's Santa Cruz-based Santa Cruz 52 *Elyxir* won ORR A for the second year in a row, we asked Stacey Ely, "How did this year differ from last year?"

"Completely different shirts," she replied. "We went with the buffalo plaid last

ORR C's 'Elusive' (foreground) and 'Jeannette'



The 'Kuai' crew, left to right: Auric Horneman, Daniel Thielman, David Lee, Lance Kim, Terre Layton, Richard Clarke, Mike Wolfs, Chelsea Simms, Jen Canestra, Fizz Foster.

year and this year we've got the black, 'cause that's what Morgan, the young'un wanted.

"Last year we had consistent wind throughout the whole regatta and just sailed hard. We have basically the same

"If I gave you Paul Cayard, would you come out racing?"

crew, except we added back daughter Amy, who was studying abroad last year. I feel like we just do this over and over, and we've gotten like we know where to be. Where to sit on the rail, what sails to use, everything. It was super-light for the first few days, on and off. And then we got lots of wind yesterday and today.



Thomas Furlong

ROLEX BIG BOAT SERIES —



'Blackhawk'

"We like the big breeze. This thing really gets up and goes. It trucks upwind better than the old *Merlin*, 'cause we have a bigger beam than they do. Same idea though — the ultralight idea. Then downwind we get going pretty well with the big breeze."

Joining the Ely family were Benjamin Allen, Jennifer and John Andrew, Brendan Busch, Norman Davant, Jotham Fisher-Smith, Ian Klitza, Scotty McDermott Doyle, Matt Merchant, Morgan Miller, Nick Turney, Matthew Veccione, and Noah Weissich.



Bill Bridge and Kame Richards

ORR B

ORR B included the sporty boats, like the Melges 32s and a Soto 30, plus bigger high-performance boats like the J/125, two J/111s and an IC37 from the East Coast. The Soto 30, *Gentoo*, won Thursday's only race; after that the scoresheet showed a picket fence for the Melges 32 *Kuai*. To win the series, Daniel Thielman's *Kuai* didn't even have to sail on Sunday, but they did, and won that race too.

"We always have to show up and stick it out with the competition," said main trimmer Chelsea Simms. "This year it was definitely tough. We had a couple kind of neck-and-necks early on. *Gentoo* did a couple things that make them quicker upwind, so it was hard to shake them. They definitely hold their lane.

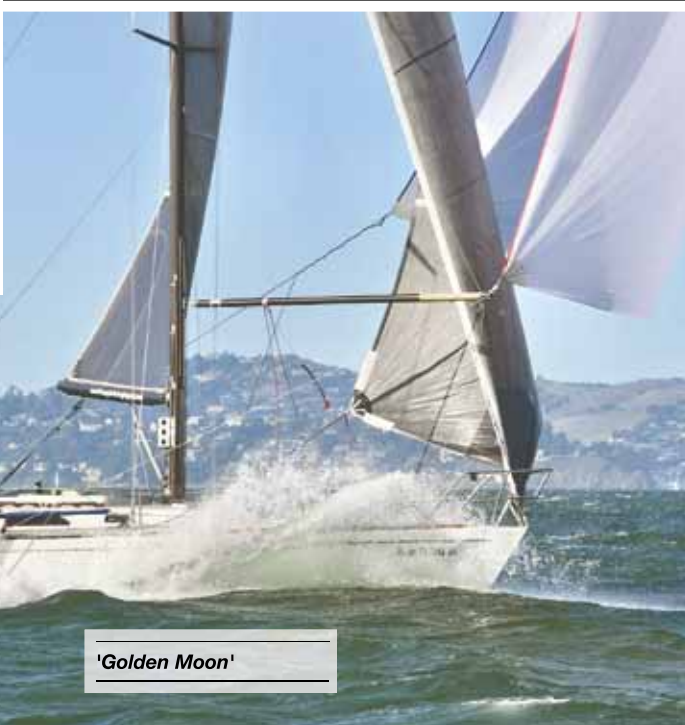
Gary Panierello (left) of the J/88 'Courageous', showing off his own Rolex (which he won last year), congratulates new Rolex winner Ryan Simmons of the J/105 'Blackhawk'.

Early on and in a little bit less breeze we weren't legging out them, and they were a threat the whole time.

Kuai had the same 10 crew aboard all four days. "Ten is one more body than what we're used to, and we made that decision before the regatta started based on what we're used to in Big Boat — you're used to big breeze. The boat is very light with a huge sail area, and with these long upwinds and having a flood in today's race, it definitely helped having that extra body." The weekend courses sent the ORR boats out west of the Golden Gate Bridge to Point Diablo.

ORR C

Thomas Furlong from the OCC C-winning Swan 42 *Elusive* converted his spinnaker configuration from asymmetrical to symmetrical. "We did that last season for the San Francisco Bay and the wind speeds and the angles that you sail," he explained. "We just thought it would be an interesting experiment for us. It worked out, because it seems like you can point more at the marks that you're going to. And in the higher winds, you don't need all the extra sail area of those big asymmetrical sails that we had. That was one of our



'Golden Moon'

RUNS SLOW AND FAST

big changes last season.

"This season, another season on it, we're more proficient. We spent a lot of time working on boat speed this regatta. We're very happy with the result, obviously.

"Upwind and heavy air has always been where we make our money on the course. Then we hold our own on the downwind and reaching. And if it's too reachy, that definitely favors some of the other boats. We like to see the heavy-air days, but I actually was really pleased that this was a good mix of two very nice moderate-air races and then two really heavy-air races, plus the finish today. I feel like that was a good test for us. You want to be an all-around competitor. You don't want to just wish for the heavier regatta and cross your fingers that that's what you're gonna get and you'll win as a result. The competition we have is tough, especially the J/120s. They're well-sailed boats, really good Bay boats. They eat up these kinds of conditions."

Sailing with Furlong were Tyler Baeder, Emily Derenne, Tim Galligan, Logan Jager, Hartwell Jordan, Peter King, Daniel Miller, Patrick O'Connor,



'Split Water'

Blaine Pedlow, Zach Shapiro and Hilary Walecka.

Express 37

They don't win every year, but

Kame Richards and crew on *Golden Moon* did score another victory this time in the 29th year for the Express 37 class.

"One of the things that was new and different this year," said Richards, "is in



David Britt



Above: J/70 class winners (left to right), John Brigden, Willem Vanwaay, Chris Snow, Sterling Henken. Below: 'Cool Story Bro.'



'1FA' was the top J/70 Corinthian team. Left to right: Geoff McDonald, Harrison Turner, Mike Nunes.



SHARON GREEN / ROLEX

the first two days we had light-air racing, that started late, late. Then today, Sunday, we were back at the dock at 2:30. On Thursday and Friday we hadn't even started at 2:30.

"At Big Boat Series, it gets really windy; you've gotta be able to sail when the breeze is up. You have to treat your crew with great care and great respect 'cause if they wear out, you're dead. This crew is just incredibly energetic the whole time. They're just never-give-up people. Anything needs doing, they'll go get it. Sometimes, they'll see something that's wrong, and I end up saying, 'You'll help us more if you just hike — yeah it's wrong, but ignore it, we need the weight [on the rail].'"

ROLEX BIG BOAT SERIES —



MITCH GORDON



LATITUDE / JOHN

The 2019 Rolex Big Boat Series went to extremes. Left: Sam Wheeler passes the time (and cools down) by jumping off the J/105 'Big Buoys' during Thursday's hours-long on-the-water postponement. Right: Time was up for the J/105 'Godot's' rig in Saturday's big breeze.

Supplying the energy and weight on *Golden Moon* this year were co-owner Bill Bridge, Jon and Matthew Gibbs, John Kelly, Mike Mannix, Eliza and Tom Paulling, Nick Schmidt and Stephanie Wondolleck.

"The same people all four days. That helps a whole lot. Every day, you're changing something a little bit, to do something better. With the same people it's easy, real easy."

J/105

In 2011 and 2013, Scooter Simmons won the huge J/105 class at RBBS. His son Ryan was aboard *Blackhawk* for both victories, but this was Ryan's first as owner/skipper in a 23-boat class.

"It's one of the most competitive fleets you could possibly be a part of," said Ryan. "It's all about getting a good start, going the right direction and trying to minimize mistakes." Sailing with Simmons were Brent Draney, Nicholas Dugdale, Paul Kirkland, Nicolas Picard, Jonathan Rosen and Lindsay Browne.

J/88

On Sunday morning, the six-boat class of 29-ft J/88s was too close to call. Going into the final race, *Split Water* and *White Shadow* were tied for points.

"This is our second year, and we didn't do so well last year," admitted skipper David Britt. "This whole group has improved so much. Gary on *Courageous*

is still really hard to beat, but he got a little setback the first day, so he was in a hole a little bit with his score. We didn't have to beat Gary today, and we didn't — he got first. But we had to get second, and it was very close at the finish on that tight spinnaker reach — quite exciting. All these crew guys and ladies, they made it happen." Crewing for Britt were Jaimie Bartlett, Jim Coburn, Eric Ochs, Eric Rausch, Andrew Redfern, Lori Tewksbury and Huck Tomason.

"Our whole crew is people I've gotten to know at Vallejo Yacht Club. I learned to sail up there, started racing up there.



While waiting for Friday's race to start, James and John goofed around on 'Merlin' for the benefit of photographers.

Jimmy Coburn, who's our amazing tactician, is from Vallejo. Even though the boat's at Richmond now, I'm still a member at Vallejo and love it there. I do

like the Beer Cans up there, because I teach at Davis, and so it's so much easier to go to Vallejo. I learned to really race with this guy Bill Sweitzer on an Olson 29 up there. Then I had this big Beneteau. We did OK with that, but I really like the idea of a light, sub-30-ft boat, so I'm very glad we got the J/88. It's a really great group of sailors, and Gary's taught us a lot. He's been generous.

"It was pretty fun," added Britt. "I'm still a little shell-shocked."

J/70

Not big boats by virtue of their 22.75-ft length, J/70s returned to this regatta with big competition. They fielded the second-largest one-design fleet, with 14 entries.

"It was an incredibly well-run regatta," said the winning J/70 skipper, John Bridgen. "Awesome sponsors. Wild wind conditions. An absolute blast. Lots of everything — crazy currents, combined with crazy wind and lots of long distance and big mark roundings. It was wild."

The long races were Bridgen's favorite part of the regatta. "And the wind conditions were awesome."

The need to qualify for the 2020 Worlds in Marina del Rey added to the urgency. *IFA* and *Cool Story Bro.* emerged as the Corinthian and Open winners; but *IFA* had already earned their Corinthian berth, so that spot will go to the next Corinthian boat, Tracy and Christy Usher's *Christine Robin*.

RUNS SLOW AND FAST



Following the outdoor awards ceremony, Jonathan Rosen quaffs a celebratory sip of bubbly from 'Blackhawk's take-home trophy.

The hosting club endeavored to foster a more sustainable event. "I was proud that the StFYC received Sailors for the Sea's Platinum-level status for this year," said regatta chair Susan Ruhne. "Seeing refillable water bottles and the West Marine-sponsored water-bottle stations was great." US Sailing provided reusable beer cups. "We significantly

reduced the amount of single-use plastic waste at this regatta, which is a win-win situation for everybody involved."

For more of our coverage, check out 'Lectronic Latitude at www.latitude38.com.

— [latitude/chris](#)

StFYC ROLEX BIG BOAT SERIES, 9/11-15 (5r, 0t)

ORR A — 1) **Elyxir**, SC52, Skip Ely, 13 points; 2)

Blue, Swan 53-2, Ray Paul, 14; 3) **Favonius**, Dehler 46, Gregory Dorn, 18.5.

(11 boats)

ORR B — 1) **Kuai**, Melges 32, Daniel Thielman, 6 points; 2) **Velvet Hammer**, J/125, Zachery Anderson, 18; 3) **Gentoo**, Paul Dorsey, 19. (7 boats)

ORR C — 1) **Elusive**, Swan 42, Tom Furlong, 9 points; 2) **Chance**, J/120, Barry Lewis, 11; 3) **Peregrine**, J/120, David Halliwill, 12. (7 boats)

CLASSIC — 1) **Brigadoon**, Herreshoff schoo-

ner, Terry & Lindsey Klaus, 5 points; 2) **Mayan**, Alden schooner, Beau & Stacey Vrolyk, 7; 3) **Ocean Queen V**, Rhodes 54, Dewey Hines, 15. (5 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 6 points; 2) **Expeditious**, Bartz Schneider, 10; 3) **Elan**, Jack Peurach, 19. (6 boats)

J/105 — 1) **Blackhawk**, Ryan Simmons, 10 points; 2) **Ne*Ne**, Tim Russell, 20; 3) **Maverick**, Ian Charles, 21; 4) **Arbitrage**, Bruce Stone/Nicole Breault, 21; 5) **Mojo**, Jeff Littfin, 26. (23 boats)

J/88 — 1) **Split Water**, David Britt, 11 points; 2) **Courageous**, Gary Panariello, 12; 3) **White Shadow**, Jim Hopp, 13. (6 boats)

J/70 — 1) **Cool Story Bro.**, John Brigden, 12 points; 2) **IFA**, Sellers/McDonald/Turner, 17; 3) **Christine Robin**, Tracy Usher, 20. (12 boats)

J/70 CORINTHIAN — 1) **IFA**; 2) **Christine Robin**; 3) **Kangaroo Jockey**, Peter Cameron, 23. (6 boats)

Full results at www.rolexbigboatseries.com

PERPETUAL TROPHIES

ATLANTIC — **Cool Story Bro**

CITY OF SAN FRANCISCO — **Kuai***

KEEFE-KILBORN — **Split Water**

RICHARD RHEEM — **Elusive***

St. FRANCIS — **Elyxir***

StFYC COMMODORE'S CUP — **Blackhawk***

*Recipients of Rolex Submariner Date watches.

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WHAT'S NEXT . . .

In July 2018, Hs Lordships, a rickety, antiquated restaurant and banquet hall nestled over the water on the southern edge of Berkeley Marina, closed its doors at the conclusion of its 50-year lease. Given its size, Hs Lordships served as an important community hub for a variety of nonprofits. Given its proximity to the water, Hs Lordships had what many publications, when writing the restaurant's obituary last year, described as an "unrivaled view of the Bay."

The now-empty and fenced-off Hs Lordships sits at the end of a small peninsula that creates the South Basin, a protected cove almost always dotted with dozens of dinghies and windsurfers belonging to Cal Sailing Club and Cal Adventures, two wildly popular nonprofits that have taught countless people how to sail. In the background are the densely-packed Berkeley Hills, the houses of which catch the light and sparkle at sunset. Directly south and roughly a mile away is the squat, compact skyline of Emeryville and its marina, with the Port of Oakland cranes looming just behind. To the west is the Central Bay and that unrivaled view of the San Francisco skyline, which is typically shrouded in fog in the summer and becomes magnificently silhouetted every evening.

And wedged in the corner of Hs Lordships' western flank, down crude, steep steps and across jagged, wobbly, moss-

The roughly 100-acre Berkeley Marina is full of docks, trails, sailing schools, a boatyard and few windsurfing launches. The restaurant formerly known as Hs Lordships is at the center-ish bottom point of land, with the protected-ish South Basin to the immediate right.

covered riprap is an informal but thoroughly used windsurfing launch. With a short swim down the lee of a stubby breakwater, a sailor can be in the full breeze and chop of the Bay in less than 30 seconds. When the restaurant was open, you could sail at full speed right up to Hs Lordships' windows, nearly close enough to see what people had ordered, before turning down a wave, jibing, and heading south again.

People still windsurf out of Hs Lordships, but the spot now feels a little post-apocalyptic. The shuttering of the restaurant has served to underscore larger concerns about what's next for Berkeley Marina, which has long been a little rough around the edges. The roads into and around the 100-acre park are pot-holed and bumpy. The crumbling, two-and-a-half-mile-long Berkeley Pier has been closed since 2015. Theft and vandalism have been an issue. (I've been lucky and, knock on wood, have never had a problem.) There's been an exodus of "Berthers," or liveaboards from the 1,000-slip Marina. And like much of the Bay Area's waterfront, Berkeley Marina has become a pressure valve for the housing crisis. Just before Hs Lordships closed, a fleet of RVs flooded its parking lot. They've since been chased out to other parts of the East Bay shoreline, but the bulk of the lot remained closed until recently. Homeless people have been living in encampments between the entrance to the Marina and Highway 580 for over a year. Trash around medians and open spaces has been doggedly pervasive.

But just four miles to the north, Point



ALL PHOTOS LATITUDE /TIM UNLESS OTHERWISE NOTED



Isabel Regional Park in Richmond, a popular waterfront dog-walking space and a hub of East Bay trails, recently saw renovations, including a designated rigging area for windsurfers and concrete ramp to the water. It was a massive municipal success, turning Isabel into a windsurfer's dream. And for the cherry on top, the wind has seemed better at Isabel the past few seasons; the windsurfing there — which I also just call sailing — has been exceptional. It's as if everything at Berkeley is falling apart.

Despite its problems, Berkeley Marina is still a vital, much-loved, and well-used park full of sailing schools, marine businesses, a boatyard, restaurants, and miles of trails and epic views. As the Bay Area becomes more polished and gentrified, it's refreshing to see a place retain its character, funky as it may be. Even in the Marina's current state, fishermen cast their lines off the rocks, runners jog along cracked, uneven trails, tourists take selfies with San Francisco in the background, and people park along the water to smoke weed and watch the sunset. Many in the *Latitude* community

FOR BERKELEY MARINA?



Doug Yamamoto sails south from the Hs Lordships launch toward Emeryville on a windy day in April. Inset: Kris Urban returns to the parking lot after an evening session in September.

work, recreate and live at Berkeley Marina. We believe that both city employees and private citizens are working to renovate the Marina so that its facilities will again match its unwavering popularity.

The city of Berkeley's Parks, Recreation & Waterfront Department, which manages the Marina, told me they're in the middle of negotiating with multiple potential tenants for the former 25,000-square-foot Hs Lordships building, as well as studying other projects, such as a ferry that would operate from a renovated Berkeley Pier. Windsurfers would like to see a new launch similar to the Point Isabel ramp at Hs Lordships. The city had been discussing plans, but the project was sidetracked over an odd technicality. Some believe the city is mismanaging the Marina, but such sentiments are not uncommon in local politics. In conducting studies, holding hearings, soliciting public comment and bidding on projects, a municipality's efforts at transparent democracy can seem frustrating, even oppressively slow.

Everyone agrees that a business must replace Hs Lordships. Berkeley Marina's budget is derived entirely from the Enterprise or Marina Fund, which is filled by revenue generated by taxes on Marina businesses, as well as slip fees. This year, the Enterprise Fund's structural deficit, where spending exceeds revenues, will reach \$1 million; the loss of berthers' fees has exacerbated the deficit. The Marina has money through 2020, but there is nearly \$106 million of unfunded capital, meaning that lots of infrastructure needs to be replaced and, at present, there's no money to do it.

There have been efforts to inject cash into Berkeley Marina, as well as blueprints for growth, which seek to create a "financially self-sustainable publicly owned marina to preserve and enhance infrastructure." But whatever's next for the nearly 90-year-old Marina, whatever bureaucratic acrobatics take place, the story of any city is not just about its buildings, roads and docks — it's about the people.

I moved to Berkeley in 2005, and in my 14 years of sailing there, I've gotten to know a cast of characters, themselves devotees and obsessives who, like me, sail as much as possible. Every windy season, or roughly mid-March through early to mid-October, I have run into the same crew at either Berkeley or Point Isabel. In some cases, I didn't learn people's names for years, but over the last few seasons, I feel like I've become a de facto member of a strange cadre — the membership to which is: Show up and sail. Where I used to only care about the windsurfing, I now look forward to seeing familiar faces and talking about sailing, the news or just life in equal measure.

(Through the course of writing this story, I've asked the crew a question I pose to sailors of all stripes, sometimes to their consternation: Simply, "Why? Why do you do sail?" Admittedly, I'm comparing everyone else's impetus to my own.)

Berkeley Marina is perhaps the most unlikely setting for a love affair with a sport, and all the weird, vacillating emotions that cloud said romance, such as joy, frustration, glory, obsession, pride and agony. No matter how brown and frigid its waters, no matter how old and frayed the Marina becomes, the sailing remains a personal relationship, and a function of how much time and energy you put into it.

With its multiple sailing venues, Berkeley is a bastion of access, opening the Bay to thousands of sailors. And when the breeze is on, nobody seems to be on the water as much as windsurfers.

Can Berkeley Marina be "saved?" Are things really that bad?

"I think we've had some significant failures in Marina infrastructure," said Scott Ferris, the director of Berkeley's Parks, Recreation & Waterfront Department. (The Marina is an occasional advertiser with *Latitude 38*.) "The pier is obviously closed. University Avenue [leading into the Marina] gets worse and worse, and a lot of our roads are in

WHAT'S NEXT . . .



From left: Kris Urban at Point Isabel; Carl Hoard II ripping at Berkeley in the spring; Bruce Trestrail waits for wind (that never came) at Isabel.

disrepair; D and E docks are in a state of disrepair. Our pilings are failing and a lot of our finger docks are a mess. We often wonder, 'What's going to fail next and how is it going to affect operations?'

"But the waterfront is a truly amazing facility; there's a lot of amazing things down there and beautiful views. In order for the waterfront to be viable, we need to fix it." Ferris said the city has taken the first step in pulling the Marina up by its bootstraps. In 2016, voters overwhelmingly approved Measure T1, a \$100 million bond program to "repair, renovate, replace, or reconstruct the city's aging infrastructure and facilities."

Last year, the city of Berkeley released a series of reports outlining the challenges of the Marina Fund, and explained that the Marina's facilities — most of which were built between the mid-'60s and early '80s — had reached the "end of their useful life." But the Marina itself is actually much older than that.

Following the 1906 San Francisco earthquake, Berkeley absorbed thousands of "refugees," most of whom still worked in the city. "To get there, workers commuted by train to Oakland and then by boat to San Francisco," according to KQED's *Bay Curious*. The Golden Gate Ferry Company built a three-and-a-half-mile-long pier from the base of University Avenue, and ferries ran from 1927 to 1937 before the Bay Bridge was built and made them somewhat obsolete. Located just north of the University Avenue pier was Berkeley's longtime municipal dump, which formed much of the Marina as we know it today. "Berkeley Yacht Harbor" was part of the New Deal's infrastructure projects in the late 1930s. The marina part of Berkeley Marina was developed in 1962, which included parking lots, launch ramps, restrooms and parks.

As early as 1999, the city of Berkeley warned that "there is no current source of funds to implement core capital projects while maintaining existing Marina operations . . . infrastructure will continue to deteriorate." Between 1998 and 2002, a Marina Master Plan assessed future sustainability, and provided a blueprint "for capital projects to be funded by the Marina Fund," an April 2018 city report said. But "following the economic downturn in 2008, Marina revenues fell and these capital projects went unfunded."

Of the previously mentioned \$106 million in unfunded capital projects, \$10.33 million is considered urgent, while \$3.45 million off that sum "is needed now to make critical repairs to finger docks, pilings, electrical systems and restrooms," said a December 2018 Marina Fund update. "If these investments are not made, facilities and infrastructure will either require more costly emergency funding, or be closed, as in the case of the Berkeley Pier. Waterfront customers will continue to leave the Marina, continuing the downward spiral of revenue loss and blight."

"I need to windsurf anytime there's wind," said Carol Valk, who's been sailing in Berkeley for 30 years. It was not hard to coax the "why" out of her. A longtime skier, Valk likened windsurfing to that endless search for the perfect turn. "I don't go anywhere during the summer because I like to windsurf. I wouldn't consider living anywhere else — I'd rather be here than Paris. A day without sailing is a crummy day; it's such a great way to be in the day, to be outside. And it's really fabulous exercise."

Valk said she's had her car broken into three times over the last 15

years in Berkeley, and said she's appalled at the current state of the Marina. "The city of Berkeley has shown such horrible neglect for this area — total disregard and disrespect." In the April 2018 report, the city said it's spent over \$100,000 on security, and that park staff has been forced to focus on "unclogging toilets and removing human waste from pathways instead of running the Marina or repairing docks." The city again noted the negative feedback loop, where the perception of danger and blight drives users away, further diminishing patronage of businesses.

"A lot of our jobs have changed because we're now dealing with issues we never thought we'd deal with in public spaces," Scott Ferris said of the homelessness problem. "At some point, that just becomes part of your job."

Doug Yamamoto, another regular in the Berkeley crew, had his car stolen a few years ago in the Hs Lordships parking lot while he was out windsurfing. "They found the car eventually, but nothing was inside; I would rather have gotten my windsurfing equipment back," Yamamoto told me. (Most windsurfers carry at least two boards and several sails with them.) Still, Yamamoto is one of the Marina's most loyal devotees. "I always come to Berkeley first," he said of his choice between the Marina and Point Isabel. "There's so much room to sail here; you can go all the way out to the toll plaza [to the Bay Bridge], then sail through the cut to Isabel," Yamamoto said, referring to a break in the Berkeley Pier that allows sailors to reach toward Richmond and Point Isabel. "And," Yamamoto told me in late August, when he and I were the only people sailing in Berkeley, "there's this view!"

Let's break the whole view thing down objectively. Sitting near the mouth of the

FOR BERKELEY MARINA?



BRUCE TRESTRAIL

From left: Derek Dang with his quiver in the Hs Lordships parking lot; David Fielder carries his kit down to the new Point Isabel launch.

Golden Gate, Crissy Field has what is, by any measure, one of the most spectacular panoramas in the world. (To be fair, there are very few 'bad' views on San Francisco Bay.) "Our launch is really special," Yamamoto said of Hs Lordships. "It has a great view of the Golden Gate and Bay Bridge, Mount Tam and the Berkeley Hills, and it's just a fun place to sail." For me, the view is actually just the gravy. The star of the show is the water and whatever concoction of light and roiling texture happens to be on display.

Given a prevailing summer sea breeze, Berkeley sits on the lee shore of San Francisco Bay, meaning that the winds and currents tend to be moderate, and, in a worst-case scenario, windsurfers can simply drift ashore. Because it's relatively shallow, there's no ship traffic, and very few boats outside of marked channels. Berkeley's waters (and Point Isabel's as well) have traditionally been super user friendly.

"I hate that [expletive] piece of water," said Steve Walstead, who's been sailing in Berkeley since the early '80s, and is one of the nicest guys you'll ever meet. Walstead readily speaks his mind, which often comes across as joyful crotchitiness. "The water there feels different. It hasn't been dredged in forever, so the waves there just feel . . . different." I tend to agree, though I have no official bathymetry study to cite. Over the past few years, and especially in the recent big winds of August and September, Berkeley's sea state has been almost jagged, with pits in the water that can be difficult to navigate. Sometimes waves break in earnest, offering both pleasure and pain, depending on what mood you're in.

I first started rigging and launching from the docks at the South Basin by Cal Sailing Club and Cal Adventures, where you'd sail off the dock and 'slog', or sail at

low, non-planing speed through the lee of Hs Lordships before hitting the windline. The South Basin is one of the few places in the park that's seen upgrades, including AstroTurf for rigging, hoses and a new bathroom, plus new benches and sidewalks. (Valk said the city "has done some nice work" there.)

I met Jim McGrath at the South Basin back in 2005. A windsurfer for 40 years, McGrath worked as a coastal and hydraulic engineer specializing in coastal preservation, and also happens to be a BCDC commissioner, as well as chairman of Berkeley's Parks and Waterfront Commission, a group that advises the City Council on policies and projects. He was chair of two successful

campaign committees to infuse money into the Marina, including the \$100 million T1 bond measure. I also asked McGrath if the Marina can be "saved." "I don't know that it's quite that dire," McGrath said. "The land out there will persist."

When McGrath was at Cal in 1967, he had a friend who was living up in Crockett who owned stock windsurfers. "I tried it and fell and tried it and fell before I got on the board and sailed off. I thought, 'This is one of the coolest things I've ever done.'" McGrath gravitated toward racing, going through the sport's ever-evolving iterations of boards and technology, which eventually settled on "formula" windsurfers, variations of which have been sailed in the

Top: Point Isabel in Richmond, as seen in summer 2018 before renovations began. Bottom: The new and dramatically improved rigging area opened this spring.



DAVID FIELDER



WHAT'S NEXT . . .



Kris Urban sails out of Berkeley Marina in September, with the silhouetted San Francisco skyline being a big fat show-off in the background.

Olympics. McGrath said he used to race an average of once a week, but that he trains with his friends every day. "When we were on formula boards, we were pretty proficient. We would sail from the South Basin to Treasure Island to near Alcatraz, then sail back." McGrath sails up to 140 days a year. I asked him that nagging question: Why do you sail?

"Well, just 10 minutes from my house, you can be out on a wilderness, and you can't be on the Bay and not love being in the natural environment," McGrath said. "Windsurfing is as complex as you want to make it. When I started racing, it renewed me in the sport; you had to learn things and practice and apply discipline. I would say, 'My jibes suck,' so I would work on my jibes. Windsurfing engages you physically, mentally and spiritually. You appreciate the fact that you're an animal with a body and you can learn complicated things and do them and go fast." Given their vast range in a variety of conditions — and their larger size, which makes them hard to carry up and down Hs Lordships' ragged steps to the water — the racing boards launch off the docks from the South Basin.

I graduated to Hs Lordships in 2007, when I met David Fielder, another windsurfer who's been involved in Berkeley city politics, and who was instrumental in getting the new launch at Point Isabel funded and built. Fielder went to Cal in 1969 for graduate school. "I'd always loved being on the water going back to my experience on the University of Washington crew," Fielder told me. "I had tried to surf, but thought it was too much trouble — every time you'd catch a wave you were punished when you had to paddle back out. I hated that. Plus, access to wind is five minutes from my house, whereas surfable waves are at least an hour's drive. So I said, 'I'm going to learn how to windsurf.'"

In 1982, Fielder took lessons at Cal Adventures, then rented gear there or at Crown Beach in Alameda. He eventually bought his own kit and struck out to other parts of the Bay. "I would sail from the toll plaza to Brooks Island [near Point Isabel] through the cut. I timed myself; I was doing like 25 mph. But I was just hanging on and bouncing around. I went to Hawaii and took some lessons, and they said, 'You've got to get into the straps and use a harness.' And I finally did. The epiphany moments were getting into the straps and harnessing in and planing and learning new tricks." Fielder has gone on to windsurf all over the world, including the Gorge, Baja, the Caribbean and Hawaii.

Now retired, Fielder worked as vice president of research administration at hospitals for much of his career. He found that he was a good project manager, and naturally became involved in working to improve the East Bay windsurfing infrastructure. Through his experience, he's learned "what not to do, how to do it right, and hopefully how to do it cheaply." One of the lessons Fielder took to heart was constant user oversight of infrastructure plans. Without such supervision, he said, new kite- and windsurfer projects can easily stray from the user's needs. (We'll have more on that in a future installment.)

The Point Isabel project, for example, originally had plans for "stadium steps," similar to Shimada Park in Marina Bay Parkway. "I had to argue persuasively as to what wouldn't work, and to help find a design that met our needs as well as ADA [Americans with Disabilities Act] access codes. That kind of advocacy — of who knows what's what — is critical." For windsurfers, railing-less ramps without steps are ideal for carrying your gear into and out of the water. Steps, such as at Shimada Park, can be challenging, and

often lead to scraped-up boards (and also fail to meet ADA requirements).

"After the Point Isabel launch success, I got all excited," Fielder said. "One day last spring, I got the contractor to go over to Hs Lordships and discuss a launch access plan with me. We got the idea of what could be done to improve the launch there at minimal cost — maybe \$100,000, while adding about \$300,000 for engineering and regulatory issues."

The discussion around renovating the windsurfing launch at Hs Lordships was part of a broader plan by the East Bay Regional Park District and California Coastal Conservancy. "The park process ended up with no new sites, but what the Conservancy promised us were improvements where access already existed," McGrath said. "They've funded improvements for the South Basin launch area, and reserved money for Hs Lordships."

But the Hs Lordships project was ultimately blocked by the former city attorney. "The city said it had to be ADA accessible; they had completed an environmental review and design for the project, which went down the drain in terms of staff time and consultants," McGrath said, adding that he supports the idea of improving access for people with disabilities; he said there's a grant to make the South Basin's launch ramps more accessible. "No kayaker in their right mind — with or without disabilities — would want to launch at the cove near Hs Lordships, where you are immediately in waves coming from athwart," McGrath said. "Some attorney who doesn't kayak, and doesn't want to talk to kayakers, but wants to avoid an ADA lawsuit, would never find that out."

Fielder hopes that Berkeley's new city attorney is more flexible, and will consider a ramp similar to Point Isabel's, satisfying both windsurfers' desires and ADA regulations.

FOR BERKELEY MARINA?

For many of the windsurfers I spoke with, the company of the crew is part of the appeal. "It's like a bowling league," said Steve Walstead. "It's a great crowd of people who are really eclectic, friendly and inclusive. Everyone's welcome, as long as they're not assholes." Nearly every sailor told me that, given the Bay Area's dreadful traffic, driving away from your local windsurfing spot, and the places where your friends congregate, has become an absurd notion. "We got it so lucky," Walstead said of the East Bay in general. "We may not have the strongest wind or the biggest swell, but we've got the best sailing."

Some of the East Bay crew have known each other for years, and have even gone on windsurfing trips together. "We're a really tight-knit group of people," Carol Valk said. "People are kind, and we're an independent group. We self-police; we self-clean; we self-patrol if there's an issue. There's a wealth of knowledge there, and some brilliant sailors. It's a really kind, cheerful group of sailors."

It has been no surprise that my

obsession with windsurfing aligns with other sailors. First and foremost, it's about being out on the water — and going fast. "The speed is what I was attracted to," Walstead said. "Hauling ass. The sensation of acceleration and torque, and the bump and jump and carving off swells. I was never really competitive, I'm just having fun." Several sailors also told me that windsurfing cleared their minds — either naturally or out of necessity so as not to crash — of thoughts about their jobs or otherwise stressful endeavors.

If sailing is about communing with nature, developing technique and shedding the trappings of our working lives, then windsurfing, to me, is the ultimate expression of both this escape and mindful engagement. When I first started windsurfing in my mid-20s, I told people it was akin to having a superpower or using The Force. Because the sailor effectively 'completes' a windsurfer by acting as both ballast and mainsheet, your body becomes one with your equipment. Yes, it's a little hyperbolic. (When I first started windsurfing, I was pretty

gushy, and, given my stoke, described it in grandiose terms.)

This past season, I've found myself in modes where I feel like I'm hyper-aware of every single muscle as I sail. If my back leg is straining, I can sheet in and move the sail forward mere inches, instantly taking the pressure off my calf and quad. In this well-balanced state, the board seems to find the fastest, smoothest line through the waves. I used to describe this proper trim of body, sail and board as a type of transcendence; now, I think of it as simply sailing correctly. ("Windsurfing is as complex as you want to make it" said one sailor.) Still, in these moments, the mind is clear, the water rushes by in a foamy, brown blur, and the view of the Bay, wherever you happen to be, is unrivaled.

latitude / tim

Readers — This is the first in a series of articles about what's next for Berkeley Marina. We'll be hearing from liveaboards, business owners, sailors and more windsurfers in future issues.

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DELTA DOO DAH

Like a parent of a growing pre-teen, we observed with stunned disbelief as the Delta Doo Dah cruising rally turned 11 years old in 2019. Organizers at *Latitude 38* vowed to turn it up a notch.

As usual, the season's activities began with a kickoff party and seminar at Richmond Yacht Club on May 18. Cruisers chose from breakout sessions on anchoring, destinations and the Bay Bash. Seminar leaders and guest experts included Craig Perez of RYC, Tom Lueck of Stockton Sailing Club and Delta Rat Bill Evans of the Delta Chambers and *Bay & Delta Yachtsman* magazine and his wife Sue. We handed out copious door prizes (among them a DVD of *This Is Spinal Tap*). RYC fed the hungry sailors with gourmet hors d'oeuvres, and fleet members introduced themselves.

The first actual sailing event on 11's official itinerary was the Delta Ditch Run from RYC to Stockton Sailing Club on June 1. This year's 108-boat fleet enjoyed plenty of breeze and quickly covered the 67-mile mostly downwind course up the San Joaquin River. All but two boats were able to finish the run. A dozen boats from the Doo Dah participated. John Speck's Pearson 323 *Lucky Mud*, a Doo Dah entry, won the Cruising Division.

Joining the Doo Dah family of hosts and sponsors this year was Delta Bay Marina, a resort on the Delta Loop in Isleton, just off the San Joaquin River. Harbormaster Eric Chiu has really been stepping it up there, promoting the marina and park with fun events on select Saturdays. We collaborated on a Doo Dah Bash and Delta ArtFest on July 13. Wine tasting, a free BBQ, a jam session led by Michael McNevin and displays by local artists drew crowds from nearby towns, not just boaters. Delta Doo Dah veteran and painter Robbie Ann enlisted her Delta art community colleagues to exhibit at the event.

For many years, Owl Harbor Marina has hosted a party and BBQ on the Saturday before Father's Day (that's in June, guys). But this year was the Stockton family's 10th anniversary of ownership and they too wanted to turn up the dial, throwing a huge weekend-long celebration on August 16-18. Included in the itinerary were games and activities you might remember from summer camp when you were 10 or 11 years old. These included crafts (campers decorated their own wooden name tags), a scavenger hunt, an egg game, a three-legged race, a tug-o-war, the dinghy poker run, a potato sack race, a balloon walk, s'mores and an outdoor movie. In between were meals,

music and dancing. We heard from many fleet members that this was a must-do event on their summer calendars.

Coinciding with Saturday evening at Owl Harbor was Bay View Boat Club's annual party, BBQ and dance at their property on Bradford Island, not far

down the San Joaquin River from Owl Harbor. Affecting the turnout of Doo Dah sailors was a strong breeze and chop on the river. Some who had thought they'd dinghy over from Owl Harbor or Potato Slough had second thoughts.

But the party itself was unaffected by the breeze, as the rustic property is



Top: Rockin' out to a dance band at Owl Harbor's 10th Anniversary Celebration on Friday, August 16. Bottom left: Mark and Anne Thomas of the Sabreline 'Hat Trick' tasted the wines poured by Cosumnes River Farm at Delta Bay Marina on July 13. Right: Larry White of the O'Day 37 'Namaste' and Michelle Modon-Moe were the gurus of the BVBC BBQ on Bradford Island August 17.

ALL PHOTOS LATITUDE / DOODETTE CHRIS EXCEPT AS NOTED



TURNS IT UP TO 11

sheltered from the weather by a levee and a grove of willow trees. For \$10 you could stuff yourself silly with BBQ, homemade side dishes, beer, wine and sodas. Two bands took turns, so that the music never stopped. The song list diverged creatively from the usual repertoire you hear at every yacht club party, some

excellent musicians rotated in the lead, and the dancing went on past midnight.

As with all Delta Doo Dahs since #5, a strong DIY component filled in the gaps in #11. How did the DIYers turn up the dial? A few checked in with reports or photos from their adventures.

'iliahali — Lagoon 450S cat

**Gary & Nancy Ryan and
Wayne & Karen Edney, San Rafael**

"I just uploaded six pix from our Delta trip on Gary and Nancy's new Lagoon cat," writes Wayne Edney, referring to the Delta Doo Dah's photo-sharing page at www.latitude38events.smugmug.com. Official fleet members can still upload more to the Delta Doo Dah 11 gallery.

MENTAL FLOSS



Clockwise from top left: Rob Sesar proudly flies his collection of Delta Doo Dah flags during the Delta Ditch Run on his Olson 30 'Mental Floss'; Wayne Edney works on a project; then rests up from all the working and playing; Jay and Peggy Bowden's Dana 24 'Little Lara' visits the Walnut Grove public dock on June 11 ("We had raspberry ice cream at Mel's"); John Speck's 'Lucky Mud' won the Cruising Division of the Delta Ditch Run.



'ILIOHALE

LITTLE LARA

DELTA DOO DAH

Delta Doo Dah 11 Fleet

Archangel	Ericson 35	Chuck Young & Annie Holte	Sausalito
Amaya	Yankee Dolphin 24	Scott Henry	Alameda
Barefoot	Islander 28	Mary & Maeve Kraybill	Vallejo
Cali	Islander 36	Kerry & Jennifer Scott	Vallejo
Cielo	Catalina 380	Jennifer Mengel & Doug Jarmer	Alameda
Current Affair	Express 27	Seth Clark & Linda Novick	Richmond
Daydreamer	Challenger 32	John & Kathleen Derby	Alameda
Drama	Beneteau 440	Gregory Wilson & Jim Vogl	Sausalito
Dura Mater	Cal 2-27	Jackie Philpott	Richmond
Elli	Newport 28	Doug McDougall	Richmond
Erewhon	Newport 30-2	William & Kathy Crowley	Vallejo
Ergo	Express 27	Chris Gage	Richmond
Evenstar	Ranger 23	Gregory Towers & Jillian Cripps	Emeryville
Fats	Grand Banks 32	Vickie Gilmour & Tim Went	Richmond
Felisa	Wilderness 21	Whitney & Carol Brooks	Felton
Flibbertigibbet	Catalina 42	Jim & Betty Adams	Discovery Bay
Frances	Alerion Express 28	Sam Turner	Richmond
Hat Trick	Sabreline 34	Mark & Anne Thomas	Richmond
Hokahey	Seawind 1000 cat	Jan Passion	Richmond
Horse Feathers	Banshee 35 cat	Steve Schwartz	Richmond
'iliohale	Lagoon 450S cat	Gary & Nancy Ryan	San Rafael
Iolani	Hughes 48 yawl	Barry & Sylvia Stompe	Sausalito
Jackie-Oh	Islander 28	Dean Hupp & Jackie Boor	Isleton
Knot Serious	Capri 25	Steve Gierke & Valerie Coughlin	Stockton
Little Lara	Pacific Seacraft Dana 24	Jay & Peggy Bowden	Santa Barbara
Lucky Mud	Pearson 323	John Speck	San Francisco
Mas Tiempo	Islander 30 MkII	Dave Cowell	Owl Harbor
Mental Floss	Olson 30	Rob Sesar & Roberta Manell	Glen Cove
Miss Irene	Catalina 22	Kevin Clancy & Joanne Goodsell	Sacramento
Music	Hunter 37.5	Phil & Nora DeGaa	Richmond
Namaste	O'Day 37	Larry White & Kathy Kennedy	Bethel Island
Neener3	Catalina 42	Jan Grygier & Patti Boucher	Richmond
Odyssey	Bristol Channel Cutter 28	Wayne & Karen Edney	San Francisco
Oxalis	Escape Solsea 9	Blake Wiers	San Francisco
Pacific Dragon II	Gemini 105mc cat	David & Maha Hurdle	Benicia
Patience	C Dory 22	Cindy David & Katie Krolkowski	Berkeley
Patrice	Passport 42	Anthony & Sabrina Mazzel	Sausalito
Pegasus	Newland 360	Stephen Lewis & Nancy Ellis	Richmond
Rosalita	Cal 29 MkI	Robert Arthurs & Jason Durie	Richmond
Sea Bosse	Lagoon 380 cat	Volki & Audra Felahy	Richmond
Stewball	Express 37	Bob & Ginger Harford	Richmond
Stink Eye	Laser 28	Jonathan Gutoff & Christine Weaver	Richmond
Tangled Sheets	Catalina 350	Jeremy Haydock & Julique Lewis-Haydock	Vallejo
Thetis	Ericson 32	Steve & George Andersen	San Rafael
Tiamat	Fountaine Pajot Orana 44	Owen & Stephanie Anderson	San Mateo
Toucan	Tantoni 43 cat ketch	Kevin Belcastro & Susan Liebert	Owl Harbor
Touche	Jeanneau 42DS	Pip & Jill Ziman	Alameda
Tropic Soul	Beneteau 361	Wayne & Julie Rundall	Richmond
Two Truths	Dana 24	Bob & Betsy Sharf	Berkeley
Vector	C&C 83-2	Bill & Lida Rathbun	Berkeley
Yo Mi Esposa y Summerwind	Catalina 30	Larry & Dorothy Samson	Stockton
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"Karen and I signed up for the Doo Dah to go on our Bristol Channel Cutter *Odyssey*, but joined Gary and Nancy on *'iliohali* for 10 days in August. We spent a night at Owl Harbor, seven nights at Potato Slough and two in Benicia. There is one pic of me kicking back asleep, but another of me slaving away making dinghy chaps with the sewing machine I brought on board." See the collage on the previous page for the photos Wayne described. And read more about *'iliohale's* cruise on September 4's *'Lectronic Latitude* at www.latitude38.com.

Mas Tiempo — Islander 30 MkII Dave Cowell, Owl Harbor

The Owl Harbor Summer Sailstice raft-up in Potato Slough was a good time. Being on a small boat, I was allowed to raft up, along with the Abbots' Bavaria 35 and Adam Hunt's Catalina 22, to Casey Stockon's *Neleh II*.

Saturday was nice and breezy, so I took Barron from A dock out for a sail. We went up the river past Tinsley and Venice Islands, but not quite as far as Lost Isle. It was an easy run up and fun tacking back. He has a full-keel double-ender, so when I gave him the helm he almost gave me whiplash when we tacked. "Spin on a dime it will!"

Saturday night's feed was great, as were the wines, beers and other concoctions consumed. Everyone retired early that night. I awoke Sunday to the disturbing sound of my wind generator starting to spin up but immediately going

Check out the starboard spreader on the Islander 30 'Mas Tiempo'. You probably couldn't do this if you tried.



DAVE COWELL

URNS IT UP TO 11



BLAKE WIERS



into brake mode. Sure enough, the main battery wasn't getting charged and was pretty low. Everyone else was gone on their boats, so I decided to head back to Owl.

Slipping away, I motored out to the main channel, turned upwind, and started hoisting the main. I had the bimini up and couldn't see anything overhead, so after a couple of healthy pulls I realized something was wrong. It was going up way too easily. Looking out I realized the main halyard had come off the sail and

Blake Wiers shot a video of his second sail-and-camp from San Francisco Bay to the Delta on his 9-ft Escape. 'Oxalis' is the smallest boat ever to sail in the Delta Doo Dah. How did he do this year? Watch the video at www.youtube.com/watch?v=-3yFBf8Mm04&feature=youtu.be to find out.

was now floating casually 20 feet up the mast. Bother. So I unfurled the jib and motorsailed on toward home.

A few miles on I spotted a tanker coming downriver, so I headed to the side of the channel. After the pass with accompanying wake (boat rocking) I looked up at the masthead and saw . . . the halyard now wrapped around the upper capstay. Arrrgh (and some other

choice words)! What had been a simple task was now going to take a lot more effort.

On Monday I went into Rio Vista, picked up some lengths of PVC, and put a bungee hook on the end. It was way too flexible to control, so I had to tie the spinnaker halyard to keep the hook up. I managed to snag the shackle and pull the main halyard down to the

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DELTA DOO DAH 11

deck. Whew! Now it was only a matter of throwing a messenger over the spreaders and unwinding the halyard. Easy!

The next step was a spinnaker sheet with a heavy bow shackle attached and me trying to toss it through the upper triangle. My balance is horrible and my aim atrocious, but after a lot of errant tosses I managed to get two of the wraps off. Then came that magic moment. I tossed the shackle up and it tied itself to the spreader. It wasn't a rolling hitch or a clove hitch but it was still tied very securely, so after I finally quit laughing at my luck, I decided I was going to have to climb the mast.

I dug out my ascenders and old-fashioned climbing straps and hooked up to the spinny halyard. Robert Redford has nothing on me! There was a time when I did a 90-ft free ascent in a cave out in the Mojave. Not any more. The old torso just doesn't flex like it used to, and arm strength? None there either.

So I finally got Adam to man a winch and hoist me in the bosun's chair. I untied the knot and unwrapped the halyard, so everything went back to normal.

I'll be selling those ascenders on Craigslist and your Classy ads.

Sailing in the Delta doesn't end with the summer. Fall is a particularly beautiful time of year to cruise upriver, with generally mild weather. The sights and sounds of migratory birds replace the crowds of boaters. We always welcome your reports and photos, even 'off-season'. You can email them to us at chris@latitude38.com.

And, if the Delta is on your to-do-list for next year's cruising destinations, check in on www.deltadoodah.com

Dave Cowell's 'Mas Tiempo' rafted up to Owl Harbor's mothership, 'Neleh II', an Army T-boat from the 1950s, in Potato Slough.

around March, when we plan to post information about Delta Doo Dah Dozen.

— **latitude**/doodette chris



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BAJA HA-HA XXVI PROFILES, PART 2



Key lime pie. After the Ha-Ha, the two will bash home.

Glory — Chance 55 John Sweeney and Jennifer Frost San Francisco

John had big successes during the dotcom era with an advertising agency and billboards on buildings company, and more recently has been investing in real estate. Jennifer, John's wife, is the only taxidermist in this year's Ha-Ha fleet.

Their crew will be Chris Rand,

55, a veteran of America's Cups on *Il Moro*, and his wife Francesca Stouffer. Chris is building the multimillion-dollar Millennium Clock for the Long Now Foundation. The clock is several hundred feet tall, and its chimes are designed to not repeat the same tune for the next 10,000 years.

John has been sailing for 42 years, during which time he's owned 25 boats and been involved in several America's Cups. Between 2000 and 2005, he had four IAAC America's Cup boats that competed with Larry Ellison's two IAAC boats in the Challenge Series on San Francisco Bay.

John and Jennifer have owned *Glory*, a Brit Chance design from 1989, for six months. After a lifetime of racing, John is ready to try cruising. The couple's dream destination would be Cuba on *Glory*, their dream boat. But after the Ha-Ha they'll only be heading for Puerto Vallarta. Their sailing hero is St. Francis YC legend Tom Blackaller.

While in college, John's nickname was 'Stunt Cock'. It's not what you think, but we'll let him explain it to you.

Gypsy — Cascade 36 Bill and Nina Kramer Portland, OR

Here's something different: a boat to be sailed by retired librarians. That's right, both Bill, 60, and Nina are retired librarians. The Poobah wonders how many books they have aboard, or if they've gone to electronic.

Bill has been sailing for half a century, while Nina got started after moving to Portland in 1983. So far they have owned lots of dinghies and three keelboats. They've had *Gypsy* for 16 years, but just completed a five-year restoration from the keel up on the 45-year-old boat.

This will be the couple's first Ha-Ha, but they've sailed from Portland to Vancouver Island many times, with a longest passage of 360 miles. After the

Welcome to Part 2 of the Baja Ha-Ha XXVI profiles, which have been selected at random. Without further ado:

Notes:

(W) indicates that the boat will be sailing using just white sails as opposed to gennakers or spinnakers.

In many cases both the boat hailing port and the owner's city of residence are listed. All bios were written by the Grand Poobah, who both is responsible for and regrets any errors.

Eos — Cal 34-2 (W) Raffi Patatian Brisbane

Raffi, 45, is, like so many Ha-Ha participants over the years, an IT consultant. He will be doublehanding with a crew yet to be determined.

The sailing bug bit Raffi hard in 2006 while he was living abroad. After moving to breezy San Francisco, he received his certification as a skipper and coastal navigator.

Raffi purchased *Eos* in February 2018. She is not to be mistaken for Barry Diller and Diane von Furstenberg's 310-ft schooner *Eos*, which until a few years ago was the longest privately-owned sailboat in the world. However, Raffi's Cal 34 was featured in many Schaefer Marine product videos.

Post-Ha-Ha plans are unclear, as Raffi says he can't think that far ahead. While he's into the journey as opposed to the destination, he would like to do a circumnavigation, ideally on

a Hallberg-Rassy 42 or 46.

Moistessier is Raffi's sailing hero, and tiramisu is his number one dessert.

Gadget — Passport 42 Mathias Schmidt San Francisco

Mathias, 33, is a mechanical engineer who will be doing the Ha-Ha with his friend Colin Walsh, 38, an entrepreneur, and Noah Simon, 33, a film director.

A sailor for seven years, Mathias got a concussion from racing J/24s, and earned a Bareboat Certificate from US Sailing. *Gadget* is his first boat, and he's been living aboard her and sailing around the Bay on her for five years. He likes to "tinker and prod" with his boat, but is excited to meet and sail with a bunch of more experienced sailors in the Ha-Ha.

Mathias' longest passages to date have been to the Channel Islands and in the Windwards of the Caribbean. Colin has done a lot more sailing, including across both the Atlantic and Pacific, and doing lots of deliveries.

Someday, Mathias would love to

sail *Gadget* in the beautiful waters of Croatia. His sailing hero is Randall Reeves of the Figure 8 Voyage.

"Happiness is like a butterfly," says Mathias, quoting Henry David Thoreau. "The more you chase it, the more it will elude you. But if you turn your attention to other things,

it will come and sit softly on your shoulder."

Colin is a leftie and Mathias likes



Brian and Doug of 'Kanamera'

MEET THE SOUTHBOUND FLEET

Ha-Ha they plan to cruise Mexico for 18 months, then take off across the Pacific to New Zealand.

Their ideal destination is anywhere on a boat, "but warmer will be a nice change." Old as she might be, *Gypsy* is their dream boat.

The couple's sailing hero is Nancy Blackett. Who? Blackett is the major character in the *Swallows and Amazons* series of children's books by Arthur Ransome.

Perspective — Catalina 36 Doug and Leslie Petty Santa Cruz

Doug is a retired corporate executive, while Leslie is a retired sales rep. They will be doing the Ha-Ha with Greg Miller, 69, a retired business owner, and Martha Miller, who is not retired and is a real estate investor.

Doug started sailing 53 years ago when he was 7 with Optis on Lake Michigan, and graduated to a Leopard 46 that was based in Belize for nine years. "We've also done a lot of racing on S.F. Bay on J/28s and a Santa Cruz 27," he says. "Leslie and I met Greg and Martha, our lifelong sailing partners and Ha-Ha crew, sailing Hobie 16s before we had kids.

"We later moved on to bareboat charters in the BVI, and two Catalina

36s that lived in S.F. Bay charter fleets. I even teach at OCSC while working for my 50-ton Master's license.

"It was in 2006 that we made the big leap to a Leopard 46 in Belize. After the Moorings and TMM bases had to shut down — Belize is still a Third World country — Greg,

my son Spencer, and good friend John Marshall sailed *Hope* from Belize to Lauderdale. One-thousand miles in five days. We had a perfect ride the whole way, and a couple of 200+ mile days, which is pretty good for a chubby charter cat.

"We've had the Ha-Ha on our list since we moved to the Bay in 1987, and decided that this was the year. The

passing of three close friends provided additional impetus. We can't wait. After the Ha-Ha and a short time in Baja, we'll bash back.

"Our dream destination would be the South Pacific aboard a Balance 526 cat or an Oyster 585 monohull. Paul Cayard is our sailing hero, and 'Life is short, live large', is our motto."

Pearl — Cape George 36 Cutter (W) Wes Hoffschmidt Santa Rosa

Wes, 62, a 'post digital imager' who did the 2018 Ha-Ha as crew, will be sailing south with three crew: Nongnut 'Nutt' Nongnoi, a massage therapist; Vivian Lee, a manager of ambulatory administration; and Brent Nilson, 43, an IT engineer.

'Nutt' immigrated to the US from Thailand 20 years ago, and is a wonderful chef and masseuse.

Brent is a sailing nerd who can fix anything. Vivian is the Teak Tamer, who is currently rebuilding the teak deck on her Bavaria 38. Even more impressive, Vivian once dated the son of famed motorcycle jumper Evel Knievel. A vet of the 2018 Baja Bash, she can bake an amazing and gluten-free cake.

Ragtime — Freedom 45 Dave and Karon Wilson Victoria, B.C., Canada

Dave, 71, retired from oil and gas transportation, will be sailing south with Karon, a retired teacher. Their two crew will be Garth Loughheed, a retired doctor, and Guy Gauvin, a computer programmer.

"My wife and I have been sailing the west coast of British Columbia and Alaska for the last 15 years, during which time we owned two boats. We spent the last two summers cruising Alaska on our current boat, the Gary Mull-designed Freedom 45 that features an unstayed mast and boom furling.

"After the Ha-Ha, we plan to spend the remainder of the season in the Sea of Cortez while we decide where to go next."

Dave's nickname is 'Krusty'. Karon's sailing heroes are Popeye the Sailor Man and Brit singlehanded great Ellen MacArthur.



**Caroline, crew on
'Mermaid Magnet'**

Rum Line — Dehler 38 Timothy and Vicky Haller San Francisco

Timothy, 29, a software engineer, will be sailing south with a crew of three. They will include Vicky, occupation not given, and two other sailors not identified as of press time.

Timothy has been sailing since he was a kid, often in Optis and 420s, and later raced in high school and college on the East Coast. When he moved to the West Coast, he got involved in racing other people's big boats.

He recently decided that it was time for a boat of his own, and fell in love with the new Dehler 38s.

Since no used ones were available on the West Coast, he bought a new one and took delivery in May 2018.

"Last summer I met Vicky," he reports, "and over the course of the winter she, who has some bluewater experience, convinced me that there was more to sailing than racing. When she decided her boat wasn't ready to do the Ha-

Ha, she convinced me that I should enter my boat." Women are good at doing things like that. Timothy dreams of sailing in the South Pacific, and while his current boat is his dream boat, his dream of dream boats would be a Club Swan 50 or a TP52. Around-the-world racer Charlie Enright is Timothy's sailing hero, and flourless chocolate cake is his dessert of choice.



**Fiona and Matt Harwich
of 'Matilda'**

Tailwind — Hunter 46E (W) Mike and Julie Venable Oceanside

Tailwind will be a family affair, as Mike, 60, a commercial pilot, will be sailing with his wife Julie, a dean of



**Oliver Petzold
of 'Lai Holokai'**

BAJA HA-HA XXVI PROFILES, PART 2

schools, son Michael, 30, an engineer, and second son Jason, 28, who is also an engineer.

The Venables have now owned three powerboats and two sailboats, including *Tailwind*. They've owned the latter for two years, and were proud to report to us that she is now fully paid off. So far their longest cruise has been 800 miles down the coast of Mexico to Zihuatanejo.

"Our dream destination is wherever our boat is, although our dream boat would be an Island Packet 485," 'Mikey' reported to us.

Typical of a necessarily confident pilot, Mike's favorite motto is, 'Lead, follow, or get out of the way.' And if there is Boston cream pie out there, we would highly recommend getting the heck out of the way.

Tulum V — Aleutian 51 Ketch Chad and Michelle French Family 29 Palms

Chad, 47, is retired from the US



The French family of 'Tulum V'

Marines, while Michelle is retired from the Navy. They will be sailing south with their daughters Teagan, 9, and Kellyn, 7, the latter a 'snack demander'. Four

others were going to join them — until they discovered they didn't like blue-water sailing. Better before the Ha-Ha than halfway down Baja.

Chad and Michelle were dual-active duty who have retired to dream of slow sailing and warm weather. The family has lived aboard for over a year along with their Great Dane Quincy. Their sailing heroes are Chad's parents, who circumnavigated and wrote a book titled *18 Endless Summers of Sailing*. They also think the crews of *Delos* and *Totem* are pretty awesome.

Chad sailed down the coast of Baja with his parents long before there was a Ha-Ha, and he spent five years aboard in Central America as a child. "Our boat is old, slow, and has lots of teak, but she's perfect for us," they say. "We'll winter on Mexico's Gold Coast, and do the spring and summer in Baja. Our dream destinations are Baja and the South Pacific, but we're not sure how to do the South Pacific with a Great Dane.

— richard spindler

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November 4, 11 a.m. – Start of Leg One
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November 7, 3 p.m. – Daytime – BHH
baseball game at Turtle Bay.

November 9, 9 a.m. – Start of Leg Two
to Bahia Santa Maria.

November 11 – Bahia Santa Maria Day;
a layday for relaxing and exploring.

November 14 – Start of Leg Three to Cabo.

November 15 – Dance Party at Squid Roe.

November 16 – 6 p.m. – Awards
presentations hosted by Cabo Marina.

November 24, 4-7 p.m. – La Paz Beach
Party at La Costa Restaurant.

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Something went bump in the night. Except that the afternoon sun was still high in the sky, and it wasn't really a bump. More like a scratching and scraping, moving along the outside of my hull. It was a sound I recognized: the sound of the end of a small aluminum boom sliding along the outside of my boat's hull. It was a sound that anyone who has spent time in a cruising boat moored to an end tie, while a junior sailing program is in progress nearby, knows well.

I put down my book and climbed two steps up the companionway ladder to see who it was.

No surprise, it was an 8-ft sailing dinghy, making a somewhat clumsy attempt to either tie up along my windward side, or get untangled from it. The wind was light, but still too strong for the novice sailor to keep the dinghy's boom from sliding along my topsides, which also prevented the sailor from sheeting out to luff the sail, which might have allowed the boat to stop.

I was about to lapse into a cranky "get off my lawn" mode, but thought I'd take another step up the ladder to see exactly who this was. To my amazement, it was Lee Helm.

"Sorry, Max. Surprise windshift. The guest dock is, like, all taken up with this cruise-in. Can we raft up alongside?"

Lee Helm was the last person I expected to cross tacks with out here, a long day of sailing from our home waters. And as an expert sailor, windsurfer and naval architecture grad student, she was the last person I expected to bungle a small-boat landing.

I was participating in the monthly yacht club cruise, and yes, we were taking up all of the host club's guest dock. Lee, I would soon learn, was four days into a week-long cruise around the Bay, traveling with a small flotilla consisting of two other tiny training dinghies and a few sea kayaks.

"Sure, no problem," I said as I inspected the side of my hull for a long scratch. "Let me put out some fenders. And tell your friends to come alongside bare poles, if this wind direction holds."

I was relieved to find no visible mark from the contact with the end of Lee's boom, and got to work deploying fenders at dinghy height. Then I prepared to accept boarders.

Half a dozen sailors and paddlers of



ALL PHOTOS / MAX EBB

Left: When serendipity fails during a small-boat cruise, you can always spend the night on a marina dock after the staff has gone home. Right: Lee Helm's 8-ft El Toro, provisioned for a week of cruising.

various ages clambered aboard as they tied up their rides alongside. Their first priority, not surprisingly, was to borrow my loaner key to the marina bathrooms. I served hot chocolate and ginger snaps when they returned.

"Did you sail all the way here, from your sailing club?" I asked. "That's a really long trip for such small boats."

"It's our fourth day out," one of the kayakers explained. "We're taking a week to circumnavigate the Bay."

"Nice project," I allowed. "Is there a sag wagon following your route on shore?"

"No way!" objected Lee. "We're self-contained. Camping gear, food, snacks, charts, books, everything we need for a week of cruising."

"Well, we do have our credit cards," added an older woman who had arrived by kayak. "'Paddle and Plastic' is my motto. I eat at a nice restaurant when there's one nearby, and might even check into a hotel for some of the overnight stops when we're close to civilization."

"Let me do the math," I said. "If this is day four, where have you stopped for the first three nights?"

"First night was at a Regional Park District campsite," said one of the other sailors. "They allow group camping by

prior reservation. Then the second night we pulled into a marina after closing, no gate keys, no access to anything, but a very nice man in a huge powerboat was impressed that we had come so far in such small boats, so he offered us a ride into town in case we needed anything."

"They almost blew it," said Lee in a stage whisper, "because we really didn't need anything and they were about to decline any help. But I intervened just in time, and said, 'Sure, I would love a ride to the store to buy some sail repair tape.' And like, the guy got a kick out of helping us out, got to know us, had dinner in town with us, and ended up inviting us to sleep in the guest cabins on his ginormous powerboat."

"I think there's a moral here," I said, "but I'm not sure what it is."

"Simple," said one of the paddlers. "When you cruise like this, accept help even if you don't need it! It's a great way to engage with the locals."

"OK, that's two nights," I calculated. "Where were you on night three?"

"Another marina, with permission to stay on a big old Sea Scout boat," Lee said. "Only problem was, the captain failed to show up when promised, and we were locked out of the cabin."

"But we hacked our way through the lock," boasted one of the paddlers. "It's a Sesame lock, and everyone I know sets these locks one number away from the combination. Just take each tumbler in

"The key to cruising a very small boat is to know people cruising in much larger boats."

SECRETS OF SMALL-BOAT CRUISING



turn, move it one up, try lock, then one down, try lock, then back to original setting, then move to next tumbler. Actually it's always the first or last tumbler, no need to try the ones in the middle. We got right in with only three tries."

"What if you find the lock set on all zeros?" I asked, because that's how I usually leave my lock.

"Then just unroll the mainsail a little and try the sail number. Or the CF number. Or the year the boat was built, or the year the boat was acquired by the current owner."

I nodded silently. This kid would be able to get into my boat any time.

"The Sea Scout skipper eventually showed up," Lee explained. "But we had a nice check for her — a donation for her diesel fuel fund, and that made us more than welcome. And like, I think that will work on, like, any Sea Scout ship. Keep it in mind."

"Historic ships and museum ships are also good overnight targets," added the paddler. "They often host school groups overnight. But they need to know the date well in advance, which is difficult for a group of small boaters like this after the first night. Also, some of those ships are berthed in places where there's no access from the water to the ship, or to the pier to which they're tied. I once had to climb up the pilot ladder, up the side of a Victory ship, from my kayak at the waterline to the main deck six stories up. I was OK till I realized, halfway up, that the old ladder had probably been sitting in a moldy old locker since the Second

Punic War."

"For schedule flexibility, you can usually make a surprise appearance at a community sailing center," said one of the sailors. "If you ask in advance they'll always say no — it is against all kinds of rules to stay overnight at community boating centers on public land. That's something we need to change, by the way. But if you arrive late and promise to leave early, and if you ask the folks on the dock instead of the administrators, they will almost al-

ways extend their hospitality."

"Do all your cruising supplies overload these small boats?" I asked. "Lee, your boat can't be more than 8-ft long."

"All the extra gear weighs in at about 50 pounds," Lee answered. "Including the anchor. But like, it makes the boat a lot more comfortable to sail. Normally, to go fast in this boat, you have to sort of crouch over the thwart to get the center of gravity far enough forward. But with

all the deadweight forward, I can kick back in the after part of the hull, using my camping ground pad for a lounge cushion, and it's a comfy posture."

"Do the kayaks keep up?"

"They get tired. But I get scared. Would be much worse if I hadn't had the sailmaker, like, put a totally deep reef in the sail."

"Time for me to join the big-boat cruisers up at the yacht club," I announced after hearing a few more sea stories, mostly about long trips in tiny boats. "I'm sure you'll all be welcome, I hear they put out a pretty good spread."

"Thanks, I'll see you up there," Lee promised.

Meanwhile, one of the paddlers was counting the berths in my cabin. I could see where this was going.

"Sure, you can all crash onboard," I said, smiling. "If you can handle my snoring."

It wasn't long before I got tired of my same old yacht club crowd drinking the same old drinks at some other yacht club's bar, so I found my way back to my boat to play host to my guests. They needed an early bedtime, and they were off to an early start in the morning to catch a favorable tide.

"The secret to successful cruising in a very small boat," Lee concluded as she pushed off, "is to know people who are cruising in much larger boats."

max ebb

Historic ships have great potential for overnight stops along the Water Trail. However, access from the water can sometimes be difficult.



MAX EBB

Tips for Cruising in a Very Small Boat

1) Make friends with people you meet on bigger boats. If someone from a large yacht offers logistic assistance (e.g. a ride into town), say, "Heck yes!" even if you don't really need a ride into town. These interactions often result in an invite for dinner, or maybe even a comfy berth in a comfy cabin for a night.

2) Locate Sea Scout boats along your route. Almost any Sea Scout or similar youth program ship will open its doors in return for a modest check for diesel fuel.

3) You can be a purest about sail-only or paddle-only propulsion, but don't hesitate to use your plastic for meals and accommodations. There's nothing wrong with a night or two in a waterfront hotel or an upscale meal ashore. Some hotels will even help you carry your boat into a secure courtyard or parking area for the night.

4) Print yourself an official-looking membership card for an organization that could pass for some kind of yacht or boating club. Even if it's just a small and informal group manufactured for the purpose, e.g. the "Gunkhole Bay Boating Association." It's better if it's laminated. Most yacht clubs won't ask for this, but when they do, you'll need to show them something indicat-

ing membership in a boating-related "club." It might be necessary to get permission to sleep on the host club's guest dock, but might also get you an invite to use the showers and have dinner at the bar.



Lee Helm's membership card.

5) Make sure you are safely self-sufficient. Your sail needs a reef point and you need to be confident that you can self-rescue after a capsize. You will need to be able to quickly shorten sail. (For this reason, boats with luff-pocket sails and no halyards, like Lasers, are contraindicated. Take the old Sunfish instead; it's much safer in a real blow.) Do not rely on outside assistance; it won't be there when you need it most.

6) Number 5 notwithstanding, bring a marine VHF radio and a cellphone in a watertight container. Try to find an older VHF that takes alkaline batteries, so you can bring spares. You will not have the charging cradle or a USB charger. Bring an extra power pack for the cellphone.

7) Find out about nonprofit or co-op sailing, rowing and paddling clubs along your route, especially those with on-site storage for their boats. Hospitality is hit-or-miss, but they will usually be able to offer a lot more in real time than they could ever promise in advance. For example, "unofficial" permission to leave a small boat overnight in their secure storage yard is more commonly obtained than you might think. They might even let you pitch a tent on their premises (provided you're gone shortly after dawn). And if you arrive after they have closed for the evening, "forgiveness is easier than permission."

8) Support your local Water Trail or water-access advocacy group. Get to know the people working to make multi-day cruises in very small craft possible and legal, and help with their campaigns. This builds the kind of tribal allegiances that opens many doors when you venture beyond your home waters.

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THE RACING

*The **Drake's Bay Race** and **SSS Half Moon Bay Race** take us offshore, while the **Jazz Cup** runs inland. The trailer-sailor crowd gets into the act with the **Tahoe Laser Fleet Championships**, **Hobie Week** in the Pacific Northwest and a wooden **Snipe** regatta in SoCal. The **IKA Formula Kite North Americans** combined with the **Hydrofoil Pro Tour**, the **Ronstan Bridge to Bridge** and the **SF Bay Challenge**. All this plus **Box Scores** and **Race Notes**.*

Drake's Bay Race Changes It Up

The prettiest Bay Area destination race started on August 24, with the competitors eagerly hoping to make it to the finish and party before sunset. With no band, no bar and no docks, the Drake's Bay Race is the only Northern California regatta with an overnight in a national park.

Because of the logistical challenges of placing a race committee boat at the Saturday finish, some changes were made this year. One change was a start off the Golden Gate Yacht Club in the City instead of Corinthian YC in Tiburon. Another was stationing the race committee in Drake's Bay on the shore. Bobbi Tosse and the volunteers from Berkeley YC stepped up to run the start on Saturday and the finish on Sunday; Inverness YC volunteered for the finish on Saturday and start on Sunday.

Forty-nine boats total competed for two different organizations, the OYRA and SSS. In 2015, the Singlehanded Sailing Society tagged along on the OYRA

last couple of years with OYRA and SSS joining forces. There is extra effort to put on a point-to-point-to-point offshore race like this, and the more boats the better. RCs would much rather give up their weekend for 50 boats than 20."

The weather cooperated this year, with a light northwesterly on Saturday. Once out the Gate, boats that stayed offshore never fully stalled out and kept moving. Those that sailed closer to shore didn't fare so well.

This year the finish line was also changed. "The finish and start lines were between the Coast Guard buoy and the old fish dock," explained Milly Biller, one of the Drake's Bay volunteers from Inverness. "We got a permit from the Park Service, which cost \$50. We agreed that had we not had one, we could have been hassled, and it was hassle-free.

"We were stationed out on the bluff above Chimney Rock on Saturday, mostly for VHF reception and good visual contact with the incoming fleet, who checked in at approximately two miles.

No tip required.

Sunday morning saw a low fog and very little wind. The RC postponed until the fog lifted enough to see and a wisp of breeze filled in. In another light northwesterly, the fleets could set chutes to give the boats a little more oomph to compensate for the light wind and help with whale dodging.

Sunday seemed to be the day to stay inside close to shore. Those who ventured out found a slower dead-downwind VMG. That all changed approaching the Gate, where 25 knots of afternoon wind challenged the boats in the last two miles to the finish.

"We are already talking about minor improvements for next year," remarked Andy Newell. "It's one of my favorites, especially when we get the hook down before dark!"

— ncs

OYRA DRAKE'S BAY I, 8/24

PHRO 1 — 1) **Twist**, J/120, Timo Bruck; 2) **Dogma**, Olson 40, Mike Little; 3) **Argo**, Beneteau 40.7, Gregory Demetrulias. (3 boats)

PHRO 2 — 1) **Bullet**, Express 37, Larry Baskin; 2) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley; 3) **Elan**, Express 37, Jack Peurach. (11 boats)

PHRO 3 — 1) **Yeti**, Express 27, Adam Mazurkiewicz; 2) **Incognito**, Moore 24, Scott Racette; 3) **Ahi**, Santana 35, Andy Newell. (8 boats)

SHS — 1) **Concussion**, Olson 30, Nick Schmidt/Dante Branciforte; 2) **Hang 20**, Lori Tewksbury/Andrew Redfern; 3) **Zsa Zsa**, 1D35, Stan Glaros/Javier Jerez. (5 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **Round Midnight**, Explorer 44, Richard Waltonsmith. (2 boats)

Ocean racers awoke to a foggy Point Reyes morning on Sunday, August 25.

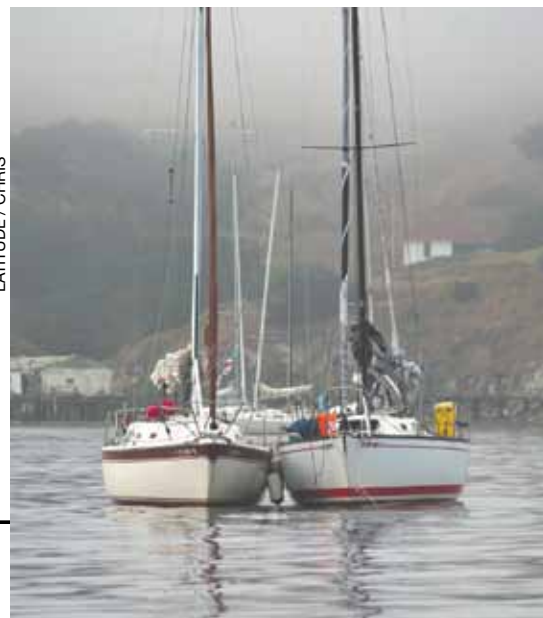


At Sea Star Yacht Club in Drake's Bay, hungry sailors from multiple boats enjoyed a steaming tray of Käsepatzle, straight out of the oven.

Drake's Bay Race, and ever since the two groups have enjoyed sharing resources. Andy Newell, OYRA president, said the pairing has been working out fine. "Turn-out this year was about the same as the

They then took their own finish times and reported them over the VHF."

Most boats finished before sunset. The fog cleared and the sun appeared just in time for cocktails on the deck.



LATITUDE / CHRIS



LATITUDE / CHRIS

OYRA DRAKE'S BAY II, 8/25

PHRO 1 — 1) **Twist**; 2) **Dogma**; 3) **Argo**. (3 boats)

PHRO 2 — 1) **Ferox**, Pogo 36, Anja Bog; **Raven**, C&C 115, Brice Dunwoodie; 2) **Psycho Tiller II**, JPK 1080, James Goldberg; 3) **Mirthmaker**, Archambault 35, Kirk Denebeim/Robb Daer. (11 boats)

PHRO 3 — 1) **Yeti**; 2) **Incognito**; 3) **Ahi**. (6 boats)

SHS — 1) **Concussion**; 2) **Hang 20**; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch. (4 boats)

MULTIHULL — 1) **Raven**; 2) **Round Midnight**. (2 boats)

SSS DRAKE'S BAY I, 8/24

SINGLEHANDED MONOHULL OVERALL — 1) **Archimedes**, Express 27, Joe Balderrama; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Fugu**, Wilderness 30S, Chris Case. (12 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Bombora**, Express 27, Rebecca Hinden/Scott Davidson; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Terry Bennett; 3) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver. (7 boats)

SINGLEHANDED MULTIHULL — 1) **Rainbow**, Crowther 10M, Clifford Shaw. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

SSS DRAKE'S BAY II, 8/25

SINGLEHANDED MONOHULL OVERALL — 1) **Outsider**; 2) **Surprise!**, Alerion 38, Bob Johnston; 3) **Archimedes**. (10 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Hokulani**, J/120, Tracy Rogers/Cris Sena; 2) **Arcadia**; 3) **Bombora**. (6 boats)

SINGLEHANDED MULTIHULL — 1) **Rainbow**. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Raven**. (1 boat)

Full results at www.jibeset.net

In a slow-motion battle, the Santana 35 'Ahi' chases the Beneteau 10R 'CruzSea Baby' to the "White Cliffs of Dover" that line Drake's Bay. The foredeck are on station to call "Mark!" when the bows touch the finish line.

Jazz Cup Floods into Benicia

The wind in the Slot came up in time for the long starting sequence of the Jazz Cup race to Benicia on August 31. South Beach YC runs the start north of Treasure Island. After a quick windward leg to a red channel buoy, strategy comes into play as crews decide where to place their boats relative to wind and current, and when to set spinnakers. As it often does, the wind softened considerably north of the Slot, and the peeling of layers began in earnest. Aiding the sailors this year was a serious flood, making for a quick run to Benicia. The approach to Benicia, often gusty with building afternoon breeze and side-blasters funneling through the hills, stayed civilized.

Boat-visiting followed, with some sailors going for a swim in the marina to cool off. Then they packed into Benicia YC for dinner, dancing and awards. The only snafu we heard of affected the overall multihull trophy. At the awards ceremony, Alan O'Driscoll and Bryan Wade received that honor for the D-Class catamaran *Half Moon Bay Boys & Girls Club*. O'Driscoll emailed us the next day. "While I don't think the kids at the Boys & Girls Club will be in tears, the race committee did revise the results to Show the Extreme 40 *Shadow X* to be the overall winner. Just wanted to let you know for accurate reporting and fairness to Peter Stoneberg, who sailed a great race. I think the race committee used last year's rating on our boat (-63),

rather than -69, due to an auto-fill error on the entry form I sent in. I'm returning the trophy to South Beach tonight."

Winning the Jazz Cup, a challenge between the two hosting clubs, was Mark Kennedy and Pearl Prisco's new-to-them Melges 32 *Nuckelavee* (ex-*Rufless*). This was only their second regatta with the boat, the first being the Phyllis Kleinman Swiftsure at StFYC. (Their third would be Rolex Big Boat Series!) Sailing for SBYC, the team had previously won the Jazz Cup with their Flying Tiger, *CentoMiglia*.

— latitude / chris

SBYC/BenYC JAZZ CUP, 8/31

DIVISION E — 1) **Downtown Uproar**, J/24, Darren Cumming; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Siento el Viento**, C&C 29-1, Ian Mathew. (13 boats)

DIVISION F — 1) **Gotcha**, SC27, Nick Dignan; 2) **Topper II**, Moore 24, Conrad Holbrook; 3) **Brandy**, Farr Half-Ton, Jeff Christle. (11 boats)

DIVISION G — 1) **Arcadia**, Mod. Santana 27,

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- SailGP in Marseille
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- Clipper Race • TP52 Worlds
- US Sailing News
- Previews of October races, and more.



Gordie Nash; 2) **E Ticket**, Beneteau Moorings 38 SD, Noble Griswold; 3) **Mist**, Beneteau First 38, Robert & Eugene Hu/Joan Byrne. (10 boats)

DIVISION H — 1) **Traveler**, Express 34, David Ross; 2) **Werewolf**, Olson 30, Jeff Mulvihill; 3) **Inconceivable**, J/88, Steven Gordon. (11 boats)

DIVISION J — 1) **Snowy Owl**, Express 37, Jens Jensen; 2) **Tupelo Honey**, Elan 40, Gerard Sheridan/James Mullarney; 3) **Still Pinchin'**, J/105, Morgan Paxhia. (11 boats)

DIVISION K — 1) **MadMen**, J/111, Dorian McKelvy; 2) **Jeannette**, Frers 40, Bob Novy; 3) **Swift Ness**, J/111, Reuben Rocci. (10 boats)

DIVISION O SPORTBOAT — 1) **Flight Risk**, Thompson 650, Ben Landon; 2) **JetStream**, JS9000, Dan Alvarez; 3) **For Pete's Sake**, Ultimate 24, Peter Cook. (6 boats)

DIVISION Q — 1) **Nuckelavee**, Melges 32, Mark Kennedy/Pearl Prisco; 2) **Velvet Hammer**, J/125, Zachery Anderson; 3) **Rufless**, J/125, Jason Crowson/Rufus Sjoborg. (5 boats)

DIVISION D NON-SPINNAKER — 1) **Baby Blue**, Cal 20, Craig McDow; 2) **Grinnin' Bear**, Catalina 30, John Tennyson; 3) **Bella**, Alerion 33, Aidan Collins. (7 boats)

DIVISION R MULTIHULL — 1) **Emma**, Dragonfly 1200, Bill Roberts; 2) **Wings**, F-24, William & Tammy Cook. 3) **Kokomo**, F-31, Terry Smith. (3 boats)

DIVISION T MULTIHULL — 1) **Shadow X**, Extreme 40, Peter Stoneberg/Kyle Gundersen;

Clockwise from top left: Mike Clarke at the wheel of the J/120 'Shenanigans', with the Farr half-ton 'Brandy' alongside; the J/111 'MadMen' won first monohull overall; the Jazz Cup-winning crew of 'Nuckelavee', from South Beach YC: Brian Martin, Vicky Haller, Tyler Daniel, Pearl Prisco, Mark Kennedy, Ross Kennedy and Matt Declercq.

2) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 3) **Hammer**, Seacart 30, Jonathan Hunt. (6 boats)

DIVISION X-JAZZ CUP — 1) **Nuckelavee**, SBYC; 2) **E Ticket**, Noble Griswold, BenYC; 3) **Invictus**, Nico Popp/Jacques Benkoski, SBYC. (16 boats)

OVERALL — 1) **Shadow X**; 2) **MadMen**; 3) **HMB Boys & Girls Club**; 4) **Hammer**; 5) **Flight Risk**; 6) **Nuckelavee**; 7) **JetStream**; 8) **Jeanette**; 9) **Arcadia**; 10) **Swift Ness**. (92 boats)

Full results at www.southbeachyachtclub.org

SSS Half Moon Bay Race

On Saturday morning, September 14, a Bay Area heat wave broke, and a low fog shrouded the Golden Gate Bridge, with foghorns sounding. A nice southerly made for an on-time start to the sequence, run off the race deck of Golden Gate YC, right next to the mob scene at StFYC where the Rolex Big Boat Series was going on.

The two-man race committee flew a Lima flag, indicating that course flags would not be used, and racers should pay attention to the VHF. "It's too hard for singlehanders to keep track of the

visual signals," explained race chair Jim Vickers. In a strong lane of flood close to shore, boats started as much as 7 minutes late; Gordie Nash's *Arcadia* merited the only over-early call — they quickly cleared themselves. One boat started in front of the wrong club and sailed all the way to Half Moon Bay only to be scored DNS.

When Vickers checked in that morning with Vessel Traffic, they failed to alert him to a triathlon that would send a couple hundred swimmers racing from west to east right through the GGYC start line. Fortunately, the race committee spotted them in time to avert disaster and paused the sequence to allow the swimmers to play through.

Unit 30, piloting an inbound 90-ft tanker, hailed Vickers to complain that three of the SSS race boats cut him off right under the fog-shrouded Golden Gate Bridge. The racers disagreed, and the SSS board held an inquiry later at HMBYC before handing out the awards. The findings were inconclusive, and the results stood.

The J/120 *Jamani* was first to finish

off Pillar Point. Sistership *Mr. Magoo* had been ahead on the approach, but her crew got confused and sailed off south to the wrong mark. *Jamani* came into the club for a quick refreshment before heading back up the coast; the 40-ft boat had about 6 inches to spare under her keel at the HMBYC dock.

Her skipper, Sean Mulvihill, said there was no ebb to be found in the middle of San Francisco Bay, but they did find a counter-current to the south. "At Mile Rock the tanker appeared out of the fog and surprised us — a big whale there too. Coming in deep under spinnaker at the finish, we had 15 knots." Four J/120s raced to Half Moon Bay, compared to only two in the Rolex Big Boat Series.

Left to right: Bob Johnston of 'Surprise!', Carliane Johnson of 'Kyntanna', Truls Myklebust of 'Raven', Mary Cooper of 'Kyntanna', Beccie Mendenhall of HMBYC, and Philippe Jamotte of 'Dura Mater' take the little ferry from the HMB clubhouse to the guest dock following breakfast Sunday morning.

The starting sequence of the SSS Half Moon Bay Race on September 14 took a break to allow about 200 swimmers to cross through the startline. Division Foxtrot got going just in time before the postponement. At the same time, race boats in the Rolex Big Boat Series began exiting the Marina.

Truls Myklebust, sailing the only trimaran, said it was tough getting out the Golden Gate. "We were all stuck at Lands End."

"At 1:30 I flipped the coin," said Pat Broderick, first overall among single-handers. "Guess I won. Otherwise, I'd be home in bed."

— latitude / chris

SSS HALF MOON BAY RACE, 9/14

DOUBLEHANDED SPINNAKER <108 —
1) **Jamani**, J/120, Sean & Jeff Mulvihill; 2) **Mr. Magoo**, J/120, Stephen Madeira/Mark Scott; 3)

Twist, J/120, Timo Bruck/Elaine Scott. (6 boats)
SINGLEHANDED SPINNAKER 111-159 — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Geodesic**, J/30, Ralph Morganstern; 3) **Surprise!**, Alerion 38, Bob Johnston. (3 boats)

DOUBLEHANDED SPINNAKER 111-159 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Gordon Lyon; 2) **Plus Sixteen**, Olson 911, Paul Disario/Quentin Malloy; 3) **Friday Harbor**, Beneteau 323, Ryle Radke/Howard Curtis. (3 boats)

SINGLEHANDED SPORTBOAT — 1) **Hedgehog**, Olson 29, David Herrigel; 2) **Outsider**, Azura 310, Greg Nelsen; 3) **Archimedes**, Express 27, Joe Balderrama. (6 boats)

Overall Half Moon Bay winners Pat Broderick of 'Nancy' (singlehanded) and Adam Mazurkiewicz and Dave Jacus of 'Yeti' (doublehanded).

THE RACING

DOUBLEHANDED SPORTBOAT — 1) **Yeti**, Adam Mazurkiewicz/Dave Jacus. (2 boats)

SINGLEHANDED SPINNAKER >162 — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch; 2) **Galaxsea**, Nauticat 44, Daniel Willey. (3 boats)

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

Full results at www.jibeset.net

Tahoe Laser Championships

We had more than 40 Lasers, 29 in the full-rig fleet and 12 in the Radial, on September 6-8 at Stampede Reservoir. As far as I know it is the biggest turnout we have ever had at Stampede, and the biggest regatta so far this season in District 24. Sailors came from as far as Park City, Utah, as well as from Santa Cruz and San Francisco Bay.

The race committee did a great job getting 10 races off, switching up the courses over the two days. Saturday's six races were sailed as the wind built throughout the day until the last two races were absolutely nuking. For the first three or four races on Saturday, the downwinds were tricky. It was critical to turn your head and look upwind to see which side of the course the pressure would be coming from since the start/finish line was restricted. If you were on the wrong side you wouldn't get any of



Sharon Green captured the colorful scene at the Viper 640 Worlds, hosted by Alamitos Bay YC in Long Beach on August 17-24.

the wind gusts, and you could get passed by those who did get the puff. This was especially the case since the startline was so long to accommodate the big fleet.

The final upwind legs in the first races also forced you to look upwind and stay in more pressure. The lulls were painful; you had to be patient and try to be in the right place for the next bit of pressure. Nick Pullen dominated the first half of Saturday with three race wins, with Julian Soto not far behind him.

The second half of the day got much windier. Earlier, you had to play with the vang and cunning on every puff to

hike the boat flat, and sometimes drop sheet, but in the last races all the controls were strapped! Julian took the next two race wins, while Nick sustained a broken outhaul on the final leg but still managed to finish, sail to shore and do a

quick fix all before the next race.

By the last race, a good chunk of each fleet had already sailed in, overwhelmed by the conditions and cold. In Race 6, the Harry Anderson course with two reaching legs and a jibe mark, there were wipe-outs aplenty, so it allowed opportunities to make a comeback. The windward mark, the reaches and downwinds were complete white-knuckle, full-planing conditions. You could go from zero to hero at any moment, and catching a wave would really get you moving. The jibe mark provided for plenty of carnage and crashes. On the downwind leg, the puffs got so strong people's masts were flexing and bending forward and the boat would shoot downwind faster than ever. Mike Bishop took the win in the last race

CYC FRIDAY NIGHT RACES (10r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwill, 18 points; 2) **Kuai**, Melges 32, Daniel Thielman, 23; 3) **Tiburon**, Alerion 38, Steve Stroub, 23. (10 boats)

PHRF 2 — 1) **Sketch**, Olson 25, David Gruver, 18 points; 2) **JR**, Moore 24, Rich Korman, 24; 3) **Youngster**, IOD, Ron Young, 27. (11 boats)

NON-SPIN 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 12 points; 2) **Topgallant**, Tartan Ten, Carl Flemming, 17; 3) **QE3**, Tartan Ten, George Janson/Tom Perot, 30. (17 boats)

NON-SPIN 2 — 1) **Fjaer**, IOD, Richard & Mark Pearce, 15 points; 2) **Sonata**, Laser 28, Alice Shinn, 30; 3) **Just 'Em**, Ted Goldbeck, 40; 4) **Liquid Asset**, Ranger 33, John Rook, 41; 5) **Summer Sailstice**, Ranger 33, John Arndt, 43. (19 boats)

J/105 — 1) **Vuja Star**, Chris Kim, 19 points; 2) **Masquerade**, Tom Coates/Steve Marsh, 25; 3) **Alchemy**, Walter Sanford, 34. (14 boats)

EXPRESS 27 — 1) **Shenanigans**, Bill Moore, 19 points; 2) **Moonlight**, Jim Gibbs, 21; 3) **Tequila**, Matt & Kim Krogstad, 22. (6 boats)

Full results at www.cyc.org

EYC SUMMER TWILIGHT SERIES (5r, 1t)

DIVISION A — 1) **Outsider**, Azzura 310, Greg Nelsen, 7 points; 2) **Good & Plenty**, Soverel

BEER CAN SERIES BOX SCORES

33, Steve Berl, 9; 3) **Smokin'**, Melges 24, Kevin Clark, 19. (7 boats)

DIVISION C — 1) **Ad Lib**, Aphrodite 101, Bruce Baker, 7 points; 2) **Wadioactive**, Wylie Wabbit, Brendan McNally, 9; 3) **Wile E Coyote**, Express 27, Dan Pruzan, 10. (7 boats)

DIVISION D — 1) **Blue Jay**, J/22, Don Ahrens/Vince Casalaina, 7 points; 2) **Osituki**, Cal 28, Rodney Pimentel, 7; 3) **Incognito**, Moore 24, Scott Racette, 15. (13 boats)

Full results at www.jibeset.net

GGYC FRIDAY NIGHT BEER CANS (9r, 2t)

PHRF 1 — 1) **Ciaobella**, Beneteau 37, Brian Madden, 9 points; 2) **Snafu**, CS 30, Maurice Quillen, 14; 3) **Lenora**, Hunter 33, Joseph Mannion, 27. (9 boats)

PHRF 2 — 1) **Bottoms Up**, J/22, Mills Forni, 8 points; 2) **Festivus**, J/22, Chris Johnson, 13; 3) **Capo Gatto**, Nonsuch 30, Sal Balistreri, 17. (8 boats)

Full results at www.jibeset.net

IYC SUMMER ISLAND NIGHTS (5r, 1t)

SPINNAKER I — 1) **Good & Plenty**, Soverel

33, Steve Berl, 6 points; 2) **Zwei Flying Fish**, San Juan 33, Jeff Lee, 10; 3) **Spirit of Freedom**, J/124, William Mohr, 11. (5 boats)

SPINNAKER II — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 4 points; 2) **Phantom**, J/24, John Gulliford, 7; 3) **Faster Faster!**, Merit 25, David Ross, 14. (5 boats)

SPINNAKER III — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 5 points; 2) **Polecat**, Wyliecat 30, Dan Doud, 12; 3) **Boogie Woogie**, Ranger 33, John Ratto, 13. (3 boats)

SIZE MATTERS — 1) **Brandy**, Santana 22, Billy Cook, 9 points; 2) **Anemone**, Santana 22, Hank Lindemann, 10; 3) **Fun**, Santana 33, Chris Nicholas, 12. (5 boats)

Full results at www.jibeset.net

OYC SWEET 16 SECOND HALF (8r, 2t)

BIG BOATS <99 — 1) **Golden Moon**, Express 37, Kame Richards, 8 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 15; 3) **Mudshark**, Express 37, David Fullerton, 19. (7 boats)

FAT 30 — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 9 points; 2) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 12; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 14. (5 boats)

PHRF 162-192 — 1) **Bandido**, Merit 25, George Gurrola, 9 points; 2) **Double Agent**, Merit 25, Scott Ollivier, 11; 3) **Dire Straits**, J/24, Steven



FRED FAGO

A variety of boats sail down the Estuary in the last Encinal Twilight race of the season.

in the hairiest conditions of the weekend.

Saturday was so difficult, even the teenagers and 20-year-olds were complaining about how exhausted and sore we were. However, it didn't keep many of the sailors from having a late night. The BBQ dinner was lively, with all sorts of meals and cocktails enjoyed and shared by everyone — even the dogs snagged some food from the tables. The campfire Saturday night was stacked so high it quickly turned into a bonfire and everyone stayed gathered around it the rest of the chilly night.

Each year Tahoe YC honors an individual who embodies the spirit and camaraderie of the event in loving memory of Eric Conner, who passed unexpectedly several years back. Eric was extremely involved in sailing at Tahoe and would attend Stampede every year with his

family. This year the award went to our PRO Ian McLelland, who flew all the way from Florida to escape Hurricane Dorian and run our races.

On Sunday, our racecourse was close to the north shore of the lake. The wind still came out of the west. The last race was the Harry Anderson course again, but this time the wind was dying. Some big gusts came on the left side of the course on the way to the jibe mark. Everyone worked each other up, then enjoyed a fast and refreshing reach to the ramp. There were five race winners in 10 races, which shows what a competitive fleet we had.

— hendrik reidel

TAHOE LASER FLEET CHAMPIONSHIPS, 9/7-8 (10r, 2t)

STANDARD — 1) **Gorilla Tactics**, Julian

Bayles, 11. (8 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 9 points; 2) **Rogue**, Ryan Nelson, 10; 3) **Sonic Death Monkey**, Dominic Marchal, 14. (7 boats)

NON-SPINNAKER <199 — 1) **Javelin**, J/100, Pat Nolan, 6 points; 2) **Alley Cat**, Capri 30, Megan Laney, 13; 3) **Lioness**, Bermuda 40, Sheldon Haynie, 15. (7 boats)

NON-SPINNAKER >199 — 1) **Dominatrix**, Santana 22, Ted Crum, 6 points; 2) **Brandy**, Santana 22, Billy Cook, 11; 3) **Island Girl**, Santana 22, Paul Mueller. (5 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 10 points. (1 boat)

Full results at www.jibeset.net

SBYC FRIDAY NIGHT RACES (14r, 2t)

SPINNAKER ≤89 — 1) **Mr. Magoo**, J/120, Stephen Madeira/Tom Allard, 16 points; 2) **Tupelo Honey**, Elan 40, Gerard Sheridan/James Mullarney, 18; 3) **Rum Line**, Dehler 38, Andrew Lorenzen, 41. (9 boats)

SPINNAKER 90-145 — 1) **Highlighter**, Islander 36, William Hackel, 14.5 points; 2) **North-ern Light**, Santana 35, Rod Neathery, 17.5; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 28. (10 boats)

SPINNAKER ≥146 — 1) **Avalon**, Catalina 30, John Ford, 10 points; 2) **Huge**, Catalina 30, Peter

BEER CAN SERIES BOX SCORES

Birch/Jay Moore, 24; 3) **Friday's Eagle**, Catalina 30, Will Dalton, 34. (5 boats)

NON-SPINNAKER ≤140 — 1) **Bullet**, Express 37, Larry Baskin, 12 points; 2) **Stratocaster**, J/32, Lewis Lanier, 17; 3) **pHat jack**, Express 37, Robert Lugliani, 22. (8 boats)

NON-SPINNAKER ≥141 — 1) **Amandla**, Catalina 34, Kurt Magdanz, 10 points; 2) **Jabouf**, Catalina 34, Dan Courter/Patricia Pasqual, 19; 3) **Cordon Rouge**, J/30, Jim Sell, 30. (10 boats)

J/105 — 1) **BigBuoys**, Peter Baldwin/Colin Miller, 11 points; 2) **Russian Roulette**, William Woodruff/Sergey Lubarsky, 21; 3) **AirJaldi**, Steve Hratko/Jim Forster, 32. (7 boats)

Full results at www.southbeachyachtclub.org

SYC SUMMER SUNSET SERIES (4r, 1t)

SPINNAKER A — 1) **Courageous**, J/88, Gary Panariello, 3 points; 2) **Mamaluc**, J/105, Scott Lamson, 5; 3) **Raven**, C&C 115, Brice Dunwoodie, 7. (4 boats)

SPINNAKER C — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch, 6 points; 2) **Encore**, Catalina 34

Soto, 17; 2) **Lekkerding**, Hendrik Reidel, 23; 3) **Failed Lobotomy**, Nick Pullen, 24; 4) **'murica**, Lance Kim, 27; 5) **The Solution**, Mike Bishop, 28; 6) **Humble Pie**, Marcel Sloane, 41; 7) **No Name**, Zachary Hester, 50. (29 boats)

RADIAL — 1) **Voyager I**, Toshi Takayanagi, 8; 2) **ZFG**, Chris Ganne, 20; 3) **No Name**, Elsa Simenstad, 22. (12 boats)

Full results at www.regattanetwork.com

MY SAIL Hobie Week

The sun set on Whidbey Island Race Week in July and rose in another part of the Pacific Northwest in August.

Hobie sailors have been congregating at Lake Quinault on the Olympic Peninsula for the past 30+ years for the Northwest Area Hobie Championships. What started as an informal, weeklong sailing party has turned into a full-on Hobie Week.

Hobie Week starts the weekend before the championships with a high-wind regatta at Skamokawa on the Columbia River. This regatta features a screaming 15-mile distance race on Sunday up and down the river. The sailors then head up the road 45 minutes to Lake Quinault for a week of frolicking in the lake's warm breeze, flat water and pristine views.

When the newly formed Multihull Youth SAIL Foundation (MY SAIL) scheduled a three-day sail camp midweek this year, things took a dramatic turn. Originally slated for just eight youth, the camp oversold to 14 participants.

MkII, Kevin Roesler, 6; 3) **Kele**, Catalina 320, Leigh Hunt, 7. (8 boats)

NON-SPINNAKER — 1) **Kookaburra**, Bird, Martin Koffel, 3 points; 2) **French Kiss**, Beneteau 350, David Borton, 7; 3) **Escapade**, Sabre 402, Nick Sands, 9. (6 boats)

Full results at www.sausalitoyachtclub.org

StFYC WINDSURFING SLALOM SERIES (6r, 0t)

1) **Starboard**, Xavier Ferlet, 3 points; 2) **No Name**, Soheil Zahedi, 6; 3) **Exocet**, Jean Rathie, 6.1. (14 boards)

Full results at www.stfyc.com

TAHOE YC WEDNESDAY NIGHT SUMMER SERIES (16r, 3t)

DIVISION 1 — 1) **August Ice**, J/125, Richard Ferris, 19 points; 2) **Racer X**, Farr 36, Gary Redelberger, 21; 3) **Wicked Sister**, Farr 36, Richard Courcier, 31. (3 boats)

DIVISION 2 — 1) **Personal Puff**, Melges 24, Dan Hauserman, 19 points; 2) **Archangel**, Antrim 27, Bryce Griffith, 29; 3) **MMMMM**, Melges 24, Blake Hoffman, 40. (7 boats)

DIVISION 3 — 1) **Fired Up!**, Express 27, John Morrison, 21 points; 2) **Moorigami**, Moore 24, John Siegel, 28; 3) **Lickety Split**, SC27, Rick Raduziner, 40. (13 boats)

Full results at www.regattanetwork.com

THE RACING

Hobie sailors turned into camp volunteers, and each of the seven MY SAIL boats (five Hobie 16s and two Waves) went out with a coach and kids aboard. The fun included on- and off-the-water games and hull flying. A few capsizes and pitchpoles ushered in some excited chatter and bragging among the kids.

The Friday layday gave everyone a chance to recover and do some hull flying of their own before the weekend regatta started. Charlie Rathkopf, PRO and longtime Hobie sailor, showed his form, giving girlfriend Catlin a first-time ride on a Hobie 16. The Hobie family reunion continued on Saturday with a surprise appearance by Skip and Jan Anderson, who managed to also snap a few snazzy photos.

During the championship regatta, "You should have been here all week," was a common refrain, as the usually consistent 10- to 15-knot breeze failed to materialize. Charlie, Catlin and Della Hoag pulled off five very competitive races Saturday in a 5- to 10-knot westerly that wandered back and forth over 30 degrees all day. Sunday saw four more races in similar conditions. No one was immune to a crooked score or two in the tight racing.

The week between the Skamokawa and Quinault regattas is now a high point on the summer calendar for most of the Hobie sailors. Half of the 35 boats at the area championship showed up early, as did many spectators, retired sailors and friends of the family.

As Race Week heads north to Point Roberts next year, Hobie Week will remain firmly entrenched in the local waters of the Columbia River and Olympic Peninsula. Party, er, sail on!

— *peter nelson*



JAN ANDERSON / WWW.JANPIX.SMUGMUG.COM

MY SAIL's Jaeden Bott at Hobie Week on Lake Quinault in the middle of Washington's Olympic Peninsula.

The World of Kiting on the Cityfront

The IKA Formula Kite North American Championships and Hydrofoil Pro Tour came to St. Francis YC on August 21-25 to showcase some of the world's top kite racing talent.

With an eye toward the 2024 Summer Olympics in Paris — the scheduled debut of kiteboarding as an Olympic sport — the dual regatta did not disappoint.

Nico Landauer, representing Uruguay, took the laurels on the Kiting NAs side, followed by Americans Evan Heffernan and Will Cyr. In fourth, Kirstyn O'Brien claimed Top Woman honors.

"What an amazing venue here in the birthplace of kite racing," said Markus Schwendtner, CEO of the International Kiteboarding Association. "We hope to be back here again in the near future."

After O'Brien, StFYC's Daniela Moroz

finished second among female entries. The 2016 Formula Kite world champion is an incoming freshman at the University of Hawaii; at the awards ceremony, Moroz's mother Linda stood in for her daughter, whose flight to the islands had landed minutes earlier.

The week began on the Cityfront with the annual Ronstan Bridge to Bridge Race, where ideal San Francisco Bay conditions led to the breaking of several Bridge to Bridge records. Frenchman Nico Parlier finished in 9 minutes, 32 seconds — he beat Theo de Ramecourt by one second for the victory.

Xavier Ferlet of Great Britain won the Windsurf side of Ronstan in 16 minutes, 45 seconds.

For more photos, please visit www.stfycphotos.com.

— *scott armstrong*

IKA FORMULA KITE NORTH AMERICANS & HYDROFOIL PRO TOUR, StFYC, 8/21-25, (16r, 3t)

HYDROFOIL — 1) Theo de Ramecourt, FRA,

VIPER 640 WORLDS, ABYC, 8/17-8/24 (13r, 2t)

1) **Cajun Underwriting**, Marcus Eagen, Bay Waveland YC, USA, 33 points; 2) **Evil Hiss**, Geoffrey Ewenson, Eastport YC, USA, 44; 3) **Steal De Breeze**, Nick Jerwood, South of Perth YC, AUS, 52; 4) **Chance V**, Kevin McCarthy, ABYC, USA, 57; 5) **It's All Good**, Jay Golison/Steve Flam, ABYC, USA, 60. (41 boats)

Full results at www.abyc.org

FINN NAs, MBYC, 8/23-25 (8r, 1t)

1) **Child's Play**, Darrell Peck, BucYC, 13 points; 2) **No Name**, David Alexander, MBYC, 23; 3) **Priscilla**, Rob Coutts, MBYC, 29; 4) **ak 47**, Robert Kinney, NHYC, 36; 5) **Finnster**, Mike Dorgan, SDYC, 41. (32 boats)

Full results at www.regattanetwork.com

SYC WOMEN SKIPPERS REGATTA, 8/24

SPINNAKERA — 1) **Lonestar**, Beneteau 10R, Madeline Morey; 2) **Streaker**, J/105, Patty Fata; 3) **Courageous**, J/88, Karen Panariello. (4 boats)

BOX SCORES

NON-SPINNAKER D — 1) **Q**, Schumacher 40, Helen Babalis; 2) **Sweet Lorraine**, Catalina 36 MkII, Lorraine Weiss. (2 boats)

NON-SPINNAKER E — 1) **Zingaro**, Santana 22, Jennifer McKenna. (1 boat)

Full results at www.sausalito yachtclub.org

SFYC OPTIMIST PCCs, 8/24-25 (6r, 1t)

1) Tor Svendsen, SFYC, 6 points; 2) Talia Hamlin, SFYC, 12; 3) Leo Robillard, SFYC, 20; 4) Nicholas Mueller, ABYC, 22; 5) Crue Ziskind, Santa Barbara YC, 27. (41 boats)

Full results at www.sfyc.org

MERCURY NATIONALS, RYC, 9/12-15 (5r, 0t)

1) **Carbon Offset**, Chris Raab/Kenny Dair, 15 points; 2) **Frenzy Too**, Chris Messano/Doug Mc-

Clean, 16; 3) **Space Invader**, David West, 17. (17 boats)

Full results at www.regattanetwork.com

SYC CLASSIC INVITATIONAL SERIES (6r, 0t)

IOD — 1) **Fjaer**, Richard & Mark Pearce, 12 points; 2) **Youngster**, Ron Young, 13; 3) **La Paloma**, James Hennefer, 21. (6 boats)

KNARR — 1) **Aquavit**, Jonathan Perkins, 4 points; 2) **Adelante**, Don Nazzal, 4; 3) **Kraken**, Risley Sams, 4. (11 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 6; 2) **Polruan**, James Vernon, 16; 3) **Thea**, Chris Herrman, 25. (7 boats)

BIRD — 1) **Cuckoo**, Bill Claussen, 10; 2) **Orlile**, Kamran Masood, 12; 3) **Kookaburra**, Martin Koffel, 16. (3 boats)

BEAR — 1) **Huck Finn**, Margie Siegal, 13; 2) **Magic**, Tim Maloney, 13; 3) **Renegade**, Russell & Christine Katz, 19. (4 boats)

Full results at www.sausalito yachtclub.org



CHRIS RAY / WWW.CRATVIVP.COM

Windy kite-boarding action San Francisco-style at the Hydrofoil Pro Tour on August 22, hosted by StFYC on the Cityfront.

16 points; 2) Nico Parlier, FRA, 23; 3) Connor Bainbridge, GBR, 45; 4) Johnny Heineken, USA, 50; 5) Oliver Bridge, GBR, 66. (41 boards)

FORMULA KITE — 1) Nico Landauer, URU, 19 points; 2) Evan Heffernan, USA, 30; 3) Will Cyr, USA, 32. (11 boards)

StFYC RONSTAN BRIDGE TO BRIDGE, 8/22

KITEBOARD — 1) Nico Parlier; 2) Theo de Ramecourt; 3) Johnny Heineken; 4) Theo Lhostis; 5) Daniela Moroz. (27 boards)

WINDSURF — 1) Xavier Ferlet; 2) Al Mirel; 3) Mike Percey. (5 boards)

StFYC SF BAY CHALLENGE, 8/24

HYDROFOIL KITE — 1) Theo de Ramecourt; 2) Nico Parlier; 3) Connor Bainbridge; 4) Johnny Heineken; 5) Oliver Bridge. (42 boards)

WINDSURF — 1) Xavier Ferlet; 2) Jean Rathle; 3) Mike Percey. (6 boards)

Full results at www.stfyc.com

Wooden Dinghies Race in MdR

First designed in 1931 by William F. Crosby, the Snipe design has enjoyed popularity all over the world, attracting top competitors such as Torben Grael and Paul Elvstrom. By 1936 it was the largest racing class in the world. More than 31,000 have been built.

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THE RACING SHEET

September 7, some Del Rey YC members put on a regatta in the Marina del Rey entrance channel, complete with floating marks and assorted signal flags.

The sun was out, winds clocked WSW at 12-17 knots, ideal sailing conditions prevailed, and two races were held.

The overall winner was Steve Vincent and Gigi Barbes' *Shady Lady*. The all-mahogany *Lady* was built in 1936. She has a beautiful planked deck and a new suit of sails. She had undergone a complete restoration, and this was her first sail in 40 years! Steve and Gigi also won the coveted 'rescue trophy' for rescuing the boat from the chainsaw.

Bert Tetje and Teejaroo won the first race and second overall, followed by father and son team Todd and Justin Fanaday on *Aspera*.

Robert and his wife Iris raced a Sharpie (an even older design) that had been converted to a sloop. The boat carries a sort of gaff main and tiny jib.

— andy kopetzky



505 action in Kingston, Ontario. Mike Martin and Adam Lowry are sailing #9106.

Race Notes

Californians Mike Martin and Adam Lowry won the **505 North Americans** after 10 races on August 22-26. Howie Hamlin and Russ Clark placed second and Mike Holt and Carl Smit third. Hosted by Kingston YC, the 40-boat fleet was challenged by mixed conditions and tight racing on the fresh water of Lake Ontario in Canada.

Led by team captain Jon Andron,

StFYC topped NYYC's **Grandmasters Team Race** on August 24-25 in Newport, RI. The team also took home the Peter Wilson Trophy, a de facto season championship based on the results of five top grandmasters-level team races. See www.nyyc.org/nyyc-grandmasters.

Other travelers from StFYC, Bruce Stone and Nicole Breault, won the **J/105 North Americans** in Marblehead, MA, on September 4-8. Sailing *Good Trade*, the crew included Bill Higgins, Stu Johnstone, Halsey Richartz and John Sahagian. See www.j105nac2019.com.

On September 16, US Sailing announced that Greg Fisher had stepped down as COO of the **US Sailing Team**. Malcolm Page, chief of Olympic Sailing, was next to go, on September 19. Page moved to the San Francisco Bay Area in 2018 to oversee the FAST USA Olympic training facility at Treasure Island Sailing Center. US Sailing says that he is returning to Australia.

— latitude / chris

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*This month a boatload of longtime charterers explores the **British Virgin Islands** during the **super-slow season**, and reports on the area's hurricane recovery.*

The BVI Today:

Ideal Winds & Uncrowded Anchorages

Years ago, the untimely death of our mate's wife initially spurred five old friends to unite and take him sailing. We've done five charter trips since then. What began as a detour from tragedy has become a regular gathering of friends from different parts of the US.

Our most recent trip, in late August, was driven by fond memories of sailing vacations in the British Virgin Islands and curiosity about their condition today, two years after being badly battered by Hurricane Irma — the Category 5 mega-storm.

We left the Moorings base in Road Town, Tortola, midday aboard the Jeanneau 51 *Sea Senora*. We tacked northeast up the Sir Francis Drake Channel in a brisk breeze, getting to know how the boat handled. After rounding the east end of Tortola and Beef Island, we pulled into Trellis Bay for the full moon party.

The harbor at Trellis Bay was a sobering sight. There was still plenty of lingering evidence of Irma's destruction, including a beached double-ender that lay on a small island off our anchorage, and more than 20 boats that were still laying, smashed and abandoned, on the main beach.

In the wake of such a tragedy, we wondered what else would be changed. This full moon party drew a smaller crowd than the ones we remember from

Thanks to Irma, the crescent of coco palms that used to line the beach at Cane Garden Bay is gone. But it's still remarkably beautiful.

years past. But although the numbers were diminished, the spirit certainly was not. After a few rounds of Painkillers, there were performances by a trio of still dancers and a limbo artist who punctuated his act by breathing fire. We found ourselves caught up in the excitement with all ages of locals and sailors dancing on the beach.

Despite the effects of the Painkillers, we got an early start the next morning, and set sail for Virgin Gorda's famous national park called The Baths. Steady moderate winds of around 15 knots stayed with us that day, and throughout our charter.

The mooring field at The Baths had always been crowded on previous visits. But this time we had plenty of balls to choose from. Our crew of five donned masks, snorkels and fins, jumped in the water, and swam into the perfect white-sand beach at Devil's Bay.

The Baths are composed of huge boulders that were launched by ancient volcanic eruptions, only to land along Virgin Gorda's southeast shore like a crazy jumble of dominoes. Climbing on and wading through the boulders is always fun.

After lunch we sailed over deep-blue waters toward the entrance of Virgin Gorda Sound. We motorsailed down the channel between Prickly Pear Island and the ominous reef off Mosquito Island (owned by Sir Richard Branson). *Sea Senora* was joyfully greeted by a dolphin who guided us in safely, past the shallow reef to starboard.



Although the BVI took a beating from Hurricane Irma two years ago, most sailors would still consider it to be a tropical paradise.

LATITUDE / ANDY

Historians tell us that centuries ago, Sir Francis Drake hid his fleet in Gorda Sound while waiting to attack the Spanish treasure galleons. On our prior visits, the harbor had been a bustling hub of boating activity. All sizes and shapes of boats used to shuttle across these waters and moor overnight in one of several large mooring fields. Today though, the famous Bitter End Yacht Club resort is completely gone, having been flattened by Irma. Saba Rock, the little gem that lies adjacent to BEYC, was also destroyed, but is now being rebuilt, bigger and better. Bitter End is also showing early signs of rebuilding. Out in front, the mooring field is still largely intact.

Nearby, in a small arm of the sound, the remains of Biras Creek Resort are nestled. Some docks still exist, but none are available yet to boaters. Mooring are, however.

After securing *Sea Senora*, we made fools of ourselves on our rented paddleboard. Eventually a guy named Bob, who is involved with Biras' reconstruction, arrived to collect our mooring fees. Later, Bob told us progress is being made to rebuild the resort. His hard work was obvious, but the damage still was extensive and challenging.



LATITUDE / ANDY

OF CHARTERING



From the top of the hill looking down on the ocean side, he showed us a series of cabins that were destroyed by 20-foot waves that had crashed through the cabins doors and literally exploded the roofs of the structures. (Very humbling.) Our long day was topped off with a spectacular sunset, beverages, a marvelous shrimp dinner by our master cook Gary, and lively discussions and tall tales in the cockpit.

Our trip had drawn together old college housemates that had scattered across the country. Sailing is a great unifier, and all the time we'd spent apart seemed to shrink during this week of cruising together. I think we all learned a lot from each other on this trip. Our evening cockpit gatherings were entertaining and a highlight of our time together.

The next morning beating out past Necker Island (Richard Branson's *other* private island) we turned southwest on a beautiful broad reach paralleling Virgin Gorda. We sailed past numerous islands as we worked our way west up the Sir Francis Channel.

The steady wind, deep-blue water and soothing swells — occasionally accentuated by a flying fish crossing our path — made for a delightful sleigh ride. Crewman Billy, who is a J/boat sailor from Kansas City, enjoyed getting the boat to romp through the rolling deep-water waves.

We eventually pulled into the nearly empty Cooper Island mooring field for an afternoon of diving and unwinding. (The only downer was that the Cooper Island Resort had just closed days before for hurricane season, so we missed happy hour on their beautiful deck.) After diving on a nearby reef, the day was capped by another great dinner in the cockpit while watching another picture-perfect sunset.

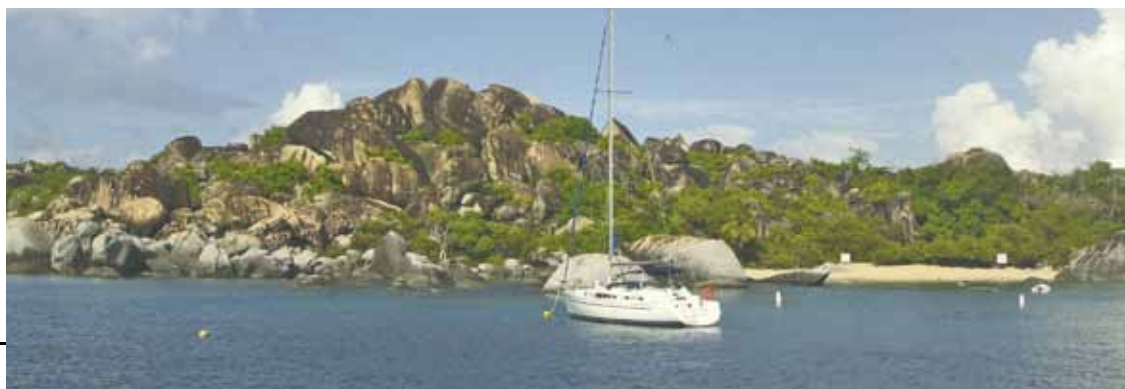
We had been sailing hard for three days, so after a hearty breakfast the next morning, we decided to make a short sail to the rocky pinnacles called the Indians, which comprise one of the best spots in the BVI. On previous trips, we'd had to go to the Indians in the early morning in order to get a mooring. But this time, because it was the off season, and because fewer charterers are touring the islands, we were able to grab a National Park mooring buoy around 10 a.m.

The Indians consist of two rocky arms reaching out of the sea, surrounded by a colorful and — I am very happy to report — healthy reef. Burt and Gary, the scuba divers in our crew, were especially happy to strap on their gear and hit the clear waters. Even for the snorkelers the diving was great, with a wide variety of soft and hard corals surrounded by colorful reef fish.

Keeping to our plan for a slower day we motored a short distance to the Norman Island 'treasure caves', and again easily found a National Park mooring ball. Carved out of tall cliffs, the walls of these swimmer-accessible caves presented a rainbow of natural colors. The presence of turtles, curious squid, parrot fish and a wide variety of reef dwellers made for a fun, relaxing dive.

Afterward, we headed over to Norman's large protected harbor called The Bight to see how the latest resurrection of the infamous *Willie T* floating bar was doing. It's a floating imitation pirate ship that's only accessible by boat, and is famous for the outlandish behavior of visiting crews. The hurricanes completely destroyed the prior *Willie T*, but visiting the new version — despite its smaller dance floor — felt like coming home, especially when young sailors from other boats began jumping off the second deck past the "no diving" signs. To us, this

It would take more than a hurricane to disrupt the massive boulders of The Baths. Early in the morning you might have it all to yourself.



WORLD OF CHARTERING

was another indication that life is returning to normal in the BVI.

After a night of several torrential downpours, we were off to Jost Van Dyke, this time bypassing our usual stop at Soper's Hole, at the west end of Tortola, due to the extensive damage and rebuilding efforts going on there.

On our approach to Jost, we headed straight to White Bay, home of the infamous Soggy Dollar Bar, where the beach remains picture-perfect. Jost Van Dyke received major damage from Irma, but I am happy to report the Soggy Dollar, Gertrude's, Foxy's in Great Harbor and several other spots are up and running, welcoming hungry and thirsty sailors with their famous BVI hospitality.

Our final day of sailing was preceded by a huge breakfast, doing our best to wipe out our provisions, and one final humiliation — yet another round of paddleboarding.

As always, we were sad to turn in our boat, but who can complain after a week



Look closely and you'll see three letters. As this classic file shot demonstrates, chartering in the BVI is all about fun in the sun.

of perfect winds, uncrowded anchorages and beautiful waters. The BVI may have been knocked down, but they are coming back, and well worth a visit.

Visiting yachtsmen are a boon to the local economies of the BVI and other Eastern Caribbean islands. The waters and sailing there remain fantastic, and their being less crowded is an advantage

to visiting sailors. Our age-resistant crew is already looking forward to our next sailing reunion in the islands.

— john platt

Charter Notes

Oddly enough, this writer visited the Virgins only a couple of weeks after John Platt and his crew. We've been sailing those waters for 40 years and we've never seen the anchorages less crowded. Even in the peak winter season — December to April — you can expect to find plenty of mooring balls available in key anchorages. And you can probably expect to get more attentive service in bars and restaurants.

Decades ago the BVI earned its status as the most popular chartering venue in the world. But its anchorages eventually got too crowded for some vacationers. If you are one of them, we suggest you give the BVI another try — or check out the neighboring US Virgins, which are all part of the same spectacular archipelago.

— andy

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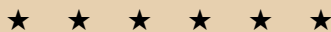
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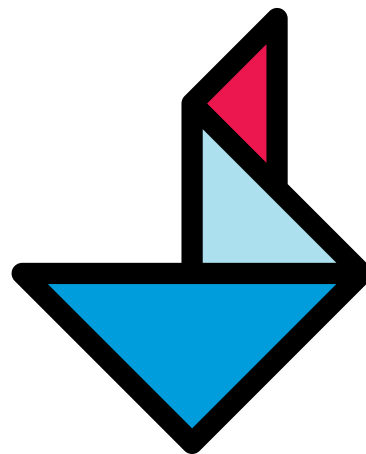
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CHANGES

With reports this month from **Bluebird's** latest 'flights' (and her owner's long journeys on small boats); **Finalmente's** glitch-plagued summer in the Med; more special memories from **Exit Strategy's** circumnavigation-in-progress; **MangoMango's** career-inspiring cruises; **Rapture's** 'main squeeze' visit to Maupiti; and a fo'c'sle full of **Cruise Notes**.

Bluebird — Mirror Offshore 19

Tom Carr
Little Big Boats
Santa Cruz

Tom Carr is something of a celebrity in the Baja Ha-Ha. Not only was he granted permission to sail a boat smaller than the



Tom and Anne Carr appreciate that sometimes, less is more.

27-ft limit, but Bluebird, a Mirror Offshore 19, is the smallest boat ever to participate. Tom has doublehanded the rally twice, in 2015 and 2016. He started the 2018 rally, but only got as far as San Quintin before heading home to Santa Cruz.

We're always interested in what makes sailors tick, especially those with an unusual 'take' on the theme. To really understand where Tom is coming from, you have to go back half a century to the 24-year-old version of Carr, sailing another small boat to Mexico . . .

Tom still sails one of the canoes on which he learned to sail as a kid. He's made many tweaks and modifications to improve its performance.



My first offshore experience, in 1965, consisted of purchasing a 22-ft Schock-designed boat named *Isle of Skye* in Santa Cruz in April, learning celestial navigation that summer, and taking off for Mexico in September. It was a good and seaworthy vessel, very easy to handle and, fortunately, very forgiving. My loose plan was to wait out hurricane season and cross to Hawaii the next year.

I was anchored off the Acapulco Yacht Club pier, and in the course of coming and going, met this fellow, Frank Catton, who had crewed from L.A. on a 43-ft ketch with a family — a dad and three kids 10, 12 and 14 years old. The dad and mom had recently divorced and during a custody battle, the dad kidnapped the kids for this 10-month-long sailing adventure, à la Sterling Hayden — without a clear endgame in mind. Acapulco turned out to be the endgame, as mom caught up to them legally. So Frank was soon to be a sailor without a boat.

One night a bunch of us got together at a pulque bar. Pulque is sort of a beer made from the agave plant. It was very cheap, served in liter-sized pitchers and sometimes flavored with pineapple or strawberry. We were several pitchers in when another friend, Wallace, brought up my plan to sail across the Pacific. Frank was a very reticent person and didn't say much, but when he heard about the plan that I so cavalierly put forth (not at all sure that I would actually do it at this point), he leaned across the table, looked me in the eye and simply said, "Can I go?" I had no intention of going alone, so, bluff called, I had to say "yes."

Frank seemed nearly destitute, but made up for his lack of funds by providing a wealth of experience at living very resourcefully. He had traveled extensively in South America with a Chilean companion in '63-'64, becoming fluent in Spanish and learning to live with the same frugality he now employed. I might add that living in Mexico could be very cheap in the '60s. On a subsequent cruise in 1966, I spent seven months cruising down the coast, stopping in every little anchorage on the way and spending an average of only about \$50/month.

Part of our provisioning included trekking around Acapulco to the various market places and purchasing five additional



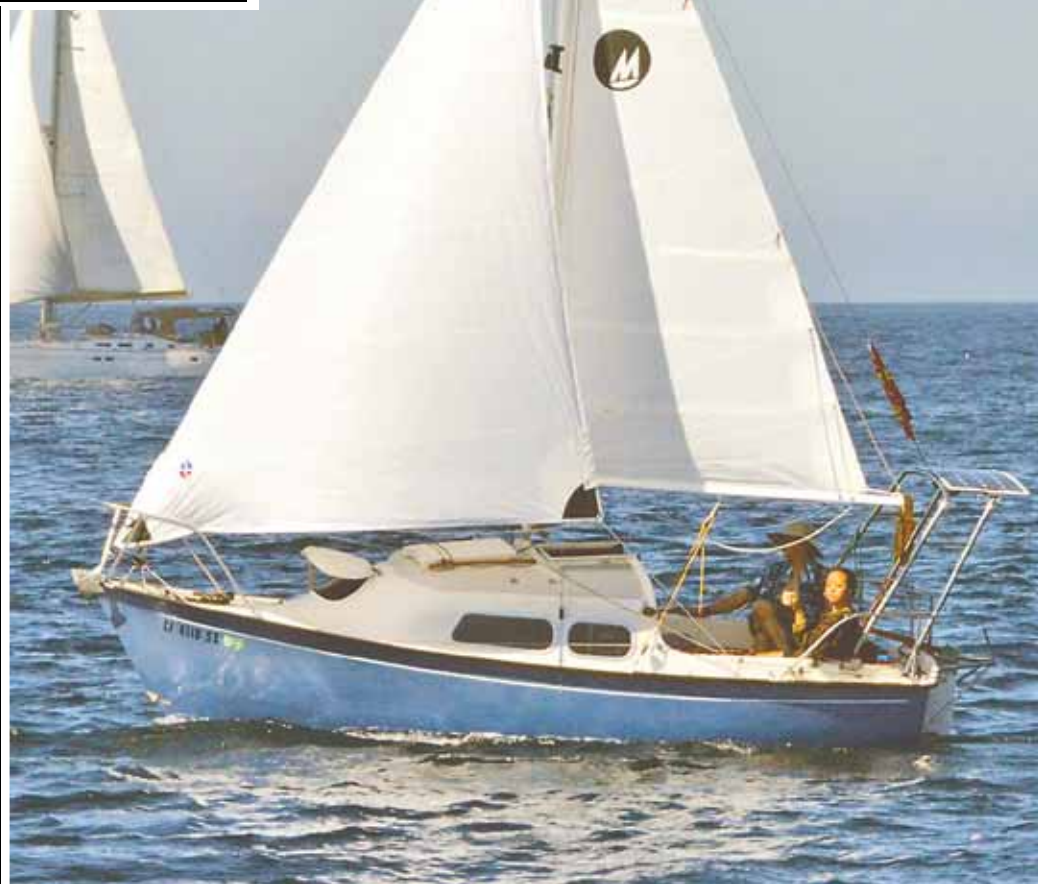
5-gallon jugs, for a total of nine, for our water, and various foodstuffs that would feed us for a planned 45-day crossing. We also bought some lengths of 2x2 cedar to make whisker poles for the twin jibs in anticipation of running downwind in the trade winds.

We left one morning in June, stowing the jugs of water and the outboard motor under the cockpit. We tacked out of Acapulco Bay and set a sort of mix between a great circle and a rhumbline route to Honolulu, 3,300 miles away.

Winds were very light and fickle along the coast of Mexico in June, and our fishing line hung straight down in the glassy seas. Lazy small sharks swam in our shadow. The first two weeks, we averaged 45 miles a day, well below what we had anticipated. Our water consumption, on the other hand, was higher. Try as we might to conserve, it was 1 gallon per day.

At about day 10, we were getting so

IN LATITUDES



Tom Carr's boats, clockwise from here: 'Bluebird' sails the 2015 Ha-Ha; in the 'backyard boatyard'; 'Isle of Skye' with a young Tom aboard; 'Leonidas' in the South Seas (note nesting canoe on the coachroof.)

her last owners.

The asking price was \$12,000. I didn't do any market research, but I was pretty sure this boat would be worth considerably more in California. I spent the last of a small inheritance I'd gotten from my grandmother to buy the boat. I sailed her back to California with five pickup crew off the docks. I arrived in Santa Cruz after a fantastic 17-day passage with 34 cents in my pocket. I lived on her while working a swing shift at the Sylvania plant in Santa Cruz doing electronics assembly for the Vietnam War until the end of January, at which time I sold her for \$18,000 and returned to *Isle of Skye* in Hawaii for more cruising.

But that's a whole other story.

— Tom 9/3/19

Readers — Tom, now 77, has done a dozen passages to and from Hawaii since that first trip, on either his own boats or deliveries. He's done seven trips to Mexico (including the 2 ½ Ha-Ha's), and worked on developing a gold mine in Northern Baja in 1974 "immersed in the old culture, which I liked very much. "In the '70s he sailed his Dreadnought 32 Leonidas to the South Seas and spent two years cruising the islands. This March, he towed Bluebird and his sailing canoe — the same one his father had taught him and his siblings to sail on in Lake Michigan years ago — down to Mexico where he and wife Anne did a five-day 'mini-cruise' from Playa Santispac to Loreto. In July, he headed up to Port Townsend with Bluebird to take part in some small-boat events, including another mini-cruise to Sucia Island in the San Juan group. Bluebird is presently laid-up in the yard — Tom's backyard, that is — for routine maintenance.

ALL PHOTOS BLUEBIRD

low on water that we decided we had to stop at Isla Socorro, which required just a slight alteration in our course. This group of islands is about 350 miles southwest of Cabo. According to my *Coastal Pilot*, water could be had on the island by digging at a cove on the western shore.

Arriving at Socorro the morning of the 15th day, we saw that the island was inhabited! It turned out that the Mexican Navy had an outpost there — no digging necessary! Unfortunately no water, either. The commander of the station wouldn't give us any water as their supplies were low and the supply ship was overdue by a week. They weren't sure when it would arrive, so there was nothing to do but wait. So we waited, too.

The supply ship arrived the next day and we got the water we needed, and some crackers and strawberry jam.

We took off the next morning with fair winds and covered the next 2,800 miles

in 22 days for an average of 127 miles per day. We hand-steered all the way — 4 hours on and 4 hours off, 'dogging' at midnight to vary our cooking and navigating duties each day.

When we arrived in Honolulu, *Isle of Skye* was assigned a 50-ft slip, for \$17/month on 'T-Pier'. A relic from World War II, it was about 300 feet long and went right down the middle of Ala Wai Harbor. It was home to many people who lived on boats — people and families in all circumstances of life. The well-known movie director John Ford, who has since passed, docked his big 90-ft ketch on the end. Elizabeth Taylor's brother had a boat about midway out. About three-fourths of the way out was a 49-ft boat whose bowsprit poked prominently into the walkway and sported a small 'for sale' sign. This was *Grisette*. She had been built as a racing boat in the south of England in 1904 and was converted into a cruising boat by

Finalmente — Dolphin 460 cat Ni and Krissy Orsi Stuff Happens Stockton

The Badgers had arrived in Gouvía (on the island of Corfu), and it was time to enjoy a cool one. My friendship with Janie Badger goes all the way back to

The crazily painted 'Guilty' was just one of the photo-worthy sights in the Med this summer.



FINALMENTE

CHANGES

1963 when I first arrived at the University of Colorado as a freshman — and that I was. She was two classes ahead of me, but made me feel welcome. We have been friends ever since. I go back with Janie's husband, Michael, an ex-Navy Seal, to



Ni and Krissy. This was their 13th-straight summer cruising the Med on 'Finalmente.'

his arrival in Bear Valley in the early '70s. We, too, have been friends ever since. We were fortunate to have Michael, Janie and their daughter Darcy join us on *Finalmente* this summer.

We started our trek east from Guovia, passing by the old fort of Corfu, Amaze Bar, and Mandrake Marina. Our first stop was at Megali Ammos Beach, where we anchored for the night. In the process of anchoring, a part of the windlass broke, making it very difficult to bring the anchor up. After figuring out what part I needed to order, we settled in for the night.

The next day we sailed to Preveza and anchored just north of the marina. After a game of Brändi Dog, I tendered the group to town for breakfast and grocery shopping, while I went to the Cleopatra Marina boat store to check on the part that I had ordered. Delivery would be from Athens and would take a few days, so I would have to come back later. Back aboard, I started the Onan generator, which had also been acting up. I wondered if it would make it through the summer.

Paddling the recovered tender in to buy a new gas tank.



We continued east through the Lefkas Canal and down to Meganisi, stopping just after the canal for the night. The following day we made our way to Meganisi and Atherinos Bay so that we could have dinner at Taverna Niagas.

The next day, it was already time to get Darcy back to Corfu to catch her plane back to Denver. (Happily, Janie and Michael could stay longer.) We took the leisurely route, with stops for swimming, drinks, dinner — or all three — at Varko, Ligia, Antipaxos and Lakka, on the island of Paxos.

After we bid goodbye to Darcy, we anchored just outside the Gouvia Marina to pick up a Raymarine tech to install an external GPS because our new internal GPS was not working properly. Because of personal issues, he was delayed for several days. So we just kicked back, shopping, swimming, eating out and just relaxing.

One night, just after midnight, the shit hit the fan. And it was a big fan. A violent squall with winds over 40 knots slammed the area. Then it went to 10 knots — then back to 40. This happened over and over.

We were surrounded by private and rental boats. The nearest ones ranged in size from 30 feet to well over 200. When they arrived, the squalls hit so hard I could not see for several seconds that seemed like minutes. Worried about boats around me, I looked off my starboard bow and saw a twin-masted, 170-ft sailing yacht lose her holding. She was heeling so much that her underwater lights came completely out of the water and were shining skyward. She ended up pointing right at us, slipping sideways at about a 20-degree heel and moving fast with water foaming all around her.

Then, as fast as the squall came, the wind direction changed, and the big yacht took off on a new course. She passed by within 50 meters, headed for two megayachts. How she missed them I don't know. By the time the crew had her under control, she was more than half a mile away.

Meanwhile, my attention was now drawn to a 40-ft monohull that had also broken loose and was heading toward us.

The owners were sound asleep, all lights off and unaware of the danger. Krissy's screaming finally woke them when they were about 30 meters away and coming fast. By this time, I had both engines on. I could not pull up my anchor because that would take me into them. So I motored to starboard as much as I could to allow them to slip by. But it wasn't enough — our anchor was holding all too well! When they



got within about 25 feet, they were finally able to motor out of the way. We had now escaped two near-misses in one night.

But you know that saying, "Bad things happen in threes?"

A few days later, while we were anchored in Kalami Bay, a skippered 45-ft charter cat broke loose from her anchorage in front of us. Shit! Here we go again! The captain was ashore and the guests onboard were clueless. We had to push her off to keep her from hitting us as she slipped by. By the time the captain got back onboard, she had moved more than 100 meters beyond us. No damage, and well beyond time for a drink and dinner ashore.

Although we continued to enjoy quality time with our guests, 'stuff' kept happening. Despite weeks of cajoling, the Onan generator finally died. I emailed a technician in Corfu and arranged to move ahead with a new unit.

With the Onan ordered, we motored back to Gouvia Marina, this time tying to the docks. Panos started removal of the old Onan the next day. It was scary watching them carrying that very heavy motor

IN LATITUDES



Above: 'Finalmente' has been based in the Med for over a decade. Upper left: Ni and Krissy (left) with the Badger family: Darcy, Janie and Michael. Above center: No matter how the day is going, there are always friendly tavernas in Greece to either celebrate — or drown your sorrows. Top right: The Med is a boatspotter's paradise. This five-master looks old, but is the (modern) cruise ship 'Royal Clipper'. Right: The new Onan generator gets installed.

past all the varnish, piece by piece. I'm happy to say they didn't nick anything doing it, and didn't do any damage bringing the new one in either, also piece by piece.

With the new Onan in and running, it was definitely time to celebrate over a nice dinner at Olympia Mare Restaurant in Gouvia Marina. Maybe our luck was finally changing!

Or maybe not.

A week or so later I awoke to find our tender missing. It was stolen from right outside our berth's window. The boat next to us did not realize until I pointed it out that their tender was gone as well. Turns out that seven boats lost tenders that night. The thieves are Albanians, according to the locals. They motor in during the night, stay out of sight, then swim in, taking the tenders in tow as they swim out — or so we were told.

After confirming with my insurance that the dinghy was fully covered, I called

a friend to help me find a new or used one. He found us a perfect one, an 11-ft Lomac with a 30-hp outboard. I was secretly happy that *Finalmente* was finally going to get a lighter and shorter tender. But it was not to be. A short time later I received a call from Agim, the port agent that we use to check into Albania. He had our tender! Damn! Turns out a motor cruiser had found it floating between Corfu and Albania. Thieves had stolen the (full) fuel tank, fuel-line connection, an ICom VHF radio and a few other items. But the motor was untouched. So, off to Sarandë we went to recover it. After placing 100 euros in a small envelope, for 'we know not who', and 70 euros to Agim for his help, we had our tender back, minus a few items and very greasy and dirty.

Finally anchored back off Gouvia Marina, it was time to say goodbye to the Badgers after an action-packed vacation they will probably never forget. And neither will we.

— Ni 8/18/19

Ni and Krissy Orsi of Stockton have been cruising the Med every summer since 2006. They keep *Finalmente* in Italy over the winter, then return in the spring with an itinerary for a fun summer of cruising with an ever-revolving 'crew' of family and friends.

Exit Strategy — Wauquiez PS40 Tom Christensen and Kim Maclean More Extraordinary Experiences Victoria, BC

Last month we visited with Tom and Kim, who are currently in Grenada, on the (almost) homestretch of a westabout circumnavigation that started with the 2011 *Baja Ha-Ha*. Eight years and 26 countries later, they're still at it. They put together a sort of 'highlights reel' for us, the first half of which ran in the September issue. This is the second installment of that list.

Sailing to Windward — They say gentlemen never sail to windward. And it certainly wasn't our plan. But the blissful conditions we set out in on a passage from New Zealand to Fiji deteriorated quickly the beginning of day two. Winds shifted from beam to bow, and for the next five days we sailed on a close reach in confused seas. It was too uncomfortable below deck, so we spent the majority of our time hunkered down low in the cockpit. Sea spray coated everything in a thick layer of salt, and in spite of our layers and foul weather gear we felt chilled to the bone. Damp and seasick, neither of us ate a thing for five days. We took turns sipping ginger ale straight from the bottle to stave off dehydration, and counted down the remaining miles. Our tenacity was finally rewarded as we approached Fiji on the seventh day. The Roaring Forties well behind us, we were able to peel

Kim with a manta at Suwarrow. Mantas have the largest brains of all fish and some seem as curious about us as we are about them.



ALL PHOTOS FINALEMENTE

EXIT STRATEGY

CHANGES

off our layers in the warm tropical air. We altered course to starboard, which gave us a much more favorable wind direction,



EXIT STRATEGY

Tom and Kim, eight years into a circumnavigation and still loving the life.

and finally entered the calm waters of south Vanua Levu. By mid-afternoon the next day, we entered Savusavu Bay, called the yacht club to announce our arrival, and tied to a mooring ball. We felt like we'd reached paradise. After a celebratory glass of wine and snacks, we hit the sack. It felt like heaven to sleep in our bed again.

Tom was up early the next morning, appreciating the tranquility of the bay, when a boat moored nearby drifted slowly toward us. He gave it a gentle shove with his foot to fend it off without waking the owners up, thankful that we weren't relying on the integrity of the mooring balls in heavy weather!

Private Aquarium — Many of our 'pinch me' moments occurred while dropping anchor off islands so remote that they're hardly visible on a map. Like Fushi Finalhu, which is a small, uninhabited atoll in the Maldives. It was a magical place where we spent an entire week completely alone. Entering the narrow opening of the reef was heart-stopping, and anchoring was a real challenge, as the interior was riddled with coral heads. But once we were comfortably set inside our own private little aquarium, we swam and snorkeled with schools of manta rays, turtles, and a colorful array of tropical fish. It was so idyllic, it was like living in a dream. When the weather forecast changed it was time to move on, which was a tricky endeavor. After diving the anchor to confirm how we were set among the coral heads, and then spending half an hour completing

There's a right way and a wrong way to handle coconut crabs. This is one right way.



EXIT STRATEGY

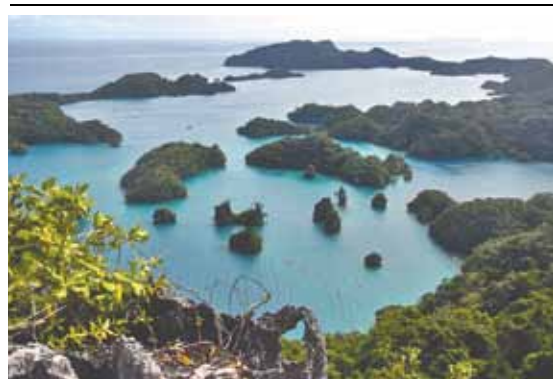
complicated maneuvers to free ourselves without destroying the coral, we thanked our lucky stars that we didn't foul our anchor chain and could carry on without incident.

Protected Marine Park — The Chagos Archipelago is another one of our favorite destinations in the Indian Ocean. It has some of the most biodiverse waters in the world, as well as the healthiest coral reef system in the world. It is a British Indian Ocean Territory and protected Marine Park (and home to a joint UK/US military base on Diego Garcia, one of the small islands). Only 200 visitors at a time are permitted entry to Chagos for a stay of up to two months. And this access is only granted to yachts, to allow safe passage across the Indian Ocean.

Only two anchorage areas are permitted in the entire archipelago, which consists of some 60 small islands. It is truly a pristine, tropical paradise. Ironically, cruisers rarely stay the full two months, for fear of being forced to leave in unsafe sailing conditions when their time is up.

The snorkeling was divine. Many species of fish were twice as big as we've seen anywhere else. Ashore, the coconut crabs are so prolific you have to watch your step, or risk losing a toe! Apparently they can grow up to one meter in size, but we didn't see anything nearly that big. While we were there, a cruiser from another boat picked up a crab about a third of that size and lost the end of his finger! He spent months fighting a serious infection. The closest hospital was on Rodrigues Island, 900 miles away (the closest well-equipped hospital was even farther, 1,200 miles away in Mauritius). His wound healed eventually, but he was in a precarious predicament with just him and his wife onboard.

Murphy's Law — Our passage around the Cape of Good Hope was a breeze, due to a ton of patience, good weather forecasting, and invaluable local advice. Ironically, after we'd successfully transited some of the most treacherous waters in the world, Murphy's Law struck on our 3 1/2-day passage to Namibia, which ended up being one of our most challenging. Our brand-new alternator failed, and so did our back-up Honda generator. Fortunately, we had a spare alternator, which Tom installed in pitching waves during the passage. Then we discovered that the saltwater leak we had repaired in Cape Town still wasn't fixed, so Tom pulled out floorboards and bailed water for 20 minutes every few hours for the remainder of our journey. While not happy about this ongoing problem, he had it under control, and assured me that it was a nuisance



rather than a catastrophe. But our problems weren't over yet. To top it off, our autopilot failed on the second day, requiring us to hand-steer until we reached our destination 18 hours later. The good news is that the spare alternator worked well, Tom was able to seal the leak well enough to get us to St. Helena, and he successfully installed our spare autopilot in Namibia. My hero.

Life afloat definitely comes with higher highs and lower lows than the typical lifestyle, but it's an opportunity to live life to the fullest. And so we put up with a few hardships, challenging passages and the toil of ongoing boat maintenance for the good stuff — the opportunity to see some of the most remote areas of the world, the unique sense of freedom and serenity, exposure to fascinating cultures, and for the friendships you develop with other cruisers along the way. These have enriched our lives even more than we could have imagined. If you're contemplating off-

IN LATITUDES

trip seemed way too easy after all of that. It became simpler. Sure, now that I live ashore and don't have any near-future cruising plans, I do sometimes miss it. Still, I'm grateful for the time I spent cruising, the lessons learned, and the experience gained. I now get to employ those skills and enjoy my favorite part of it all professionally when I deliver sailboats up the coast. I encourage anybody who's thinking about cruising to go for it. It is easier than you think and more valuable than you could ever imagine.

— Aaron 9/5/19

Rapture — Caliber 40 Gregory Newman and Susan Wells Don't Look, Just Drive Berkeley

After the Baja Ha-Ha, our first priority was getting a long-stay visa for French Polynesia, which required two trips back to San Francisco, mountains of paperwork, and multiple trips to the American consulate in Nuevo Vallarta, Mexico. Since we were putting so much time and effort into getting there, we wanted to have time to enjoy the islands and discover the hidden gems. It has paid off. After a 22-day crossing from Nuevo Vallarta, we made our first landfall in the Marquesas on the island of Nuku Hiva. We have managed to visit five of the six islands in

'MangoMango' sails the Bay.



ALL PHOTOS EXIT STRATEGY

MANGOMANGO



Kim and Tom on a troubled bridge over water in Suwarow. Left: 'Exit Strategy' at anchor. Above left: the Lau Group in Eastern Fiji. Above center: with villagers in Vanuatu. Above right: Bird Island in Suwarow is home to thousands of seabirds with no fear of humans.

shore cruising or a circumnavigation but have some trepidation (like I did), take a deep breath and then take the plunge; you won't regret it!

— Kim 6/10/19

MangoMango — Hughes 48 Aaron Swerkes Ha-Ha Memories and Inspirations Tiburon

The 2015 Ha-Ha was my first coastal sailing adventure — on a boat I had purchased less than two months prior to departing San Francisco Bay. The Rally's start date was an effective deadline for making the whole thing happen, and my son Memphis and I really enjoyed cruising Mexican waters. *MangoMango* made it as far south as Barra de Navidad before I sailed back solo in February 2016. That summer, after a haulout, I moved aboard full-time in Richardson Bay and prepared for another winter in Mexico. Work kept me from joining the Ha-Ha fleet that year,

but we departed Sausalito mid-November 2016, followed much of our previous route, and returned May 2017 after a full month of hopping up the coast solo again.

Living aboard and on the hook until the very end of last year actually felt a lot like I was still cruising. Now that *MangoMango* is in a posh little Tiburon marina as a place I visit for projects and the occasional daysail, I often feel like there's something missing. Probably the sense of freedom that comes from being able to simply grab a week's worth of groceries, raise anchor, and sail off into the sunset to find someplace new. Maybe also the calm that comes when one doesn't really need a watch to remind them when they don't have to be anywhere particular. Everything about that first cruising adventure was exciting, nerve-racking and new. I worried, second-guessed myself, missed weather windows, picked windows that were more like slamming doors, and broke and repaired the boat. The second

CHANGES



Susan and Gregory at the top of Mt. Nuupure in Maupiti. The pass they had to squeeze through is in the background.

the Marquesas, two of the atolls in the Tuamotus, and all of the Society Islands.

The farthest west we've sailed has been to the little island of Maupiti, about 30 nautical miles west of Bora Bora. The island is protected by a very narrow, hazardous pass that has prevented large-scale development, keeping the island free of resorts and large hotels. (There is an airport, allowing some tourism.)

Coming into the pass was one of the most terrifying experiences in my sailing

life. We arrived at 7 a.m. when the wind and swell were supposed to be most benign. Most passes have range markers that need to be lined up to enter the pass through the deepest channel. Because it's not a straight shot through the barrier reef, this pass has two sets of range markers, requiring a precise heading adjustment halfway through — just in case the first narrow half was not exciting enough. As we passed through the first part of the pass where the swells meet the outside reef, great breaking waves at least 3 meters high rolled straight toward us. Had they caught *Rapture*, she would have been swept onto the coral. Happily, the deep channel where we were motoring at high revs swallowed those waves so they became mere meter-high swells by the time we got there. Greg was at the helm, of course, and my job was directing

him to keep the range markers aligned. At one stage I saw him looking over to the waves and said, "Don't look, just drive."

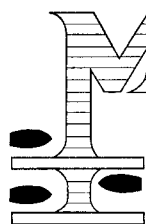
Once inside the reef, the lagoon was calm with water so clear we could see the bottom of the channel. During our stay we swapped our boat shoes for hiking boots and trekked to the top of Mt. Nuupure for a spectacular panorama of the island and reef.

We're currently back in Bora Bora through October, when we'll head over to Marina Taina in Tahiti and fly back to the States to visit family and friends. We'll return to Tahiti in December when we might fly or ferry over to Ua Pou in the Marquesas to attend the grand festival there. From there, we'll be hopping by air to Easter Island for Christmas, then Santiago, Chile, Patagonia and the Atacama Desert. We'll return to *Rapture* in March for more of the Tuamotus and Marquesas before heading west to the Cook Islands, Tonga and eventually New Zealand.

Cruise Notes

• Liz Clark — sailor, surfer, vegan, clean-ocean activist, and . . . extermi-

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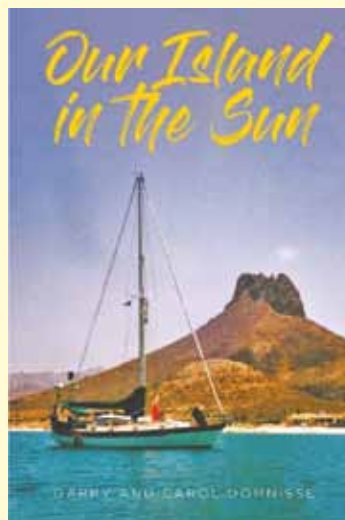
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Left, Liz Clark in battle mode to save the wood parts of 'Swell'. Right, a half-digested drawer.

nator? Unfortunately, yes. When Liz got back to her Cal 40 in Tahiti after her book tour (*Swell — A Sailing Surfer's Voyage of Awakening*, was published in April 2018), the boat had been on the hard for five months. While cleaning up, she noticed little mud trails, not realizing at first what they were.

Then, little by little, she started finding damage — and colonies of termites hard at work devouring the wood in her

plates and the plywood interior of the anchor chain compartment in the lazarette!"

At this writing, Liz was in full-on Wonder Woman mode battling the invasion, as well as removing and repairing exposed wood. She hopes to exterminate the rest of the pests without ripping out decks and other structures. We wish her luck!

• **C.A.T.** made her getaway from La Paz just before sunset on May 19, and headed up into the Sea. "There was some apprehension about leaving this lovely place we'd called home since Thanksgiv-

ing," says Eileen Daniel of the Nonsuch 30 she and Jim Denmark sailed in last year's Baja Ha-Ha. The unease for the couple, who hail all the way from Pennsylvania, was that for the first time, "We have no real idea of where we are headed. We do not know the language. There is no BoatUS at the other end of an 800 number, and it's officially the end of cruising season. The vast majority of Ha-Ha boats have gone their separate ways and the Sea of Cortez is mostly barren of nautical



'C.A.T.' at anchor. When we asked if the name referred to her being a catboat, Eileen said, "I simply Can't. Answer. That."

traffic."

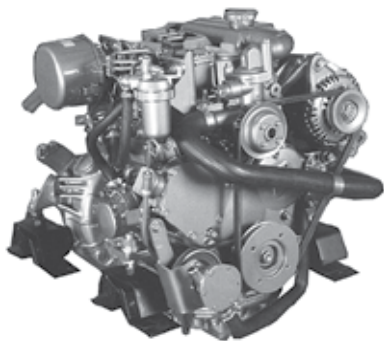
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CHANGES

prehensions faded quickly as they leisurely worked their way up through Espiritu Santo, San Evaristo, Timbabiche, Agua Verde, Puerto Escondido and San Juanico — and stayed as long or little as they liked. C.A.T. spent the summer on the hard at San Carlos. She is due to get back to her Sea adventures when Eileen and Jim return this winter.

• One of the prettiest boats to participate in any of the Baja Ha-Ha's was Art Lohrey's 72-ft schooner **Dirigo II**, which sailed with the fleet in 2015. Designed by John Alden and built in Maine in 1939, after many years and miles (many of them on the West Coast), the boat has now returned to Maine where she is up for sale while Art and wife Laura look for property, possibly in Ireland, to drop a more permanent anchor. As with all boats with a pedigree, *Dirigo II* (Latin for *I lead* — it appears on the Great Seal of the state of Maine) has stories to tell. One of our favorites — actually, two of our favorites — revolve around her original owner, James W. Crawford, who did the '53 Transpac with the boat and subsequently sailed her



'Dirigo II', sailing the Camden Cup in Maine in July. Inset, Art and Laura.

around the world in the '60s. In 2010, in the boat's then-homeport in the San Juan Islands, a fellow appeared on the dock who turned out to be the son of Crawford. He told Art about how his father had met his mother, a Frenchwoman, in Tahiti, and that they'd married a short time later. In a strange bit of déjà vu, Art met Laura, a dark-haired Irish lass, in Cabo in 2017 and the two married a year later.

Then, on the weekend of the Camden Cup Regatta just this past July, another

admirer pulled up in a launch alongside the anchored schooner and revealed that he, Eric, was another son of James, and that his sister Carita had actually been born aboard the boat!

• Speaking of the 2015 Ha-Ha, we heard from another veteran who learned a thing or three about Mexico cruising from an unlikely source.

"After the Ha-Ha, my Islander Freeport 36 and I ended up in Mazatlan for a while, waiting for a new set of sails to arrive from Lee Sails in Hong Kong," writes Mark Diederich of **Lydia Hope** (formerly *Fife Dream*). "China and Mexico have some type of agreement so that there is no duty and the shipping was free. Good deal! While hanging out in Mazatlan, I was chatting with a 10-year-old boy on the boat next to me. Knowing that he'd been around the block and I hadn't, I asked him, 'If you could be anywhere in Mexico, where would it be?' He said, 'the



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Sea of Cortez. I'd love to be on the hook in the Sea of Cortez.' On the hook — that's how a 10-year-old boat boy talks. Lucky little kid. Try talking like that in your 5th grade class.

"I'm thinking to myself 'What? That's the freaking desert!' Who in the world imagines themselves on a boat in a *desert*? Really; close your eyes and think about it. There you are anchored in a little cove surrounded by miles of hot desert sand with the wind blowing and cactuses or cacti — or however you spell it — all over the place. I don't care how you spell it, 'cause I ain't going.

"So the sails came and I headed south looking for monkeys and pineapples. I found them and spent a winter. Long about June-ish, with summer haulout coming, I headed north 750 miles up the Sea of Cortez, through the freakin' desert, to San Carlos to avoid the hurricanes. I learned a few things: 1) Going, like, 20 miles from island to island is a nice day. 2) Anchoring in 20 feet of sandy coves is a nice afternoon. 3) You aren't in

the desert, you're on the water. 4) Winter in the Sea of Cortez isn't humid. 5)

Hurricanes do make it to San Carlos. And finally: 6) Listen to sailing 10-year-olds, they just may have a clue.

I've spent the last three years sailing in the desert."

• After the last Ha-Ha, Christian Berg-Hansen and the crew of **Allure**, his Hans Christian 44 Pilothouse, followed the crowd headed to La Paz and enjoyed trips out to Espiritu Santo for a few weeks until it was time to return to work. In order to "feed the cruising dream," he works month-on, month-off as a mate on an articulating tug delivering fuel to southeast Alaska from Washington state. "The time



ALL PHOTOS LYDIA HOPE



Mark says he's best remembered by other cruisers for his 'dinghy' — and we can see why. It's a 14-ft Whitehall. It stows on davits (inset). "My boat has about a 12-ft beam so it sticks out a bit and I need to be careful when heeling over," he says. Left, Mark and his lovely wife Gloria Soto.

down in Mexico really helped to break up the winter work season," says Christian (in probably the understatement of the year). He was flying back and forth at first, but in December, he rode his motorcycle down Baja and really enjoyed being mobile on the southern tip around Todos Santos and Cabo.

In March, **Allure** made the leap from La



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CHANGES IN LATITUDES

Paz to Puerto Vallarta, with a stop at gorgeous Isla Isabel. Christian immediately fell in love with La Cruz "for its old-town



After a head-to-toe makeover, 'Allure' is ready for some more Mexico cruising.

feel and the amazing sailing community." At the end of March, he flew back to La Paz to get the motorcycle. He took the ferry from La Paz to Mazatlan, then rode down to PV and continued to explore the beautiful tropical region by land and sea. Trips back and forth to work were also more easily accomplished from PV International Airport.

At the end of the season, *Allure* went into the boatyard where, as Christian puts it, "I opened a few cans of maintenance worms." Among other jobs, the masts were unstepped for repainting and new standing rigging. "It has been a bit

shocking dealing with the heat this summer down there but I have truly come to love and appreciate the afternoon *siesta*," he says. By the time you read this, the masts should be back in the boat and after a few final jobs, *Allure* will be ready to continue south come November.

- After two Ha-Ha's, two Puddle Jumps, nine years and 60,000 nautical miles of cruising, David and Kathy Kane sold their Atlantic 42 catamaran **Light-speed** and "swapped our sails for soil." They now cultivate Pear Point Farm in Friday Harbor, Washington.

- Shock and sadness continue to pervade our consciousness weeks after the **Conception** dive boat tragedy at Santa Cruz Island that took 34 lives on Labor Day weekend. We mourn all those lost and our hearts go out to their families. One of them was something of a 'regular' in the pages of *Latitude* 38. Santa Cruz resident **Kristy Finstad**, 41, sailed the 2013 Ha-Ha as crew on Bill Lilly's Lagoon



Kristy Finstad.

470 *Moontide*, and later across the Pacific with husband Dan Chua on their Maxim 38 cat *Te Poerava*. The two took over running Worldwide Diving Adventures in Santa Cruz after founder Bill Finstad, Kristy's father, retired a few years ago. Condolences to all who knew Kristy and the other divers.

- You never forget your first ocean crossing, and for most folks who take part in the Pacific Puddle Jump, that's what it represents. And when you've crossed an ocean in company with other cruisers, you form a special bond. That bond was strong enough for the **2010 Puddle Jump** fleet that they are planning a 10-year reunion, slated for Feb. 5-12 in Banderas Bay. "Over the years we've connected with 2010 alumni now and again, from Southeast Asia to the Indian Ocean and back around in the Caribbean, and those meetups were always a blast," says Behan Gifford of **Totem**, one of the boats planning to attend. For more information, email ppjreunion2010@gmail.com.

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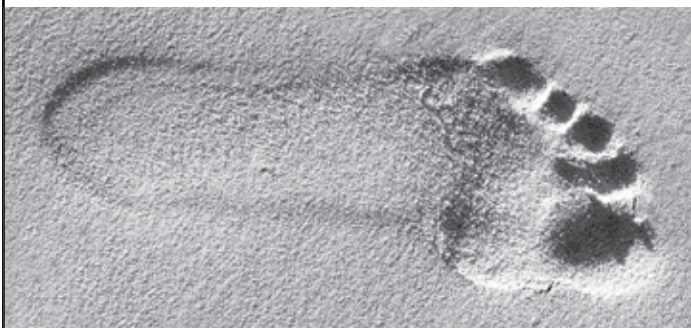
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26-FT MACGREGOR WATER BALLAST. 1987. Merced, CA. \$1,200. Easy to trailer and very stable under sail. Decent condition but needs a good cleaning. Huge cabin sleeps 5 easy but needs new cushions. Contact (209) 617-1384 or jay.sousa@sbcglobal.net.



25-FT NORDIC FOLKBOAT, 1976. Richmond. \$12,000/obo. Well maintained fiberglass boat. Low-maintenance aluminum mast. Great sails. Nissan 4 stroke OB. See it at Corinthian YC during the Nordic Folkboat International Regatta September 29-October 4. Fleet info at website: www.SFBayFolkboats.org. Email eaashcroft@aol.com.



25-FT PACIFIC SEACRAFT, 1978. Morro Bay. \$15,000. Super-seaworthy, stout, well maintained, sought-after pocket cruiser. Full keel double-ender with outboard-hung rudder. One-cylinder inboard Yanmar diesel, genoa, tanbark main and jib. Contact 1stpo1nt.ps@gmail.com or (805) 459-4659.



26-FT MACGREGOR, 1989. Upper Lake. \$9,999. Complete interior remodeled with solar upgrade and new Porta-Potti. Mainsail, genoa, jib, new radio/CD. Kitchenette, sleep 6. 9.9 Nissan OB and trailer included. Contact (707) 272-2306 or joellezb@gmail.com.

27-FT O'DAY, 1978. Emeryville Marina, Slip F4. \$5,000/obo, must sell. 9' beam, 4' draft, roller furling jib, main. Sailing gear. Contact (209) 526-9133 or petewashington@hotmail.com.

29 TO 31 FEET



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$10,500. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haul-out. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.



29-FT CAL 2-29, 1975. Monterey Harbor. \$12,400/obo. Great condition, in the water, and often sailed! This Cal 29 has been in our yacht club family from her splashdown, and we are her 3rd owners. 2016 New electrical; pedestal steering. PHRF rating. Handheld GPS. Yanmar 2GM20 inboard diesel. 50gal blue water. New Garmin wireless sail pack. Roller-furling jib. Spin and pole. Reupholstered cushions; painted bulkheads. Extra sails, life jackets. Working head and black/gray water tanks. Regularly maintained, hauled out, zinc-ed etc. TRANSFERABLE slip! <http://tinyurl.com/y57o8xk5>. Contact (908) 256-9304 or (202) 486-3700 or tucker.hirsch@gmail.com.



30-FT CAL 3-30, 1975. Clipper Yacht Harbor, Sausalito. \$9,000/obo. 2nd owner. Step on and sail away! Great Bay and coastal cruiser. Universal Atomic 4, 30hp, Martec folding prop. New HOOD main and cover. New tiller, several bags of extra sails/spinnakers included. Dodger, boat cover, gimbaled stove, VHF fixed and portable with DSC/MMSI. Sleeps 6, 2 Danforth anchors with chain/rope, 2 sets of dock lines. Many extras... a must-see. Please call Joe. (415) 722-7444 or calijoe@aol.com.

31-FT SEA EAGLE, 1979. Long Beach CA. \$55,000/obo. Fewer than 10 built, very rare. Perfect couples cruiser, Long Beach sister ship circumnavigated single-handed. Airex cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. (323) 656-5176 or hholmes323@gmail.com.



YANKEE 30 MK I, 1971. Tiburon, CA. \$20,000. Price reduced. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. See website: <http://yankee30.net>.



30-FT BABA CUTTER, 1981. Sausalito. \$49,000. Ocean-going pocket cruiser. Beautiful Art Nouveau teak interior, marble counter in head. Teak decks, self-steering, roller furling, wheel steering. Volvo 28hp engine, full boat cover. (415) 868-2401 or (415) 328-2853.



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30-FT SCAMPI 30, 1972. Emery Cove Yacht Harbor. \$15,000. The Scampi 30 is a Swedish design that won the World's Half-Tonnage twice in the seventies. Easy to singlehand, ST winches, all lines led to cockpit. New standing rigging, Harken furler and deck paint. Yanmar diesel, 10 North sails - spinnakers, Martec prop, autopilot, dodger full instruments and many extras. (925) 376-1081, (925) 212-6080 or zedaker5@hotmail.com.



CATALINA 30 MK II, 1990. San Francisco. \$29,000. Price reduced for fast sale. Immaculately maintained. New mainsail, new 135 roller-furling genoa, new batteries, new VPC Hybrid Performance running rigging, Universal M3-25 diesel engine, new transmission, new alternator, complete new exhaust system, new SS lifelines, bottom job with Interlux Micron antifouling paint, new magnesium anodes, fuel tank cleaned and fuel polished. All work performed by List Marine and KKMI in Sausalito. (415) 724-6530 or sfbaysailing@yahoo.com.



30-FT SANTANA/SCHOCK, 1978. Monterey Harbor. \$8,990/obo. Great coastal cruiser, Volvo Penta diesel engine, furling jib, GPS, clean, well maintained, sleeps 4, new rigging 2017, bottom paint 2018, priced to sell, moving to Washington. Contact (530) 949-9107 or Curranecreek@gmail.com.



30-FT HINTERHOELLER NONSUCH. Ultra, 1988. Ballena Isle Marina, Alameda, CA. \$47,850/obo. Beautiful Canadian boat, great condition. Diesel: 1,779 engine hrs. \$3,500 new upholstery. New stainless steel exhaust, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Hull painted in 2018. Two sails, and the current one was custom made. *Flying Cloud* is not a charter and was used exclusively for sailing around the Golden Gate and the Bay Area surroundings. Contact (510) 206-0286, (510) 531-3674 or rosari.balogh@gmail.com.



ISLANDER 30 MK II, 1971. Brickyard Cove Marina, Pt. Richmond, CA. \$6,000. Fin keel spade-rudder sloop. Cared-for, diver-maintained bottom, sails great, winner Delta Ditch Run 2003, Atomic 4, numerous upgrades, ideal for liveaboard and sailing. Miracle Foam mattress in V-berth, marine electric range, microwave, 3 110 outlets. Three mile masthead LED running lights, Doyle mainsail, stainless grill, bimini, new Windex vane, solar vent, Ritchie compass. Classic sailing boat for the Bay and Delta. We often use the boat as a floating condo year-round in beautiful Brickyard Cove Marina. Reliable shorepower, small cabin heater, lights, elec. stove, Keurig coffee, potable water dockside, your own cozy spot in San Francisco Bay. Make an offer. (201) 965-8287 or willstonebreaker@gmail.com.

28-FT BRUCE ROBERTS SPRAY. 2003. Chester, CA. \$29,000. Trailerable aluminum 28-ft Spray gaff-rigged, dual-axle trailer, 6-ft dinghy, Yanmar 20hp diesel inboard, tiller, full bed. Galley/refrigeration, head/sink/shower, insulated, more. Cruise-ready! Contact (530) 259-2748 or chickadeesails2@gmail.com.



30-FT CAL 2-30, 1970. Pelican Yacht Harbor, Sausalito. \$15,000. Extensive restoration efforts completed by current owner. Includes multiple hank-on headsails, a self-tacking jib and spinnaker. New bottom, topside and interior paint. Very dry cabin, perfect Bay sloop for a traditional sailor, school or club. Only for sale due to inheriting another vessel. Potentially transferable slip. See <http://bit.ly/2Hfmrh1>. Email JL4E84@hotmail.com.

32 TO 35 FEET

35-FT HALLBERG-RASSY RASMUS. 1974. Rio Vista. \$18,000. Bluewater boat, MD21 Volvo Penta diesel, aft cabin, center cockpit, roller-furling jib, Walker Bay dinghy with davits, propane stove with oven, 110/12v refrigerator, Garmin chartplotter, Furuno radar. (530) 370-3612.



CAL 33, 1989. Redwood City. \$40,000. Very good condition and well equipped. Outfitted for both cruising and racing. Yanmar 3GMF 27hp diesel in good working condition with Martec folding prop. Has dodger with cover and all lines leading aft. Wheel and Autohelm. Harken furling headsail and lazy jack system for mainsail. Two genoas and spinnaker. Contact (650) 493-3429, (650) 739-3525 or Jgrace323@aol.com.



33-FT YORKTOWN, 1977. Stockton. \$18,500. A cruising sailboat or liveaboard. Sloop rig, LOA 34'4", LWL 32'6", Beam 11'6", Draft 6'6", Displacement 11 tons, 6'3" headroom below for tall sailors. Email for more information and pictures. kimberlyadawson@gmail.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



35-FT ERICSON, 1974. Alameda Marina. \$10,000/obo. Classic design and easy to handle. Dodger, bimini, diesel M-25. Jib furler, main, electric hoist, lazy jacks, windlass, pressured hot and cold water, 2 batteries, depthsounder. (510) 521-2392 or andgunnyberg@aol.com.



RANGER 33, 1974. San Diego. \$26,000. Sleek and race-ready 1974 Jensen Ranger 33 sailboat. Includes Beta Marine 20hp, 3 cyl. diesel engine, newer Harken winches (6) and Harken jib leads and tracks. Sails include new cruising Dacron main and furling genoa 7.4oz w/ UV cover. Racing sails include MXL racing main, 155 carbon genoa and AIX 700 0.5oz spinnaker. Also included is Achilles dinghy and Nissan 6hp motor. \$26,000 includes buyer's sales tax. (858) 774-4180 or tomfisic@cox.net.

33-FT LAUREN GILES WANDERER III. 1956. Moss Landing, CA. \$21,000. Monterey, CA slip included. The boat currently is undergoing a full restoration and comes with a prime location slip at Monterey Marina. Yanmar 3GM diesel REBUILT. Electrical system upgraded, new batteries and charging system. New water tank. New fuel tank. Drive train/propeller refurbished and new zincs. Decks sealed and nonskid paint. Hull topsides have been carefully prepared and painted, bottom has three coats Pettit antifouling. Cabins stripped and varnished. Mast and boom stripped and several coats of Epifanes varnish. Interior refurbished and freshly painted. New dining table. New bed and seat cushions. Toilet rebuilt. Contact (352) 267-2838 or rba1900@gmail.com.

33-FT HOBIE, 1983. Strathmore, CA. \$16,000. Lift keel, deluxe interior, full hull liner, new North main, jib, trailer, fresh water, all offshore equipment. 6 spinnakers. Two older sets of sails good shape. (559) 202-7288 or keithtootle@hotmail.com.



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35-FT C&C, 1984. Oyster Point Marina, South San Francisco. \$24,000. Clean, well maintained and loved cruise/race vessel with large sail inventory, Yanmar 3GM 22hp diesel maintained and in good working condition, Autohelm, propane 3-burner stove with oven, icebox and electric head. Bottom in good condition (no blisters) painted 2014 and 2017 and cleaned regularly. Sleeps 6-7. Headroom for 6'2"+. See photos on website: <http://tinyurl.com/y3elmao7>. Contact (818) 216-9099 or chris.mcguinness@gmail.com.



34-FT PACIFIC SEACRAFT, 1991. Paradise Village Marina, Nuevo Vallarta, Mexico. \$88,500. Bluewater cruiser ready to go. SSB and VHF radios, GPS, radar, AIS, stereo, windvane, autopilot, solar panels, watermaker, electric windlass, RIB dinghy, OB. Contact (360) 757-3238 or jfgannon5@gmail.com.



CATALINA 34, 1987. Brisbane, CA. \$25,000. Solid Bay cruiser for sale. Had a new baby, need to let this one go. Good condition, 4 sails, spinnaker, dodger, furler, autopilot, feathering prop. See <http://likira.com/dogwp>. Contact (408) 630-0688 or gu3gou3@gmail.com.



C&C 33 MK I, 1976. Alamitos Bay, Long Beach, CA. \$19,500. Very good condition racer-cruiser equipped for short-handed operation. New bottom paint. Folding Gori prop, autopilot, chartplotter, propane stove and grill, refrig. windlass. Good sails nearly new 115% genoa. Also 135% & 90%, spinnaker and A'sail. Lots of spare parts. Documented vessel. See *Practical Sailor's* review of this model. Offers encouraged. Contact (562) 795-9123, (269) 986-4831 or Rhwins1060@AOL.com.



33-FT HOBIE, 1984. San Diego. \$18,500/obo. Clean 1984 fixed-keel Hobie 33 with dual-axle road trailer and 4-stroke 8hp Honda OB. Quantum main and genoa, Ullman asymmetrical spin. Great around the buoys and unbeatable offshore surfing. Contact kylevanderspek@gmail.com or (619) 379-4550.



32-FT WAYFARER ISLANDER, 1966. Morro Bay. \$17,000/obo. Radar, chartplotter, sounder, LeFiell aluminum spars, wheel helm, Yanmar diesel (785 hrs), no blisters, needs topside paint and brightwork, lots new - \$14k haulout in 2017. Contact bennett.jessej@gmail.com or (805) 286-2495.



35-FT IRWIN 34, 1986. Alameda. \$26,000. Fun and capable, outfitted for shorthanded sailing. Well-appointed for liveaboard, comfortable weekend cruising and spirited sailing. Yanmar 3GMF30, Garmin A20. Newer 110 jib, refrigeration, furler, dodger. Full specs/details at: www.sailgrisis.com. Contact (510) 864-1373 or cb@sailgrisis.com.



32-FT COLUMBIA 5.5 METER. Stockton Sailing Club. \$13,000. *Top Gun*. Dry-sailed! Custom trailer and gear. Race-ready. \$3,000 additional, you get all the extra gear including an original mast, spreaders and wood boom. Plus, a long list of valuable 5.5 Meter-related gear! Call Jim at: (209) 482-0180.



33-FT SYNERGY 1000, 1999. Stockton. \$55,000. Carl Schumacher-designed speedster. Recent refit 2015 with new standing and running rigging, B&G electronics including Zeus II GPS and VHF, EPIRB. Main, trysail, two jibs, and 2 spinners all new 2015-2016 + other sails. The boat is 90% ready for the Pac Cup and is in great shape. Contact Russ. (209) 323-9657 or rrieber@aascworld.com.

36 TO 39 FEET



EXPRESS 37 MK II, 1988. Redwood City Municipal. \$67,500. *Primordial Sloop*, hull #62 (last completed hull). Deep 7' fin keel. Wheel steering with "T" cockpit. Autopilot. Black-anodized mast with Harken jib furler. Lewmar 52, 43, and 30 winches. Navtec hydraulic backstay. Quantum main and jib. UK spinnaker and North gennaker. Spinnaker and whisker poles. Spectra lifelines. Recent bottom paint. Signet instruments, CD player with cockpit speakers. Full galley with range, oven and fridge. Exceptional rift oak interior with aft cabin. Yanmar 27hp 3-cyl with just 880 hrs. Bay Area boat with original owner. (408) 839-1799 or Hot2yot@gmail.com.



37-FT CREALOCK. Monterey, CA. \$29,000. Reduced price. Crealocks are well-respected and sought-after sailboats. This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled by a small crew. Makes a great liveaboard. This is a custom-fitted cruising consultant's hull. The boat has been used for California coastal and SF Bay cruising since launched in 1994. (831) 234-4892 or cher_d1@yahoo.com.



37-FT BENETEAU 36.7 FIRST, 2003. \$75,000. Rolex Champion, 10 bags, spinners, low hrs, carbon fiber poles, extras. (707) 291-0891.

CAL 39, 1979. South Beach Harbor. \$30,000. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. World cruising potential or comfortable liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.



CAL 39, 1972. San Rafael. \$25,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinners. Has Barient winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166 or olimari@hotmail.com.

36-FT SCHOCK NEW YORK, 1982. Marina Bay Yacht Harbor. \$19,500. New engine, good sails and spinners, ready to go sailing. Contact (415) 690-9923 or boatsales@tradewindssailing.com.



39-FT BENETEAU OCEANIS, 1990. Tiburon, CA. \$60,000. Fully equipped and ready to go! 2 rooms, 2 heads, safety gear: EPIRB, Zodiac liferaft, watermaker, Raymarine speed, depth, wind, radar, autopilot, extra sails. (415) 515-2635 or gregoryclausen319@gmail.com.

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36-FT MAGELLAN, 1977. Marina Seca. \$25,000. *Shameness*: 40hp Yanmar, fiberglass, full keel, teak interior/deck, sleeps 5, cruising gear, 9 sails, dinghy, OB, Monitor windvane, hydraulic ram autopilot. Frigoboat refrigerator/freezer. See <http://sailshameness36footketch.weebly.com>. (650) 269-5827, (669) 400-6383 or cal20dennis@yahoo.com.



39-FT BOB PERRY FAIRWEATHER. Mariner, 1989. Mexico. \$120,000. This one is over the top, designed and equipped for world cruising. Cutter rig, Cape Horn vane, Alpha Spectra digital autopilot, Garmin instruments. Awlgriped, integral keel, 14 coats epoxy barrier coat. Loaded with spare parts, extra anchor gear, storm sails, everything you need plus dive gear, paddleboards, folding bikes, dinghy, davits. Ready! Tall rig, great sailer. Check website for details, pics: <http://tinyurl.com/y3haezhm>. Contact (206) 351-4406 or hodges.jw@gmail.com.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



36-FT BEAUTIFUL ISLANDER, 1978. San Francisco Marina. \$42,000. This is a meticulously maintained boat. Islanders are excellent Bay sailers or bluewater boats; many have circumnavigated. This boat sleeps six, galley, head. New main and new jib. Contact (415) 828-1833 or kris.youngberg@gmail.com.



39-FT FREEDOM EXPRESS, 1983. Alameda. \$45,000. Freedoms were designed for sailing ease. Fast, stable sailing and a great liveaboard. Read about Freedoms in Ferenc Mate's *World's Best Sailboats*, (Vol I). Lots of extras. See www.ketch-22.com/4Sale.html. (928) 554-1877 or ketch22@gmail.com.

40 TO 50 FEET



42-FT BENETEAU 423, 2006. San Pedro. \$139,500. Great liveaboard boat located in Redwood City. Yanmar diesel (4JH4E) 1050 hrs. 2 cabins w/large owner's stbm, two bathrooms w/showers. 6kw Onan generator, watermaker, satellite phone, microwave, propane stovetop and oven, fridge/freezer, hot/cold pressurized H2O, A/C, heater, autopilot, bow thruster, new TV & DVD player, Raymarine E-80 color radar/chartplotter, speed and depthfinder, fishfinder, autopilot w/remote, etc. Cherry interior, new cushions, new batteries, new belts, new Duratouch cushions, \$20k+ put in since purchased. In August 2019: new thru-hull fittings, new bottom paint and new Max-Prop. Maintained immaculately. In excellent condition. (714) 916-2740 or jono4sail@gmail.com.

46-FT WILLIAM GARDEN SCHOONER. 1972. South San Francisco. \$19,000/obo. "A home on the ocean". Center cockpit and pilothouse with upper and lower helms. Strip-planked 1.5" cedar, epoxy fastened. Sitka spruce masts (new 2002), 24hp (18.5 kW) 3ph 96 volt electric inboard motor w/controller (new 2018), motor recharges batteries when sailing at 5+ knots. Sleeps 10, Furuno radar, diesel heater stove, head, shower. Documented offshore 6-pack. Needs new captain for cosmetic work and TLC. (415) 531-6172 or hugenot@comcast.net.



40-FT PASSPORT, 1985. San Carlos, Mexico. \$120,000. 46hp Westerbeke. New canvas: Stack Pack and full boat cover. Current Raymarine chartplotter, navigation. Hydrovane. Solar panels. Much more included. Start your adventure on the beautiful Sea of Cortez. (707) 338-2261 or glouisiv@gmail.com.



FUJI 45 MK II KETCH. Alden Design, 1983. La Paz, Mexico. \$66,700. PRICE REDUCED! Well maintained and upgraded. Hull #23 of 23. Bluewater cruiser/liveaboard, Isuzu 4-cylinder, watermaker, Achilles dinghy with 6hp Yamaha. See <http://tinyurl.com/y3gmhb9n>. Email markrudenaer@gmail.com.



TARTAN S&S 41, 1973. Marina Mazatlan Mexico. \$45,450 USD. If you are looking for a solid, seaworthy, well maintained ocean sailboat that is easy and fun to sail. *Synchrony* is it. She is in a berth at Marina Mazatlan. *Synchrony* is a fully-appointed ready-to-cruise boat that is easily handled by a couple or singlehanded. For more photos see: <http://seourart.com>. (415) 370-1499 or captainherb@gmail.com. Thanks, Herb & Juliet.



48-FT TAYANA DS, 2002. Puerto Vallarta, Mexico. \$319,000. The nicest Tayana 48 DS on the market. Priced below recent survey value. Highly maintained. Many upgrades and cruise-loaded. Turnkey ready. Easily sailed by a couple. Cruise Mexico now and start your adventures. Yanmar 75hp diesel, 1645hrs. Custom hard dodger and full cockpit enclosure w/window coverings. 2 cabin, 2 head, gen set, air/heat, watermaker, full electronics, AIS, autopilot, boom furling, furling foresails, spinnaker, electric winches. Sails & rigging all inspected, dinghy, davits, OB. ShadeTree awning, lots of spares. Maintenance and meticulous records kept. The boat shows like new. Private dock in Puerto Vallarta, Mexico. Shown by appointment. Orientation of vessel and systems available. Email ebessinger@candeexcavating.com.



45-FT CUSTOM, 2010. Alameda. \$95,000. Portland Yacht Constructors. Salmon troller/yacht built for live/work/travel. This boat is cherry. My condition forces sale. One of a kind, escape the rat race and live in comfort afloat and make more than a few bucks while doing it. www.fvdevotion.com. Contact (650) 678-7124 or nearshoreguy@hotmail.com.



C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or karl.wilber@sbcglobal.net.



40-FT HUTTON, 1986. Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fishfinder and more. (707) 349-0953 or cgreene@mcn.org.



COMPASS 47, 1990. San Carlos, Mexico. \$79,000. Strong South African-built, Lavranos design, Center Cockpit sloop, Cutter. Recent survey available. 4108 Perkins, well equipped many spare parts. Gorgeous teak interior, 3 cabins sleeps 6. Comfortable ocean cruiser. Email theoandmarion@aol.com.

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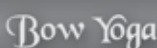
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42-FT TARTAN, 1981. Alameda, CA. \$55,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades include: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



40-FT HANS CHRISTIAN CHRISTINA. 1986. Alameda. \$155,000. 66hp turbo diesel with 2700hrs, Maxprop, extensive inventory for extended comfortable cruising including solar panels, Cape Horn vane, 2 inverter/chargers, life raft, integrated Raymarine nav network including E-80, AIS, radar, autopilot with remote, depth/wind, watermaker, SSB/Ham, Glacier Bay reefer/air conditioner, full-batten North main, genoa, staysail, gennaker, ProFurl jib, standing, running, lifelines replaced 2013. All upholstery replaced, leather nav chair, marble counters, radar arch/davits, new diesel tank, beautiful museum quality brightwork, entire exhaust system replaced/upgraded. Hookah dive/wetsuit, many spares. Continually upgraded and maintained. 20yr owner. Email litso2084@yahoo.com.



40-FT SABRE, 1999. Newport Beach. \$198,000. Cruise-ready. Pristine condition. Cutter rigged. Windvane. Watermaker. Rod rigging. Cruising sails with drifter and gennaker. Yanmar diesel with low mileage. Electric main winch. VacuFlush head. And much more. Email 2aquadreamers@gmail.com.



46-FT CAL 3-46, 1978. Long Beach, CA. \$59,500. Been around the world and ready again! 85hp Perkins (rebuilt), 8kW Onan, oversized refrigerator/freezer, Simrad autopilot, full-batten main with lazy jacks and cradle, ProFurl, self-tailing winches, 26" Gori propeller, windlass with 300' 3/8" chain and Delta anchor, custom stainless railings. Dodger with folding bimini, Furuno radar, chartplotter, VHF, Icom HF, 2500/130 Heart inverter, liferaft, 20gph watermaker (needs repair), new electric bilge pumps, electric heads, Samsung TV with surround, custom teak salon and cockpit tables and cabinets, stereo, built-in icemaker, washer/dryer, new oversized tankage and battery bank, 10-ft AB RIB with 15hp and 4hp and much more. Motivated seller! (714) 342-2482 or jhairman@aol.com.



42-FT BENETEAU OCEANIS 430, 1992. Puerto Penasco, Sea of Cortez. \$129,000. Step aboard. Sail away. *Rhea* is a blue-water cruiser designed to perform. Over \$100k invested in last 5 years. Upgrades are too many to list - see website for complete info and more pics. She will be cruise-ready in October 2019, just in time for the best cruising in the Sea of Cortez. Free delivery is available anywhere in the SOC. Paid delivery to CA. See www.beneteau-oceanis-430-rhea.com. (916) 704-2499 or realriver42@gmail.com.

51 FEET & OVER



58-FT BRUCE FARR CUSTOM, 1986. Southport, North Carolina. \$115,000. *Tribute* is a Farr 58 designed by famed yacht designer, Bruce Farr, to be a fast offshore sailboat. She has circumnavigated the world, crossed many oceans, and is proven by the thousands of sea miles under her keel. She is a Baja Ha-Ha vet. *Tribute* was built to the highest standards of yacht construction by master yacht builders Dencho Marine in Long Beach, CA. She was originally commissioned by a very knowledgeable Olympic medalist sailboat racer. The design called for the combination of speed and comfort that could be easily shorthanded by a couple. Please email me for further details. Email tribute@baymoon.com.

CLASSIC BOATS



18-FT GAFF SLOOP, 1936. SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.

MULTIHULLS



38-FT CUSTOM DESIGN CROSS. Trimaran, 1990. San Rafael. \$48,000. Professionally built by Lost River Marine. All epoxy, composite hulls, 4 sails. A really solid and beautiful all-seas boat. Perkins M30 diesel. Must see. (707) 246-3719 or pfoyt.arts@gmail.com.



55-FT TRIMARAN. Horstman-inspired, 1989. Panama City, Panama. \$90,000/obo. Must sell majestic, comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furled genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novuran Equator 600 w/trailer in dry dock. Contact (775) 350-4935 or (775) 782-7035 or bssevers@msn.com.



33-FT FARRIER F-33X AFT COCKPIT. 2014. Santa Cruz. \$170,000 PRICE REDUCED. Hull #7 by Multihulls Direct. Ballenger Spar. North 3DL main, jib, screecher, kite, good condition. 9.9 Tohatsu. Fast and clean. See Youtube clip. <http://tinyurl.com/y88x99fg>. (831) 345-6927 or (831) 479-1625 or jsgriff3@gmail.com.



44-FT MARPLES 44 FAST CRUISER. 1985. Santa Cruz. \$98,000. 44-ft Marples Fast Cruiser trimaran, 1985, offered by builder/owner, circumnavigation 2005-09, recent upgrades/equipment, 46hp Pathfinder diesel, June 2019 haulout, proven world cruiser and liveaboard. See <http://rwc2.dsandford.com/gallery.html> or Multihuller@yahoo.com.



42-FT SOLARIS 42, 1976. Oxnard, CA. \$135,000. Well maintained, well equipped, safe, comfortable cruiser. Built to Lloyd's 100A1+. Volvo 30hp saildrives. Four double berths. Fridge, freezer, bathtub, watermaker, awnings, dinghies. 4/19 survey valuation \$149,000. (805) 320-5580 or nfcoetsee@hotmail.com.

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CRUISING SPINNAKER. Auburn / Bay Area. \$1,600. Multicolor downwind asymmetrical spinnaker for 40'-50' yacht. Barely used. Includes dousing sock. Full replacement cost >\$3,800. Perfect sail to cross the Pacific. Contact me for specifications or photos. (858) 524-4316 or sail.pajarito@gmail.com.



REBUILT UNIVERSAL M15. Lockeford, CA. \$3,500/obo. Recently rebuilt Universal M15/Kubota Z500 engine. New rings, bearings, gasket set, injectors and water pump impeller. Top of engine block resurfaced and cylinders honed. Basically this was a thorough engine overhaul. Contact (209) 642-0470, (530) 600-3309 or stephlocke@gmail.com.

CRUISING SPARES. Carson City, NV. \$4,500/obo. Sold our Fairweather Mariner 39 after we offloaded all our cruising spares. Kenwood TS-590 Ham radio (2013), SCS Pactor TNC, Fiorentino Off-shore 12' Para-Anchor in deployment bag with 300' of Pro-Set 3-strand nylon, Fortress FX-55 storm anchor, and 17 large plastic crates of spares and numerous parts including parts/supplies for Spectra watermaker, parts/spares for Perkins M60 engine, alternators, pumps, handheld radios, 19 zincs, courtesy flags (many brand-new), fabric (13 yards Sunbrella, Aqualon, etc.), fishing gear, sextant, cruising guides, binoculars, etc. Can email you a detailed listing. Call or text. Hope to sell as a package deal. (775) 737-6079.

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CHARTER WANTED FOR 2020 PACCUP. Sausalito. PacCup vets seeking to charter 45- to 50-ft boat, suitable for 6-7, with or without captain for 2020 Pacific Cup. Call Pete. (415) 999-2394.

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CREW



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RACE TO TAHITI. Race to Tahiti, and/or sail the South Pacific, Tahiti, Cooks, Fiji, Vanuatu, or Australia. Email for info: sailingbiz.com. Contact (707) 953-0434 or andy@sailingbiz.com.

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 688,000 miles and 84 years experience. See more at www.mahina.com. (360) 378-6131.

PERSONALS



WARREN PRESCOTT. Joins Davy Jones' Locker. San Francisco. Warren was all about the water. If he couldn't be on it, he loved to sit next to it. He crewed with Ray and Marcine Osborn on their boat, *Two Bits*, for years. They even won the two-handed race in their class one time. He worked in the marine supply industry for years, in the San Francisco Bay Area, and most recently in Seattle. Although Warren has reached the end of his voyage, before you reach the end of yours, please hoist one for him. Email prescott285@yahoo.com.

JOB OPPORTUNITIES

LICENSED RIB BOAT CAPTAIN. Pier 39, San Francisco. Licensed Captain wanted for 28ft RIB, *Bay Voyager*. The success of our company, rated #1 Boat Tour in San Francisco (Tripadvisor), relies upon a gold standard of customer service, safety, enthusiasm and knowledge of local maritime history. Job includes narration/interaction with guests. 2-5 years diverse maritime work experience. Previous RIB experience, other languages a plus. Part time/flexible. See <http://bayvoyager.com>. (510) 612-1251. Email résumé, short cover letter to charles@bayvoyager.com.

CANVAS SEWING FABRICATOR. Sausalito. Seeking experienced marine sewing fabricator for the boating, residential and commercial cover and cushion business. Must have a strong work ethic, be able to visualize in 3-D, a high degree of creativity, work as a team player and be physically able to work on boats. The Canvas Works is a fast-growing small custom shop in Sausalito, California. Offering a unique opportunity to work on the water with an experienced and dynamic group. Contact: mike@thecanvasworks.com.

CAPTAINS! San Francisco Water Taxi is expanding and looking for entry level to semi-retired captains to run our iconic yellow boats along the city waterfront. Minimum requirement Masters 25-ton. (408) 621-6405 or Sfwater-taxi@yahoo.com.

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SF BOATWORKS IS HIRING. San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your résumés to: info@sboatworks.com.



LICENSED CAPTAIN WANTED. With towing endorsement for TowBoatUS./ Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. See <http://vesselassistsanfrancisco.com>. Contact Philipdelano@gmail.com or (925) 382-4422.

INSTRUCTORS WANTED. Alameda & Sausalito. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. See www.clubnautique.net. Contact Joe Brandt. (510) 865-4700 or joebrandt990@gmail.com.



EXPERIENCED YACHT BROKER. Salesperson needed. Alameda, CA. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. See <http://rubiconyachts.com>. Contact owner/broker Mark Miner at mark@rubiconyachts.com.

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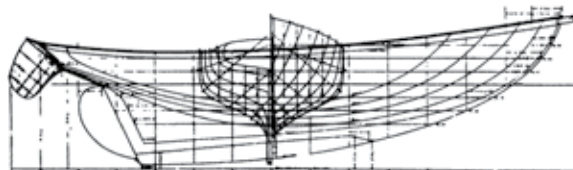
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37.5' HUNTER, 1991
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36.7' BENETEAU, 2011
\$98,500



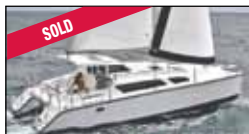
36' CATALINA MKII, 1995
\$55,900 NEW!



36' ISLANDER, 1976
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CATALINA 350, 2004
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GEMINI 105 MC, 2008
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42' HINCKLEY SOU'WESTER CENTERBOARD SLOOP, 1983
Perfect example of a beautiful Hinckley design and exquisite workmanship. \$700,000 spent on her since 2011. Potentially transferable Sausalito YH slip.
\$249,000

See at: www.marottayachts.com



43' C&C, 1973/2010
Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk.
\$139,000

See at: www.marottayachts.com



HUNTER 38, 2007
One owner since new and vessel shows PRISTINE inside and out, must see!
\$112,500

See at: www.marottayachts.com



43' MASON, 1982
The legendary Mason 43 is a handsome traditional cruising boat with a very sea-kindly motion and TON of room below, in nice shape with updated electronics. NO TEAK DECKS. **\$79,000**

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41' PERRY, 1983
The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$64,000**

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27' NOR'SEA, 2000
Late model never-cruised in excellent shape with gleaming brightwork and just over 200 hours on Yanmar. Well equipped with chartplotter/radar, windvane, full batten mainsail **\$54,000**

See at: www.marottayachts.com



C&C 41, 1988
Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip.
\$49,000

See at: www.marottayachts.com



43' ENDEAVOUR 43, 1983
Center cockpit fiberglass fin keel ketch. Potentially transferable downtown Sausalito slip.
\$39,900

See at: www.marottayachts.com



34' PETERSON, 1977 Owned by the same knowledgeable family since 1991, this Mexico veteran has benefitted from numerous upgrades over the years including being repowered with more powerful Yanmar diesel. **\$34,000**

See at: www.marottayachts.com



34' OLSON 34, 1989
The Olson 34 is a rare boat (only a handful were built) much coveted by racer/cruiser aficionados, this particular example just detailed and shows very nicely.
\$34,000

See at: www.marottayachts.com



33' NEWPORT PILOTHOUSE, 1989
Rare Pilothouse model with inside steering and LeisureFurl in-boom mainsail! Only two owners since new, just detailed. Shows very nicely inside and out. **\$23,750**

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34' CAL, 1978
Classic Plastic still being sailed by original owners! Well priced, just detailed and shows nicely.
\$13,900

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53' Monk Steel Expedition Trawler
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42' Uniflite DCMY
Twin Detroits, Heart Inverter, Garmin Radar, Onan
Generator, AC, Dishwasher, Washer/Dryer. **\$77,950**



2001 Catalina 36 MKII
New Dodger and Main Sail,
OCSC Proven Boat! **\$74,950**



Grand Banks 42'
Classic Delta Boat, Tons of Electronics
\$69,750



1960 Chris Craft 40' Conqueror
New Mercruiser, teak decks, desirable woody
\$24,950



1946 Bristol Classic 44'
Famous "Island Clippers" owned by Master Shipwright
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38' Ericson
Performance Cruiser by Bruce King
\$56,900



Rafiki 37
Great bluewater sailer, teak throughout, new engine
\$39,900



Hunter 37' Cherubini
Fresh Bottom Job, New Awlgrip, Beauty!
\$27,950



47' Concorde DCMY
Twin Detroit 8v71, Fiberglass hull, Surveyed 2017
\$49,000



1996 Catalina 36 MKII
Double stateroom under cockpit, wheel steering
\$49,950



36' Hartog Steel Ketch
Blue Water Coastal Cruiser, Yanmar, Heat & AC!
\$28,900



35.5' Bristol
Blue-water cruiser, fine pedigree, designed by Ted Hood
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Dodger, self-tending winches, Solar Charging
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